



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

December 2022

Committee Members

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

Bridges & Tunnels Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Monday, 12/19/2022
9:00 - 9:30 AM ET

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes - November 2022

B&T Committee Minutes - November 2022 - Page 3

4. Proposed 2023 Committee Work Plan

B&T Committee Work Plan - Page 8

5. Report on Operations - October 2022

B&T Report on Operations - October 2022 - Page 14

6. Safety Report - October 2022

B&T Safety Report - October 2022 - Page 26

7. Financial Report - November 2022

B&T Financial Report - November 2022 - Page 31

8. 2023 Adopted Budget and Financial Plan 2023-2026 (Information Item)

B&T 2023 Adopted Budget and Financial Plan 2023-2026 - Page 47

9. Procurements - None

10. B&T Diversity Report - Third Quarter 2022

B&T Diversity Report - Third Quarter 2022 - Page 57



Bridges and Tunnels

Minutes of Committee Meeting November 2022



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

November 29, 2022

9:00 a.m.

In attendance were the Honorable:

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

In Person:

Joyce Brown, Agency Chief Equal Opportunity 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

Virtual:

Nichola Angel, Vice President of Intelligent Transportation Systems
Allison L. C. de Cerreño, Ph.D., Deputy Chief Operating Officer, MTA
Paul L. Friman, Acting General Counsel and Corporate Secretary – TBTA, MTA
Joseph Keane, P.E., Senior Vice President and Chief Engineer – TBTA, MTA Construction & Development
Andrew Ritchel, Financial Liaison TBTA, MTA Finance

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

November 29, 2022

Minutes of TBTA Committee held November 29, 2022 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Murray Bodin about roadway lines.
- Charlton D'souza about toll evasion and congestion pricing.
- Jason Anthony about the Port Authority's toll increase and congestion pricing.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on October 24, 2022 were approved.

Committee Work Plan

Vice President and Chief of Operations Hildebrand stated that there are no changes to the TBTA Committee Work Plan.

Vice President Hildebrand's Remarks

Acknowledging the team effort among TBTA departments, Vice President Hildebrand thanked Chair Mack for publicly complimenting President DeCrescenzo and Vice President Hildebrand's responsiveness over the years.

Vice President Hildebrand was pleased to report that the 51st running of the TCS New York City Marathon kicked off on Sunday, November 6th from its traditional starting line at the Verrazzano-Narrows Bridge. While unseasonably warm temperatures may have challenged the runners in their course, TBTA employees' collective efforts allowed for a safe and smoothly executed event that showcased TBTA's facility to a worldwide audience. This City-permitted event was at full capacity for the first time since 2019, with more than 50,000 participants along with a sea of event organizers and other officials onsite at the Verrazzano-Narrows Bridge. Nevertheless TBTA's experienced team, which includes TBTA's bridge-based Construction & Development business partners, knows this annual drill by heart.

Displaying photos from that day, Vice President Hildebrand recounted from his own experience working the event and directly handling planning for many years that preparation for this worldwide staging is a tremendous undertaking. With an event of such great magnitude, once the last athlete steps off of the bridge, planning for next year begins. TBTA coordinates closely with its City and State partners, as well as the event organizers, for start preparations and the clean-up. The final satisfaction comes when the onsite team reports that the bridge has been reopened to TBTA's customers. There are dozens of TBTA employees and others to be thanked for their work on this year's event. Acknowledging the entire team for their efforts, Vice President Hildebrand proudly introduced representatives from TBTA's Maintenance, Operations, and Internal Security departments for a round of applause for their collective efforts.

Vice President Hildebrand stated that although TBTA moves customers every day, two times of the year are especially notable: Mother's Day and Thanksgiving week. Last year, starting with the Tuesday of this holiday period through Sunday, TBTA had more than 5.3 million vehicle crossings, slightly up from the same period in TBTA's highest traffic year of 2019, when TBTA saw 5.2 million crossings. Last week's preliminary

traffic totaled over 5.2 million trips again for the 2022 holiday week, falling just shy of last year but on par with 2019. And in the spirit of the season, TBTA also held its Winter Prep meeting in late October. This is an annual exercise wherein all of TBTA's facets, from Maintenance and Operations, tests its protocols and practices, reviewing and updating them as needed. Representatives from across TBTA departments attend, along with TBTA's Construction & Development business partners, so that everyone is informed and prepared to maintain TBTA's facilities and back-office through whatever Mother Nature has in store for the months ahead.

Finally, Vice President Hildebrand joined with Vice President of Maintenance Charles Passarella and the whole TBTA team in congratulating TBTA's newly minted Maintainers, who graduated from six weeks of intensive training on November 4th, and in wishing them long and successful careers at TBTA.

Report on Operations

With regard to the Report on Operations for September 2022, Vice President and Chief of Operations Hildebrand stated that as the school year made its full return, TBTA saw the continued restoration of traffic at its vehicular crossings. Paid vehicle traffic for September 2022 was 28.1 million vehicles, which reflects an increase of 4% over the 27.1 million crossings in September 2021, or about 36,000 more vehicles per day, and was 17.3% higher than September 2020 with 4.1 million more crossings, or 138,000 additional vehicles per day. As compared to the pre-pandemic month of September 2019, September of this year was 1.3% higher, with approximately 11,000 more vehicles per day crossing TBTA bridges and tunnels. E-Z Pass market share was 95.1% for September of this year, which was slightly above both last year and two years ago.

For October 2022, preliminary TBTA traffic was 0.9% higher than October 2021 and 16% higher than October 2020. Per preliminary traffic data, traffic for October 2022 was 0.8% higher when compared to the pre-pandemic month of October 2019.

Gasoline prices decreased to an average of \$3.83 per gallon in September 2022 and weather conditions were not impactful to TBTA's delivery of service.

Vice President Hildebrand stated that TBTA uses the busy Thanksgiving travel week to plan for its transition into the 2022 holiday season. TBTA personnel of all disciplines are intensely focused on working cooperatively to deliver the highest level of service, security, and safety to TBTA customers and communities. Throughout the season, TBTA management teams will remain hypervigilant and engaged with operations at each of its bridges and tunnels, monitoring conditions and trends so that its operational posture may be adjusted as needed.

Finally, Vice President Hildebrand asked drivers to use courtesy, care, and caution in furtherance of a happy and safe holiday season.

Safety Report

With regard to the Report on Safety for September 2022, Vice President and Chief Safety Officer Osnes stated that the total collision rate was 3.96 per million vehicles, better than rolling year 2019/2020 and slightly better than last year. The collisions with injury rate was 0.82 per million vehicles, on par with rolling year 2019/2020 and slightly higher than last year but less than one collision-with-injury per million crossings. The employee lost time injury rate was 5.3 incidents per 200,000 work hours, better than both last year and rolling year 2019/2020.

Procurements

Vice President Hildebrand stated that there are no procurements.

In response to Commissioner Brown's request that the monthly committee report include toll collection leakage data tracking the progress of law enforcement efforts against obscured license plates, Vice President Hildebrand agreed to discuss internally how best to incorporate that information into the monthly report. Chair Mack added his view essentially that the number of law enforcement officers should be increased citywide to combat obscured license plates. Vice President Hildebrand responded that TBTA's Bridge and Tunnel Officers, Sergeants and Lieutenants, working with TBTA's regional law enforcement partners, continue on a daily basis to build great momentum in successfully enforcing compliance.

Adjournment

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

Respectfully submitted,



Paul L. Friman

Acting General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

Approval of Minutes
Committee Work Plan
Report on Operations
Safety Report
Financial Report
Procurements
Action Items (if any)

Responsibility

Committee Chair & Members
Committee Chair & Members
ITS & Tolling
Safety & Health
Controller/Planning & Budget
Procurement & Materials

II. SPECIFIC AGENDA ITEMS

Responsibility

December 2022

2023 Proposed Committee Work Plan
2023 Proposed Final Budget

Committee Chair & Members
Planning & Budget

January 2023

Approval of 2023 Work Plan

Committee Chair & Members

February 2023

Preliminary Review of 2022 Operating Budget Results
2023 Adopted Budget/Financial Plan 2023-2026
2022 B&T Operating Surplus
2022 Customer Environment Report

Planning & Budget
Planning & Budget
Controller
Operations

March 2023

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2023

No items scheduled

May 2023

Final Review of 2022 Year-End Operating Results

Planning & Budget

June 2023

No items scheduled

July 2023

No items scheduled

August 2023

No meeting scheduled

September 2023

2024 Preliminary Budget

Planning & Budget

October 2023

2024 Preliminary Budget

Planning & Budget

November 2023

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 2022

2023 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2023 that will address initiatives to be reported throughout the year.

2023 Proposed Final Budget

The Committee will recommend action to the Board.

JANUARY 2023

Approval of Work Plan for 2023

The committee will have already received a draft work plan for 2023 at the December 2022 meeting. The committee will be requested to approve the amended work plan for the year.

FEBRUARY 2023

Preliminary Review of 2022 Operating Budget Results

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

2023 Adopted Budget and February Financial Plan 2023-2026

The Agency will present its revised 2022 Adopted Budget and Financial Plan which will incorporate any changes made by the Board at the December 2022 meeting and any Agency technical adjustments.

2022 B&T Operating Surplus

The Committee will recommend action to the Board.

2022 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 2023

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 2023

No items scheduled

May 2023**Final Review of 2022 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 2023

No items scheduled

JULY 2023

No items scheduled

AUGUST 2023

No meeting scheduled

SEPTEMBER 2023**2024 Preliminary Budget**

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

OCTOBER 2023**2024 Preliminary Budget**

Public comment will be accepted on the 2024 Preliminary Budget.

NOVEMBER 2023

No items scheduled.



Bridges and Tunnels

Report on Operations October 2022



Richard Hildebrand
Vice President
Operations

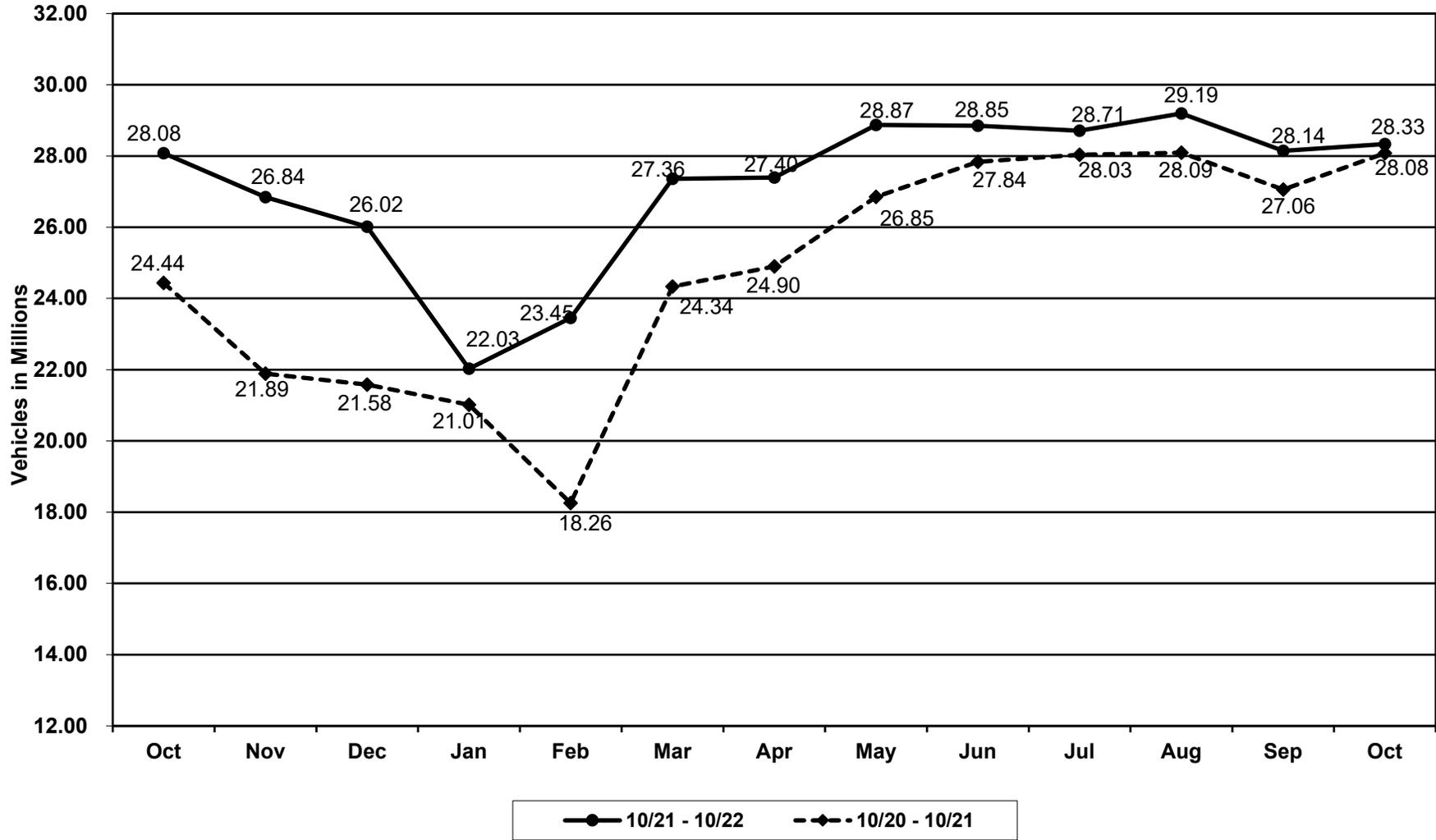
MTA Bridges and Tunnels October 2022 Traffic Trends

Summary

B&T's traffic numbers are closely resembling pre-pandemic levels. For the month of October, 28.3 million paid vehicles crossed B&T facilities, an increase of 0.9% compared to 28.1 million in October 2021. Compared to October 2020, B&T paid traffic was 15.9% higher with an increase of 3.9 million more crossings. E-ZPass market share was 95.2% in October, slightly above last year and two years ago.

Gasoline prices decreased in October to an average of \$3.73 per gallon, which is \$0.24 higher than 2021 and \$1.48 higher than two years ago. Gasoline prices and weather condition were not significant factors on October traffic.

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending October 2022



**MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
October 2022**
Preliminary data subject to final audit

All B&T Facilities by Method of Payment				
	October 2022	October 2021	October 2020	2022 YTD
E-ZPass1	26,976,980	26,717,548	23,165,923	259,570,675
Tolls by Mail1	1,356,341	1,362,165	1,270,334	12,766,915
Total	28,333,321	28,079,713	24,436,257	272,337,590
E-ZPass Market Share:				
Total	95.2%	95.1%	94.8%	95.3%
Cars	95.1%	95.1%	94.6%	95.2%
Trucks	97.1%	96.0%	97.2%	97.2%

Facility	Average Weekday ²					Average Weekend ²										
	October 2022			E-ZPass Market Share					October 2022			E-ZPass Market Share				
	Total	E-ZPass	TBM	Oct 2022	Oct 2021	Oct 2020	2022 vs 2021	2022 vs 2020	Total	E-ZPass	TBM	Oct 2022	Oct 2021	Oct 2020	2022 vs 2021	2022 vs 2020
Bronx-Whitestone Bridge	139,198	131,486	7,711	94.5%	94.4%	94.0%	0.1%	0.5%	140,561	130,642	9,918	92.9%	93.0%	92.5%	0.0%	0.5%
Cross Bay Bridge	23,063	22,229	834	96.4%	96.1%	95.9%	0.3%	0.5%	17,368	16,592	776	95.5%	95.3%	94.9%	0.2%	0.6%
Henry Hudson Bridge	75,167	71,969	3,199	95.7%	95.6%	95.6%	0.1%	0.1%	69,023	65,215	3,808	94.5%	94.6%	94.1%	-0.2%	0.4%
Hugh L. Carey Tunnel	64,589	62,427	2,162	96.7%	96.7%	96.5%	0.0%	0.2%	58,554	55,962	2,591	95.6%	95.7%	94.8%	-0.1%	0.8%
Marine Parkway Bridge	22,182	21,558	624	97.2%	97.0%	96.9%	0.2%	0.3%	16,987	16,372	614	96.4%	96.2%	95.9%	0.2%	0.4%
Queens Midtown Tunnel	88,320	85,328	2,992	96.6%	96.4%	95.5%	0.2%	1.2%	85,161	81,418	3,743	95.6%	95.3%	93.5%	0.3%	2.1%
Robert F. Kennedy Bridge	186,535	177,453	9,083	95.1%	95.1%	94.6%	0.0%	0.5%	181,698	170,578	11,120	93.9%	94.0%	93.0%	-0.1%	0.8%
Throgs Neck Bridge	110,595	104,958	5,637	94.9%	95.0%	94.9%	-0.1%	0.1%	119,601	111,537	8,064	93.3%	93.4%	93.2%	-0.1%	0.1%
Verrazzano-Narrows Bridge ¹	219,047	210,966	8,081	96.3%	96.1%	96.1%	0.2%	0.2%	214,280	203,537	10,743	95.0%	94.7%	94.4%	0.3%	0.6%
All Facilities¹	928,697	888,374	40,322	95.7%	95.6%	95.3%	0.1%	0.4%	903,231	851,853	51,378	94.3%	94.2%	93.6%	0.1%	0.7%

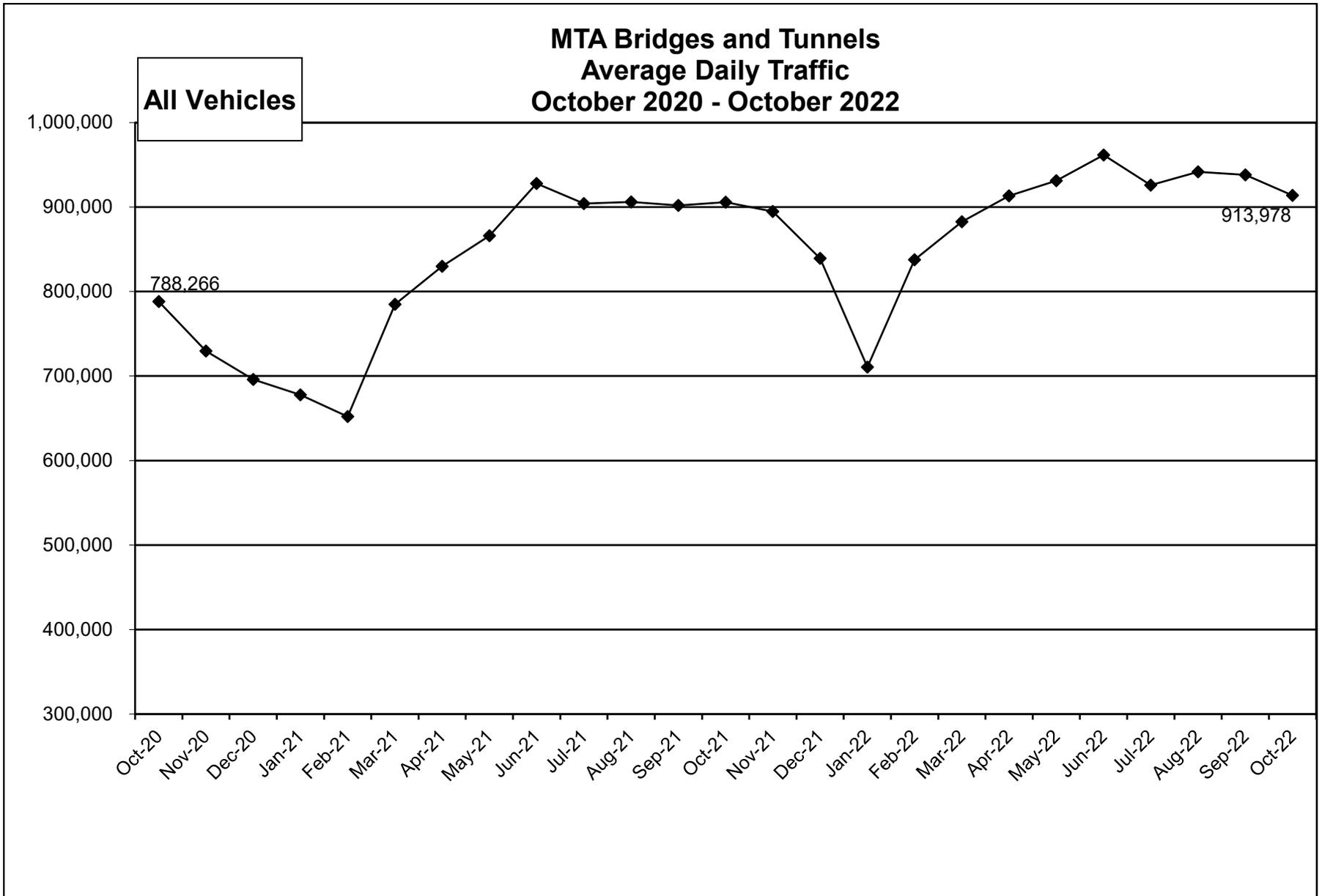
Notes:

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

MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
October 2022
Preliminary data subject to final audit

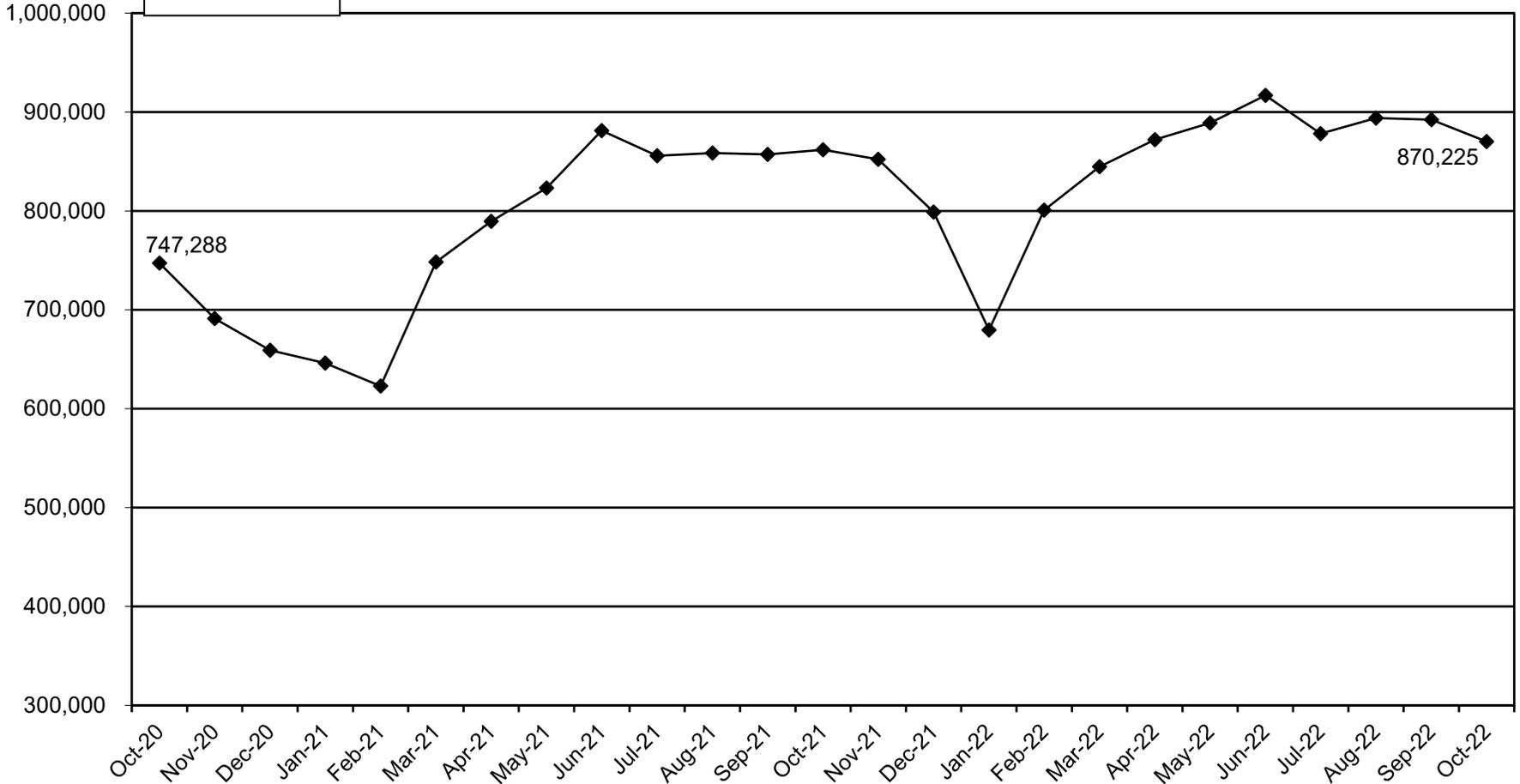
Distribution by Facility & Time Period			
Facility	October 2022		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.3%	23.1%	55.5%
Cross Bay Bridge	25.3%	24.2%	50.5%
Henry Hudson Bridge	23.0%	28.2%	48.8%
Hugh L. Carey Tunnel	24.3%	24.3%	51.3%
Marine Parkway Bridge	26.3%	25.8%	47.9%
Queens Midtown Tunnel	20.5%	22.3%	57.2%
Robert F. Kennedy Bridge	23.6%	21.7%	54.7%
Throgs Neck Bridge	24.6%	23.1%	52.3%
Verrazzano-Narrows Bridge	22.8%	23.7%	53.5%
All Facilities	23.0%	23.5%	53.5%

Payment Method by Facility (Transactions)			
Facility	October 2022		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	88.8%	5.2%	6.0%
Cross Bay Bridge	94.5%	1.6%	3.9%
Henry Hudson Bridge	83.9%	11.4%	4.7%
Hugh L. Carey Tunnel	90.1%	6.2%	3.7%
Marine Parkway Bridge	93.8%	3.1%	3.0%
Queens Midtown Tunnel	91.0%	5.3%	3.7%
Robert F. Kennedy Bridge	88.2%	6.6%	5.3%
Throgs Neck Bridge	86.5%	7.8%	5.7%
Verrazzano-Narrows Bridge	85.2%	10.7%	4.1%
All Facilities	87.7%	7.5%	4.8%



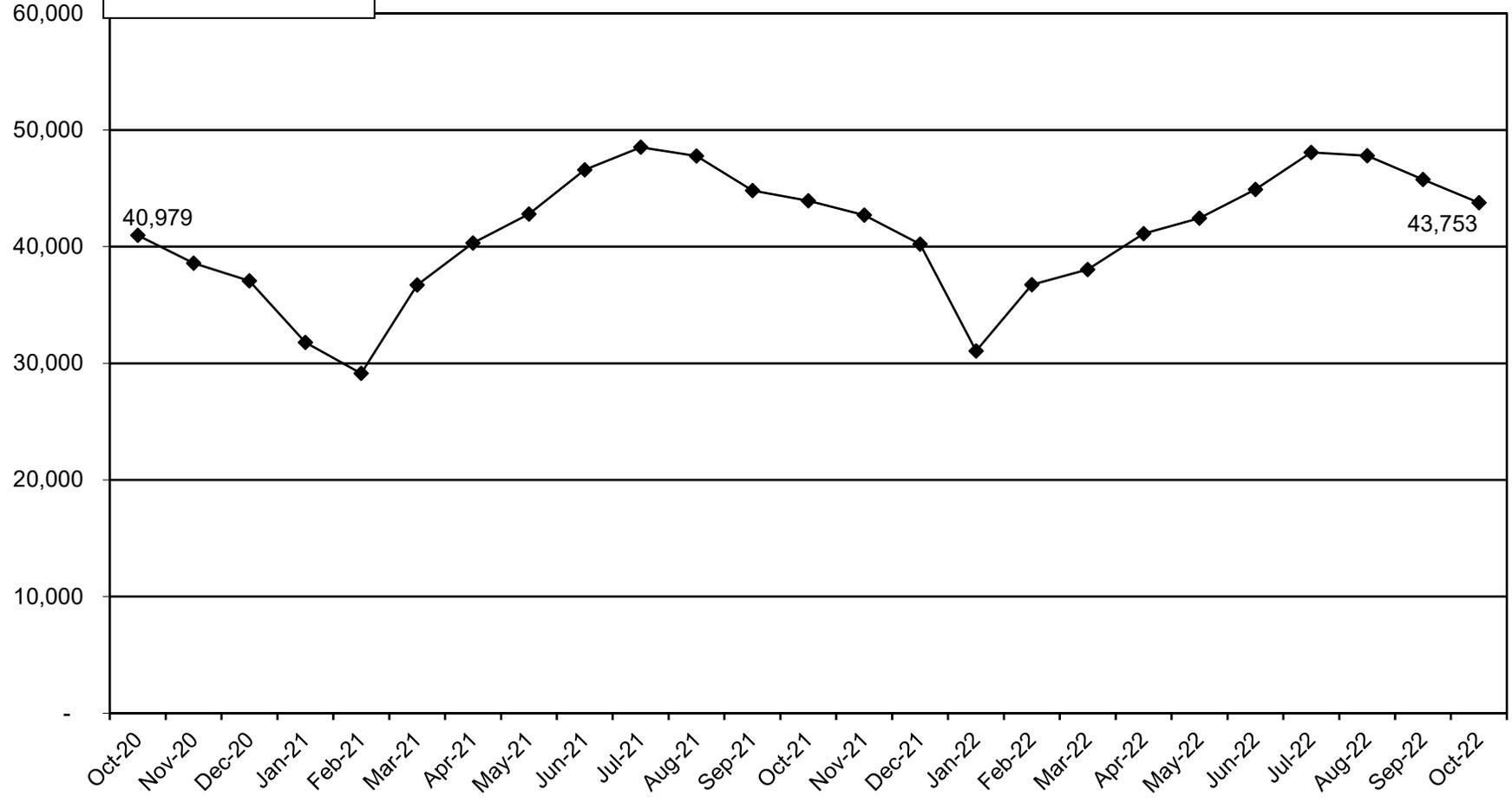
**MTA Bridges and Tunnels
Average Daily Traffic
October 2020 - October 2022**

**E-ZPass
Vehicles**

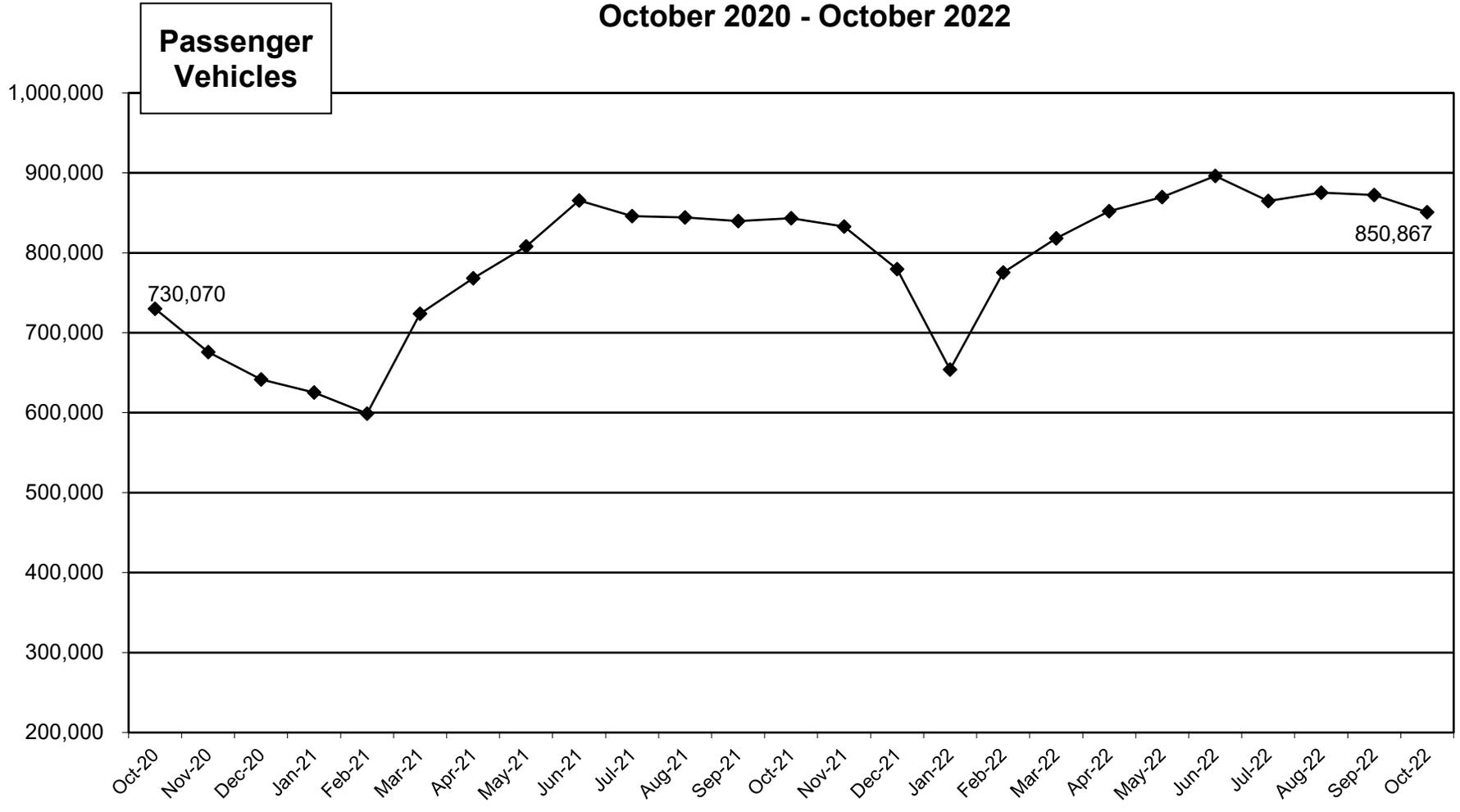


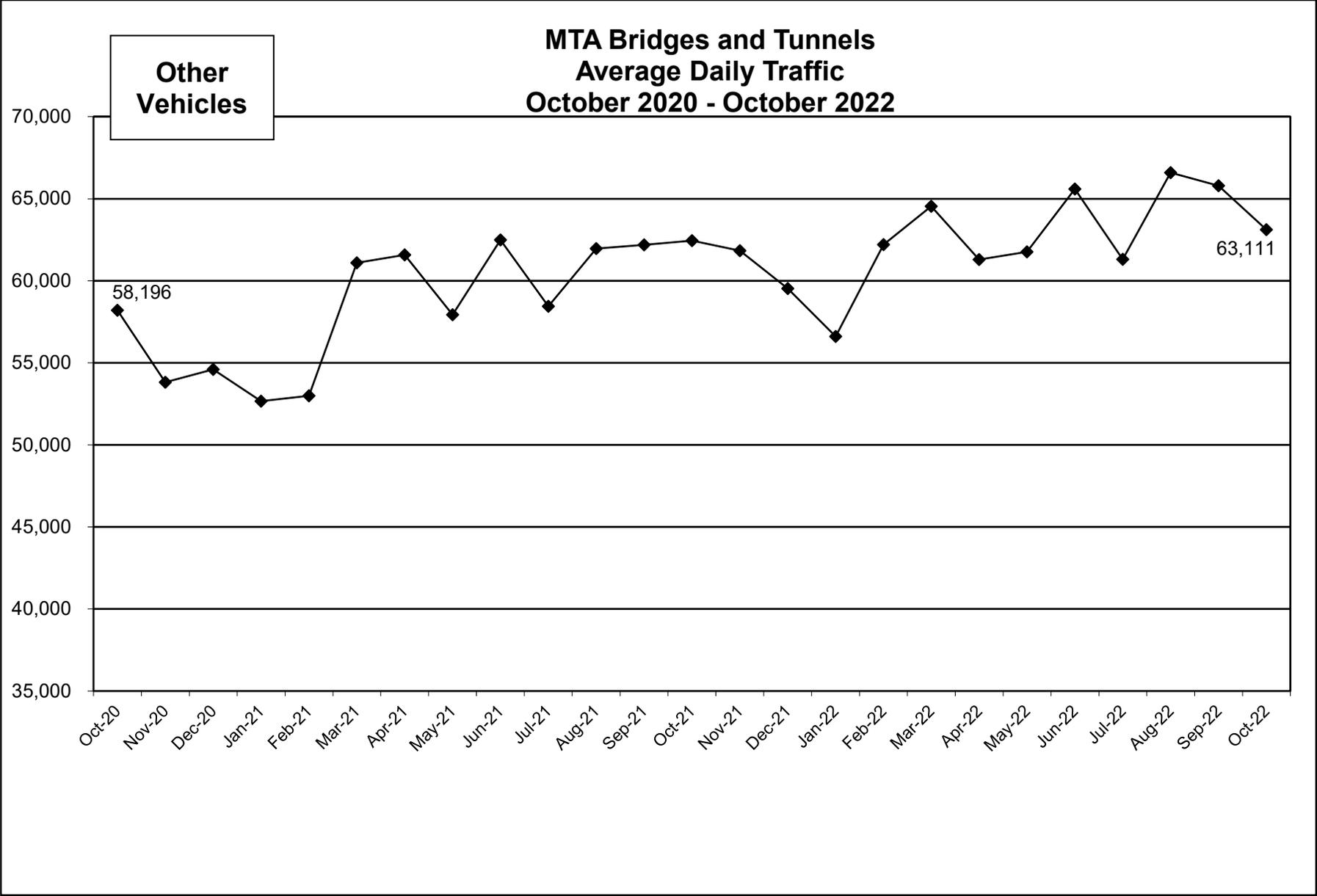
MTA Bridges and Tunnels Average Daily Traffic October 2020- October 2022

**Tolls by Mail
Vehicles**



MTA Bridges and Tunnels Average Daily Traffic October 2020 - October 2022





**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	0.9%	2.9%	3.7%	7.2%	9.2%
	E-ZPass	1.0%	3.1%	3.9%	7.5%	9.5%
	Tolls by Mail	-0.4%	0.6%	-0.6%	2.0%	2.8%
RFK Bridge	Total Vehicles	3.9%	4.5%	4.3%	7.4%	8.6%
	E-ZPass	3.8%	4.4%	4.4%	7.6%	8.9%
	Tolls by Mail	4.6%	5.0%	2.7%	4.5%	3.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	4.6%	7.9%	10.6%	16.2%	19.0%
	E-ZPass	4.6%	8.2%	11.1%	16.8%	19.7%
	Tolls by Mail	2.3%	1.9%	-0.3%	3.1%	4.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.6%	2.5%	3.1%	7.6%	8.0%
	E-ZPass	0.5%	2.5%	3.2%	7.9%	8.2%
	Tolls by Mail	1.1%	2.7%	2.1%	1.6%	4.9%
Verrazzano-Narrows Bridge	Total Vehicles	-0.7%	1.6%	1.8%	4.6%	6.3%
	E-ZPass	-0.4%	1.9%	2.1%	5.0%	6.6%
	Tolls by Mail	-6.3%	-4.4%	-6.2%	-3.5%	-1.8%
Henry Hudson Bridge	Total Vehicles	-3.0%	-1.9%	0.4%	5.2%	9.4%
	E-ZPass	-3.0%	-1.8%	0.6%	5.4%	9.5%
	Tolls By Mail	-3.1%	-3.9%	-2.7%	1.6%	5.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-6.4%	-1.9%	-0.7%	1.5%	3.3%
	E-ZPass	-6.2%	-1.6%	-0.5%	1.7%	3.5%
	Tolls by Mail	-12.2%	-9.1%	-6.2%	-3.3%	-2.5%

(1) October 2022 vs. October 2021

(2) August 2022 to October 2022 vs. August 2021 to October 2021

(3) May 2022 to October 2022 vs. May 2021 to October 2021

(4) February 2022 to October 2022 vs. February 2021 to October 2021

(5) November 2021 to October 2022 vs. November 2020 to October 2021

**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	0.9%	2.9%	3.7%	7.2%	9.2%
	Passenger	0.9%	2.8%	3.6%	7.4%	9.3%
	Other	1.1%	4.8%	5.1%	5.7%	6.8%
RFK Bridge	Total Vehicles	3.9%	4.5%	4.3%	7.4%	8.6%
	Passenger	3.9%	4.4%	4.2%	7.6%	8.9%
	Other	3.6%	5.4%	5.2%	5.1%	5.6%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	4.6%	7.9%	10.6%	16.2%	19.0%
	Passenger	4.4%	7.7%	10.5%	16.5%	19.5%
	Other	7.2%	10.7%	11.8%	12.4%	13.0%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.6%	2.5%	3.1%	7.6%	8.0%
	Passenger	0.9%	2.6%	3.2%	7.7%	8.3%
	Other	-2.4%	1.5%	2.8%	6.0%	5.2%
Verrazzano-Narrows Bridge	Total Vehicles	-0.7%	1.6%	1.8%	4.6%	6.3%
	Passenger	-0.7%	1.5%	1.7%	4.7%	6.4%
	Other	-1.3%	3.6%	3.1%	3.2%	4.8%
Henry Hudson Bridge	Total Vehicles	-3.0%	-1.9%	0.4%	5.2%	9.4%
	Passenger	-3.3%	-2.2%	0.2%	5.0%	9.1%
	Other	24.6%	29.0%	29.6%	32.4%	37.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-6.4%	-1.9%	-0.7%	1.5%	3.3%
	Passenger	-7.1%	-2.6%	-1.2%	1.2%	2.9%
	Other	5.0%	10.7%	9.0%	7.9%	10.1%

(1) October 2022 vs. October 2021

(2) August 2022 to October 2022 vs. August 2021 to October 2021

(3) May 2022 to October 2022 vs. May 2021 to October 2021

(4) February 2022 to October 2022 vs. February 2021 to October 2021

(5) November 2021 to October 2022 vs. November 2020 to October 2021



Bridges and Tunnels

Safety Report October 2022



Eric Osnes
Vice President and Chief Safety Officer
Safety and Health

Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	November 2019 - October 2020	November 2020 - October 2021	November 2021 - October 2022	
Customer Collisions Rate per Million Vehicles	4.57	3.92	3.92	
Customer Injury Collisions Rate per Million Vehicles	0.75	0.64	0.80	
Employee Accident Reports	148	143	109	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.9	6.0	5.4	
Leading Indicators				
Roadway Safety	2021		2022	
	October	Year End	October	Year to Date
Workforce Development (# of Participants)	0	0	40	474
Fleet Preventative Maintenance Insp.	133	1559	120	1307
Safety Taskforce Inspections	3	14	3	14
Fire Safety	October	Year End	October	Year to Date
Fire Code Audits Completed	1	14	1	11
FDNY Liaison Visits	14	34	14	29

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.

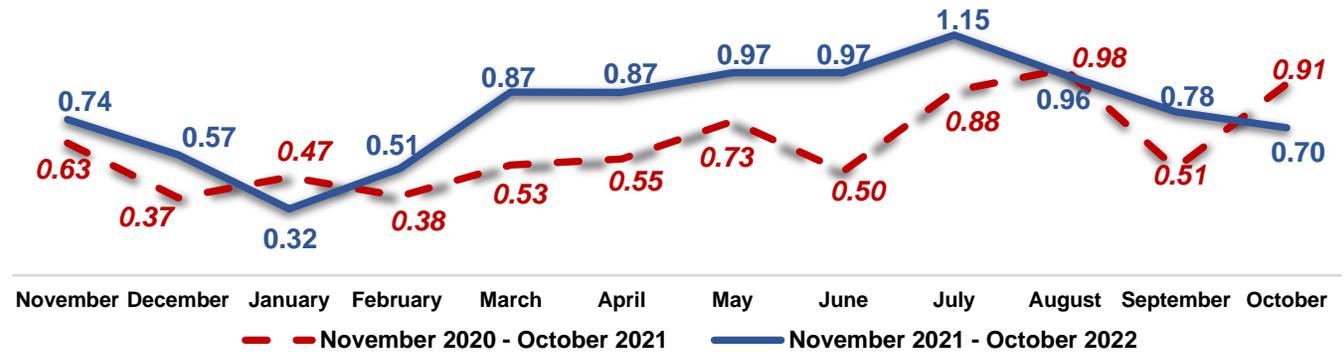
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

FDNY Liaison Visits are 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.

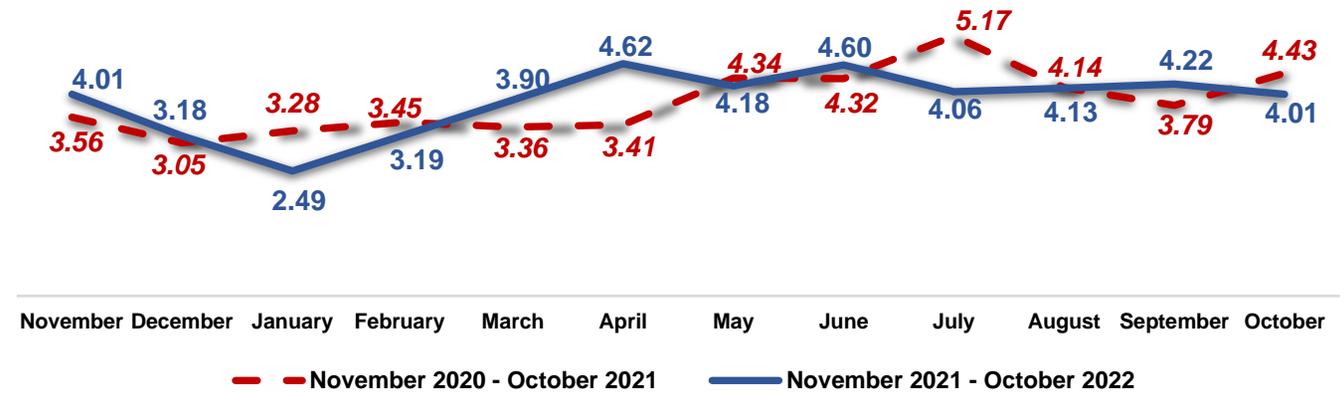


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



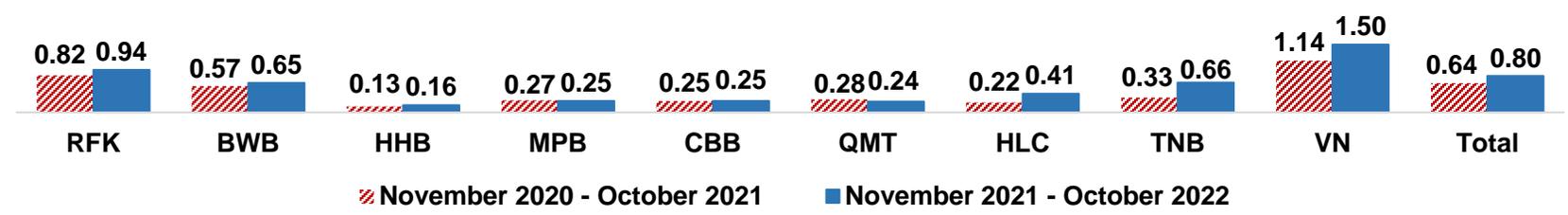
Total Collisions per Million Vehicles



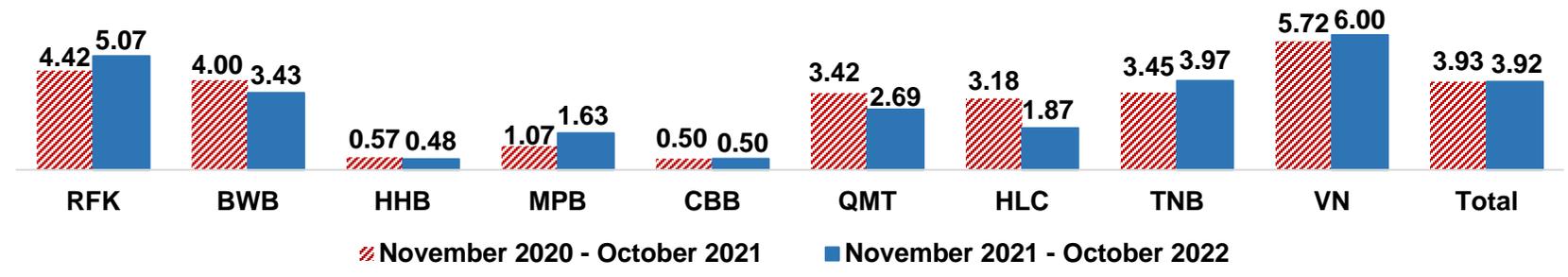


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: October 2021 – October 2022

	21-Oct	21-Nov	21-Dec	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct
RFK	4.72	5.31	3.53	3.23	5.16	3.81	6.48	6.88	3.65	4.23	5.28	6.17	6.47
BWB	5.47	4.24	1.97	1.75	2.82	1.87	4.56	3.94	5.54	3.47	4.49	2.74	3.01
TNB	1.76	3.68	3.74	1.83	2.04	8.41	6.55	3.51	2.87	3.97	4.24	3.46	3.12
VNB	7.08	5.29	4.97	3.95	3.84	5.62	6.42	5.10	8.60	7.28	6.77	7.49	5.81
QMT	4.01	4.16	1.30	2.09	3.72	2.73	1.96	4.91	3.79	1.56	1.51	1.92	2.60
HLC	4.67	2.20	3.39	2.66	2.41	2.07	1.08	0.00	2.59	3.28	0.52	1.60	1.04
HHB	0.43	0.46	0.50	0.00	0.56	0.00	0.00	0.44	1.34	0.47	0.46	0.00	1.34
MPB	0.00	1.58	4.99	0.00	0.00	4.76	0.00	2.72	0.00	1.19	1.27	1.44	1.59
CBB	0.00	0.00	0.00	0.00	0.00	0.00	1.59	0.00	0.00	1.29	0.00	1.47	1.53
Total	4.43	4.01	3.18	2.49	3.19	3.90	4.62	4.18	4.60	4.06	4.13	4.22	4.01



Bridges and Tunnels

Financial Report November 2022

Andrew Ritchel
Director, Financial Analysis – HQ/B&T/C&D
MTA Office of the Chief Financial Officer

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of November 30, 2022
(in thousands)

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	9,091
Investments:	
Unrestricted	639,858
Restricted	784,468
Accrued interest receivable	2,129
Accounts receivable	462,869
Less allowance for uncollectible accounts	-364,170
Tolls due from other agencies	45,353
Prepaid expenses	7,776
	<hr/>
Total current assets	1,587,373
	<hr/>

NONCURRENT ASSETS:

Investments:	
Unrestricted	
Restricted	-
Facilities, less acc.dep of \$2,268,473	7,520,081
Capital lease 2 Broadway net acc. dep.	33,423
Derivative Hedge Assets	3,467
	<hr/>
Total noncurrent assets	7,556,970
	<hr/>

TOTAL ASSETS:	9,144,344
	<hr/>

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	40,718
Deferred outflow of resources related to other post-employment benefits	175,636
Accumulated decreases in fair value of derivative instruments	71,395
Defeasance costs	161,679
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:	449,428
	<hr/>

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	9,593,772
	<hr/> <hr/>

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION
As of November 30, 2022
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	16,275
Interest Payable	20,869
Accounts Payable	107,680
Accrued Pension Payable	11,882
Payable to MTA-CAP	375,527
Due to MTA-Operating Expenses	4,143
Due to NYCTA-Operating Expenses	37
Accrued salaries	38,431
Accrued Vac & Sick Benefits	19,574
Current portion of estimated liability arising from injury	562
Due to New York City Transit Authority	89,251
Due to Metropolitan Transportation Authority	107,306
Unearned Toll Revenue	206,352
Tolls due to other agencies	100,635
E-ZPass Airport Toll Liability	2,633
	<hr/>
Total current liabilities	1,101,157

NONCURRENT LIABILITIES:

Long term debt	9,717,920
Post Employment Benefits Other than Pensions	987,443
Estimated liability arising from injury	54,686
Capital lease obligations	59,704
Other long-term liabilities	-
Derivative Hedge Liabilities	35,362
Due (to)/from MTA - change in fair value of derivative	39,499
Net Pension Liability	59,821
	<hr/>
Total noncurrent liabilities	10,954,435

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	159,324
Deferred Inflow of resources related to other post-employment benefits	82,536

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 12,297,452

NET POSITION

-2,703,680 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET

9,593,772

*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
NOVEMBER FINANCIAL PLAN - FINAL ESTIMATE
ACCURAL STATEMENT of OPERATIONS by CATEGORY
NOVEMBER 2022

(\$ 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	194.602	187.532	(7.070)	(3.6)	0.000	0.000	0.000	-	194.602	187.532	(7.070)	(3.6)
Other Operating Revenue	1.593	2.342	0.749	47.0	0.000	0.000	0.000	-	1.593	2.342	0.749	47.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.673	(0.175)	(1.848)	*	1.673	(0.175)	(1.848)	*
Investment Income	0.104	0.797	0.692	*	0.000	0.000	0.000	-	0.104	0.797	0.692	*
Total Revenue	\$196.300	\$190.671	(\$5.628)	(2.9)	\$1.673	(\$0.175)	(\$1.848)	*	\$197.973	\$190.497	(\$7.476)	(3.8)
Expenses												
<i>Labor:</i>												
Payroll	\$15.511	\$12.814	\$2.697	17.4	\$0.596	\$0.036	\$0.559	93.9	16.107	\$12.850	\$3.256	20.2
Overtime	2.224	2.410	(0.186)	(8.3)	0.141	(0.198)	0.340	*	2.365	2.211	0.154	6.5
Health and Welfare	4.039	2.030	2.010	49.8	0.211	0.009	0.203	95.9	4.251	2.038	2.212	52.1
OPEB Current Payment	3.523	2.341	1.182	33.6	0.000	0.000	0.000	-	3.523	2.341	1.182	33.6
Pensions	3.640	2.341	1.299	35.7	0.132	0.009	0.123	93.0	3.772	2.350	1.422	37.7
Other Fringe Benefits	2.774	1.622	1.152	41.5	0.056	0.004	0.052	93.6	2.829	1.625	1.204	42.6
Reimbursable Overhead	(0.537)	0.034	(0.571)	*	0.537	(0.034)	0.571	*	0.000	0.000	0.000	-
Total Labor Expenses	\$31.174	\$23.591	\$7.583	24.3	\$1.673	(\$0.175)	\$1.848	*	\$32.848	\$23.416	\$9.431	28.7
<i>Non-Labor:</i>												
Electric Power	\$0.381	\$0.413	(\$0.032)	(8.5)	\$0.000	\$0.000	\$0.000	-	\$0.381	\$0.413	(\$0.032)	(8.5)
Fuel	0.345	0.151	0.194	56.2	0.000	0.000	0.000	-	0.345	0.151	0.194	56.2
Insurance	1.074	1.039	0.035	3.3	0.000	0.000	0.000	-	1.074	1.039	0.035	3.3
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	11.770	9.703	2.067	17.6	0.000	0.000	0.000	-	11.770	9.703	2.067	17.6
Professional Service Contracts	2.732	1.388	1.344	49.2	0.000	0.000	0.000	-	2.732	1.388	1.344	49.2
Materials & Supplies	0.115	0.232	(0.117)	*	0.000	0.000	0.000	-	0.115	0.232	(0.117)	*
Other Business Expenses	4.250	3.810	0.439	10.3	0.000	0.000	0.000	-	4.250	3.810	0.439	10.3
Total Non-Labor Expenses	\$20.667	\$16.737	\$3.930	19.0	\$0.000	\$0.000	\$0.000	-	\$20.667	\$16.737	\$3.930	19.0
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
¹ Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$51.841	\$40.328	\$11.513	22.2	\$1.673	(\$0.175)	\$1.848	*	\$53.515	\$40.154	\$13.361	25.0
Depreciation	\$17.146	\$16.507	\$0.639	3.7	\$0.000	\$0.000	\$0.000	-	17.146	\$16.507	\$0.639	3.7
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	(0.342)	0.000	(0.342)	(100.0)	0.000	0.000	0.000	-	(0.342)	0.000	(0.342)	(100.0)
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$68.646	\$56.836	\$11.810	17.2	\$1.673	(\$0.175)	\$1.848	*	\$70.319	\$56.661	\$13.658	19.4
Less: Depreciation	\$17.146	\$16.507	\$0.639	3.7	\$0.000	\$0.000	\$0.000	-	\$17.146	\$16.507	\$0.639	3.7
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	(0.342)	0.000	(0.342)	(100.0)	0.000	0.000	0.000	-	(0.342)	0.000	(0.342)	(100.0)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$51.841	\$40.328	\$11.513	22.2	\$1.673	(\$0.175)	\$1.848	*	\$53.515	\$40.154	\$13.361	25.0
Net Surplus/(Deficit)	\$144.458	\$150.343	\$5.885	4.1	\$0.000	\$0.000	\$0.000	-	\$144.458	\$150.343	\$5.885	4.1

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
NOVEMBER FINANCIAL PLAN - FINAL ESTIMATE
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
NOVEMBER 2022
(\$ 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
Net Income/(Deficit)								\$144.458	\$150.343	\$5.885	4.1	
Less: Capitalized Assets								1.050	0.429	0.621	59.1	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$143.408	\$149.914	\$6.506	4.5	
Less: Debt Service								57.891	57.739	0.153	0.3	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$85.516	\$92.175	\$6.659	7.8	
Distributable To:												
MTA - Investment Income								0.104	0.797	0.692	*	
MTA - Distributable Income								46.655	49.545	2.890	6.2	
NYCTR - Distributable Income								38.759	41.833	3.074	7.9	
Total Distributable Income								\$85.519	\$92.175	\$6.656	7.8	
Support to Mass Transit:												
Total Revenues								197.973	190.497	(7.476)	(3.8)	
Less: Total Operating Expenses								<u>53.515</u>	<u>40.154</u>	<u>13.361</u>	25.0	
Net Operating Income/(Deficit)								\$144.458	\$150.343	\$5.885	4.1	
Deductions from Net Operating Income:												
Capitalized Assets								1.050	0.429	0.621	59.1	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								30.848	30.967	(0.120)	(0.4)	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$31.898	\$31.397	\$0.502	1.6	
Total Support to Mass Transit								\$112.560	\$118.946	\$6.386	5.7	

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
NOVEMBER FINANCIAL PLAN - FINAL ESTIMATE
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
NOVEMBER Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	2,134.002	2,141.013	7.011	0.3	0.000	0.000	0.000	-	2,134.002	2,141.013	7.011	0.3
Other Operating Revenue	19.498	22.041	2.543	13.0	0.000	0.000	0.000	-	19.498	22.041	2.543	13.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	17.267	11.662	(5.605)	(32.5)	17.267	11.662	(5.605)	(32.5)
Investment Income	0.869	2.912	2.043	*	0.000	0.000	0.000	-	0.869	2.912	2.043	*
Total Revenue	\$2,154.369	\$2,165.966	\$11.597	0.5	\$17.267	\$11.662	(\$5.605)	(32.5)	\$2,171.636	\$2,177.628	\$5.992	0.3
Expenses												
<i>Labor:</i>												
Payroll	\$108.251	\$101.315	\$6.936	6.4	6.031	\$4.214	\$1.817	30.1	114.282	\$105.530	\$8.752	7.7
Overtime	20.654	21.663	(1.009)	(4.9)	0.902	0.102	0.800	88.7	21.557	21.765	(0.209)	(1.0)
Health and Welfare	26.782	23.225	3.557	13.3	2.361	1.004	1.357	57.5	29.143	24.229	4.914	16.9
OPEB Current Payment	26.759	25.676	1.083	4.0	0.000	0.000	0.000	-	26.759	25.676	1.083	4.0
Pensions	29.954	28.334	1.619	5.4	1.455	1.084	0.371	25.5	31.409	29.419	1.990	6.3
Other Fringe Benefits	17.897	14.197	3.700	20.7	0.610	0.519	0.091	14.9	18.507	14.716	3.791	20.5
Reimbursable Overhead	(5.908)	(4.739)	(1.169)	(19.8)	5.908	4.739	1.169	19.8	0.000	0.000	0.000	-
Total Labor Expenses	\$224.388	\$209.672	\$14.716	6.6	\$17.267	\$11.662	\$5.605	32.5	\$241.656	\$221.335	\$20.321	8.4
<i>Non-Labor:</i>												
Electric Power	\$4.324	\$4.400	(\$0.076)	(1.7)	0.000	\$0.000	\$0.000	-	\$4.324	\$4.400	(\$0.076)	(1.7)
Fuel	2.801	2.199	0.602	21.5	0.000	0.000	0.000	-	2.801	2.199	0.602	21.5
Insurance	11.442	11.298	0.144	1.3	0.000	0.000	0.000	-	11.442	11.298	0.144	1.3
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	131.438	119.287	12.152	9.2	0.000	0.000	0.000	-	131.438	119.287	12.152	9.2
Professional Service Contracts	24.904	21.390	3.514	14.1	0.000	0.000	0.000	-	24.904	21.390	3.514	14.1
Materials & Supplies	2.392	2.577	(0.186)	(7.8)	0.000	0.000	0.000	-	2.392	2.577	(0.186)	(7.8)
Other Business Expenses	44.009	48.791	(4.783)	(10.9)	0.000	0.000	0.000	-	44.009	48.791	(4.783)	(10.9)
Total Non-Labor Expenses	\$221.310	\$209.943	\$11.367	5.1	\$0.000	\$0.000	\$0.000	-	\$221.310	\$209.943	\$11.367	5.1
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
¹ Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$445.698	\$419.615	\$26.083	5.9	\$17.267	\$11.662	\$5.605	32.5	\$462.966	\$431.277	\$31.688	6.8
Depreciation	\$184.059	\$180.627	\$3.432	1.9	0.000	\$0.000	\$0.000	-	184.059	\$180.627	\$3.432	1.9
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	(1.709)	0.000	(1.709)	(100.0)	0.000	0.000	0.000	-	(1.709)	0.000	(1.709)	(100.0)
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$628.048	\$600.242	\$27.806	4.4	\$17.267	\$11.662	\$5.605	32.5	\$645.316	\$611.904	\$33.411	5.2
Less: Depreciation	\$184.059	\$180.627	\$3.432	1.9	\$0.000	\$0.000	\$0.000	-	\$184.059	\$180.627	\$3.432	1.9
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	(1.709)	0.000	(1.709)	(100.0)	0.000	0.000	0.000	-	(1.709)	0.000	(1.709)	(100.0)
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$445.698	\$419.615	\$26.083	5.9	\$17.267	\$11.662	\$5.605	32.5	\$462.966	\$431.277	\$31.688	6.8
Net Surplus/(Deficit)	\$1,708.670	\$1,746.351	\$37.680	2.2	\$0.000	\$0.000	\$0.000	-	\$1,708.670	\$1,746.351	\$37.680	2.2

Results are preliminary and subject to audit review.
Differences are due to rounding.
¹Variance exceeds 100%

MTA BRIDGES AND TUNNELS
NOVEMBER FINANCIAL PLAN - FINAL ESTIMATE
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
NOVEMBER Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Net Income/(Deficit)									\$1,708.670	\$1,746.351	\$37.680	2.2
Less: Capitalized Assets									8.861	10.390	(\$1.529)	(17.3)
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,699.809	\$1,735.961	\$36.152	2.1
Less: Debt Service									633.430	619.004	14.427	2.3
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$1,066.379	\$1,116.958	\$50.579	4.7
Distributable To:												
MTA - Investment Income									0.869	2.912	2.043	*
MTA - Distributable Income									574.391	598.036	23.645	4.1
NYCTR - Distributable Income									491.119	516.010	24.891	5.1
Total Distributable Income									\$1,066.379	\$1,116.958	\$50.578	4.7
Support to Mass Transit:												
Total Revenues									2,171.636	2,177.628	5.992	0.3
Less: Total Operating Expenses									<u>462.966</u>	<u>431.277</u>	<u>31.688</u>	6.8
Net Operating Income/(Deficit)									\$1,708.670	\$1,746.351	\$37.680	2.2
Deductions from Net Operating Income:												
Capitalized Assets									8.861	10.390	(1.529)	(17.3)
Reserves									0.000	0.000	0.000	-
B&T Debt Service									345.118	333.676	11.443	3.3
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$353.979	\$344.065	\$9.914	2.8
Total Support to Mass Transit									\$1,354.691	\$1,402.286	\$47.595	3.5

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
NOVEMBER FINANCIAL PLAN - FINAL ESTIMATE
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Nov-22	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	(7.070)	-3.6%	Traffic volumes were below the forecast levels	7.011	0.3%	Traffic volumes were above the forecast levels
Other Operating Revenue	0.749	*	Higher revenue primarily due to the timing of income from E-ZPass administrative fees	2.543	13.0%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees
Investment Income	0.692	663.5%	Higher than anticipated short-term investment returns on fund balances.	2.043	235.0%	Higher than anticipated short-term investment returns on fund balances.
Payroll	2.697	17.4%	Lower payroll expenses primarily due to vacancies	6.936	6.4%	Lower payroll expenses primarily due to vacancies
Overtime	(0.186)	-8.3%	Higher expenses mainly due to corrections to billings from prior months Kronos outage	(1.009)	-4.9%	Higher expenses mainly due to corrections to billings from prior months Kronos outage
Health and Welfare	2.010	49.8%	Lower expenses primarily due to vacancies	3.557	13.3%	Lower expenses primarily due to vacancies
OPEB Current Payment	1.182	33.6%	Lower expenses primarily due to timing against the budget allocation	1.083	4.0%	Lower expenses primarily due to timing against the budget allocation
Pensions	1.299	35.7%	Lower non-reimbursable expenses primarily due to higher than allocated capital reimbursement offsets	1.619	5.4%	Lower non-reimbursable expenses primarily due to lower than allocated capital reimbursement offsets
Other Fringe Benefits	1.152	41.5%	Lower expenses primarily due to timing against the budget allocation.	3.700	20.7%	Lower expenses primarily due to timing against the budget allocation.
Electric Power	(0.032)	-8.5%	Higher electricity expenses primarily due to timing against the budget allocation.	(0.076)	-1.7%	Higher electricity expenses primarily due to timing against the YTD budget allocation.
Fuel	0.194	56.2%	Lower fuel expenses primarily due to timing against the monthly budget allocation	0.602	21.5%	Lower fuel expenses primarily due to timing against the YTD budget allocation
Insurance	0.035	3.3%	Lower insurance expenses primarily due to timing against the monthly budget allocation	0.144	1.3%	Lower insurance expenses primarily due to timing against the YTD budget allocation
Maintenance and Other Operating Contracts	2.067	17.6%	Lower expenses mainly due to timing against the monthly budget allocation for major maintenance and painting, (\$0.975), E-ZPass customer service center, (\$0.708 Mill), security services, (\$0.229 Mill) and general maintenance costs, (\$0.382 Mill) offset by E-ZPass tags (\$0.248 Mill).	12.152	9.2%	Lower expenses mainly due to timing against the YTD budget allocation for major maintenance and painting, (\$4.622 Mill), E-ZPass customer service center, (\$3.815 Mill), E-ZPass tags, (\$1.742 Mill), security services (\$0.870 Mill) and general maintenance costs, (\$1.007Mill).
Professional Service Contracts	1.344	49.2%	Lower expenses primarily due to timing against the monthly budget allocation for bond issuance costs, (\$0.742 Mill), planning studies, (\$0.226 Mill), other outside services, (\$0.216 Mill), and procurement card costs, (\$0.139 Mill).	3.514	14.1%	Lower expenses primarily due to timing against the YTD budget allocation for professional service contracts, (\$1.303 Mill), planning studies consultants, (\$0.922 Mill), procurement card costs, (\$0.617 Mill), bond issuance cost (\$0.782Mill), other Professional services (0.193 Mill), offset by higher legal fees, (\$0.446 Mill).
Materials & Supplies	(0.117)	-101.8%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the monthly budget allocation	(0.186)	-7.8%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the YTD budget allocation
Other Business Expense	0.439	10.3%	Lower expenses primarily due to timing against the monthly budget allocation for credit card fees, (\$1.203 Mill), off set by commission fees, (\$0.329 Mill) and other miscellaneous expenses, (\$0.413 Mill), Travel meetings & conventions (\$0.029 Mill)	(4.783)	-10.9%	Higher expenses primarily due to timing against the YTD budget allocation for credit card fees, (\$1.218 Mill), commission fees, (\$1.557 Mill) and other miscellaneous expenses, (\$1.939 Mill)
Depreciation	0.639	3.7%	Lower depreciation expense primarily due to timing against the monthly budget allocation.	3.432	1.9%	Lower depreciation expense primarily due to timing against the YTD budget allocation.
Other Post Employment Benefits	0.000	-	No variance	0.000	-	No variance
Reimbursable						
Capital and Other Reimbursements	(1.848)	-110.4%	Lower capital reimbursements due to timing against the monthly budget allocation	(5.605)	-32.5%	Lower capital reimbursements due to timing against the YTD budget allocation
Payroll	0.559	93.9%	Lower capital reimbursements due to timing against the monthly budget allocation	1.817	30.1%	Lower capital reimbursements due to timing against the YTD budget allocation
Overtime	0.340	*	Lower expenses in part due to the timing of billings and corrections due to the Kronos outage.	0.800	88.7%	Lower expenses in part due to the timing of billings and corrections due to the Kronos outage.
Health and Welfare	0.203	*	Lower capital reimbursements due to timing against the monthly budget allocation	1.357	57.5%	Lower capital reimbursements due to timing against the YTD budget allocation
OPEB Current Payment	0.000	-	No variance	0.000	-	No variance
Pensions	0.123	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.371	25.5%	Lower capital reimbursements due to timing against the YTD budget allocation
Other Fringe Benefits	0.052	*	Lower capital reimbursements due to timing against the monthly budget allocation	0.091	14.9%	Lower capital reimbursements due to timing against the YTD budget allocation
Reimbursable Overhead	0.571	106.3%	Lower capital reimbursements due to timing against the monthly budget allocation	1.169	*	Lower capital reimbursements due to timing against the YTD budget allocation

*Variance exceeds 100%

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

Month of November

Year to date ending November 2022

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.2	\$33.8	4.1	\$32.0	-2.2%	-5.1%	Bronx-Whitestone	44.4	\$342.6	46.8	\$369.4	5.3%	7.8%
0.6	2.0	0.6	1.6	-4.8%	-18.9%	Cross Bay	7.4	19.4	7.3	20.0	-1.4%	3.1%
2.2	8.8	2.1	8.1	-4.2%	-7.7%	Henry Hudson	21.9	82.9	22.9	89.6	4.5%	8.0%
1.8	12.9	1.8	12.2	0.0%	-5.5%	Hugh L. Carey	17.5	119.7	20.0	139.7	14.1%	16.7%
0.6	2.0	0.6	1.6	-4.9%	-21.2%	Marine Parkway	7.1	18.5	7.3	19.7	3.5%	6.1%
2.4	18.1	2.5	18.0	3.5%	-0.8%	Queens Midtown	23.7	172.8	27.4	203.8	15.5%	17.9%
5.3	41.3	5.4	40.3	2.9%	-2.2%	RFK	56.1	422.1	59.8	462.4	6.6%	9.6%
3.3	30.9	3.3	29.7	2.3%	-4.1%	Throgs Neck	34.4	314.5	36.3	338.1	5.6%	7.5%
6.4	44.5	6.4	44.0	0.0%	-1.2%	Verrazzano-Narrows	68.8	464.4	71.6	498.5	4.0%	7.3%
26.8	\$194.3	26.9	\$187.5	0.3%	-3.5%	Total	281.3	\$1,956.9	299.2	\$2,141.0	6.4%	9.4%
	\$7.238		\$6.969		-3.7%	Revenue Per Vehicle		\$6.957		\$7.155		2.8%

1) Toll increase implemented April 11, 2021

2) Numbers may not add due to rounding.

Comparison Actual vs. November Forecast:

November Forecast		November Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
27.6	\$194.6	26.9	\$187.5	-2.4%	-3.6%	Total All	299.3	\$2,134.0	299.2	\$2,141.0	0.0%	0.3%
	\$7.060		\$6.969		-1.3%	Revenue Per Vehicle		\$7.130		\$7.155		0.3%

3) 2022 November traffic is on par and revenue is 15.9M above November 2019, no change and an increase 9.2% respectively.

4) 2022 November YTD traffic decrease 3.2M, a decline of 1.1% against November YTD 2019, and revenues increases \$237.7M, an increase of 12.5% against November YTD 2019.

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

Facility	Revenue Collection Rate November 2021 ⁴
Henry Hudson Bridge	95.7%
Hugh L. Carey Tunnel	95.3%
Queens Midtown Tunnel	97.3%
Marine Parkway Bridge	95.6%
Cross Bay Bridge	93.1%
Robert F. Kennedy Bridge	93.6%
Verrazzano-Narrows Bridge	92.5%
Bronx-Whitestone Bridge	93.8%
Throgs Neck Bridge	94.5%
All Facilities	94.0%

1. Represents total revenue collections from transactions in December 2020 through November 2021

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2022 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
November 2022

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	13	7	6	4 Managerial and 2 Professional vacancies
Law ⁽¹⁾	12	6	6	2 Managerial and 4 Professional vacancies
Budget & Finance ⁽²⁾	17	9	8	6 Managerial and 2 Professional vacancies
Administration ⁽³⁾	34	23	11	5 Managerial and 6 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	77	45	32	
Operations				
ITS & Tolling	60	50	10	5 Managerial and 5 Professional vacancies
Central Business District Tolling Program	47	9	38	3 Managerial and 35 Professional vacancies
Operations (Non-Security)	54	38	16	14 Managerial vacancies and 2 Professional vacancy
Total Operations	161	97	64	
Maintenance				
Maintenance	205	183	22	4 Managerial and 6 Professional vacancies
Operations - Maintainers	183	152	31	43 Maintainer vacancies
Total Maintenance	388	335	53	
Engineering/Capital				
Engineering & Construction	123	107	16	4 Managerial and 12 Professional vacancies
Health & Safety	9	7	2	1 Managerial and 1 Professional vacancy
Law ⁽¹⁾	18	10	8	3 Managerial and 5 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	130	28	
Public Safety				
Operations (Security)	540	420	120	57 Managerial and 63 Operational vacancies
Internal Security - Operations	45	28	17	3 Managerial and 13 Professional vacancies
Total Public Safety	585	448	137	
Total Positions	1,369	1,055	314	
Non-Reimbursable	1,238	924	314	
Reimbursable	131	131	-	
Total Full-Time	1,369	1,055	314	

(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 - 2022 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
November 2022

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	28	11	17	5 vacancies in Administration, 4 in Executive, 4 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	34	15	6 vacancies in Administration, 2 in Executive, 4 in Law, 2 in Budget & Finance, and 1 vacancy in EEO
Operational Hourlies	-	-	-	
Total Administration	77	45	32	
Operations				
Managers/Supervisors	73	44	29	16 vacancies in Operations, 5 in ITS & Tolling, and 3 in CBDTP
Professional, Technical, Clerical	88	53	35	5 vacancies in ITS & Tolling, 35 in CBDTP
Operational Hourlies	-	-	-	
Total Operations	161	97	64	
Maintenance				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical	11	7	4	4 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	350	307	43	43 vacancies in Operations
Total Maintenance	388	335	53	
Engineering/Capital				
Managers/Supervisors	34	25	9	4 vacancies in Engineering, 3 in Law, 1 vacancy in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical	124	105	19	12 vacancies in Engineering, 5 in Law, 1 vacancy in Health & Safety, and 1 in Capital Budget
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	130	28	
Public Safety				
Managers/Supervisors	179	118	61	57 vacancies in Operations and 4 in Internal Security
Professional, Technical, Clerical	36	23	13	13 vacancies in Internal Security
Operational Hourlies ⁽²⁾	370	307	63	63 BTO vacancies in Operations
Total Public Safety	585	448	137	
Total Positions				
Managers/Supervisors	341	219	122	
Professional, Technical, Clerical	308	222	86	
Operational Hourlies	720	614	106	
Total Positions	1,369	1,055	314	

(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)
OCTOBER 2022 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	1,958.069	1,966.572	1,975.294	17.225	0.9	8.722	0.4
Investment Income	0.765	1.193	2.115	1.350	176.6	0.922	77.3
Total Revenue without Investment Income	1,957.304	1,965.379	1,973.180	15.875	0.8	7.800	0.4
Total Expenses before Non-Cash Liability Adjs	393.859	395.020	379.287	14.572	3.7	15.733	4.0
Depreciation	166.913	166.913	164.120	2.793	1.7	2.793	1.7
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	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Non-Cash Liability Adjs	560.772	561.933	543.406	17.365	3.1	18.527	3.3
Less: Depreciation	166.913	166.913	164.120	2.793	1.7	2.793	1.7
Less: Other Post-Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	393.859	395.020	379.287	14.572	3.7	15.733	4.0
Net Surplus/(Deficit)	1,564.210	1,571.552	1,596.008	31.798	2.0	24.456	1.6
Net Income without Investment Income	1,563.445	1,570.359	1,593.893	30.447	1.9	23.534	1.5

Note: Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2022 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$7.800	0.4	Higher revenue is primarily due to higher toll revenue and higher income from E-ZPass administrative fees.
Total Expenses	\$15.733	4.0	Lower expenses are primarily due to vacancies, and the timing of Customer Service Center and Major Maintenance costs.

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

MTA BRIDGES AND TUNNELS
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2022 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	2,154.369	2,162.872	2,165.966	11.597	0.5	3.094	0.1
Investment Income	0.869	1.297	2.912	2.043	235.0	1.614	124.4
Total Revenue without Investment Income	2,153.500	2,161.574	2,163.054	9.554	0.4	1.480	0.1
Total Expenses before Non-Cash Liability Adjs	445.698	447.290	419.615	26.083	5.9	27.675	6.2
Depreciation	184.059	184.059	180.627	3.432	1.9	3.432	1.9
OPEB Obligation	(1.709)	(1.709)	0.000	(1.709)	100.0	(1.709)	100.0
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Non-Cash Liability Adjs	628.048	629.640	600.242	27.806	4.4	29.398	4.7
Less: Depreciation	184.059	184.059	180.627	3.432	1.9	3.432	1.9
Less: Other Post-Employment Benefits	(1.709)	(1.709)	0.000	(1.709)	100.0	(1.709)	100.0
Total Expenses	445.698	447.290	419.615	26.083	5.9	27.675	6.2
Net Surplus/(Deficit)	1,708.670	1,715.582	1,746.351	37.680	2.2	30.769	1.8
Net Income without Investment Income	1,707.801	1,714.285	1,743.439	35.638	2.1	29.154	1.7

Note: Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2022 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$1.480	0.1	Higher revenue is primarily due to higher income from E-ZPass administrative fees.
Total Expenses	\$27.675	6.2	Lower expenses are primarily due to vacancies, and the timing of Customer Service Center and Major Maintenance costs.

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



Bridges and Tunnels

2023 Adopted Budget/Financial Plan 2023-2026 (Information Item)



Staff Summary

Subject MTA B&T 2023 Budget and 2023-2026 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 7, 2022
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	12/19/22		X	
2	Finance Committee	12/19/22	X		
3	MTA Board	12/21/22	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President	1	OMB
2	Financial Liaison		

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) 2022 November Forecast, 2023 Final Proposed Budget, and the Four-Year Financial Plan for 2023-2026.

DISCUSSION

The 2023 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain B&T's planned service levels, as well as MTA's commitment to provide safe, reliable, and efficient transportation service to the metropolitan New York region. The baseline projections exclude the estimated impacts from projected toll increases, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials.

B&T forecasts that \$1,808.6 million will be provided in baseline net operating income for 2022 and \$1,777.6 million for 2023.

Central Business District Tolling Program

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).

While the goal was to implement the program in 2021, the MTA did not receive approval from the Federal Highway Administration (FHWA) to proceed with the federally required Environment Assessment (EA) until March 2021. On August 10, 2022, the EA was released for public review as part of the formal public comment period, which also included six public hearings, and meetings of the Environmental Justice Technical Advisory Group and Environmental Justice Stakeholder Working Group. Subsequent to the closing of the public comment period on September 23, 2022, the FHWA and MTA began and are currently coordinating to review and respond to each of the thousands of comments received. Taking into account the EA analysis, the comments and responses to them, and any modifications as a result of those comments, FHWA will then determine whether there are no significant effects or whether any significant effects have been mitigated so they are no longer significant. If a favorable decision is issued by FHWA, a Finding of No Significant Impact (FONSI) will be issued and the notice to proceed to our contractor can follow. The contractor will have up to 310 days to complete the design, development, installation, and testing, and then commence toll collection. Until the commencement of operations, implementation costs will be funded through B&T PAYGO and other capital resources, all of which will be reimbursed by generated revenue when the program becomes fully operable.

2022 NOVEMBER FORECAST- BASELINE

The 2022 November Forecast projects \$2,345.4 million in Non-reimbursable revenues, of which \$2,322.8 million is from Toll Revenue. Total Non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$536.7 million, consisting of \$251.5 million in labor expenses and \$285.2 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,429.5 million. Reimbursable revenue and expenses are both forecast at \$29.5 million. Total end-of-year positions are budgeted at 1,369, including 1,238 Non-reimbursable positions and 131 Reimbursable positions.

2023 FINAL PROPOSED BUDGET- BASELINE

The 2023 Final Proposed Budget projects nearly \$2,343.0 million in Non-reimbursable revenues, of which \$2,322.8 million is from Toll Revenue. Total Non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$565.4 million, consisting of \$263.3 million in labor expenses and \$302.1 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,315.0 million. Reimbursable revenue and expenses are both forecast at \$31.2 million. Total end-of-year positions are currently budgeted at 1,375 including 1,244 Non-reimbursable positions and 131 Reimbursable positions.

IMPACT ON FUNDING

The 2022 November Forecast, the 2023 Final Proposed Budget, and the Four-Year Financial Plan 2023-2026, 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 2022 November Forecast, the 2023 Final Proposed Budget, and the Four-Year Financial Plan for 2023-2026 for MTA Bridges and Tunnels.

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

MTA BRIDGES AND TUNNELS
November Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
<u>Non-Reimbursable</u>						
Operating Revenue						
Toll Revenue	\$2,169.877	\$2,322.776	\$2,322.793	\$2,332.317	\$2,335.350	\$2,337.687
Other Operating Revenue	24.515	21.224	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	0.094	1.376	1.240	1.240	1.240	1.240
Total Revenues	\$2,194.486	\$2,345.376	\$2,342.969	\$2,352.493	\$2,355.526	\$2,357.863
Operating Expense						
<u>Labor:</u>						
Payroll	\$110.696	\$121.000	\$127.089	\$129.631	\$132.415	\$135.255
Overtime	13.863	24.387	24.562	26.096	26.789	27.443
Health and Welfare	30.759	32.674	35.766	37.385	39.134	40.960
OPEB Current Payments	24.652	30.395	31.823	33.319	34.885	36.524
Pension	32.416	30.255	28.759	23.292	19.373	15.572
Other Fringe Benefits	14.895	21.480	23.628	23.516	23.892	23.892
Reimbursable Overhead	(7.892)	(8.668)	(8.356)	(8.523)	(8.523)	(8.523)
Total Labor Expenses	\$219.390	\$251.524	\$263.271	\$264.716	\$267.964	\$271.123
<u>Non-Labor:</u>						
Electric Power	\$3.977	\$8.349	\$8.339	\$7.811	\$7.888	\$8.096
Fuel	1.765	6.831	5.858	5.211	4.930	4.983
Insurance	11.007	13.191	14.887	17.715	21.400	25.998
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	122.742	159.568	165.708	168.953	176.922	178.090
Professional Services Contracts	37.602	38.267	48.222	48.343	48.480	48.863
Materials and Supplies	3.300	4.100	3.473	3.507	3.495	3.577
Other Business Expenses	47.259	54.906	55.611	55.650	55.702	55.746
Total Non-Labor Expenses	\$227.651	\$285.212	\$302.098	\$307.190	\$318.817	\$325.353
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$447.041	\$536.736	\$565.369	\$571.907	\$586.781	\$596.476
Depreciation	\$201.356	\$202.000	\$202.491	\$202.491	\$202.491	\$202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	61.350	38.505	38.777	39.484	40.254	41.115
GASB 68 Pension Expense Adjustment	(45.917)	(45.268)	(43.995)	(38.974)	(35.469)	(32.110)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$663.831	\$731.974	\$762.642	\$774.907	\$794.057	\$807.972
Less: Depreciation	201.356	202.000	202.491	202.491	202.491	202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Exp Adjustment	61.350	38.505	38.777	39.484	40.254	41.115
GASB 68 Pension Exp Adjustment	(45.917)	(45.268)	(43.995)	(38.974)	(35.469)	(32.110)
Total Expenses	\$447.041	\$536.736	\$565.369	\$571.907	\$586.781	\$596.476
Net Surplus/(Deficit)	\$1,747.445	\$1,808.640	\$1,777.600	\$1,780.587	\$1,768.745	\$1,761.387

MTA BRIDGES AND TUNNELS
November Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Reimbursable						
Operating Revenue						
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	18.973	29.464	31.189	30.838	30.958	31.101
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$18.973	\$29.464	\$31.189	\$30.838	\$30.958	\$31.101
Operating Expense						
Labor:						
Payroll	\$6.102	\$12.432	\$13.259	\$13.525	\$13.603	\$13.684
Overtime	0.957	1.538	1.985	1.039	1.039	1.060
Health and Welfare	1.452	1.993	2.746	2.801	2.816	2.831
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	1.823	3.328	3.333	3.406	3.424	3.443
Other Fringe Benefits	0.747	1.504	1.511	1.545	1.552	1.560
Reimbursable Overhead	7.892	8.668	8.356	8.523	8.523	8.523
Total Labor Expenses	\$18.973	\$29.464	\$31.189	\$30.838	\$30.958	\$31.101
Non-Labor:						
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
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$18.973	\$29.464	\$31.189	\$30.838	\$30.958	\$31.101
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Non-Reimbursable / Reimbursable						
Page 1 of 2						
Operating Revenue						
Toll Revenue	\$2,169.877	\$2,322.776	\$2,322.793	\$2,332.317	\$2,335.350	\$2,337.687
Other Operating Revenue	24.515	21.224	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	18.973	29.464	31.189	30.838	30.958	31.101
Investment Income	0.094	1.376	1.240	1.240	1.240	1.240
Total Revenues	\$2,213.459	\$2,374.840	\$2,374.159	\$2,383.331	\$2,386.484	\$2,388.964
Operating Expense						
Labor:						
Payroll	\$116.799	\$133.432	\$140.349	\$143.156	\$146.019	\$148.939
Overtime	14.820	25.925	26.546	27.135	27.828	28.503
Health and Welfare	32.210	34.667	38.512	40.186	41.949	43.791
OPEB Current Payments	24.652	30.395	31.823	33.319	34.885	36.524
Pension	34.239	33.583	32.091	26.698	22.797	19.015
Other Fringe Benefits	15.642	22.985	25.139	25.061	25.444	25.452
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$238.362	\$280.987	\$294.460	\$295.554	\$298.922	\$302.224
Non-Labor:						
Electric Power	\$3.977	\$8.349	\$8.339	\$7.811	\$7.888	\$8.096
Fuel	1.765	6.831	5.858	5.211	4.930	4.983
Insurance	11.007	13.191	14.887	17.715	21.400	25.998
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	122.742	159.568	165.708	168.953	176.922	178.090
Professional Services Contracts	37.602	38.267	48.222	48.343	48.480	48.863
Materials and Supplies	3.300	4.100	3.473	3.507	3.495	3.577
Other Business Expenses	47.259	54.906	55.611	55.650	55.702	55.746
Total Non-Labor Expenses	\$227.651	\$285.212	\$302.098	\$307.190	\$318.817	\$325.353
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$466.014	\$566.200	\$596.559	\$602.745	\$617.739	\$627.577
Depreciation	\$201.356	\$202.000	\$202.491	\$202.491	\$202.491	\$202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	61.350	38.505	38.777	39.484	40.254	41.115
GASB 68 Pension Expense Adjustment	(45.917)	(45.268)	(43.995)	(38.974)	(35.469)	(32.110)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$682.803	\$761.438	\$793.831	\$805.745	\$825.015	\$839.073
Less: Depreciation	201.356	202.000	202.491	202.491	202.491	202.491
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Exp Adjustment	61.350	38.505	38.777	39.484	40.254	41.115
GASB 68 Pension Exp Adjustment	(45.917)	(45.268)	(43.995)	(38.974)	(35.469)	(32.110)
Total Expenses	\$466.014	\$566.200	\$596.559	\$602.745	\$617.739	\$627.577
Net Surplus/(Deficit)	\$1,747.445	\$1,808.640	\$1,777.600	\$1,780.587	\$1,768.745	\$1,761.387

MTA BRIDGES AND TUNNELS
November Financial Plan 2023 - 2026
Accrual Statement of Operations by Category
(\$ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Non-Reimbursable / Reimbursable						
Page 2 of 2						
Net Surplus/(Deficit)	\$1,747.445	\$1,808.640	\$1,777.600	\$1,780.587	\$1,768.745	\$1,761.387
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$7.976	\$17.017	\$28.431	\$23.308	\$24.014	\$24.532
B&T Capital Reserves & Prepaid Exp.	(0.609)	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
Adjusted Net Surplus/(Deficit)	\$1,740.078	\$1,791.624	\$1,749.169	\$1,757.278	\$1,744.732	\$1,736.855
Less: Debt Service	\$689.072	\$688.995	\$782.555	\$781.337	\$846.185	\$877.654
Less: Contribution to the Capital Program	13.878	0.000	0.000	0.000	0.000	0.000
Income Available for Distribution	\$1,037.129	\$1,102.629	\$966.614	\$975.942	\$898.546	\$859.201
<u>Distributable To:</u>						
MTA - Investment Income	\$0.094	\$1.376	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	573.208	599.032	534.680	535.757	498.605	477.738
NYCT - Distributable Income	463.826	502.220	430.694	438.944	398.701	380.222
Total Distributable Income	\$1,037.129	\$1,102.629	\$966.614	\$975.942	\$898.546	\$859.201
<u>Actual Cash Transfers:</u>						
MTA - Investment Income - Prior Year	\$0.763	\$0.094	\$1.376	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	519.226	643.560	541.115	535.650	502.320	479.825
NYCT - Cash Surplus Transfer	408.746	538.174	437.847	438.119	402.726	382.070
Total Cash Transfers	\$928.736	\$1,181.828	\$980.338	\$975.009	\$906.286	\$863.135
SUPPORT TO MASS TRANSIT:						
Total Revenue	\$2,213.459	\$2,374.840	\$2,374.159	\$2,383.331	\$2,386.484	\$2,388.964
Total Expenses Before Non-Cash Liability Adjs.	466.014	566.200	596.559	602.745	617.739	627.577
Net Operating Income	\$1,747.445	\$1,808.640	\$1,777.600	\$1,780.587	\$1,768.745	\$1,761.387
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$336.054	\$362.133	\$434.132	\$452.961	\$510.051	\$550.080
Contribution to the Capital Program	13.878	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	7.976	17.017	28.431	23.308	24.014	24.532
B&T Capital Reserves	(0.609)	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$357.299	\$379.150	\$462.562	\$476.270	\$534.064	\$574.612
Total Support to Mass Transit	\$1,390.147	\$1,429.491	\$1,315.038	\$1,304.317	\$1,234.681	\$1,186.775

MTA BRIDGES AND TUNNELS
November Financial Plan 2023 - 2026
Traffic Volume (Utilization) and Toll Revenue
(in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
--	----------------	------------------------------	-------------------------------------	------	------	------

TRAFFIC VOLUME

Total Traffic Volume

307.302	326.535	327.037	328.378	328.805	329.134
---------	---------	---------	---------	---------	---------

TOLL REVENUE

Toll Revenue

\$2,169.877	\$2,322.776	\$2,322.793	\$2,332.317	\$2,335.350	\$2,337.687
-------------	-------------	-------------	-------------	-------------	-------------

MTA BRIDGES & TUNNELS
November Financial Plan 2023-2026
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Administration						
Executive	6	13	13	13	13	13
Law ⁽¹⁾	8	12	12	12	12	12
CFO ⁽²⁾	12	17	17	17	17	17
Administration	25	34	34	34	34	34
EEO	0	1	1	1	1	1
Total Administration	51	77	77	77	77	77
Operations						
Revenue Management	47	60	66	66	66	66
Central Business District Tolling Program	5	47	47	47	47	47
Operations (Non-Security)	42	54	54	54	54	54
Total Operations	94	161	167	167	167	167
Maintenance						
Maintenance	182	205	205	205	205	205
Operations - Maintainers	153	183	183	183	183	183
Total Maintenance	335	388	388	388	388	388
Engineering/Capital						
Engineering & Construction	121	123	123	123	123	123
Health & Safety	7	9	9	9	9	9
Law ⁽¹⁾	15	18	18	18	18	18
Planning & Budget Capital	6	8	8	8	8	8
Total Engineering/Capital	149	158	158	158	158	158
Public Safety						
Operations (Security)	457	540	540	540	540	540
Internal Security - Operations	28	45	45	45	45	45
Total Public Safety	485	585	585	585	585	585
Total Positions	1,114	1,369	1,375	1,375	1,375	1,375
<i>Non-Reimbursable</i>	1,022	1,238	1,244	1,244	1,244	1,244
<i>Reimbursable</i>	92	131	131	131	131	131
<i>Total Full-Time</i>	1,114	1,369	1,375	1,375	1,375	1,375
<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 and Administration staff.

MTA BRIDGES AND TUNNELS
November Financial Plan 2023 - 2026
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Administration						
Managers/Supervisors	12	28	28	28	28	28
Professional/Technical/Clerical	39	49	49	49	49	49
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	51	77	77	77	77	77
Operations						
Managers/Supervisors	51	73	73	73	73	73
Professional/Technical/Clerical	43	88	94	94	94	94
Operational Hourlies (1)	0	0	0	0	0	0
Total Operations Headcount	94	161	167	167	167	167
Maintenance						
Managers/Supervisors	23	27	27	27	27	27
Professional/Technical/Clerical	7	11	11	11	11	11
Operational Hourlies (2)	305	350	350	350	350	350
Total Maintenance Headcount	335	388	388	388	388	388
Engineering / Capital						
Managers/Supervisors	30	34	34	34	34	34
Professional/Technical/Clerical	119	124	124	124	124	124
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	149	158	158	158	158	158
Public Safety						
Managers/Supervisors	124	179	179	179	179	179
Professional/Technical/Clerical	23	36	36	36	36	36
Operational Hourlies (3)	338	370	370	370	370	370
Total Public Safety Headcount	485	585	585	585	585	585
Total Positions						
Managers/Supervisors	240	341	341	341	341	341
Professional/Technical/ Clerical	231	308	314	314	314	314
Operational Hourlies	643	720	720	720	720	720
Total Positions	1,114	1,369	1,375	1,375	1,375	1,375

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

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

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



Bridges and Tunnels

Diversity Report Third Quarter 2022



Executive Summary

□ EEO

As of **September 30, 2022**, MTA Bridges and Tunnels' workforce consisted of 919 employees of which females represented 19% (171) and minorities represented 57% (528) of the total workforce.

In comparison with the 2nd Quarter 2022 (2Q22):

- B&T's 3rd Quarter workforce increased by **6** employees.
- Female representation remained constant at **19%** with a net change of **negative 4** female employees.
- Minority representation decreased by **1%** with a net change of **negative 17** minority employees.
- There were **0** employees hired who self identified as a veteran and **2** male veteran employees separated.

**The decreases in female and minority representation are due to employees being moved from B&T workforce to HQ and other Operating agencies as a result of transformation.*



Executive Summary Cont.

■ D&I in Motion – All Agency Employee Resource Groups (ERG) Quarterly Highlights

MTA ERGs help offer a sense of community and belonging to all MTA employees.

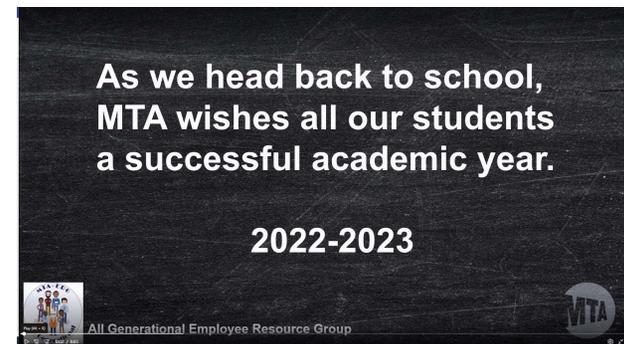


August-Empowering Women in Transportation

(EWT) Empowering Women in Transportation (EWT) invited colleagues to a self-care journey. They shared Professional, Physical, Fiscal and Mental self-care tools and tips from EWT members.

September – All Generational

In celebration of Intergenerational month, the All Generational ERG created a “First Day of School” presentation. They encouraged their members and other employees to share pictures of their child’s first day back to school. The pictures were transformed into a video that was shared agencywide.



MTA Strategic Priority – Revive Talent and Culture

Executive Summary Cont.

■ D&I in Motion – All Agency Employee Resource Groups Quarterly Highlights

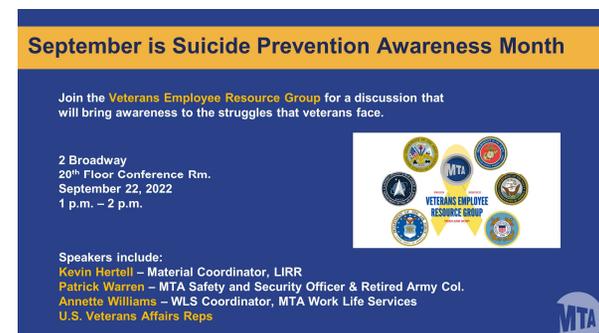
September



Sept. 15- Oct. 15 - Latino & Friends – Hispanic Heritage Month
The Cafecito Chat was an opportunity for MTA Chief Administrative Officer Lisette Camilo to share her career trajectory and route for employee career development. Lisette was interviewed by Gabriella Palencia, Executive Agency Counsel. Lisette also answered employees' questions that centered on career advancement.

Veterans

September is Suicide Prevention Month. In 2020, suicide was among the top 9 leading causes of death for people ages 10-64. Suicide was the second leading cause of death for people ages 10-14 and 25-34." The Veterans ERG held an observance to raise awareness aimed to help reduce stigma. MTA's Work Life Services and Local U.S. Veterans Affairs Representatives were on hand to speak and share resources with employees.



MTA Strategic Priority – Revive Talent and Culture

Executive Summary Cont.

- **D&I in Motion – All Agency Employee Resource Groups Quarterly Highlights September 15- October 15 - Latino & Friends – Hispanic Heritage Month**



Cafecito Chat

The second Cafecito Chat was hosted by Latino & Friends and Abilities Employee Resource Groups. Daisy Mendez interviewed Chris Pangilinan, Vice President of Paratransit. Chris shared his insight navigating a large organization and imparted core skills necessary for career advancement.

“Como Yo”

“Como Yo” (Like Me) is a fun and exciting program to connect and practice conversational Spanish with colleagues across all agencies. Latinos & Friends paired Spanish Language “beginners” with fluent Spanish speaking colleagues.

Como Yo (Like me) Practice SPANISH

Fun and exciting FREE 4-week program where MTA colleagues connect to practice conversational Spanish.

Program begins Wed Oct 12, 2022

REGISTRATION REQUIRED!

Sign up to participate today!



MTA Strategic Priority – Revive Talent and Culture

MTA B&T

Workforce

as of September 30, 2022



MTA B&T Workforce

JOB CATEGORY	TOTAL		MINORITIES		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHUPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	110		58	53%	52	47%	32	29%	7	6%	11	10%	1	1%	0	0%	7	6%	2	2%	4	4%
F	32	29%	26	24%	6	5%	21	19%	1	1%	3	3%	1	1%	0	0%	0	0%	0	0%	3	3%
M	78	71%	32	29%	46	42%	11	10%	6	5%	8	7%	0	0%		0%	7	6%	2	2%	1	1%
Professionals	91		65	71%	26	29%	23	25%	22	24%	12	13%	0	0%	0	0%	8	9%	0	0%	4	4%
F	45	49%	34	37%	11	12%	14	15%	11	12%	6	7%	0	0%		0%	3	3%	0	0%	3	3%
M	46	51%	31	34%	15	16%	9	10%	11	12%	6	7%	0	0%		0%	5	5%	0	0%	1	1%
Technicians	84		41	49%	43	51%	12	14%	21	25%	5	6%	1	1%	0	0%	2	2%	1	1%	0	0%
F	13	15%	11	13%	2	2%	3	4%	5	6%	1	1%	0	0%		0%	2	2%	0	0%	0	0%
M	71	85%	30	36%	41	49%	9	11%	16	19%	4	5%	1	1%		0%	0	0%	1	1%	0	0%
Protective Services	312		208	67%	104	33%	101	32%	80	26%	12	4%	1	0%	0	0%	14	4%	5	2%	1	0%
F	60	19%	53	17%	7	2%	41	13%	9	3%	0	0%	1	0%		0%	2	1%	0	0%	1	0%
M	252	81%	155	50%	97	31%	60	19%	71	23%	12	4%	0	0%		0%	12	4%	5	2%	0	0%
Administrative Support	12		9	75%	3	25%	7	58%	1	8%	1	8%	0	0%	0	0%	0	0%	1	8%	0	0%
F	10	83%	9	75%	1	8%	7	58%	1	8%	1	8%	0	0%	0	0%	0	0%	1	8%	0	0%
M	2	17%	0	0%	2	17%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Service Maintenance	310		147	47%	163	53%	65	21%	52	17%	12	4%	3	1%	0	0%	15	5%	5	2%	2	1%
F	11	4%	9	3%	2	1%	2	1%	7	2%	0	0%	0	0%		0%	0	0%	0	0%	0	0%
M	299	96%	138	45%	161	52%	63	20%	45	15%	12	4%	3	1%		0%	15	5%	5	2%	2	1%
Total	919		528	57%	391	43%	240	26%	183	20%	53	6%	6	1%	0	0%	46	5%	14	2%	11	1%

Due to employee movements, resulting from the transformation, all utilization goals will require recalculation to be provided later.

* American Indian/Alaskan Native

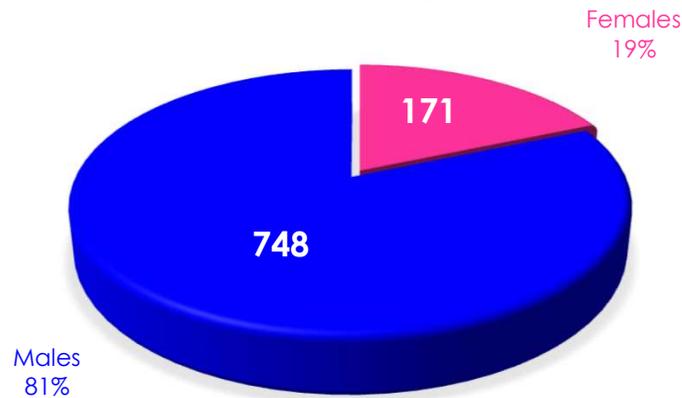
**Native Hawaiian Other Pacific Islander

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

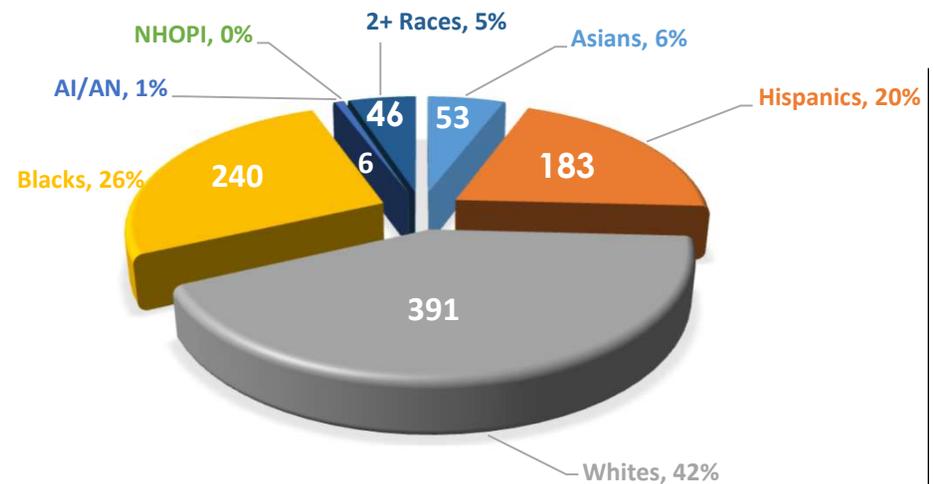


B&T Workforce as of September 30, 2022

Workforce By Sex



Workforce By Race/Ethnicity



MTA B&T employed **919** employees, **19%** of the workforce were females, **57%** minorities, and veterans comprised **2%**.

- ❑ The percentage of females employed in the workforce remained **constant** when compared to 2nd Quarter 2022.
- ❑ The percentage of minorities in the workforce has **decreased** by 1% when compared to 2nd Quarter 2022.



MTA B&T

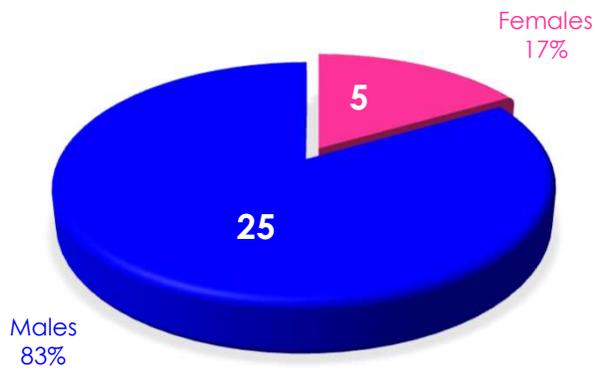
New Hires and Separation

January 1, 2022 – September 30, 2022

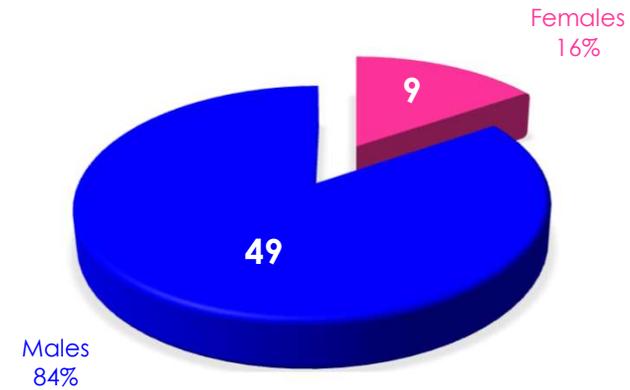


MTA B&T New Hires and Separations by Sex

New Hires By Sex



Separations By Sex



As of the 3rd Quarter 2022, B&T **hired 30** employees, **5** females and **25** males. During this same time period, **58** employees **separated** from B&T, **9** females and **49** males.

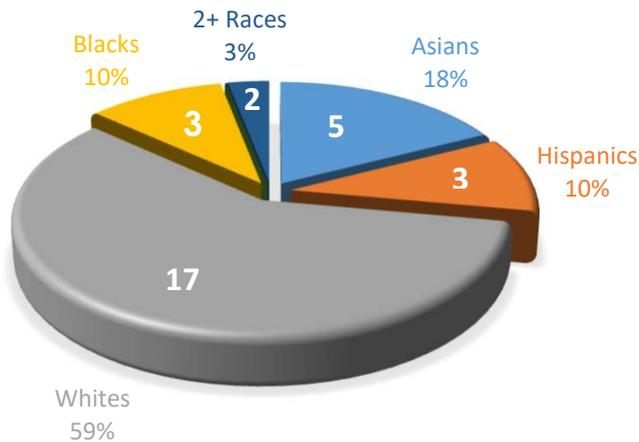
- ❑ The net change for female was a **negative 4** employees.
- ❑ The net change for males was a **negative 24** employees.
- ❑ The net change for employees who self-identified as veterans was a **negative 2** male employees.



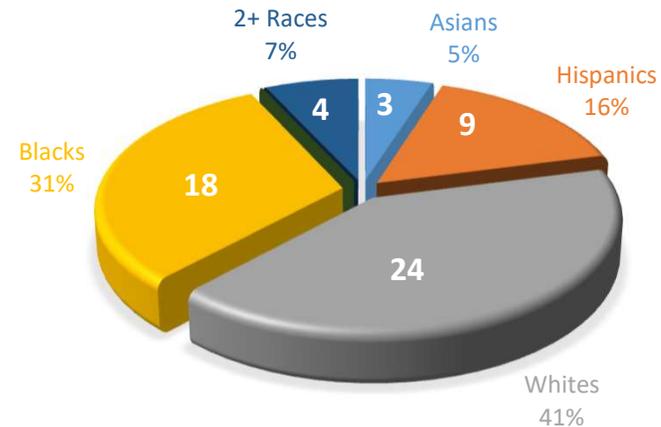
MTA B&T

New Hires and Separations by Race/Ethnicity

New Hires By Race/Ethnicity



Separations By Race/Ethnicity



During the 3rd Quarter 2022, B&T **hired 30** employees, **13** minorities and **17** non-minorities. During this same time period **58** employees **separated** from B&T, **34** minorities and **24** non-minorities.

- ❑ The net change for **minority** employees during the 3rd Quarter 2022 was **a negative 17** employees.
- ❑ There were **0** veterans hired and **2** veteran(s) separated during 3rd Quarter 2022.



Metropolitan Transportation Authority Department of Diversity and Civil Rights

MTA B&T Complaints and Lawsuits
Third Quarter 2022

December 19, 2022



MTA B&T

EEO Internal/External Discrimination Complaints by Bases January 1, 2022, to September 30, 2022

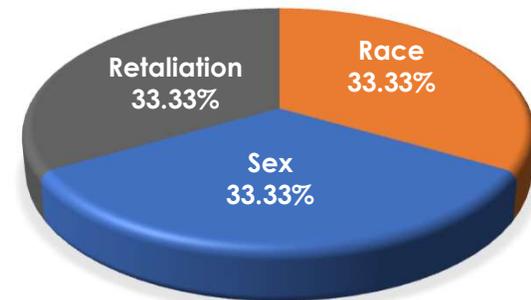
INTERNAL EEO COMPLAINTS BY BASES



EXTERNAL EEO COMPLAINTS BASES

There were **no** External EO complaints filed.

LAWSUIT(S) BY BASES



- ❑ 1 EEO complaint filed internal citing 1 separate bases*.
- ❑ 0 filed external complaint(s).
- ❑ 1 lawsuit filed citing 3 separate bases*.

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



MTA B&T Internal/External
Title VI and Related Discrimination Complaints by Bases
January 1, 2022, to September 30, 2022

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.*

