



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## December 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, 12/18/2023**  
**9:00 - 9:30 AM ET**

**1. Summary of Actions - None**

**2. Public Comments Period**

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

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

**4. Proposed 2024 Committee Work Plan**

*B&T Committee Work Plan - Page 8*

**5. Report on Operations - October 2023**

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

**6. Safety Report - October 2023**

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

**7. Financial Report - November 2023**

*B&T Financial Report- November 2023 - Page 31*

**8. 2024 Adopted Budget and Financial Plan 2024-2027 (Information Item)**

*B&T 2024 Adopted Budget and Financial Plan 2024-2027 - Page 45*

**9. Procurements - None**

**10. B&T Diversity Report - Third Quarter 2023**

*B&T Diversity Report - Third Quarter 2023 - Page 55*



# Bridges and Tunnels

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## Minutes of Committee Meeting November 2023



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

**November 29, 2023**

**9:30 a.m.**

In attendance were the Honorable:

David Mack, Chair  
Andrew Albert  
Jamey Barbas  
Norman Brown  
Randolph Glucksman  
Lisa Sorin  
Vincent Tessitore, Jr.  
Midori Valdivia

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems and Tolling  
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  
Lynn Gore, Deputy Chief Procurement Officer  
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., President

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

**November 29, 2023**

Minutes of TBTA Committee held November 29, 2023 at 9:30 a.m. A list of those in attendance is attached.

**Public Speakers**

The following speakers commented during the public speakers' session:

- Jason Anthony about safety.
- Matthew Buchys Hyland about congestion pricing.
- Michael Ring about the NYC marathon.
- Aleta Dupree about revenue collections.
- Murray Bodin about safety.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on October 23, 2023 were approved.

**Committee Work Plan**

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

**President Sheridan's Remarks**

President Sheridan opened her remarks by stating that the 52nd running of the TCS New York City Marathon kicked off on November 5th from its traditional starting line at TBTA's Verrazzano-Narrows Bridge (VNB). More than 50,000 participants along with a sea of event organizers and officials convened for the race. TBTA employees' collective efforts allowed for a smooth executed event from the start that showcased the VNB to a worldwide audience.

President Sheridan stated that this was her first Marathon experience, and was honored to represent the MTA along with other City officials, event sponsors, and the New York Road Runners at the "Blue Line Painting Ceremony" on November 1st. President Sheridan added that she was thrilled to be offered the privilege of firing the cannon to signal the start of one of the waves of the runners on Event-Sunday. President Sheridan applauded those TBTA and MTA colleagues who rose early to meet the challenge to run across New York City, and congratulated all on this impressive achievement.

**Presentation on Annual Marathon Preparation and Execution**

TBTA Department Heads 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; and Charles Passarella, Vice President of Maintenance and Operations Support, presented TBTA's review of annual marathon preparation and execution.

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

## Procurements

For November 2023, Deputy Chief Procurement Officer (DCPO) Lynn Gore stated that there are three (3) procurement actions.

### Non-Competitive Procurements

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

### Competitive Procurements

DCPO Gore stated that there are three (3) competitively solicited personal service contracts sought to be awarded to: (A) Atkins, P.A. P.C.; (B) Gannett Fleming Engineers and Architects, P. C.; and (C) Henningson, Durham and Richardson Architecture and Engineering, P.C. (“HDR”), to provide miscellaneous toll collection consultant support services on an as-needed basis in the aggregate not-to-exceed amount of \$10 million over a period of five years, as follows:

#### Personal Service Contracts

Atkins, P.A. P.C. Contract No. PSC-21-3055A Five Years	TBTA is seeking Board approval to award three competitively solicited personal service contracts, one to Atkins, P.A. P.C, the second to Gannett Fleming Engineers and Architects, P.C., and the third to Henningson, Durham and Richardson Architecture and Engineering, P.C., for miscellaneous toll collection consultant support services on an as-needed basis.	\$10,000,000 (Aggregate A, B & C)
Gannett Fleming Engineers and Architects, P.C. Contract No. PSC-21-3055B Five Years		
Henningson, Durham and Richardson Architecture and Engineering, P.C. Contract No. PSC-21-3055C Five Years		

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

In response to Commissioner Valdivia’s question about the status of a consolidated back office related to NY E-ZPass, Chief Operating Officer C. de Cerreño clarified that TBTA has had a consolidated back office for E-ZPass and then Tolls by Mail (TbM) for a long time, and that TBTA did conduct a more recent procurement that has been awarded under which the contractors are currently working on the back office upgrades. Responding to Commissioner Valdivia’s follow up question as to whether the procurement actions presently under consideration support back office operations generally, DCPO Gore explained that the three contracts support the Open Road Tolling (ORT) system and, to a limited extent, relate to the back office.

**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

### December 2023

2024 Proposed Committee Work Plan  
2024 Proposed Final Budget

Diversity Report – 3<sup>rd</sup> Quarter

### Responsibility

Committee Chair & Members  
Office of Management &  
Budget  
EEO

### 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

September 2024

2025 Preliminary Budget

Office of Management &  
Budget

October 2024

2025 Preliminary Budget

Office of Management &  
Budget

November 2024

No items 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**

### **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.

#### Diversity Report – 3<sup>rd</sup> Quarter 2023

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

### **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

## **SEPTEMBER 2024**

### 2025 Preliminary Budget

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

## **OCTOBER 2024**

### 2025 Preliminary Budget

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

## **NOVEMBER 2024**

No items scheduled



# Bridges and Tunnels

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## Report on Operations October 2023



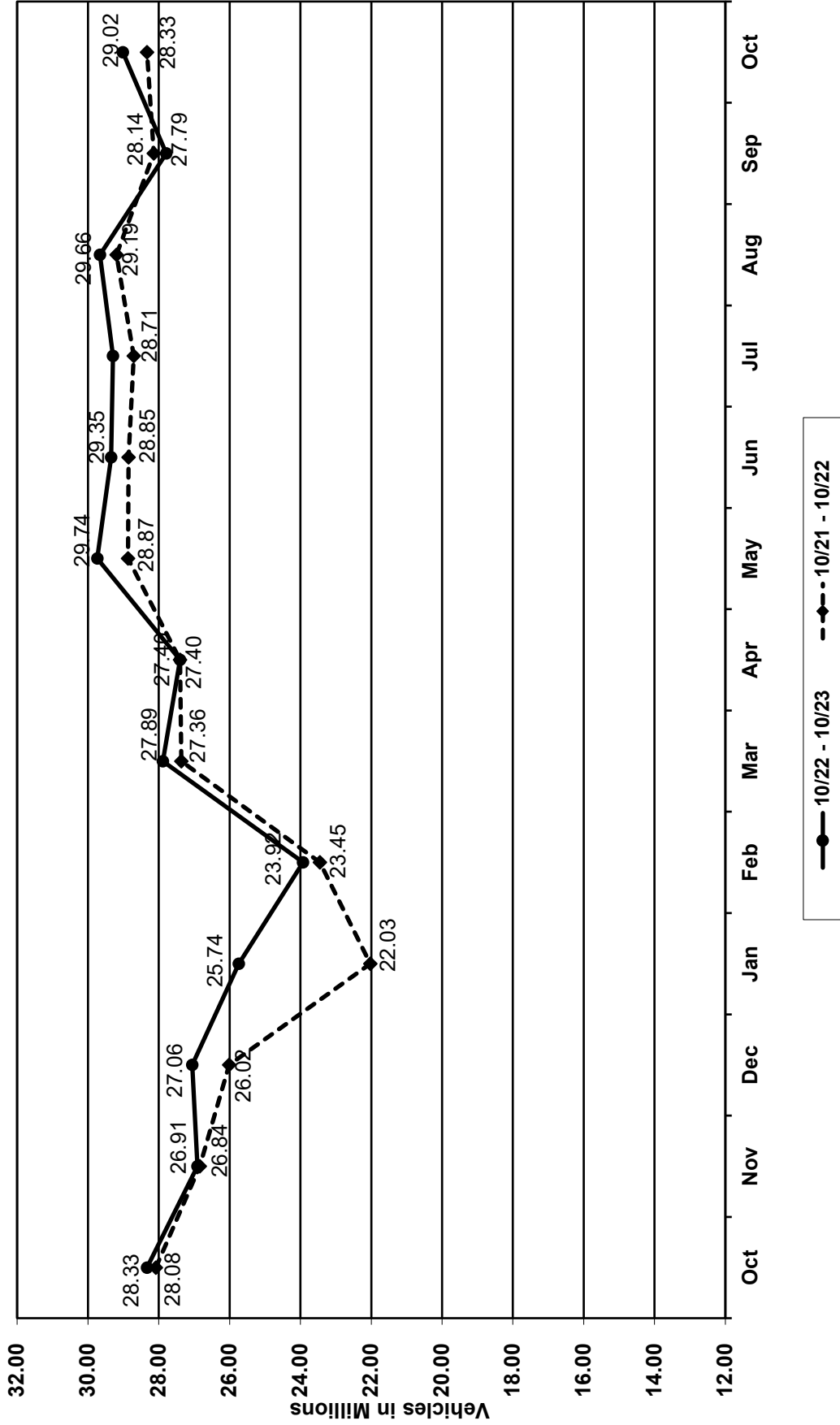
## **MTA Bridges and Tunnels October 2023 Traffic Trends**

### **Summary**

B&T's total paid traffic for October was 29.0 million, an increase of 2.4% compared to 28.3 million crossings in October 2022. Compared to October 2021, B&T paid traffic was 3.3% higher with an increase of 0.9 million crossings. E-ZPass market share was 92.4% in October, lower than both last year and two years ago.

Gasoline prices decreased slightly in October to an average of \$3.85 per gallon, which is \$0.12 higher than October 2022, and \$0.36 higher than two years ago. Gasoline prices and weather conditions were not significant factors on October traffic.

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





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

All B&T Facilities by Method of Payment	October 2023	October 2022	October 2021	2023 YTD
	E-ZPass <sup>1</sup>	26,809,803	26,976,980	26,717,548
Tolls by Mail	2,207,115	1,356,341	1,362,055	15,653,481
<b>Total</b>	<b>29,016,918</b>	<b>28,333,321</b>	<b>28,079,603</b>	<b>250,749,717</b>
E-ZPass Market Share:				
Total	92.4%	95.2%	95.1%	93.7%
Cars	92.2%	95.1%	95.1%	93.6%
Trucks	95.4%	97.1%	96.0%	95.7%

Facility	Average Weekday <sup>2</sup>				Average Weekend <sup>3</sup>				E-ZPass Market Share				E-ZPass Market Share			
	Total	E-ZPass	TBM	2023 vs 2022	Total	E-ZPass	TBM	2023 vs 2022	Oct 2023	Oct 2022	Oct 2021	2023 vs 2022	Oct 2023	Oct 2022	Oct 2021	2023 vs 2022
	138,227	125,610	12,617	-3.6%	138,227	125,610	12,617	-3.5%	90.9%	94.5%	94.4%	-3.6%	90.9%	94.5%	94.4%	-3.6%
Bronx-Whitestone Bridge	22,628	21,092	1,536	-3.2%	22,628	21,092	1,536	-2.9%	93.2%	96.4%	96.1%	-3.2%	93.2%	96.4%	96.1%	-3.2%
Cross Bay Bridge	74,555	69,586	4,969	-2.4%	74,555	69,586	4,969	-2.3%	93.3%	95.7%	95.6%	-2.4%	93.3%	95.7%	95.6%	-2.3%
Henry Hudson Bridge	67,831	63,941	3,890	-2.4%	67,831	63,941	3,890	-2.4%	94.3%	96.7%	96.7%	-2.4%	94.3%	96.7%	96.7%	-2.4%
Hugh L. Carey Tunnel	22,745	21,639	1,106	-2.0%	22,745	21,639	1,106	-1.9%	95.1%	97.2%	97.0%	-2.0%	95.1%	97.2%	97.0%	-1.9%
Marine Parkway Bridge	88,629	83,645	4,984	-2.2%	88,629	83,645	4,984	-2.0%	94.4%	96.6%	96.4%	-2.2%	94.4%	96.6%	96.4%	-2.2%
Queens Midtown Tunnel	194,684	178,595	16,088	-3.4%	194,684	178,595	16,088	-3.4%	91.7%	95.1%	95.1%	-3.4%	91.7%	95.1%	95.1%	-3.4%
Robert F. Kennedy Bridge	117,010	107,244	9,766	-3.2%	117,010	107,244	9,766	-3.4%	94.9%	96.3%	96.1%	-2.5%	94.9%	96.3%	96.1%	-2.5%
Throgs Neck Bridge	224,754	210,785	13,969	-2.9%	224,754	210,785	13,969	-2.3%	93.8%	96.1%	96.1%	-2.9%	93.8%	96.3%	96.1%	-2.5%
Verrazano-Narrows Bridge1	951,063	882,137	68,926	-2.8%	951,063	882,137	68,926	-2.8%	92.8%	95.7%	95.6%	-2.9%	92.8%	95.7%	95.6%	-2.9%
<b>All Facilities<sup>3</sup></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**  
**October 2023**  
Preliminary data subject to final audit

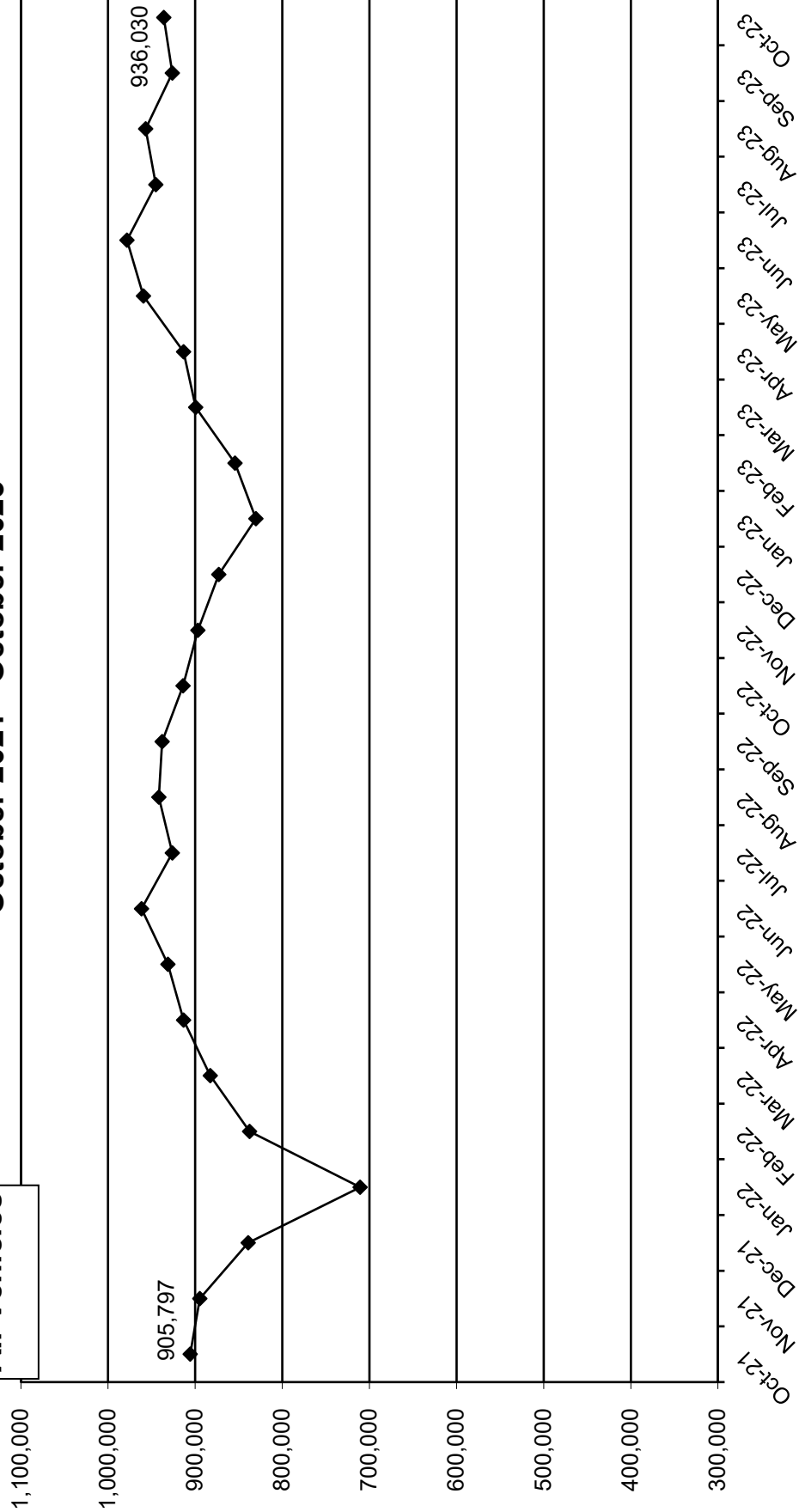
<b>Distribution by Facility &amp; Time Period</b>			
Facility	October 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.9%	23.3%	54.8%
Cross Bay Bridge	25.3%	24.5%	50.2%
Henry Hudson Bridge	23.2%	29.1%	47.7%
Hugh L. Carey Tunnel	23.7%	23.7%	52.5%
Marine Parkway Bridge	25.5%	26.9%	47.7%
Queens Midtown Tunnel	20.3%	22.7%	57.0%
Robert F. Kennedy Bridge	23.4%	21.3%	55.3%
Throgs Neck Bridge	23.4%	23.4%	53.2%
Verrazzano-Narrows Bridge	22.9%	23.7%	53.3%
<b>All Facilities</b>	<b>22.9%</b>	<b>23.5%</b>	<b>53.6%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	October 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.5%	5.0%	9.5%
Cross Bay Bridge	91.7%	1.4%	6.9%
Henry Hudson Bridge	81.6%	11.5%	7.0%
Hugh L. Carey Tunnel	88.2%	5.9%	6.0%
Marine Parkway Bridge	91.9%	3.0%	5.1%
Queens Midtown Tunnel	89.0%	5.1%	5.9%
Robert F. Kennedy Bridge	85.3%	6.1%	8.5%
Throgs Neck Bridge	83.6%	7.7%	8.7%
Verrazzano-Narrows Bridge	82.9%	10.4%	6.6%
<b>All Facilities</b>	<b>85.1%</b>	<b>7.3%</b>	<b>7.6%</b>

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

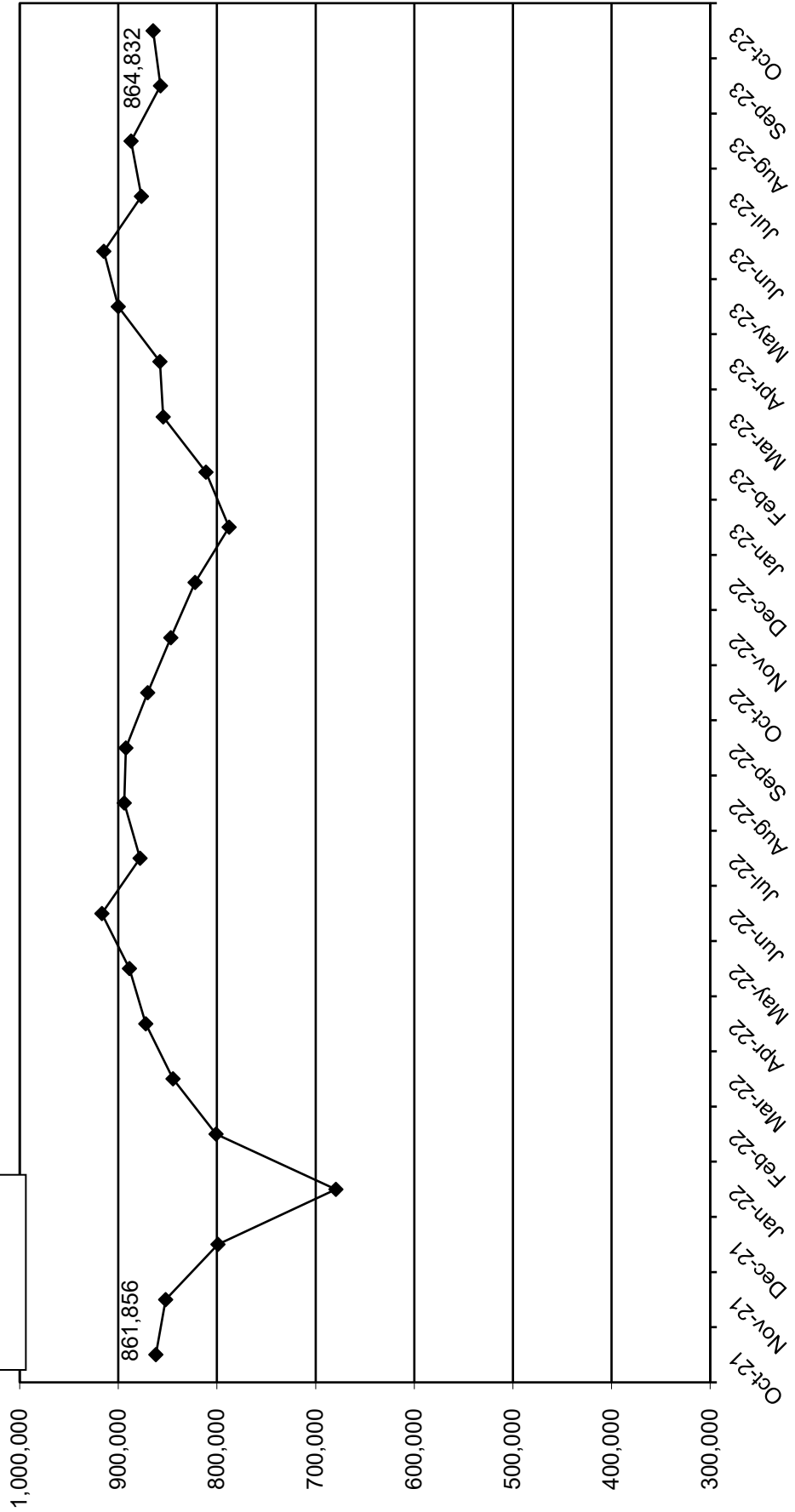
**MTA Bridges and Tunnels  
Average Daily Traffic  
October 2021 - October 2023**

**All Vehicles**



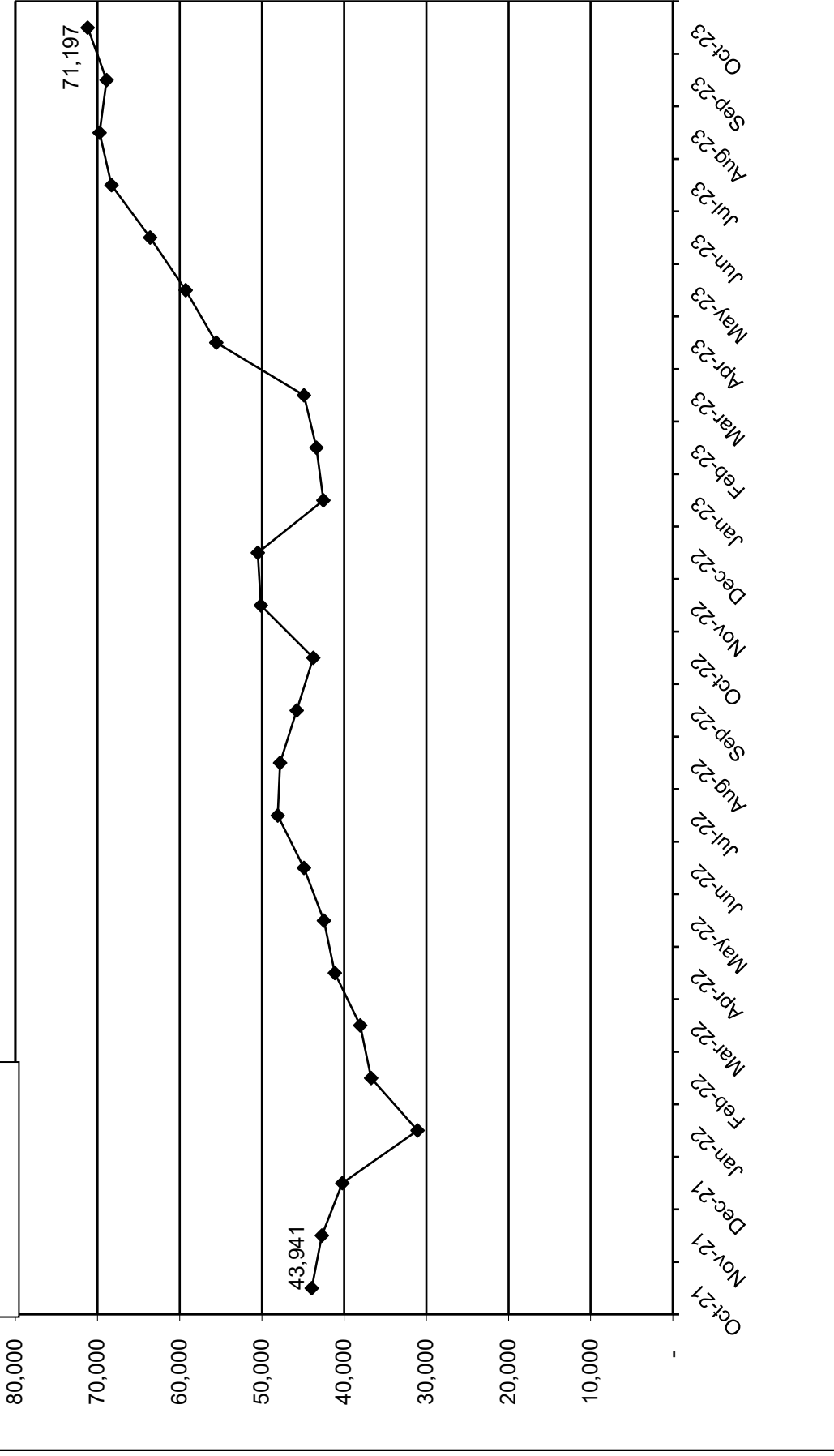
**MTA Bridges and Tunnels  
Average Daily Traffic  
October 2021 - October 2023**

**E-ZPass  
Vehicles**



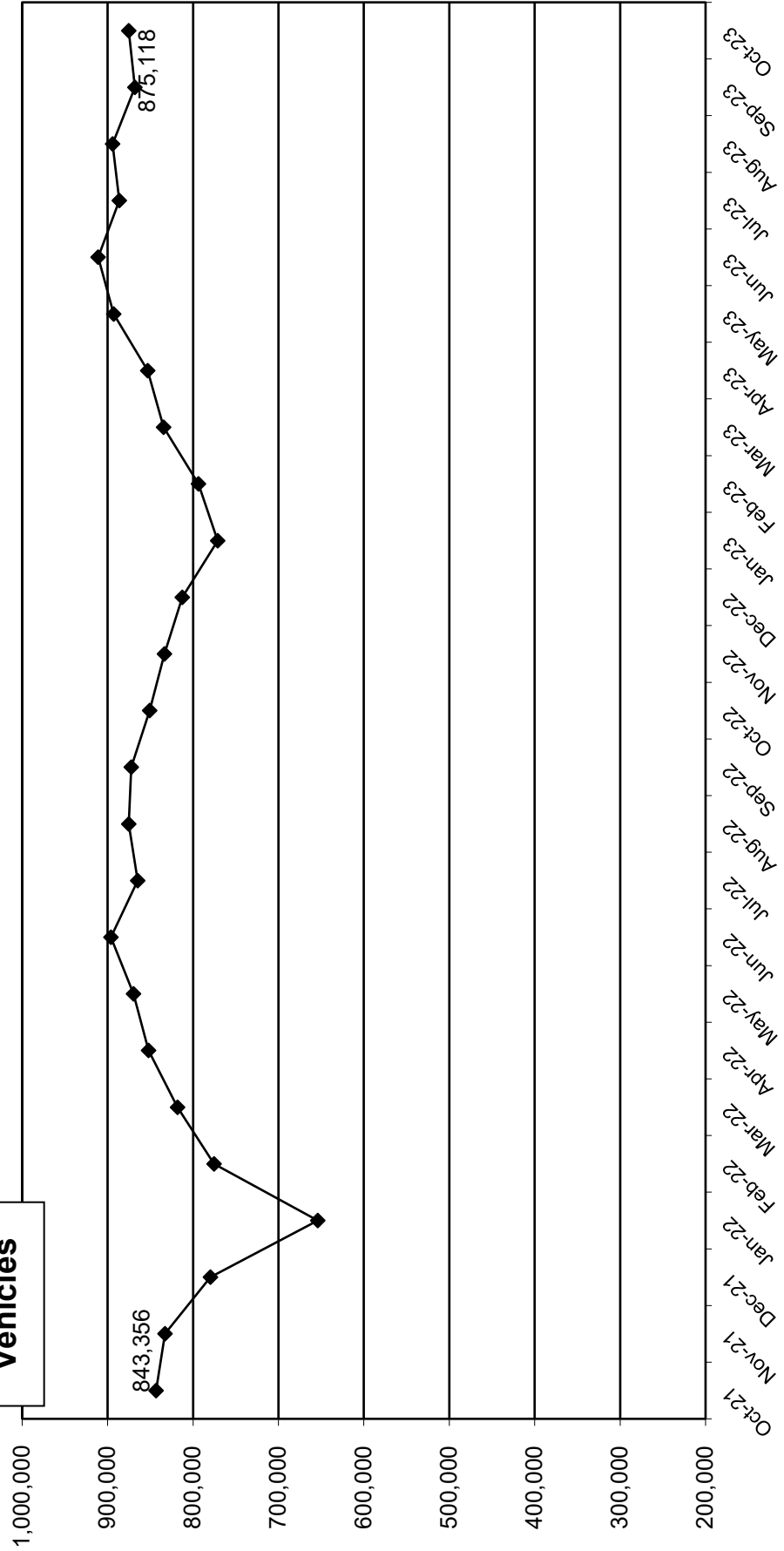
**MTA Bridges and Tunnels  
Average Daily Traffic  
October 2021 - October 2023**

**Tolls by Mail  
Vehicles**



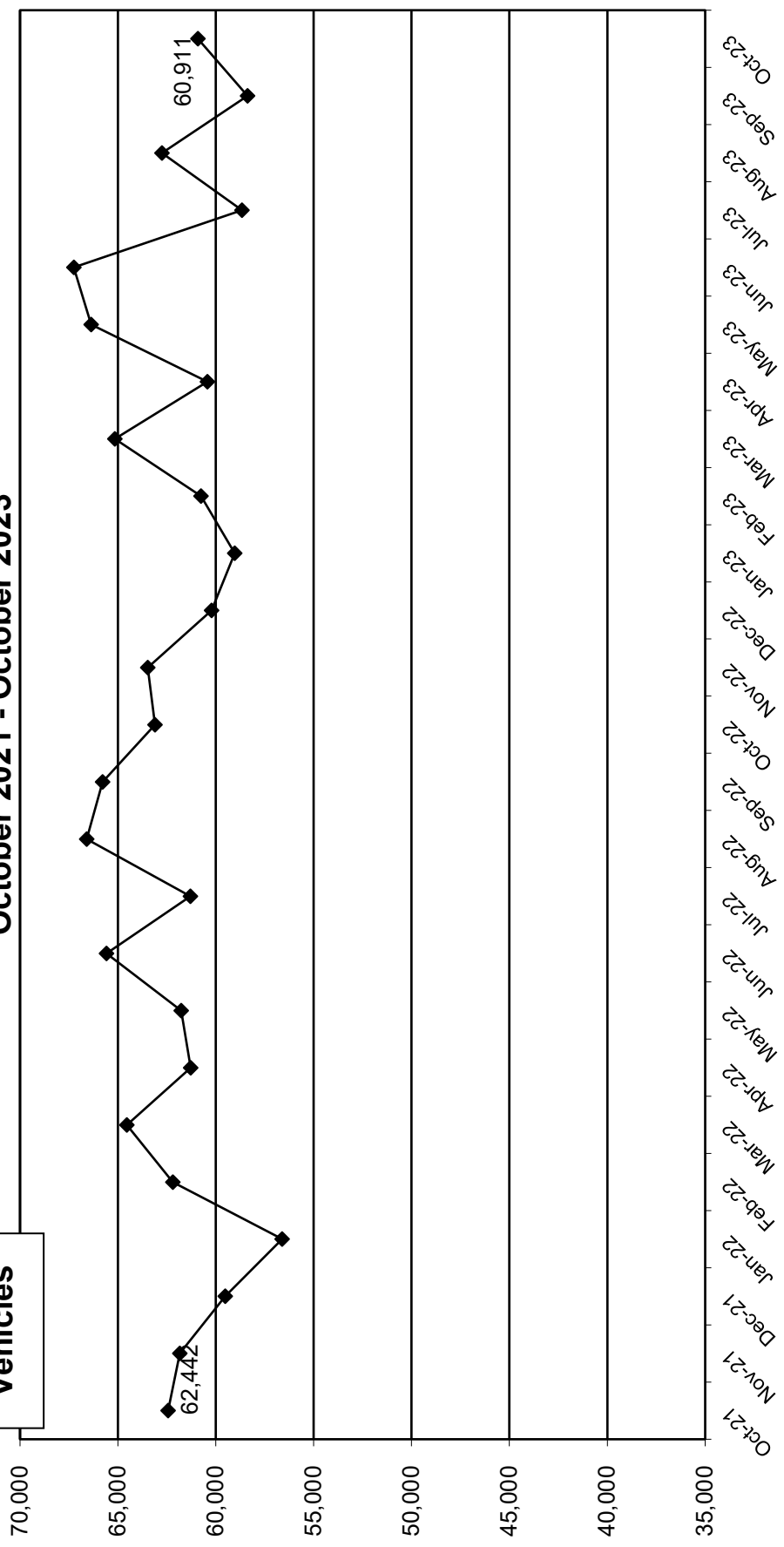
**MTA Bridges and Tunnels  
Average Daily Traffic  
October 2021 - October 2023**

**Passenger  
Vehicles**



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

**Other  
Vehicles**



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

Corridor	Toll Media	Oct(1)	3 Months(2) (Aug-Oct)	6 Months(3) (May-Oct)	9 Months(4) (Feb-Oct)	12 Months(5) (Nov-Oct)
All Facilities	Total Vehicles	2.4%	0.9%	1.6%	1.5%	2.6%
	E-ZPass	-0.6%	-1.8%	-0.7%	-0.4%	0.9%
	Tolls by Mail	62.7%	52.9%	47.1%	40.4%	37.0%
RFK Bridge	Total Vehicles	3.6%	2.0%	3.0%	2.7%	4.2%
	E-ZPass	0.1%	-1.2%	0.2%	0.4%	2.1%
	Tolls by Mail	68.1%	58.6%	52.9%	45.3%	42.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	3.1%	1.0%	0.9%	0.8%	2.5%
	E-ZPass	0.7%	-1.1%	-1.0%	-0.8%	1.2%
	Tolls by Mail	65.4%	56.0%	48.8%	41.4%	38.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.3%	1.4%	2.1%	1.3%	2.9%
	E-ZPass	-1.3%	-1.7%	-0.6%	-0.5%	0.9%
	Tolls by Mail	59.1%	51.3%	45.3%	39.4%	36.3%
Verrazzano-Narrows Bridge	Total Vehicles	2.1%	0.8%	1.8%	1.7%	2.6%
	E-ZPass	-0.6%	-1.4%	-0.2%	0.1%	1.2%
	Tolls by Mail	63.9%	51.0%	47.4%	40.8%	36.1%
Henry Hudson Bridge	Total Vehicles	-0.2%	-1.8%	-0.5%	-0.5%	0.7%
	E-ZPass	-2.6%	-4.1%	-2.5%	-2.1%	-0.6%
	Tolls By Mail	49.4%	41.7%	37.8%	31.7%	28.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.5%	-1.8%	-2.2%	-2.2%	-1.6%
	E-ZPass	-1.2%	-4.0%	-3.9%	-3.6%	-2.8%
	Tolls by Mail	77.0%	56.0%	39.9%	33.0%	29.2%

- (1) October 2023 vs. October 2022
- (2) August 2023 to October 2023 vs. August 2022 to October 2022
- (3) May 2023 to October 2023 vs. May 2022 to October 2022
- (4) February 2023 to October 2023 vs. February 2022 to October 2022
- (5) November 2022 to October 2023 vs. November 2021 to October 2022



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

Corridor	Toll Media	Oct(1)	3 Months(2) (Aug-Oct)	6 Months(3) (May-Oct)	9 Months(4) (Feb-Oct)	12 Months(5) (Nov-Oct)
All Facilities	Total Vehicles	2.4%	0.9%	1.6%	1.5%	2.6%
	Passenger	2.9%	1.5%	1.9%	1.8%	2.9%
	Other	-3.5%	-6.8%	-2.5%	-2.0%	-0.9%
RFK Bridge	Total Vehicles	3.6%	2.0%	3.0%	2.7%	4.2%
	Passenger	4.2%	2.7%	3.4%	3.0%	4.4%
	Other	-3.9%	-6.7%	-1.7%	-0.5%	1.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	3.1%	1.0%	0.9%	0.8%	2.5%
	Passenger	3.9%	1.8%	1.2%	1.0%	2.7%
	Other	-8.2%	-10.0%	-3.8%	-2.2%	0.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.3%	1.4%	2.1%	1.3%	2.9%
	Passenger	2.7%	2.2%	2.7%	1.6%	3.5%
	Other	-1.9%	-6.6%	-4.0%	-2.2%	-3.3%
Verrazzano-Narrows Bridge	Total Vehicles	2.1%	0.8%	1.8%	1.7%	2.6%
	Passenger	2.4%	1.3%	2.0%	1.9%	2.8%
	Other	-1.9%	-4.7%	-0.2%	-0.4%	-0.1%
Henry Hudson Bridge	Total Vehicles	-0.2%	-1.8%	-0.5%	-0.5%	0.7%
	Passenger	-0.1%	-1.7%	-0.5%	-0.5%	0.7%
	Other	-5.2%	-11.8%	-2.1%	-0.3%	4.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.5%	-1.8%	-2.2%	-2.2%	-1.6%
	Passenger	2.0%	-1.3%	-2.2%	-2.3%	-1.7%
	Other	-6.3%	-9.9%	-3.4%	-1.6%	-0.1%

(1) October 2023 vs. October 2022  
(2) August 2023 to October 2023 vs. August 2022 to October 2022  
(3) May 2023 to October 2023 vs. May 2022 to October 2022  
(4) February 2023 to October 2023 vs. February 2022 to October 2022  
(5) November 2022 to October 2023 vs. November 2021 to October 2022



# Bridges and Tunnels

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## Safety Report October 2023



## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	November 2020 - October 2021	November 2021 - October 2022	November 2022 - October 2023
<b>Customer Collisions Rate per Million Vehicles</b>	<b>3.94</b>	<b>3.92</b>	<b>3.56</b>
<b>Customer Injury Collisions Rate per Million Vehicles</b>	<b>0.64</b>	<b>0.80</b>	<b>0.82</b>
<b>Employee Accident Reports</b>	<b>141</b>	<b>110</b>	<b>142</b>
<b>Employee Lost Time Injuries Rate per 200,000 Hours Worked</b>	<b>6.0</b>	<b>5.4</b>	<b>4.9</b>

Leading Indicators				
Roadway Safety	2022		2023	
	October	Year End	October	Year to Date
<b>Workforce Development (# of Participants)</b>	<b>44</b>	<b>490</b>	<b>96</b>	<b>1004</b>
<b>Fleet Preventative Maintenance Insp.</b>	<b>120</b>	<b>1531</b>	<b>114</b>	<b>1209</b>
<b>* Safety Taskforce Inspections</b>	<b>3</b>	<b>14</b>	<b>4</b>	<b>14</b>
Fire Safety	October	Year End	October	Year to Date
<b>* Fire Code Audits Completed</b>	<b>1</b>	<b>14</b>	<b>1</b>	<b>11</b>
<b>** FDNY Liaison Visits</b>	<b>14</b>	<b>29</b>	<b>10</b>	<b>26</b>

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

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

### Definitions:

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

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

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

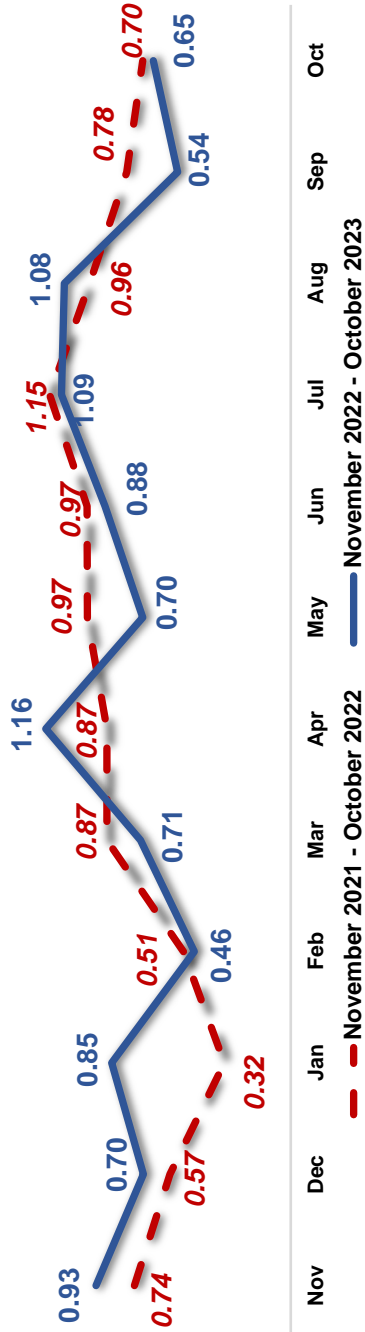
**Fire Code Audits** are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

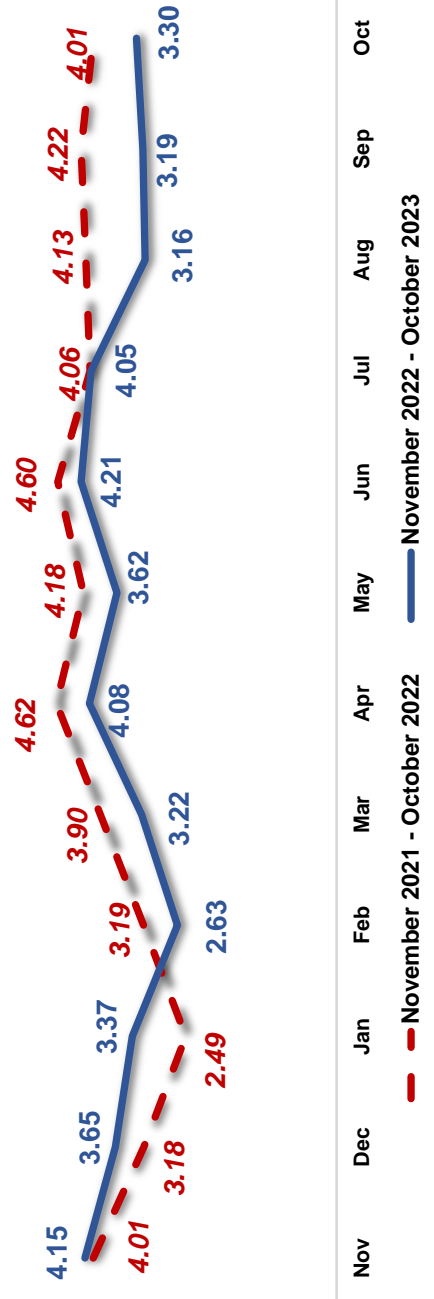


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



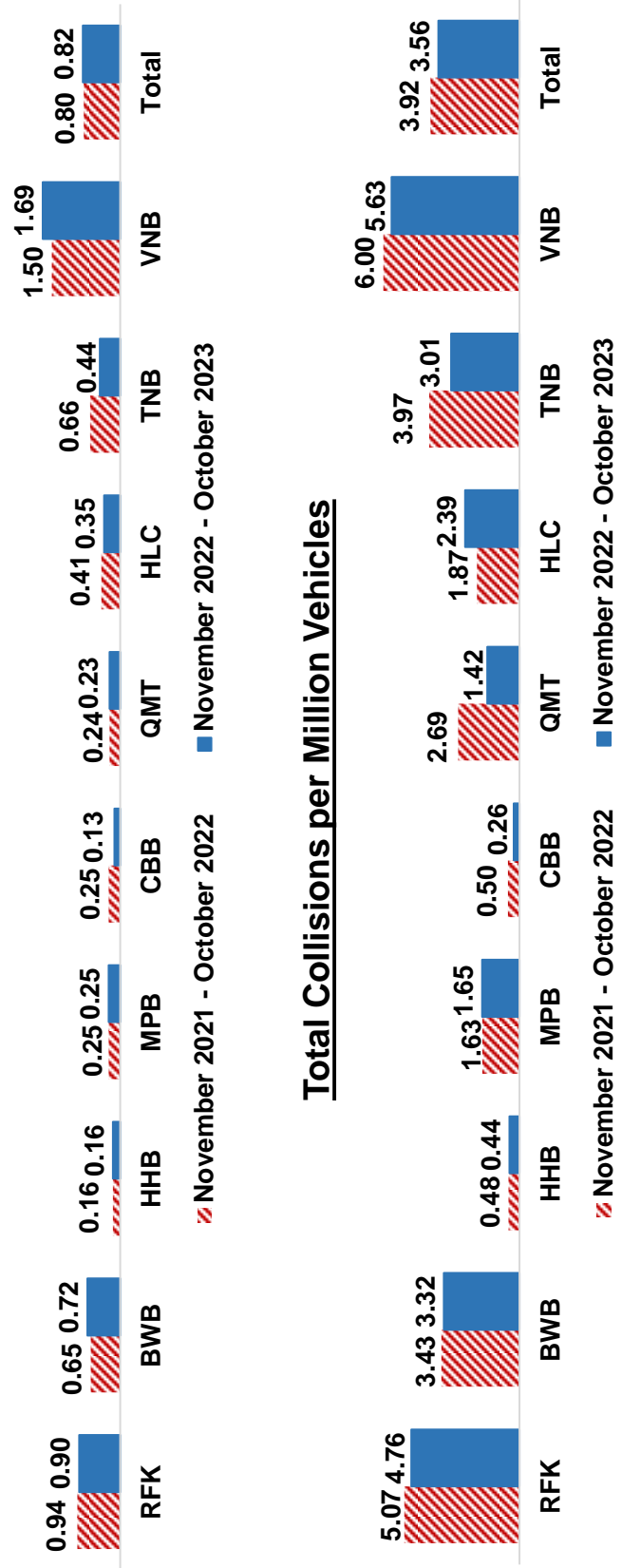
Total Collisions per Million Vehicles





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

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles



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

	22-Oct	22-Nov	22-Dec	23-Jan	23-Feb	23-Mar	23-Apr	23-May	23-Jun	23-Jul	23-Aug	23-Sep	23-Oct
<b>RFK</b>	6.47	6.45	4.22	4.07	3.74	3.00	5.57	5.40	5.55	5.45	3.99	4.77	4.72
<b>BWB</b>	3.01	1.44	1.94	4.56	2.49	2.39	2.18	3.89	5.78	4.96	3.11	4.79	2.10
<b>TNB</b>	3.12	4.79	3.61	3.72	3.64	3.16	3.38	1.81	3.12	2.29	1.53	3.05	2.68
<b>VNB</b>	5.81	6.99	6.74	4.73	3.43	6.53	6.52	5.66	6.37	6.84	4.96	3.19	5.25
<b>QMT</b>	2.60	0.80	1.22	1.28	0.90	0.77	2.80	0.75	1.92	0.39	2.29	1.95	1.83
<b>HLC</b>	1.04	2.19	3.23	0.00	1.20	2.05	4.89	2.02	1.02	2.70	3.57	2.11	3.44
<b>HHB</b>	1.34	0.48	0.49	0.53	0.56	0.47	0.47	1.29	0.00	0.48	0.46	0.00	0.00
<b>MPB</b>	1.59	3.32	1.67	3.49	0.00	1.60	0.00	2.77	2.71	0.00	1.28	1.49	1.53
<b>CBB</b>	1.53	1.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.29	0.00	0.00	0.00
<b>Total</b>	4.01	4.15	3.65	3.37	2.63	3.22	4.08	3.62	4.21	4.05	3.16	3.19	3.30



# Bridges and Tunnels

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## Financial Report November 2023

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**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of November 30, 2023**  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	11,607
Investments:	
Unrestricted	664,611
Restricted	1,368,801
Accrued interest receivable	-158,664
Accounts receivable	534,307
Accounts receivable-Other	35,843
Less allowance for uncollectible accounts	-487,970
Tolls due from other agencies	79,967
Loan receivable from MTA	11,432,217
Prepaid expenses	7,190
	13,487,910
Total current assets	13,487,910

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	175,314
Restricted	-
Facilities, less acc.dep of \$2,501,244	7,832,579
Capital lease 2 Broadway net acc. dep.	35,745
Derivative Hedge Assets	3,446
	8,047,083
Total noncurrent assets	8,047,083

**TOTAL ASSETS:** 21,534,993

**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	13,122
Accumulated decreases in fair value of derivative instruments	50,259
Defeasance costs	71,249
	356,077

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 356,077

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** 21,891,070



**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of November 30, 2023**  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	6,420
Interest Payable	58,763
Accounts Payable	117,655
Accrued Pension Payable	11,920
Payable to MTA-CAP	26,780
Due to MTA-Operating Expenses	5,602
Due to NYCTA-Operating Expenses	134
Accrued salaries	26,144
Accrued Vac & Sick Benefits	18,278
Current portion of estimated liability arising from injury	406
Due to New York City Transit Authority	83,721
Due to Metropolitan Transportation Authority	107,223
Unearned Toll Revenue	237,222
Tolls due to other agencies	106,031
E-ZPass Airport Toll Liability	6,162
	<hr/>
Total current liabilities	812,460

**NONCURRENT LIABILITIES:**

Long term debt	23,408,178
Post Employment Benefits Other than Pensions	908,111
Estimated liability arising from injury	53,777
Capital lease obligations	64,875
Other long-term liabilities	-
Derivative Hedge Liabilities	11,364
Due (to)/from MTA - change in fair value of derivative	42,341
Net Pension Liability	167,407
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	24,656,054

**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	12,160

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES** 25,702,143

**NET POSITION** -3,811,073 \*

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 21,891,070

\*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**  
**November 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	-
Vehicle Toll Revenue	205.213	169.077	(36.136) (17.6)	0.000	0.000	0.000	205.213	169.077	(36.136) (17.6)
Other Operating Revenue	1.587	2.177	0.590 37.2	0.000	0.000	0.000	1.587	2.177	0.590 37.2
Capital & Other Reimbursements	0.000	0.000	-	1.613	1.227	(0.385) (23.9)	1.613	1.227	(0.385) (23.9)
Investment Income	0.104	1.273	1.169 *	0.000	0.000	0.000	0.104	1.273	1.169 *
<b>Total Revenue</b>	<b>\$206.903</b>	<b>\$172.527</b>	<b>(\$34.377) (16.6)</b>	<b>\$1.613</b>	<b>\$1.227</b>	<b>(\$0.385) (23.9)</b>	<b>\$208.516</b>	<b>\$173.754</b>	<b>(\$34.762) (16.7)</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$11.247	\$10.228	\$1.019 9.1	\$0.622	\$0.411	\$0.211 (33.9)	11.869	\$10.639	\$1.230 10.4
Overtime	2.176	2.988	(0.811) (37.3)	\$0.039	0.069	(0.030) (77.8)	2.215	3.056	(0.841) (38.0)
Health and Welfare	2.947	1.863	1.084 36.8	\$0.148	0.099	0.049 33.4	3.095	1.961	1.134 36.6
OPEB Current Payment	2.391	2.618	(0.228) (9.5)	0.000	0.000	0.000	2.391	2.618	(0.228) (9.5)
Pensions	2.381	2.391	(0.010) (0.4)	0.171	0.094	0.077 45.1	2.552	2.485	0.068 2.6
Other Fringe Benefits	2.748	1.183	1.565 56.9	0.078	0.047	0.031 39.3	2.826	1.230	1.595 56.5
Reimbursable Overhead	(0.555)	(0.508)	(0.047) (8.5)	0.555	0.508	0.047 8.5	0.000	0.000	0.000 -
<b>Total Labor Expenses</b>	<b>\$23.335</b>	<b>\$20.763</b>	<b>\$2.572 11.0</b>	<b>\$1.613</b>	<b>\$1.227</b>	<b>\$0.385 23.9</b>	<b>\$24.948</b>	<b>\$21.950</b>	<b>\$2.997 11.9</b>
<b>Non-Labor:</b>									
Electric Power	\$0.313	\$0.285	\$0.029 9.1	\$0.000	\$0.000	\$0.000	\$0.313	\$0.285	\$0.029 9.1
Fuel	0.389	0.120	0.269 69.2	0.000	0.000	0.000	0.389	0.120	0.269 69.2
Insurance	2.365	1.090	1.275 53.9	0.000	0.000	0.000	2.365	1.090	1.275 53.9
Claims	0.000	0.000	0.000 -	0.000	0.000	0.000	0.000	0.000	0.000 -
Paratransit Service Contracts	0.000	0.000	0.000 -	0.000	0.000	0.000	0.000	0.000	0.000 -
Maintenance and Other Operating Contracts	12.333	8.293	4.041 32.8	0.000	0.000	0.000	12.333	8.293	4.041 32.8
Professional Service Contracts	2.737	11.942	(9.205) *	0.000	0.000	0.000	2.737	11.942	(9.205) *
Materials & Supplies	0.066	0.141	0.075 72.2	0.000	0.000	0.000	0.066	0.141	0.075 72.2
Other Business Expenses	4.310	5.878	(1.568) (36.4)	0.000	0.000	0.000	4.310	5.878	(1.568) (36.4)
<b>Total Non-Labor Expenses</b>	<b>\$22.954</b>	<b>\$27.749</b>	<b>(\$4.794) (20.9)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$22.954</b>	<b>\$27.749</b>	<b>(\$4.794) (20.9)</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 -
<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>\$46.289</b>	<b>\$48.512</b>	<b>(\$2.222) (4.8)</b>	<b>\$1.613</b>	<b>\$1.227</b>	<b>\$0.385 23.9</b>	<b>\$47.902</b>	<b>\$49.739</b>	<b>(\$1.837) (3.8)</b>
Depreciation	\$16.510	\$18.108	(\$1.599) (9.7)	\$0.000	\$0.000	\$0.000	16.510	\$18.108	(\$1.599) (9.7)
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	0.291	0.000	0.291 100.0	0.000	0.000	0.000	0.291	0.000	0.291 100.0
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$63.089</b>	<b>\$66.620</b>	<b>(\$3.530) (5.6)</b>	<b>\$1.613</b>	<b>\$1.227</b>	<b>\$0.385 23.9</b>	<b>\$64.702</b>	<b>\$67.847</b>	<b>(\$3.145) (4.9)</b>
Less: Depreciation	\$16.510	\$18.108	(\$1.599) (9.7)	\$0.000	\$0.000	\$0.000	\$16.510	\$18.108	(\$1.599) (9.7)
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	0.291	0.000	0.291 100.0	0.000	0.000	0.000	0.291	0.000	0.291 100.0
<b>Total Expenses</b>	<b>\$46.289</b>	<b>\$48.512</b>	<b>(\$2.222) (4.8)</b>	<b>\$1.613</b>	<b>\$1.227</b>	<b>\$0.385 23.9</b>	<b>\$47.902</b>	<b>\$49.739</b>	<b>(\$1.837) (3.8)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$160.614</b>	<b>\$124.015</b>	<b>(\$36.599) (22.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$160.614</b>	<b>\$124.015</b>	<b>(\$36.599) (22.8)</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**  
**November 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>\$160.614</b>			<b>\$124.015</b>			<b>\$124.015</b>		<b>(\$36.599)</b>			<b>(22.8)</b>
Less: Capitalized Assets Reserves		0.360			0.262			0.262		0.098			27.3
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>\$160.254</b>			<b>\$123.753</b>			<b>\$123.753</b>		<b>(\$36.501)</b>			<b>(22.8)</b>
Less: Debt Service		54.146			54.352			54.352		(0.205)			(0.4)
Less: Contribution to the Capital Program		0.000			0.000			0.000		0.000			-
<b>Income Available for Distribution</b>		<b>\$106.108</b>			<b>\$69.402</b>			<b>\$69.402</b>		<b>(\$36.706)</b>			<b>(34.6)</b>
Distributable To:													
MTA - Investment Income		0.104			1.273			1.273		1.169			*
MTA - Distributable Income		56.424			36.820			36.820		(19.604)			(34.7)
NYCTR - Distributable Income		49.580			31.309			31.309		(18.271)			(36.9)
<b>Total Distributable Income</b>		<b>\$106.108</b>			<b>\$69.402</b>			<b>\$69.402</b>		<b>(\$36.706)</b>			<b>(34.6)</b>
<b>Support to Mass Transit:</b>													
Total Revenues		208.516			173.754			173.754		(34.762)			(16.7)
Less: Total Operating Expenses		<u>47.902</u>			<u>49.739</u>			<u>49.739</u>		<u>1.837</u>			(3.8)
<b>Net Operating Income/(Deficit)</b>		<b>\$160.614</b>			<b>\$124.015</b>			<b>\$124.015</b>		<b>(\$36.599)</b>			<b>(22.8)</b>
Deductions from Net Operating Income:													
Capitalized Assets Reserves		0.360			0.262			0.262		0.098			27.3
B&T Debt Service		0.000			0.000			0.000		0.000			-
Contribution to the Capital Program		30.498			33.605			33.605		(3.107)			(10.2)
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>\$30.858</b>			<b>\$33.867</b>			<b>\$33.867</b>		<b>(\$3.009)</b>			<b>(9.8)</b>
<b>Total Support to Mass Transit</b>		<b>\$129.756</b>			<b>\$90.148</b>			<b>\$90.148</b>		<b>(\$39.608)</b>			<b>(30.5)</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**  
**November 2023 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast		Favorable (Unfavorable)		Mid-Year Forecast		Favorable (Unfavorable)		Mid-Year Forecast		Favorable (Unfavorable)	
	Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent	
<b>Revenue</b>												
Farebox Revenue	\$0,000	\$0,000	-		\$0,000	\$0,000	-		\$0,000	\$0,000	-	
Vehicle Toll Revenue	2,238,458	2,212,255	(1.2)		0,000	0,000			2,238,458	2,212,255	(1.2)	
Other Operating Revenue	19,042	25,591	34.4		0,000	0,000			19,042	25,591	34.4	
Capital & Other Reimbursements	0,000	0,000	*		15,942	16,692	4.7		15,942	16,692	4.7	
Investment Income	3,963	11,076	*		0,000	0,000			3,963	11,076	*	
<b>Total Revenue</b>	<b>\$2,261,464</b>	<b>\$2,248,922</b>	<b>(0.6)</b>		<b>\$15,942</b>	<b>\$16,692</b>	<b>4.7</b>		<b>\$2,277,406</b>	<b>\$2,265,614</b>	<b>(0.5)</b>	
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$112,376	\$98,256	12.6		5,687	\$5,504	3.2		118,064	\$103,760	\$14,303	12.1
Overtime	24,167	26,752	(10.7)		0,765	0,909	(18.6)		24,932	27,661	(2,729)	(10.9)
Health and Welfare	29,689	24,754	4.935		1,357	1,321	2.7		31,046	26,075	4,971	16.0
OPEB Current Payment	28,430	29,661	(4.3)		0,000	0,000			28,430	29,661	(1,231)	(4.3)
Pensions	25,798	24,681	1.118		1,490	1,258	15.5		27,288	25,939	1,349	4.9
Other Fringe Benefits	20,743	14,108	32.0		6,635	0,632	8.5		21,434	14,740	6,694	31.2
Reimbursable Overhead	(5,952)	(7,069)	18.8		5,952	7,069	(18.8)		0,000	0,000	0,000	-
<b>Total Labor Expenses</b>	<b>\$235,252</b>	<b>\$211,144</b>	<b>10.2</b>		<b>\$15,942</b>	<b>\$16,692</b>	<b>(4.7)</b>		<b>\$251,194</b>	<b>\$227,836</b>	<b>\$23,358</b>	<b>9.3</b>
<b>Non-Labor:</b>												
Electric Power	\$3,323	\$3,417	(2.8)		0,000	\$0,000			\$3,323	\$3,417	(\$0,094)	(2.8)
Fuel	2,616	1,725	34.1		0,000	0,000			2,616	1,725	0,891	34.1
Insurance	18,160	11,779	6.381		0,000	0,000			18,160	11,779	6,381	35.1
Claims	0,000	0,000	-		0,000	0,000			0,000	0,000	0,000	-
Paratransit Service Contracts	0,000	0,000	-		0,000	0,000			0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	138,716	120,974	12.8		0,000	0,000			138,716	120,974	17,742	12.8
Professional Service Contracts	30,546	21,954	8.592		0,000	0,000			30,546	21,954	8,592	28.1
Materials & Supplies	4,330	2,590	40.2		0,000	0,000			4,330	2,590	1,740	40.2
Other Business Expenses	51,156	50,707	0.9		0,000	0,000			51,156	50,707	0,449	0.9
<b>Total Non-Labor Expenses</b>	<b>\$248,847</b>	<b>\$213,147</b>	<b>14.3</b>		<b>\$0,000</b>	<b>\$0,000</b>			<b>\$248,847</b>	<b>\$213,147</b>	<b>\$35,700</b>	<b>14.3</b>
<b>Other Expense Adjustments</b>												
Other	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>-</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>\$484,099</b>	<b>\$424,291</b>	<b>12.4</b>		<b>\$15,942</b>	<b>\$16,692</b>	<b>(4.7)</b>		<b>\$500,041</b>	<b>\$440,983</b>	<b>\$59,058</b>	<b>11.8</b>
Depreciation	\$181,605	\$191,847	(5.6)		0,000	\$0,000			181,605	\$191,847	(\$10,242)	(5.6)
OPEB Obligation	0,000	0,000	-		0,000	0,000			0,000	0,000	0,000	-
GASB 75 OPEB Expense Adjustment	0,000	0,000	-		0,000	0,000			0,000	0,000	0,000	-
GASB 68 Pension Adjustment	0,000	0,000	-		0,000	0,000			0,000	0,000	0,000	-
Environmental Remediation	0,000	0,000	-		0,000	0,000			0,000	0,000	0,000	-
GASB 87 Net Adjustment	2,034	3,641	(79.1)		0,000	0,000			2,034	3,641	(1,608)	(79.1)
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$667,738</b>	<b>\$619,779</b>	<b>7.2</b>		<b>\$15,942</b>	<b>\$16,692</b>	<b>(4.7)</b>		<b>\$683,680</b>	<b>\$636,472</b>	<b>\$47,208</b>	<b>6.9</b>
Less: Depreciation	\$181,605	\$191,847	(5.6)		\$0,000	\$0,000			\$181,605	\$191,847	(\$10,242)	(5.6)
Less: OPEB Obligation	0,000	0,000	-		0,000	0,000			0,000	0,000	0,000	-
Less: GASB 75 OPEB Expense Adjustment	0,000	0,000	-		0,000	0,000			0,000	0,000	0,000	-
Less: GASB 68 Pension Adjustment	0,000	0,000	-		0,000	0,000			0,000	0,000	0,000	-
Less: GASB 87 Net Adjustment	2,034	3,641	(79.1)		0,000	0,000			2,034	3,641	(1,608)	(79.1)
<b>Total Expenses</b>	<b>\$484,099</b>	<b>\$424,291</b>	<b>12.4</b>		<b>\$15,942</b>	<b>\$16,692</b>	<b>(4.7)</b>		<b>\$500,041</b>	<b>\$440,983</b>	<b>\$59,058</b>	<b>11.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,777,365</b>	<b>\$1,824,631</b>	<b>2.7</b>		<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>		<b>\$1,777,365</b>	<b>\$1,824,631</b>	<b>\$47,266</b>	<b>2.7</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**  
**November 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>\$1,777,365</b>			<b>\$1,824,631</b>			<b>\$47,266</b>	<b>2.7</b>
Less: Capitalized Assets Reserves		10,460			5,932			\$4,529	43.3
GASB Reserves		0.000			0.000			0.000	-
		0.000			0.000			0.000	-
<b>Adjusted Net Income/(Deficit)</b>		<b>\$1,766,905</b>			<b>\$1,818,700</b>			<b>\$51,795</b>	<b>2.9</b>
Less: Debt Service		624,554			614,914			9,640	1.5
Less: Contribution to the Capital Program		0.000			0.000			0.000	-
<b>Income Available for Distribution</b>		<b>\$1,142,350</b>			<b>\$1,203,785</b>			<b>\$61,435</b>	<b>5.4</b>
Distributable To:									
MTA - Investment Income		3,963			11,076			7,113	*
MTA - Distributable Income		609,777			633,684			23,907	3.9
NYCTR - Distributable Income		528,617			559,026			30,409	5.8
<b>Total Distributable Income</b>		<b>\$1,142,357</b>			<b>\$1,203,785</b>			<b>\$61,428</b>	<b>5.4</b>
<b>Support to Mass Transit:</b>									
Total Revenues		2,277,406			2,265,614			(11,792)	(0.5)
Less: Total Operating Expenses		<u>500,041</u>			<u>440,983</u>			<u>59,058</u>	11.8
<b>Net Operating Income/(Deficit)</b>		<b>\$1,777,365</b>			<b>\$1,824,631</b>			<b>\$47,266</b>	<b>2.7</b>
Deductions from Net Operating Income:									
Capitalized Assets Reserves		10,460			5,932			4,529	43.3
B&T Debt Service		0.000			0.000			0.000	-
Contribution to the Capital Program		342,154			343,963			(1,808)	(0.5)
GASB Reserves		0.000			0.000			0.000	-
		0.000			0.000			0.000	-
<b>Total Deductions From Operating Income</b>		<b>\$352,614</b>			<b>\$349,894</b>			<b>\$2,720</b>	<b>0.8</b>
<b>Total Support to Mass Transit</b>		<b>\$1,424,750</b>			<b>\$1,474,737</b>			<b>\$49,987</b>	<b>3.5</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**  
**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	(36,136)	-17.6%	Lower toll revenue is due to a \$38.3 million one-time collection reserve increase for uncollected toll revenue. Toll revenue without this provision is reflected in the Traffic Volume and Revenue table.	(26,203)	-1.2%	Lower toll revenue is due to a \$38.3 million one-time collection reserve increase for uncollected toll revenue. Toll revenue without this provision is reflected in the Traffic Volume and Revenue table.
Other Operating Revenue	0,590	37.2%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.	6,549	34.4%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.
Investment Income	1,169	*	Higher than anticipated short-term investment returns on fund balances.	7,113	*	Higher than anticipated short-term investment returns on fund balances.
Payroll	1,019	9.1%	Lower payroll expenses primarily due to vacancies.	14,120	12.6%	Lower payroll expenses primarily due to vacancies.
Overtime	(0,811)	-37.3%	Higher overtime is mainly due to unfilled vacancies.	(2,585)	-10.7%	Higher overtime is mainly due to unfilled vacancies.
Health and Welfare	1,084	36.8%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.	4,935	16.6%	Lower expenses primarily due to vacancies.
OP&B Current Payment	(0,228)	-9.5%	Higher expenses primarily due to timing against the mid-year forecast allocation.	(1,231)	-4.3%	Higher expenses primarily due to timing against the mid-year forecast allocation.
Pensions	(0,010)	-0.4%	Higher non-reimbursable expenses primarily due to the timing against the mid-year forecast allocation as well as vacancies.	1,118	4.3%	Lower non-reimbursable expenses primarily due to the timing against the mid-year forecast allocation as well as vacancies.
Other Fringe Benefits	1,565	56.9%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.	6,635	32.0%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.
Electric Power	0,029	9.1%	Lower electricity expenses primarily due to timing against the mid-year forecast allocation.	(0,094)	-2.8%	Higher electricity expenses primarily due to timing against the mid-year forecast allocation.
Fuel	0,269	69.2%	Lower fuel expenses primarily due to timing against the monthly mid-year forecast allocation.	0,891	34.1%	Lower fuel expenses primarily due to timing against the monthly mid-year forecast allocation.
Insurance	1,275	53.9%	Lower insurance expenses primarily due to lower-than-forecasted property insurance premiums and the timing against the monthly mid-year forecast allocation.	6,381	35.1%	Lower insurance expenses primarily due to lower-than-forecasted liability and property insurance premiums and the timing against the monthly mid-year forecast allocation.
Maintenance and Other Operating Contracts	4,041	32.8%	Lower expenses are mainly due to lower expenses and the timing against the monthly mid-year forecast allocation for Major Maintenance & Painting (\$1,867 Mill), Refuse & Recycling (\$1,355 Mill), E-ZPass Equipment maintenance costs (\$0.672 Mill), partially offset by higher E-ZPass tag costs (\$0.519 Mill).	17,742	12.8%	Lower expenses are mainly due to lower expenses and the timing against the monthly mid-year forecast allocation for Refuse & Recycling (\$9,528 Mill), E-ZPass Equipment maintenance costs (\$4,678 Mill), Major Maintenance & Painting (\$1,893 Mill), and E-ZPass tag costs (\$0,987 Mill).
Professional Service Contracts	(9,205)	*	Higher expenses are primarily due to the reversal of a \$11,045 Mill. credit in legal fees that occurred in October resulting from a payment booked in Liabilities reserves and not booked to expense. Additionally there was favorable timing against the monthly mid-year forecast allocation for Bond Issuance costs (\$1,269 Mill).	8,592	28.1%	Lower expenses are primarily due to the favorable timing against the monthly mid-year forecast allocation for Bond Issuance costs (\$4,294 Mill), legal services (\$1,888 Mill), engineering services (\$0,987 Mill), professional service contracts (\$0,570 Mill.), and medical services (\$0,348 Mill.), and outside services (\$0,316 Mill.).
Materials & Supplies	0,365	72.2%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the monthly mid-year forecast allocation.	1,740	40.2%	Lower expenses are primarily due to lower expenses and timing for de-icing materials (\$0,933 Mill.) and a variety of small equipment and supply categories against the monthly mid-year forecast allocation.
Other Business Expense	(1,568)	-36.4%	Higher expenses primarily due to higher-than-forecasted credit card processing fees.	0,449	0.9%	Lower expenses primarily due to lower-than-forecasted credit card processing fees.
Depreciation	(1,599)	-9.7%	Higher depreciation expense primarily due to timing against the monthly mid-year forecast allocation.	(10,242)	-5.6%	Higher depreciation expense primarily due to timing against the monthly mid-year forecast allocation.
<b>Reimbursable</b>						
Capital and Other Reimbursements	(0,385)	-23.9%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	0,750	4.7%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Payroll	0,211	33.9%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	0,183	3.2%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Overtime	(0,030)	-77.8%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0,144)	-18.8%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Health and Welfare	0,049	33.4%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	0,036	2.7%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Pensions	0,077	45.1%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	0,232	15.5%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Other Fringe Benefits	0,030	39.3%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	0,059	8.5%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Reimbursable Overhead	0,047	8.5%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(1,117)	-18.8%	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 November 2023

Month of November

**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
Bronx-Whitestone	4.1	\$32.0	4.1	\$33.7	-1.0%	5.3%	46.8	\$369.4	46.0	\$372.0	-1.6%	0.7%
Cross Bay	0.6	1.6	0.6	1.8	-1.9%	10.7%	7.3	20.0	7.1	19.9	-2.1%	-0.5%
Henry Hudson	2.1	8.1	2.1	9.2	1.6%	13.7%	22.9	89.6	23.1	94.1	1.2%	5.0%
Hugh L. Carey	1.8	12.2	1.9	13.6	4.2%	11.6%	20.0	139.7	20.7	147.0	3.3%	5.3%
Marine Parkway	0.6	1.6	0.6	1.7	1.6%	8.9%	7.3	19.7	7.3	19.9	-0.3%	1.0%
Queens Midtown	2.5	18.0	2.5	19.3	1.3%	7.2%	27.4	203.8	27.8	211.6	1.6%	3.8%
RFK	5.4	40.3	5.7	45.2	4.6%	12.1%	59.8	462.4	62.2	489.5	4.1%	5.9%
Throgs Neck	3.3	29.7	3.6	34.2	7.9%	15.3%	36.3	338.1	39.7	367.6	9.4%	8.7%
Verrazzano-Narrows	6.4	44.0	6.6	48.6	2.3%	10.5%	71.6	498.5	73.5	529.1	2.7%	6.1%
<b>Total</b>	<b>26.9</b>	<b>\$187.5</b>	<b>27.7</b>	<b>\$207.4</b>	<b>2.8%</b>	<b>10.6%</b>	<b>299.2</b>	<b>\$2,141.0</b>	<b>307.5</b>	<b>\$2,250.6</b>	<b>2.7%</b>	<b>5.1%</b>
<b>Revenue Per Vehicle</b>		<b>\$6.969</b>		<b>\$7.496</b>		<b>7.6%</b>		<b>\$7.155</b>		<b>\$7.320</b>		<b>2.3%</b>

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

	November Forecast		November Actual		Percentage Change		YTD Forecast		YTD Actual		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
<b>Total All</b>	<b>27.7</b>	<b>\$205.2</b>	<b>27.7</b>	<b>\$207.4</b>	<b>0.0%</b>	<b>1.1%</b>	<b>308.7</b>	<b>\$2,238.5</b>	<b>307.5</b>	<b>\$2,250.6</b>	<b>-0.4%</b>	<b>0.5%</b>
<b>Revenue Per Vehicle</b>		<b>\$7.418</b>		<b>\$7.496</b>		<b>1.1%</b>		<b>\$7.252</b>		<b>\$7.320</b>		<b>0.9%</b>

**NOTE: For the month of November, as shown above, the toll revenue excludes a \$38.3 million one-time collection reserve increase for uncollected toll revenue, which is reflected in the Statement of Operations.**

- 1) Toll increase implemented August 6, 2023
- 2) Numbers may not add due to rounding.
- 3) 2023 November traffic is 0.8M above November 2019 traffic, an increase of 2.8%, and November YTD traffic 5.0M above November YTD 2019. Excluding the \$38.3 million one-time collection reserve increase, 2023 November revenue is \$35.7M above November 2019, a increase of 20.8%, and November YTD revenue is \$347.2M above November 2019, an increase 18.2%.

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

Facility	Revenue Collection Rate November 2023 <sup>1</sup>
Henry Hudson Bridge	94.5%
Hugh L. Carey Tunnel	95.3%
Queens Midtown Tunnel	96.7%
Marine Parkway Bridge	95.3%
Cross Bay Bridge	93.1%
Robert F. Kennedy Bridge	93.1%
Verrazzano-Narrows Bridge	92.8%
Bronx-Whitestone Bridge	93.0%
Throgs Neck Bridge	94.1%
<b>All Facilities</b>	<b>93.7%</b>

1. Represents total revenue collections from transactions December 2021 through November 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**  
 November 2023

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	15	10	5	6 Managerial vacancies partially offset by 1 position overrun in Professional
Law <sup>(1)</sup>	12	5	7	2 Managerial and 5 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>50</b>	<b>29</b>	
<b>Operations</b>				
ITS & Tolling	66	68	(2)	5 Managerial vacancies offset by 7 overrun in Professional
Central Business District Tolling Program	47	10	37	4 Managerial and 33 Professional vacancies
Operations (Non-Security)	54	35	19	29 Managerial vacancies partially offset by 10 position overrun in Professional
<b>Total Operations</b>	<b>167</b>	<b>113</b>	<b>54</b>	
<b>Maintenance</b>				
Maintenance	205	201	4	7 Managerial and 2 Professional vacancies partially offset by 5 position overrun in Maintainers
Operations - Maintainers	183	152	31	31 Maintainer vacancies
<b>Total Maintenance</b>	<b>388</b>	<b>353</b>	<b>35</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	99	24	4 Managerial and 20 Professional vacancies
Health & Safety	9	7	2	2 Managerial vacancies
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>121</b>	<b>37</b>	
<b>Public Safety</b>				
Operations (Security)	540	365	175	64 Managerial and 111 Operational vacancies
Internal Security - Operations	45	29	16	5 Managerial and 11 Professional vacancies
<b>Total Public Safety</b>	<b>585</b>	<b>394</b>	<b>191</b>	
<b>Total Positions</b>	<b>1,377</b>	<b>1,031</b>	<b>346</b>	
Non-Reimbursable	1,246	900	346	
Reimbursable	131	131	-	
<b>Total Full-Time</b>	<b>1,377</b>	<b>1,031</b>	<b>346</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**  
 November 2023

	Mid-Year Forecast	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	49	38	11	4 vacancies in Administration, 5 in Law, 2 in Budget, 1 vacancy in EEO, and 1 overrun in Executive
Operational Hours	-	-	-	
<b>Total Administration</b>	<b>79</b>	<b>50</b>	<b>29</b>	
<b>Operations</b>				
Managers/Supervisors	73	35	38	29 vacancies in Operations, 5 in ITS & Tolling, and 4 in CBDTP
Professional, Technical, Clerical	94	78	16	33 in CBDTP, partially offset by a 10 position overrun in Operations, 7 overrun in ITS & Tolling,
Operational Hours	-	-	-	
<b>Total Operations</b>	<b>167</b>	<b>113</b>	<b>54</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	20	7	7 vacancies in Maintenance
Professional, Technical, Clerical	11	9	2	2 vacancies in Maintenance
Operational Hours <sup>(1)</sup>	350	324	26	26 vacancies in Operations
<b>Total Maintenance</b>	<b>388</b>	<b>353</b>	<b>35</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	124	97	27	20 vacancies in Engineering, 6 in Law, and 1 in Capital Budget
Operational Hours	-	-	-	
<b>Total Engineering/Capital</b>	<b>158</b>	<b>121</b>	<b>37</b>	
<b>Public Safety</b>				
Managers/Supervisors	179	110	69	64 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical	36	25	11	11 vacancies in Internal Security
Operational Hours <sup>(2)</sup>	370	259	111	111 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>585</b>	<b>394</b>	<b>191</b>	
<b>Total Positions</b>				
Managers/Supervisors	343	201	142	
Professional, Technical, Clerical	314	247	67	
Operational Hours	720	583	137	
<b>Total Positions</b>	<b>1,377</b>	<b>1,031</b>	<b>346</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.

**MTA BRIDGES AND TUNNELS**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**NOVEMBER 2023 YEAR-TO-DATE**  
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance		
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast	November Forecast	
	\$	\$	\$	\$	\$	%
Total Revenue	2,261.464	2,220.495	2,248.922	(12.542)	28.427	1.3
Investment Income	3.963	7.557	11.076	7.113	3.519	46.6
<b>Total Revenue without Investment Income</b>	<b>2,257.501</b>	<b>2,212.938</b>	<b>2,237.846</b>	<b>(19.655)</b>	<b>24.908</b>	<b>1.1</b>
Total Expenses before Non-Cash Liability Adjs	484.099	461.449	424.291	<b>59.808</b>	<b>37.159</b>	<b>8.1</b>
Depreciation	181.605	213.033	191.847	(10.242)	21.185	9.9
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	-
GASB 87 Net Adjustment	2.034	1.743	3.641	(1.607)	(1.898)	*
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs</b>	<b>667.738</b>	<b>676.225</b>	<b>619.779</b>	<b>47.959</b>	<b>56.445</b>	<b>8.3</b>
Less: Depreciation	181.605	213.033	191.847	(10.242)	21.185	9.9
Less: Other Post-Employment Benefits	2.034	1.743	3.641	(1.607)	(1.898)	*
<b>Total Expenses</b>	<b>484.099</b>	<b>461.449</b>	<b>424.291</b>	<b>59.808</b>	<b>37.159</b>	<b>8.1</b>
<b>Net Surplus/(Deficit)</b>	<b>1,777.365</b>	<b>1,759.046</b>	<b>1,824.631</b>	<b>47.266</b>	<b>65.585</b>	<b>3.7</b>
<b>Net Income without Investment Income</b>	<b>1,773.402</b>	<b>1,751.489</b>	<b>1,813.556</b>	<b>40.153</b>	<b>62.067</b>	<b>3.5</b>

Note: Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**NOVEMBER 2023 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>Favorable/(Unfavorable)</b>		<b>Variance Explanation</b>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$28.427	1.3	Higher revenue is primarily due to higher toll revenue, and income from E-ZPass administrative fees, as well as higher investment income due to higher interest rates.
Total Expenses	\$37.159	8.1	Lower expenses are primarily due to vacancies, and lower expenses and timing for insurance, E-Zpass equipment maintenance, major maintenance & painting, and lower credit card processing fees, partially offset by higher professional services contract expenses.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



# Bridges and Tunnels

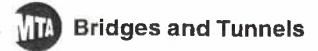
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## 2024 Adopted Budget/Financial Plan 2024-2027 (Information Item)



# Staff Summary



Subject MTA B&T 2024 Budget and 2024-2027 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Kevin Willens, Chief Financial Officer
Department Head Signature 
Project Manager Name David Keller

Date December 18, 2023
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/18/23		X	
2	Finance Committee	12/18/3	X		
3	MTA Board	12/20/23	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB		12/12/2023
2	Financial Liaison		12/11/2023
3	President		12/12/2023

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
							Other

## Purpose

To secure MTA Board adoption of the MTA Bridges and Tunnels' (B&T) 2023 November Forecast, 2024 Final Proposed Budget, and the Four-Year Financial Plan for 2024-2027.

## Discussion

The 2024 Final Proposed Budget, which is consistent with information presented to the Board in December 2023, provides funding to maintain MTA Bridges and Tunnels' commitment to delivering safe, secure, and reliable transportation and first-class customer service. B&T projections do not include MTA consolidated below-the-line adjustments, including the estimated impacts of projected toll increases, which are presented as part of MTA consolidated materials.

MTA operating agencies have been engaged in an ambitious effort to identify innovative ways of conducting business more efficiently, reduce expenses and improve service to customers. During 2023, concrete initiatives have been identified to generate savings that lower the outyear deficits by \$23 million for B&T annually beginning in 2024. The \$23 million savings is driven primarily from the reduction of vacant positions due to Open Road Tolling efficiencies (\$103 million over the Plan period).

B&T forecasts that \$1,893.0 million will be provided in baseline net operating income for 2023 and \$2,012.5 million for 2024.

B&T continues its work on the Central Business District Tolling Program (CBDTP), which aims to reduce congestion in Manhattan's Central Business District (CBD) and generate sufficient net revenue to support \$15 billion for the MTA 2020-2024 Capital Program and subsequent capital programs. The CBDTP, which was authorized by the MTA Reform and Traffic Mobility Act, enacted in April 2019, will impose a toll for vehicles

entering or remaining in the CBD, defined as Manhattan south of and inclusive of 60th Street, not including the FDR Drive or the West Side Highway (which includes the Battery Park underpass and or any surface roadway portion of the Hugh L. Carey Tunnel that connects to West Street).

Revenues produced from the CBDTP will cover operating expenses and are projected to net after expenses of \$400 million in 2024 and \$1 billion dollars annually beginning in 2025 to support the MTA Capital Program. Until the commencement of operations, implementation costs continue to be funded through B&T operating capital and other capital resources, all of which will be reimbursed by CBDTP revenue when the program becomes fully operational.

### **2023 November Forecast- Baseline**

The 2023 November Forecast projects \$2,427.3 million in non-reimbursable revenues, of which \$2,400.2 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$534.3 million, consisting of \$247.5 million in labor expenses and \$286.8 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,489.3 million. Reimbursable revenue and expenses are both forecast at \$17.4 million. Total end-of-year positions are budgeted at 1,216, including 1,085 non-reimbursable positions and 131 reimbursable positions.

### **2024 Final Proposed Budget- Baseline**

The 2024 Final Proposed Budget projects nearly \$2,558.4 million in non-reimbursable revenues, of which \$2,526.2 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$545.9 million, consisting of \$248.4 million in labor expenses and \$297.5 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,583.6 million. Reimbursable revenue and expenses are both forecast at \$30.8 million. Total end-of-year positions are currently budgeted at 1,217 including 1,086 non-reimbursable positions and 131 reimbursable positions.

### **Impact on Funding**

The 2023 November Forecast, the 2024 Final Proposed Budget, and the Four-Year Financial Plan 2024-2027, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

### **Recommendation**

It is recommended that the MTA Board adopt the 2023 November Forecast, the 2024 Final Proposed Budget, and the Four-Year Financial Plan for 2024-2027 for MTA Bridges and Tunnels.

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

	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
<b>Non-Reimbursable</b>						
<b>Operating Revenue</b>						
Toll Revenue	\$2,332.384	\$2,400.165	\$2,526.207	\$2,529.488	\$2,531.495	\$2,534.027
Other Operating Revenue	24.222	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	3.718	8.240	13.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$2,360.324</b>	<b>\$2,427.341</b>	<b>\$2,558.383</b>	<b>\$2,549.665</b>	<b>\$2,551.672</b>	<b>\$2,554.203</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$105.032	\$113.891	\$112.790	\$116.469	\$119.521	\$122.103
Overtime	22.685	26.849	29.231	30.335	31.300	31.459
Health and Welfare	25.255	32.214	35.180	37.607	40.137	42.798
OPEB Current Payments	27.993	30.820	32.670	34.630	36.708	38.910
Pension	30.512	27.980	24.326	27.267	29.599	30.912
Other Fringe Benefits	16.200	22.180	22.703	23.257	23.847	23.840
Reimbursable Overhead	(5.377)	(6.459)	(8.523)	(8.523)	(8.523)	(8.523)
<b>Total Labor Expenses</b>	<b>\$222.300</b>	<b>\$247.475</b>	<b>\$248.376</b>	<b>\$261.042</b>	<b>\$272.588</b>	<b>\$281.498</b>
<b>Non-Labor:</b>						
Electric Power	\$4.645	\$4.345	\$5.099	\$5.486	\$5.521	\$5.650
Fuel	2.812	3.086	3.093	2.868	2.767	2.807
Insurance	13.774	12.831	16.732	19.569	22.555	26.178
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	149.436	166.823	169.340	177.975	179.298	181.733
Professional Services Contracts	23.844	39.041	45.615	46.264	46.715	47.693
Materials and Supplies	3.631	5.243	3.380	3.398	3.481	3.560
Other Business Expenses	53.818	55.452	54.214	54.268	54.306	54.344
<b>Total Non-Labor Expenses</b>	<b>\$251.960</b>	<b>\$286.822</b>	<b>\$297.474</b>	<b>\$309.827</b>	<b>\$314.644</b>	<b>\$321.965</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$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>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$474.260</b>	<b>\$534.296</b>	<b>\$545.850</b>	<b>\$570.869</b>	<b>\$587.232</b>	<b>\$603.463</b>
Depreciation	\$203.935	\$209.397	\$202.491	\$202.491	\$202.491	\$202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(22.211)	(19.406)	(17.210)	(19.867)	(21.816)	(22.847)
GASB 75 OPEB Expense Adjustment	24.982	29.203	29.166	29.043	28.983	26.781
GASB 87 Lease Adjustment	14.499	2.324	2.324	2.324	2.324	2.324
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$695.465</b>	<b>\$755.814</b>	<b>\$762.621</b>	<b>\$784.860</b>	<b>\$799.215</b>	<b>\$812.212</b>
Less: Depreciation	\$203.935	\$209.397	\$202.491	\$202.491	\$202.491	\$202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adj.	(22.211)	(19.406)	(17.210)	(19.867)	(21.816)	(22.847)
GASB 75 OPEB Expense Adj	24.982	29.203	29.166	29.043	28.983	26.781
GASB 87 Lease Adjustment	14.499	2.324	2.324	2.324	2.324	2.324
<b>Total Expenses</b>	<b>\$474.260</b>	<b>\$534.296</b>	<b>\$545.850</b>	<b>\$570.869</b>	<b>\$587.232</b>	<b>\$603.463</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,886.064</b>	<b>\$1,893.045</b>	<b>\$2,012.533</b>	<b>\$1,978.795</b>	<b>\$1,964.440</b>	<b>\$1,950.740</b>



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

	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
Toll Revenue	\$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
Capital and Other Reimbursements	11.376	17.422	30.838	30.958	31.101	31.225
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$11.376</b>	<b>\$17.422</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>	<b>\$31.225</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$3.448	\$6.242	\$13.525	\$13.603	\$13.684	\$13.766
Overtime	0.420	0.824	1.039	1.039	1.060	1.060
Health and Welfare	0.821	1.489	2.801	2.816	2.831	2.846
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.888	1.645	3.406	3.424	3.443	3.462
Other Fringe Benefits	0.422	0.763	1.545	1.552	1.560	1.568
Reimbursable Overhead	5.377	6.459	8.523	8.523	8.523	8.523
<b>Total Labor Expenses</b>	<b>\$11.376</b>	<b>\$17.422</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>	<b>\$31.225</b>
<b>Non-Labor:</b>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	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
Paratransit Service Contracts	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
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	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>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$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>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$11.376</b>	<b>\$17.422</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>	<b>\$31.225</b>
<b>Net Surplus/(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>

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

	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
<b>Non-Reimbursable / Reimbursable</b>						
Page 1 of 2						
<b>Operating Revenue</b>						
Toll Revenue	\$2,332.384	\$2,400.165	\$2,526.207	\$2,529.488	\$2,531.495	\$2,534.027
Other Operating Revenue	24.222	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	11.376	17.422	30.838	30.958	31.101	31.225
Investment Income	3.718	8.240	13.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$2,371.700</b>	<b>\$2,444.764</b>	<b>\$2,589.221</b>	<b>\$2,580.622</b>	<b>\$2,582.772</b>	<b>\$2,585.428</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$108.480	\$120.134	\$126.314	\$130.072	\$133.205	\$135.869
Overtime	23.104	27.672	30.270	31.375	32.360	32.519
Health and Welfare	26.077	33.703	37.981	40.423	42.967	45.644
OPEB Current Payments	27.993	30.820	32.670	34.630	36.708	38.910
Pension	31.401	29.625	27.732	30.691	33.042	34.374
Other Fringe Benefits	16.622	22.943	24.248	24.810	25.408	25.408
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$233.676</b>	<b>\$264.897</b>	<b>\$279.214</b>	<b>\$292.000</b>	<b>\$303.689</b>	<b>\$312.723</b>
<b>Non-Labor:</b>						
Electric Power	\$4.645	\$4.345	\$5.099	\$5.486	\$5.521	\$5.650
Fuel	2.812	3.086	3.093	2.868	2.767	2.807
Insurance	13.774	12.831	16.732	19.569	22.555	26.178
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	149.436	166.823	169.340	177.975	179.298	181.733
Professional Services Contracts	23.844	39.041	45.615	46.264	46.715	47.693
Materials and Supplies	3.631	5.243	3.380	3.398	3.481	3.560
Other Business Expenses	53.818	55.452	54.214	54.268	54.306	54.344
<b>Total Non-Labor Expenses</b>	<b>\$251.960</b>	<b>\$286.822</b>	<b>\$297.474</b>	<b>\$309.827</b>	<b>\$314.644</b>	<b>\$321.965</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$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>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$485.636</b>	<b>\$551.719</b>	<b>\$576.688</b>	<b>\$601.827</b>	<b>\$618.333</b>	<b>\$634.689</b>
Depreciation	\$203.935	\$209.397	\$202.491	\$202.491	\$202.491	\$202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(22.211)	(19.406)	(17.210)	(19.867)	(21.816)	(22.847)
GASB 75 OPEB Expense Adjustment	24.982	29.203	29.166	29.043	28.983	26.781
GASB 87 Lease Adjustment	14.499	2.324	2.324	2.324	2.324	2.324
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$706.841</b>	<b>\$773.237</b>	<b>\$793.459</b>	<b>\$815.818</b>	<b>\$830.315</b>	<b>\$843.437</b>
Less: Depreciation	\$203.935	\$209.397	\$202.491	\$202.491	\$202.491	\$202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adj.	(22.211)	(19.406)	(17.210)	(19.867)	(21.816)	(22.847)
GASB 75 OPEB Expense Adj	24.982	29.203	29.166	29.043	28.983	26.781
GASB 87 Lease Adjustment	14.499	2.324	2.324	2.324	2.324	2.324
<b>Total Expenses</b>	<b>\$485.636</b>	<b>\$551.719</b>	<b>\$576.688</b>	<b>\$601.827</b>	<b>\$618.333</b>	<b>\$634.689</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,886.064</b>	<b>\$1,893.045</b>	<b>\$2,012.533</b>	<b>\$1,978.795</b>	<b>\$1,964.440</b>	<b>\$1,950.740</b>

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

	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
<b>Non-Reimbursable / Reimbursable</b>						
Page 2 of 2						
<b>Net Surplus/(Deficit)</b>	<b>\$1,886.064</b>	<b>\$1,893.045</b>	<b>\$2,012.533</b>	<b>\$1,978.795</b>	<b>\$1,964.440</b>	<b>\$1,950.740</b>
<b><u>Deductions from Income:</u></b>						
Less: Capitalized Assets	\$13.100	\$23.600	\$22.441	\$23.302	\$23.857	\$24.419
B&T Capital Reserves & Prepaid Exp.	(1.627)	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,874.591</b>	<b>\$1,869.445</b>	<b>\$1,990.092</b>	<b>\$1,955.493</b>	<b>\$1,940.583</b>	<b>\$1,926.320</b>
Less: Debt Service	\$681.139	\$682.041	\$677.170	\$793.828	\$819.237	\$871.894
Less: Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000
<b>Income Available for Distribution</b>	<b>\$1,193.452</b>	<b>\$1,187.404</b>	<b>\$1,312.922</b>	<b>\$1,161.666</b>	<b>\$1,121.347</b>	<b>\$1,054.426</b>
<b><u>Distributable To:</u></b>						
MTA - Investment Income	\$3.718	\$8.240	\$13.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	640.318	633.418	689.295	626.052	604.697	572.263
NYCT - Distributable Income	549.416	545.746	610.387	534.373	515.409	480.923
<b>Total Distributable Income</b>	<b>\$1,193.452</b>	<b>\$1,187.404</b>	<b>\$1,312.922</b>	<b>\$1,161.666</b>	<b>\$1,121.347</b>	<b>\$1,054.426</b>
<b><u>Actual Cash Transfers:</u></b>						
MTA - Investment Income - Prior Year	\$0.094	\$3.718	\$8.240	\$13.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	642.664	672.163	683.707	632.376	606.833	575.506
NYCT - Cash Surplus Transfer	550.587	576.178	603.923	541.975	517.305	484.371
<b>Total Cash Transfers</b>	<b>\$1,193.346</b>	<b>\$1,252.059</b>	<b>\$1,295.870</b>	<b>\$1,187.591</b>	<b>\$1,125.378</b>	<b>\$1,061.118</b>
<b>SUPPORT TO MASS TRANSIT:</b>						
Total Revenue	\$2,371.700	\$2,444.764	\$2,589.221	\$2,580.622	\$2,582.772	\$2,585.428
Total Expenses Before Non-Cash Liability Adjs.	485.636	551.719	576.688	601.827	618.333	634.689
<b>Net Operating Income</b>	<b>\$1,886.064</b>	<b>\$1,893.045</b>	<b>\$2,012.533</b>	<b>\$1,978.795</b>	<b>\$1,964.440</b>	<b>\$1,950.740</b>
<b><u>Deductions from Operating Income:</u></b>						
B&T Debt Service	\$365.788	\$380.184	\$406.452	\$490.177	\$524.156	\$571.469
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	13.100	23.600	22.441	23.302	23.857	24.419
B&T Capital Reserves	(1.627)	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Deductions from Operating Income</b>	<b>\$377.262</b>	<b>\$403.784</b>	<b>\$428.893</b>	<b>\$513.479</b>	<b>\$548.013</b>	<b>\$595.889</b>
<b>Total Support to Mass Transit</b>	<b>\$1,508.802</b>	<b>\$1,489.261</b>	<b>\$1,583.640</b>	<b>\$1,465.316</b>	<b>\$1,416.427</b>	<b>\$1,354.851</b>

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

	Actual	November Forecast	Final Proposed Budget	2025	2026	2027
	2022	2023	2024			

**TRAFFIC VOLUME**

Total Traffic Volume

326.304	333.853	332.188	332.620	332.884	333.216
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**TOLL REVENUE**

Toll Revenue

\$2,332.384	\$2,400.165	\$2,526.207	\$2,529.488	\$2,531.495	\$2,534.027
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**MTA BRIDGES & TUNNELS**  
**November Financial Plan 2024-2027**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
<b>Administration</b>						
Executive	8	17	17	17	17	17
Law <sup>(1)</sup>	6	12	12	12	12	12
Budget & Finance <sup>(2)</sup>	9	17	17	17	17	17
Administration <sup>(3)</sup>	23	38	38	38	38	38
EEO	0	1	1	1	1	1
<b>Total Administration</b>	<b>46</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>85</b>
<b>Operations</b>						
ITS & Tolling	50	64	65	65	65	65
Central Business District Tolling Program	10	47	47	47	47	47
Operations (Non-Security)	38	54	54	54	54	54
<b>Total Operations</b>	<b>98</b>	<b>165</b>	<b>166</b>	<b>166</b>	<b>166</b>	<b>166</b>
<b>Maintenance</b>						
Maintenance	182	205	205	205	205	205
Operations - Maintainers	153	183	183	183	183	183
<b>Total Maintenance</b>	<b>335</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering/Capital</b>						
Engineering & Construction	107	123	123	123	123	123
Health & Safety	7	9	9	9	9	9
Law <sup>(1)</sup>	10	18	18	18	18	18
Planning & Budget Capital	6	8	8	8	8	8
<b>Total Engineering/Capital</b>	<b>130</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>
<b>Public Safety</b>						
Operations (Security)	412	375	375	375	375	375
Internal Security - Operations	28	45	45	45	45	45
<b>Total Public Safety</b>	<b>440</b>	<b>420</b>	<b>420</b>	<b>420</b>	<b>420</b>	<b>420</b>
<b>Total Positions</b>	<b>1,049</b>	<b>1,216</b>	<b>1,217</b>	<b>1,217</b>	<b>1,217</b>	<b>1,217</b>
Non-Reimbursable	955	1,085	1,086	1,086	1,086	1,086
Reimbursable	94	131	131	131	131	131
<b>Total Full-Time</b>	<b>1,049</b>	<b>1,216</b>	<b>1,217</b>	<b>1,217</b>	<b>1,217</b>	<b>1,217</b>
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

(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**  
**November Financial Plan 2024 - 2027**  
**Total Positions**  
**By Function and Occupational Group**

FUNCTION / OCCUPATIONAL GROUP	Actual 2022	November Forecast 2023	Final Proposed Budget 2024	2025	2026	2027
<b>Administration</b>						
Managers/Supervisors	11	32	32	32	32	32
Professional/Technical/Clerical	35	53	53	53	53	53
Operational Hourlies	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>46</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>85</b>	<b>85</b>
<b>Operations</b>						
Managers/Supervisors	43	73	73	73	73	73
Professional/Technical/Clerical	55	92	93	93	93	93
Operational Hourlies (1)	0	0	0	0	0	0
<b>Total Operations Headcount</b>	<b>98</b>	<b>165</b>	<b>166</b>	<b>166</b>	<b>166</b>	<b>166</b>
<b>Maintenance</b>						
Managers/Supervisors	21	27	27	27	27	27
Professional/Technical/Clerical	8	11	11	11	11	11
Operational Hourlies (2)	306	350	350	350	350	350
<b>Total Maintenance Headcount</b>	<b>335</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	25	34	34	34	34	34
Professional/Technical/Clerical	105	124	124	124	124	124
Operational Hourlies	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>130</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>	<b>158</b>
<b>Public Safety</b>						
Managers/Supervisors	117	117	117	117	117	117
Professional/Technical/Clerical	22	36	36	36	36	36
Operational Hourlies (3)	301	267	267	267	267	267
<b>Total Public Safety Headcount</b>	<b>440</b>	<b>420</b>	<b>420</b>	<b>420</b>	<b>420</b>	<b>420</b>
<b>Total Positions</b>						
Managers/Supervisors	217	283	283	283	283	283
Professional/Technical/ Clerical	225	316	317	317	317	317
Operational Hourlies	607	617	617	617	617	617
<b>Total Positions</b>	<b>1,049</b>	<b>1,216</b>	<b>1,217</b>	<b>1,217</b>	<b>1,217</b>	<b>1,217</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 Third Quarter 2023



# MTA Bridges and Tunnels

## **EEO Report – 3<sup>rd</sup> Quarter 2023**

December 18, 2023





# EEO 3<sup>rd</sup> Quarter Executive Summary

## □ EEO

As of **September 30, 2023**, MTA Bridges and Tunnels' workforce consisted of **867** employees of which **females** represented **19% (169)**, **minorities** represented **58% (506)**, **veterans** represented **2% (15)** and employees identifying as a **person with a disability** represented **2% (15)** of the total workforce.

In comparison with the **3<sup>rd</sup> Quarter 2022** (3Q22):

- **B&T's** 3<sup>rd</sup> Quarter workforce **decreased** by **52** employees.
- **Female** representation **remained constant** with a slight **decrease** of **2 female** employees.
- **Minority** representation **remained constant** with a **decrease** of **22 minority** employees.
- There were **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 7 EEO complaints; of which 2 were internal and 5 were external (including lawsuits). During 2023, B&T received a total of 6 EEO complaints; of which 2 were internal and 4 were external.
- B&T did not receive any Title VI complaints or lawsuits during this reporting period.

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



## EEO 3<sup>rd</sup> 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.



# EEO 3rd Quarter 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. **For the remainder of the year, we focused on the MTA Strategic Priority Revive Talent and Culture with a focus on belonging, health and well being.**

- **All Generational – Generations in the Workforce – September 26, 2023**

A conversation Across Generations – embracing generational perspectives at the MTA. The panel included members of all five generations and centered on the following conversations. What is meant by generational differences? What traits, beliefs, and life experiences shape each generation? How do world events impact generational perspectives? What challenges do generational differences present to those who manage and lead others?

- **Empowering Women in Transportation – Breast Cancer Awareness Walk - October 15, 2023**

MTA employees united with the American Cancer Society for the Making Strides Against Breast Cancer Walk to raise funds and awareness, support survivors, thrivers, and caregivers and honor those we've lost. This year's walk was the 30<sup>th</sup> anniversary and it took place in Central Park.

- **All Generational – Winter Toy and Coat Drive – November 1 - December 8, 2023**

A winter toy and coat Drive to benefit The Henry Street Settlement and The Bronx Defenders. The Henry Street Settlement opens doors of opportunity for Lower East Side residents and other New Yorkers through social services, arts, and health care programs. The Bronx Defenders provides innovative, holistic, and client-centered criminal defense, family defense, civil legal services, social work support and advocacy to indigent people in the Bronx.

- **Veterans - Veterans Day Ceremony November 8, 2023**

The Veterans ERG held a luncheon ceremony to commemorate Veterans Day. Veterans ERG were joined by MTA Veterans, Chairman Janno Lieber, Executive Sponsors, and employees to pay tribute to members of the Armed Service who served their nation.



# EEO 3rd 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 **September 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 3rd 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
- Paraprofessional – 2+ Races
- 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.



MTA B&T

# Workforce

as of September 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 3rd Quarter Executive Summary Cont.

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

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOP1**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>118</b>		67	57%	51	43%	33	28%	15	13%	12	10%	0	0%	0	0%	7	6%	3	3%	9	8%
F	42	36%	31	26%	11	9%	21	18%	5	4%	4	3%	0	0%	0	0%	1	1%	1	1%	6	5%
M	76	64%	36	31%	40	34%	12	10%	10	8%	8	7%	0	0%	0	0%	6	5%	2	2%	3	3%
<b>Professionals</b>	<b>87</b>		65	75%	22	25%	25	29%	20	23%	11	13%	0	0%	0	0%	9	10%	1	1%	1	1%
F	40	46%	33	38%	7	8%	18	21%	10	11%	4	5%	0	0%	0	0%	1	1%	0	0%	0	0%
M	47	54%	32	37%	15	17%	7	8%	10	11%	7	8%	0	0%	0	0%	8	9%	1	1%	1	1%
<b>Technicians</b>	<b>83</b>		41	49%	42	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	69	83%	29	35%	40	48%	9	11%	15	18%	4	5%	1	1%	0	0%	0	0%	1	1%	0	0%
<b>Protective Services</b>	<b>261</b>		173	66%	88	34%	82	31%	70	27%	8	3%	1	0%	0	0%	12	5%	4	2%	2	1%
F	48	18%	43	16%	5	2%	33	13%	7	3%	0	0%	1	0%	0	0%	2	1%	0	0%	2	1%
M	213	82%	130	50%	83	32%	49	19%	63	24%	8	3%	0	0%	0	0%	10	4%	4	2%	0	0%
<b>Paraprofessionals</b>	<b>2</b>		1	50%	1	50%	0	0%	0	0%	1	50%	0	0%	0	0%	0	0%	0	0%	0	0%
F	2	100%	1	50%	1	50%	0	0%	0	0%	1	50%	0	0%	0	0%	0	0%	0	0%	0	0%
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>14</b>		13	93%	1	7%	8	57%	1	7%	1	7%	0	0%	0	0%	3	21%	1	7%	0	0%
F	12	86%	12	86%	0	0%	8	57%	1	7%	1	7%	0	0%	0	0%	2	14%	1	7%	0	0%
M	2	14%	1	7%	1	7%	0	0%	0	0%	0	0%	0	0%	0	0%	1	7%	0	0%	0	0%
<b>Skilled Craft</b>	<b>280</b>		125	45%	155	55%	54	19%	43	15%	10	4%	3	1%	0	0%	15	5%	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	276	99%	123	44%	153	55%	53	19%	42	15%	10	4%	3	1%	0	0%	15	5%	5	2%	2	1%
<b>Service Maintenance</b>	<b>22</b>		21	95%	1	5%	11	50%	8	36%	1	5%	0	0%	0	0%	1	5%	0	0%	1	5%
F	7	32%	7	32%	0	0%	1	5%	6	27%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	15	68%	14	64%	1	5%	10	45%	2	9%	1	5%	0	0%	0	0%	1	5%	0	0%	1	5%
<b>Total</b>	<b>867</b>		<b>506</b>	<b>58%</b>	<b>361</b>	<b>42%</b>	<b>225</b>	<b>26%</b>	<b>177</b>	<b>20%</b>	<b>49</b>	<b>6%</b>	<b>6</b>	<b>1%</b>	<b>0</b>	<b>0%</b>	<b>49</b>	<b>6%</b>	<b>15</b>	<b>2%</b>	<b>15</b>	<b>2%</b>



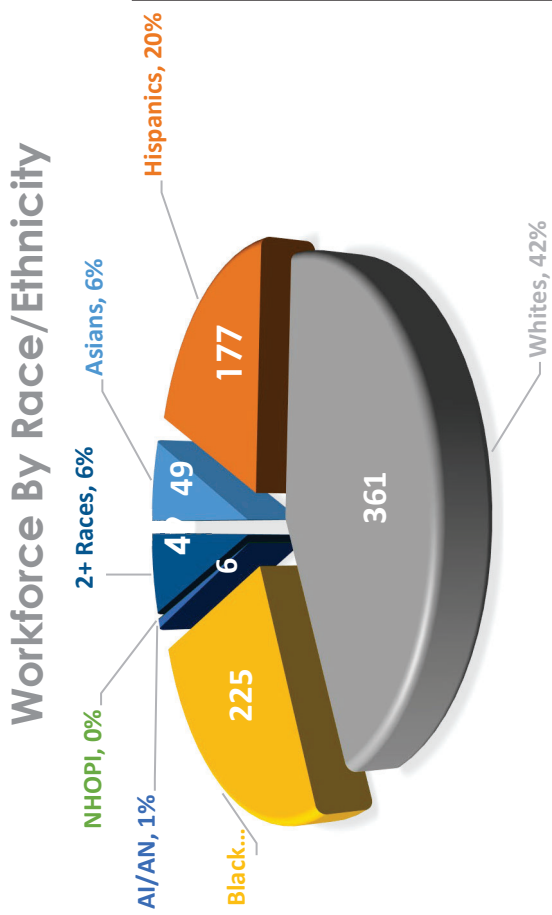
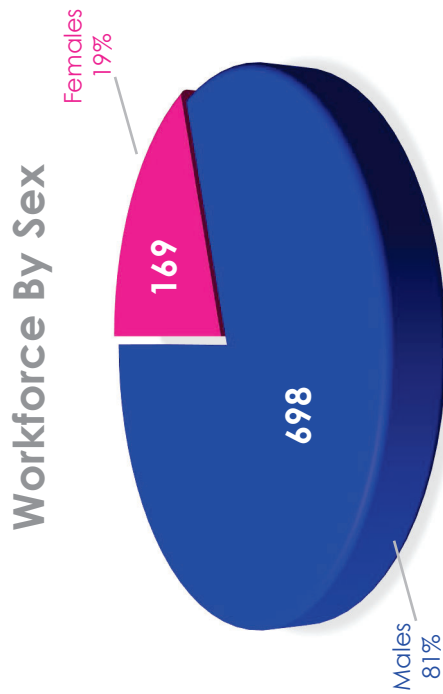
\* American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

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



# B&T Workforce as of September 30, 2023



MTA B&T employed **867** employees, **19% (169)** of the workforce were **females, 58% (506) minorities, veterans** comprised **2% (15)** and **2% (15)** self identified as a **person with a disability**.

- ❑ The percentage of female representation in the workforce **remained constant at 19%** with a net change **2 female** employees when compared to **3rd Quarter 2022**.
- ❑ The percentage of **minorities** in the workforce **increased** by one percentage point with a net change of **22 minority** employees when compared to **3rd Quarter 2022**.



# 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 September 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**		NHOPI***		2+ RACES		WHITES		
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	
Officials & Administrators	F	7%	18%	1%	4%	2%	3%	0%	0%	0%	0%	0%	0%	1%	6%	9%
	M	10%	10%	9%	8%	4%	7%	0%	0%	0%	0%	0%	4%	5%		
Professionals	F	10%	21%	7%	11%	2%	5%	0%	0%	0%	0%	1%	1%	10%	8%	
	M	9%	8%	10%	11%	6%	8%	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%	6%	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**		NHOPI***		2+ RACES		WHITES	
		Est	Actual %	Est	Actual %	Est	Actual %	Est	Actual %	Est	Actual %	Est	Actual %	Est	Actual %
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

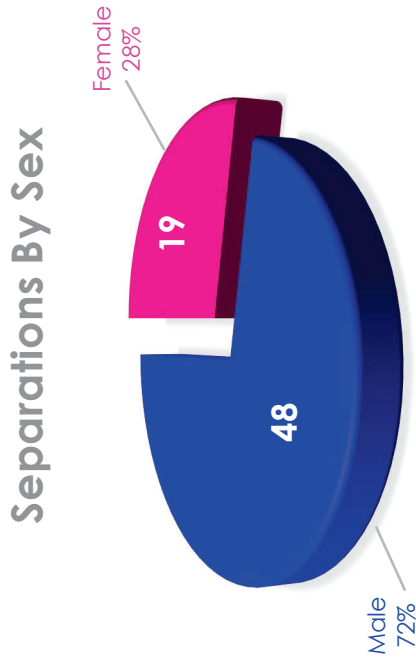
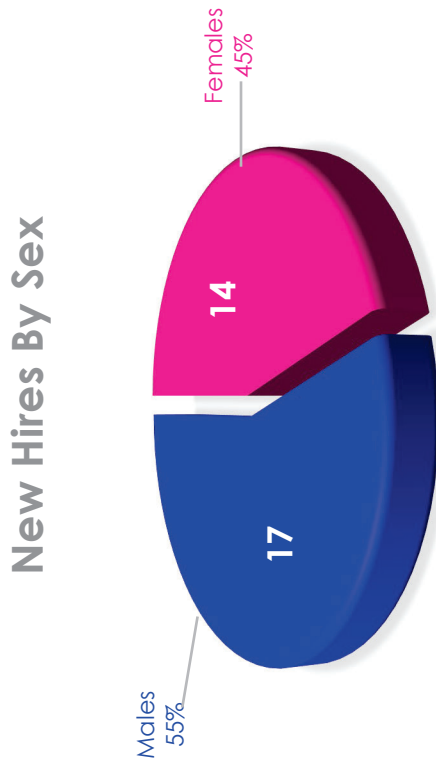
**MTA B&T**

# **New Hires and Separation**

**January 1, 2023 – September 30, 2023**



# MTA B&T New Hires and Separations by Sex



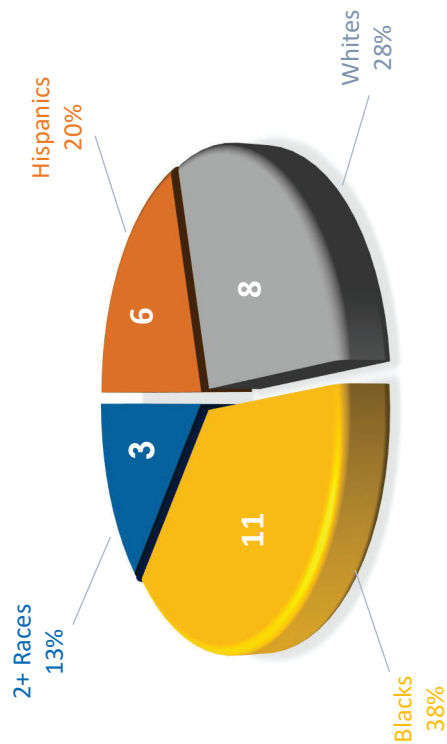
As of the 3<sup>rd</sup> Quarter 2023, B&T **hired 31** employees, **14** females and **17** males. During this same reporting period, **67** employees **separated** from B&T, **19** females and **48** males.

- ❑ The result was negative change of **5** female and **31** male employees.
- ❑ The net change for employees who self-identified as **veterans** is **negative 2**.

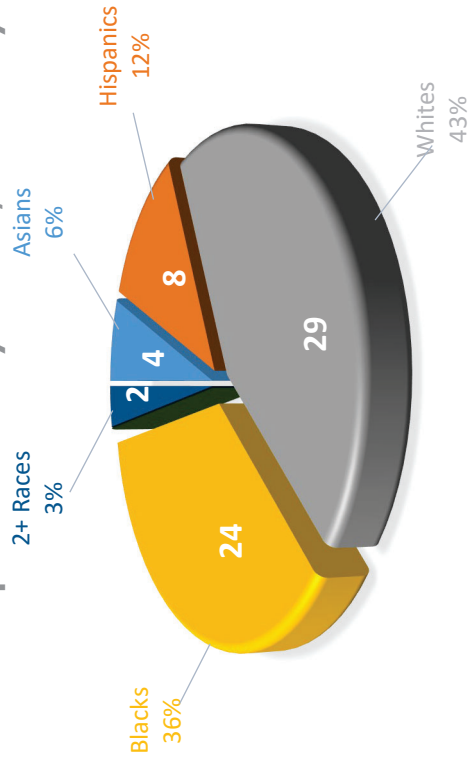


# MTA B&T New Hires and Separations by Race/Ethnicity

## New Hires By Race/Ethnicity



## Separations By Race/Ethnicity



During the 3<sup>rd</sup> Quarter 2023, B&T **hired 31** employees, **23** minorities and **8** non-minorities. During this same reporting period **67** employees separated from B&T, **38** minorities and **29** non-minorities.

- The result was a net **decrease** of **15 minority** employees.
- The number of employees that self-identified as a **person with a disability increased**. There were **4** persons with disabilities **hired** and **0** persons with disabilities **separated** during 2023.



Metropolitan Transportation Authority  
Department of Diversity and  
Civil Rights

MTA B&T Complaints and Lawsuits  
3<sup>rd</sup> Quarter 2023

December 18, 2023

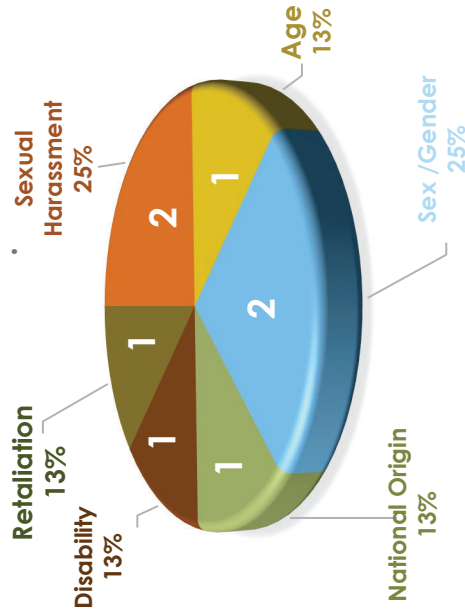


# MTA B&T EEO Internal/External Discrimination Complaints by Bases January 1, 2023, to September 30, 2023

## INTERNAL EEO COMPLAINTS BY BASES



## EXTERNAL EEO COMPLAINTS BASES



## LAWSUIT(S) BY BASES

There were **no** lawsuits filed alleging discrimination

- 2 internal EEO complaints filed citing 1 base(s)\*.
- 4 filed external complaint(s) citing 8 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 September 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.

