



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## June 2024

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### **Committee Members**

D. Mack, Co-Chair

J. Barbas, Co-Chair

A. Albert

N. Brown

R. Glucksman

M. Joshi

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

**Bridges & Tunnels Committee Meeting**  
**2 Broadway, 20th Floor Board Room**  
**New York, NY 10004**  
**Monday, 6/24/2024**  
**9:00 - 9:30 AM ET**

**1. Summary of Actions - None**

**2. Public Comments Period**

**3. Approval of Minutes**

*TBTA Committee Minutes - Page 3*

**4. Committee Work Plan**

*B&T Committee Work Plan - Page 6*

**5. Report on Operations**

*B&T Report on Operations - April 2024 - Page 12*

**6. Safety Report**

*B&T Safety Report - April 2024 - Page 24*

**7. Financial Report**

*B&T Financial Report - May 2024 - Page 29*

**8. Procurements - None**

**9. B&T Diversity Report - First Quarter 2024**

*B&T Diversity Report First Quarter 2024 - Page 41*

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

**May 20, 2024**

**9:00 a.m.**

In attendance were the Honorable:

David Mack, Co-Chair  
Jamey Barbas, Co-Chair  
Andrew Albert  
Norman Brown  
Randolph Glucksman  
Meera Joshi  
Vincent Tessitore, Jr.

Also in Attendance:  
Gerard Bringmann

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems and Tolling  
Pashko Camaj, Acting Vice President and Chief Safety Officer  
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer  
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA  
Ramel Lee, Deputy Chief and Acting Assistant Vice President of Central Operations  
Paul Leggio, Assistant Chief and Acting Assistant Vice President of Revenue Recovery and Protection  
Donald E. Look, Senior Vice President  
Rose Pascone, Assistant Director, Government and Community Relations  
Charles J. Passarella, Vice President of Maintenance and Operations Support  
Catherine T. Sheridan, P.E., President

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

**May 20, 2024**

Minutes of TBTA Committee held May 20, 2024 at 9:00 a.m. A list of those in attendance is attached.

**Public Speakers**

The following speakers commented during the public speakers' session:

- Murray Bodin about traffic safety.
- Yuki Endo about congestion pricing.
- Jason Anthony about bridge signage.
- Matty W. Buchys-Hyland about congestion pricing.
- Cameron Best about congestion pricing.
- Charlton D'souza about congestion pricing.

**Committee Work Plan**

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

**President Sheridan's Remarks**

President Sheridan stated that TBTA's 2023 Year-End Operating Budget Results are included in this month's Board materials as an information item. Another information item included in the Committee book is a proposal that, among other things, would reduce the administrative toll violation fee imposed at TBTA's major facilities from \$100 to \$50 dollars and would establish a \$50 dollar administrative toll violation fee for the Congestion Relief Zone.

President Sheridan joined TBTA employees and their union representatives last week at the Verrazzano-Narrows Bridge to mark the national observance of Police Week and Peace Officers Memorial Day by remembering fallen officers and honoring current Members of Service. It was a moving tribute and a fitting expression of gratitude to the men and women of TBTA's law enforcement ranks.

Thanking the MTA Press Office for supporting the positive media coverage of TBTA's enforcement against toll evaders, President Sheridan reported an increased frequency of multi-agency enforcement task force operations, including one underway that morning at the Queens Midtown Tunnel.

**Enforcement Means and Methods**

Deputy Chief and Acting Assistant Vice President of Central Operations, Ramel Lee, and Assistant Chief and Acting Assistant Vice President of Revenue Recovery and Protection, Paul Leggio, gave a presentation on enforcement means and methods against toll evaders.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation, Commissioners' comments, TBTA Operations leadership's responses, and President Sheridan's remarks.

**Procurements**

President Sheridan stated that there are no procurements.

**Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meetings held on March 25, 2024 and April 29, 2024 were approved.

**Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

<u>TOPIC</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members
Report on Operations	ITS & Tolling
Safety Report	Safety & Health
Financial Report	Controller/Office of Management & Budget
Procurements	Procurement & Materials
Action Items (if any)	

## II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>June 2024</u>	
Diversity Report – 1 <sup>st</sup> Quarter 2024	EEO
<u>July 2024</u>	
No items scheduled	
<u>August 2024</u>	
No meeting scheduled	
<u>September 2024</u>	
2025 Preliminary Budget	Office of Management & Budget
<u>October 2024</u>	
2025 Preliminary Budget	Office of Management & Budget
<u>November 2024</u>	
No items scheduled	
<u>December 2024</u>	
2025 Proposed Committee Work Plan	Committee Chair & Members
2025 Proposed Final Budget	Office of Management & Budget
<u>January 2025</u>	
Approval of 2025 Work Plan	Committee Chair & Members

February 2025

2025 Adopted Budget/Financial Plan 2025-2028

2024 B&T Operating Surplus  
2024 Customer Environment Report

Office of Management &  
Budget  
Controller  
Operations

March 2025

No items scheduled

April 2025

Diversity Report – 4<sup>th</sup> Quarter 2024

EEO

May 2025

Final Review of 2024 Year-End Operating  
Budget Results

Office of Management &  
Budget

## **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**

### **MAY 2024**

#### Final Review of 2023 Year-End Operating Budget Results

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

### **JUNE 2024**

No items scheduled

### **JULY 2024**

No items scheduled

### **AUGUST 2024**

No meeting scheduled

### **SEPTEMBER 2024**

#### 2025 Preliminary Budget

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

### **OCTOBER 2024**

#### 2025 Preliminary Budget

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

### **NOVEMBER 2024**

No items scheduled

### **DECEMBER 2024**

#### 2025 Proposed Committee Work Plan

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

#### 2025 Proposed Final Budget

The Committee will recommend action to the Board.

#### Diversity Report – 3<sup>rd</sup> Quarter 2024

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

## **JANUARY 2025**

### Approval of Work Plan for 2025

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

## **FEBRUARY 2025**

### 2025 Adopted Budget and February Financial Plan 2025-2028

The Agency will present its revised 2025 Adopted Budget and Financial Plan which incorporates any changes made by the Board at the December 2024 meeting and any Agency technical adjustments is included for information.

### 2024 B&T Operating Surplus

The Committee will recommend action to the Board.

### 2024 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 2025**

No items scheduled

## **APRIL 2025**

### Diversity Report – 4<sup>th</sup> Quarter 2024

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



# Bridges and Tunnels

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## Report on Operations April 2024



# **MTA Bridges and Tunnels**

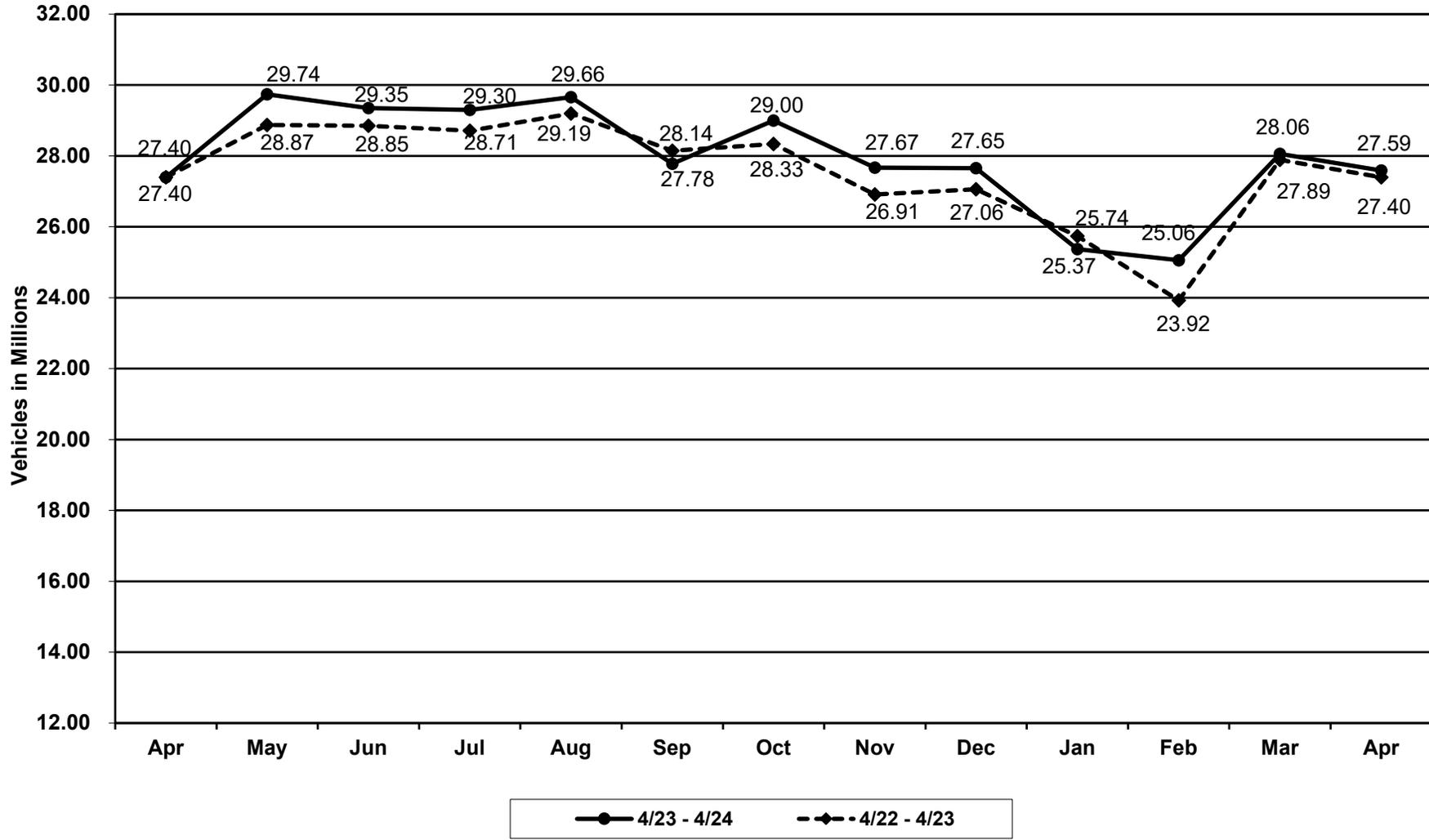
## **April 2024 Traffic Trends**

### **Summary**

B&T's total paid traffic for April was 27.6 million, an increase of 0.7% compared to 27.4 million crossings in April 2023. Compared to April 2022, B&T paid traffic was 0.7% higher with an increase of 0.2 million crossings.

Weather conditions were not a significant factor on April traffic.

### MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending April 2024



**MTA Bridges and Tunnels**  
**E-ZPass and Tolls by Mail Traffic**  
**April 2024**  
Preliminary data subject to final audit

All B&T Facilities by Method of Payment				
	April 2024	April 2023	April 2022	2024 YTD
E-ZPass1	25,580,607	25,748,886	26,163,045	98,559,014
Tolls by Mail1	2,007,433	1,650,863	1,233,498	7,513,747
<b>Total</b>	<b>27,588,040</b>	<b>27,399,749</b>	<b>27,396,543</b>	<b>106,072,761</b>
E-ZPass Market Share:				
Total	92.7%	94.0%	95.5%	92.9%
Cars	92.5%	93.9%	95.3%	92.7%
Trucks	95.5%	95.7%	97.6%	95.8%

Facility	Average Weekday <sup>2</sup>			E-ZPass Market Share					Average Weekend <sup>2</sup>			E-ZPass Market Share				
	Total	April 2024		April 2024	April 2023	April 2022	2024 vs 2023	2024 vs 2022	Total	April 2024		April 2024	April 2023	April 2022	2024 vs 2023	2024 vs 2022
		E-ZPass	TBM							E-ZPass	TBM					
Bronx-Whitestone Bridge	135,594	123,173	12,421	90.8%	92.9%	94.7%	-2.1%	-3.9%	138,187	123,890	14,297	89.7%	91.6%	93.3%	-1.9%	-3.6%
Cross Bay Bridge	21,248	19,948	1,300	93.4%	95.6%	96.1%	-2.2%	-2.8%	16,950	15,786	1,165	93.1%	94.6%	95.9%	-1.5%	-2.8%
Henry Hudson Bridge	73,115	68,580	4,535	93.4%	95.2%	95.6%	-1.8%	-2.2%	68,081	63,049	5,032	92.6%	93.7%	95.0%	-1.1%	-2.4%
Hugh L. Carey Tunnel	63,449	60,154	3,295	94.5%	96.2%	96.7%	-1.7%	-2.2%	56,360	52,826	3,534	93.7%	94.7%	95.8%	-0.9%	-2.1%
Marine Parkway Bridge	20,978	20,002	975	95.2%	96.7%	97.0%	-1.6%	-1.8%	16,994	16,072	922	94.6%	95.7%	96.6%	-1.1%	-2.0%
Queens Midtown Tunnel	83,852	79,292	4,561	94.4%	96.1%	96.5%	-1.7%	-2.1%	82,167	76,923	5,244	93.6%	94.8%	95.9%	-1.2%	-2.3%
Robert F. Kennedy Bridge	192,486	177,296	15,190	91.8%	94.2%	95.2%	-2.4%	-3.4%	182,695	166,209	16,486	91.0%	92.5%	94.2%	-1.6%	-3.3%
Throgs Neck Bridge	117,568	107,950	9,618	91.6%	93.9%	94.9%	-2.3%	-3.3%	127,462	115,391	12,071	90.5%	92.1%	93.9%	-1.6%	-3.3%
Verrazzano-Narrows Bridge	219,621	207,015	12,606	93.8%	95.6%	96.1%	-1.8%	-2.3%	215,463	200,249	15,214	92.9%	93.9%	95.2%	-1.0%	-2.3%
<b>All Facilities</b>	<b>927,912</b>	<b>863,410</b>	<b>64,502</b>	<b>92.8%</b>	<b>94.9%</b>	<b>95.6%</b>	<b>-2.1%</b>	<b>-2.8%</b>	<b>904,357</b>	<b>830,394</b>	<b>73,963</b>	<b>91.8%</b>	<b>93.2%</b>	<b>94.7%</b>	<b>-1.4%</b>	<b>-2.8%</b>

Notes:

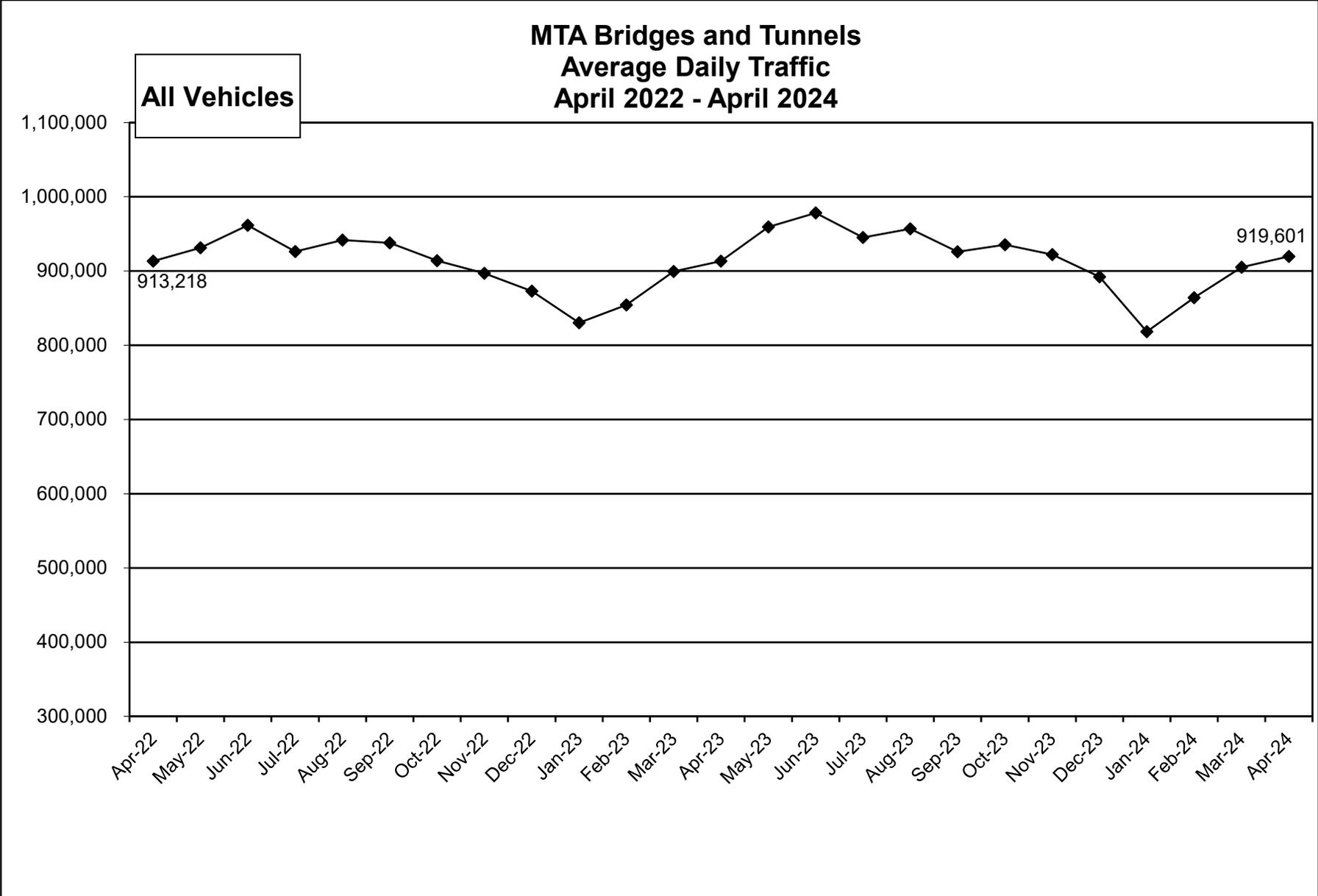
- NOTE: As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.
- Average traffic and market share figures exclude holidays.

**MTA Bridges and Tunnels**  
**E-ZPass and Tolls by Mail Traffic**  
**April 2024**  
Preliminary data subject to final audit

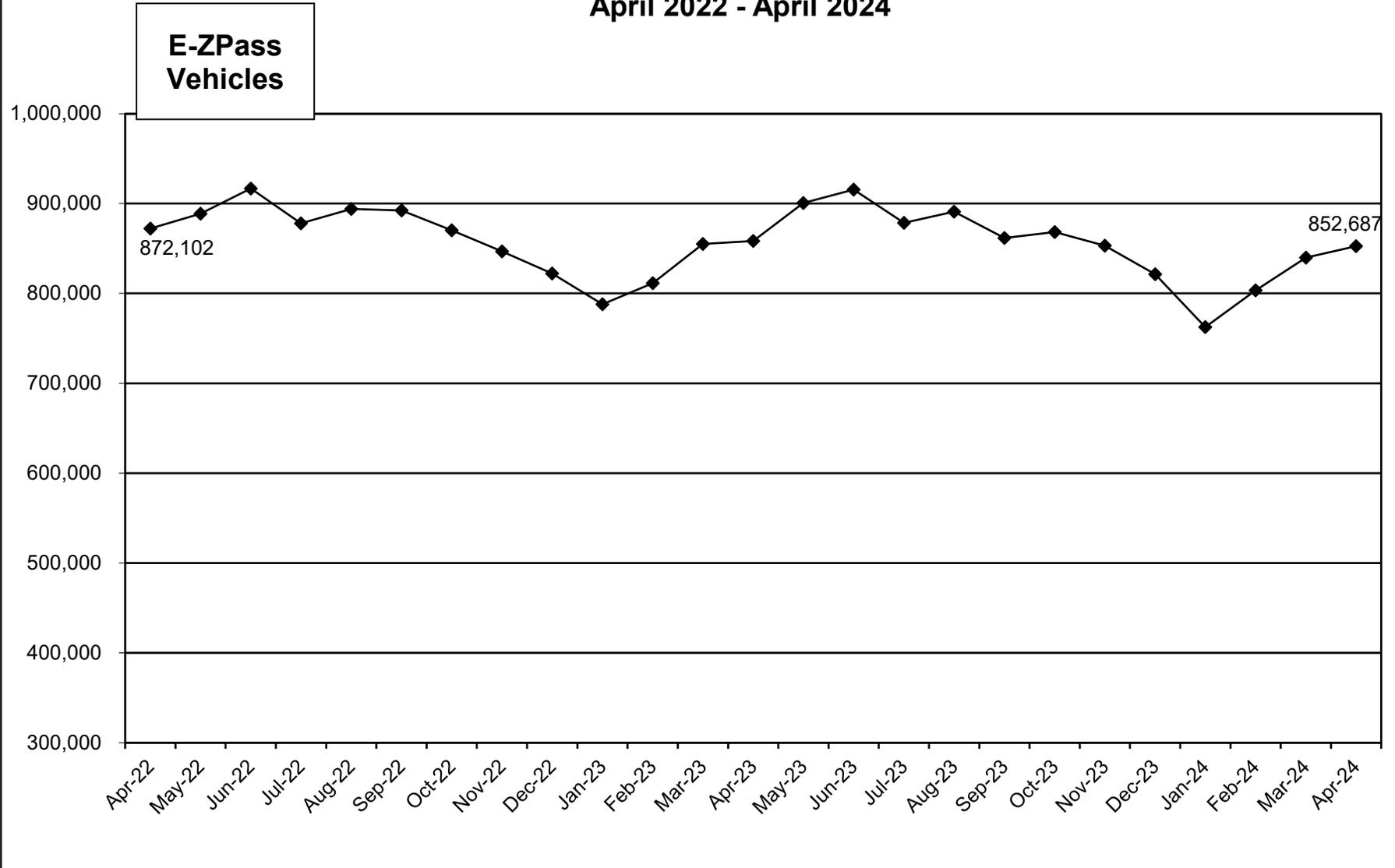
<b>Distribution by Facility &amp; Time Period</b>			
Facility	April 2024		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Robert F. Kennedy Bridge	23.7%	21.4%	54.9%
Bronx Whitestone	21.7%	22.8%	55.5%
Henry Hudson Bridge	23.0%	28.4%	48.5%
Marine Parkway Bridge	24.7%	26.2%	49.1%
Cross Bay Bridge	23.8%	24.6%	51.6%
Queens Midtown Tunnel	20.6%	22.5%	56.9%
Hugh L. Carey Tunnel	24.3%	23.9%	51.9%
Throgs Neck Bridge	22.9%	23.1%	53.9%
Verrazano-Narrows Bridge	22.3%	23.6%	54.0%
<b>All Facilities</b>	<b>22.7%</b>	<b>23.3%</b>	<b>53.9%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	April 2024		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.4%	5.1%	9.5%
Cross Bay Bridge	92.2%	1.5%	6.3%
Henry Hudson Bridge	82.4%	11.1%	6.5%
Hugh L. Carey Tunnel	88.7%	5.9%	5.4%
Marine Parkway Bridge	92.4%	2.8%	4.8%
Queens Midtown Tunnel	88.9%	5.5%	5.7%
Robert F. Kennedy Bridge	85.6%	6.3%	8.2%
Throgs Neck Bridge	83.9%	7.6%	8.5%
Verrazano-Narrows Bridge	83.6%	10.3%	6.1%
<b>All Facilities</b>	<b>85.4%</b>	<b>7.3%</b>	<b>7.3%</b>

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

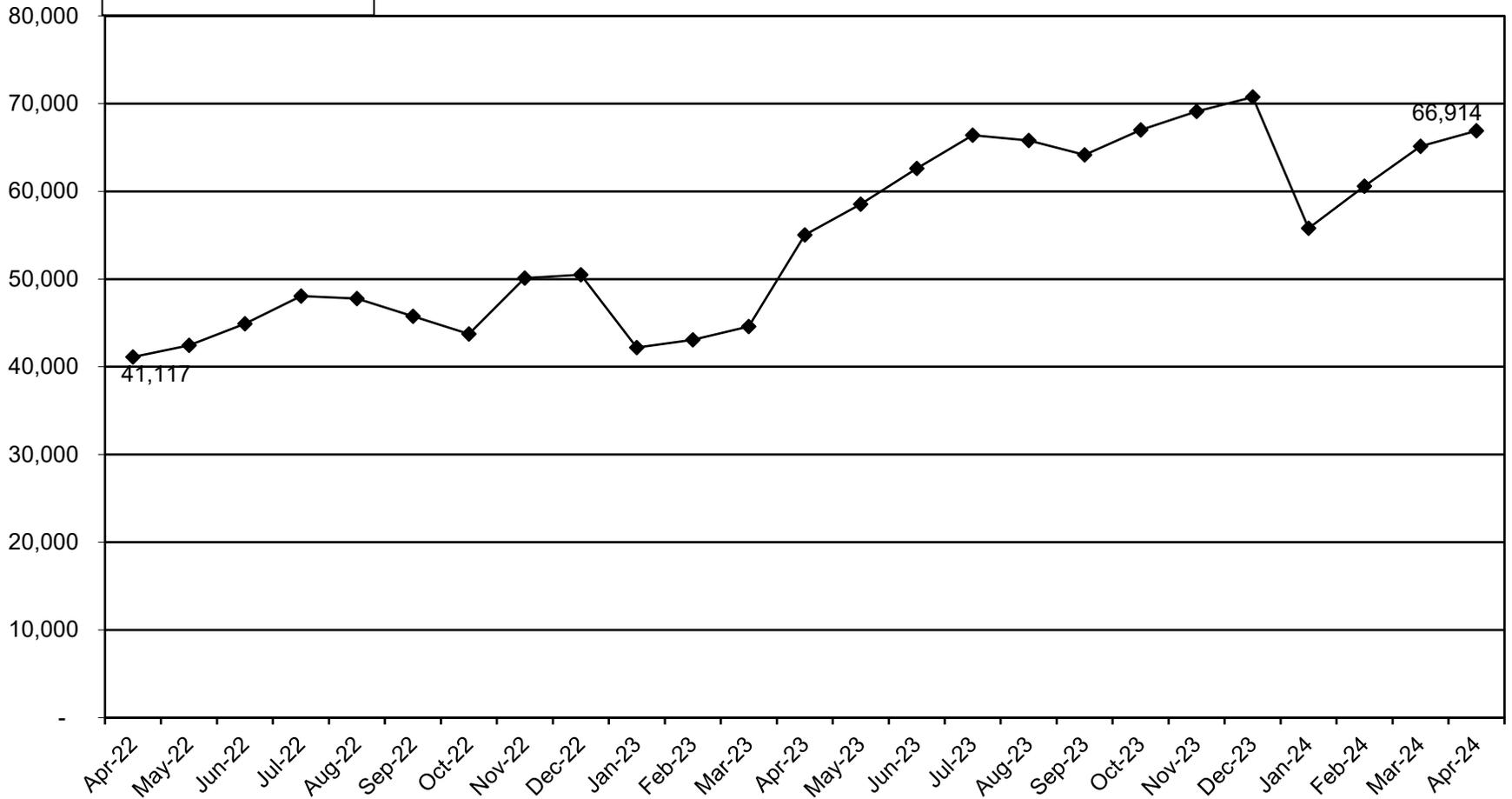


### MTA Bridges and Tunnels Average Daily Traffic April 2022 - April 2024

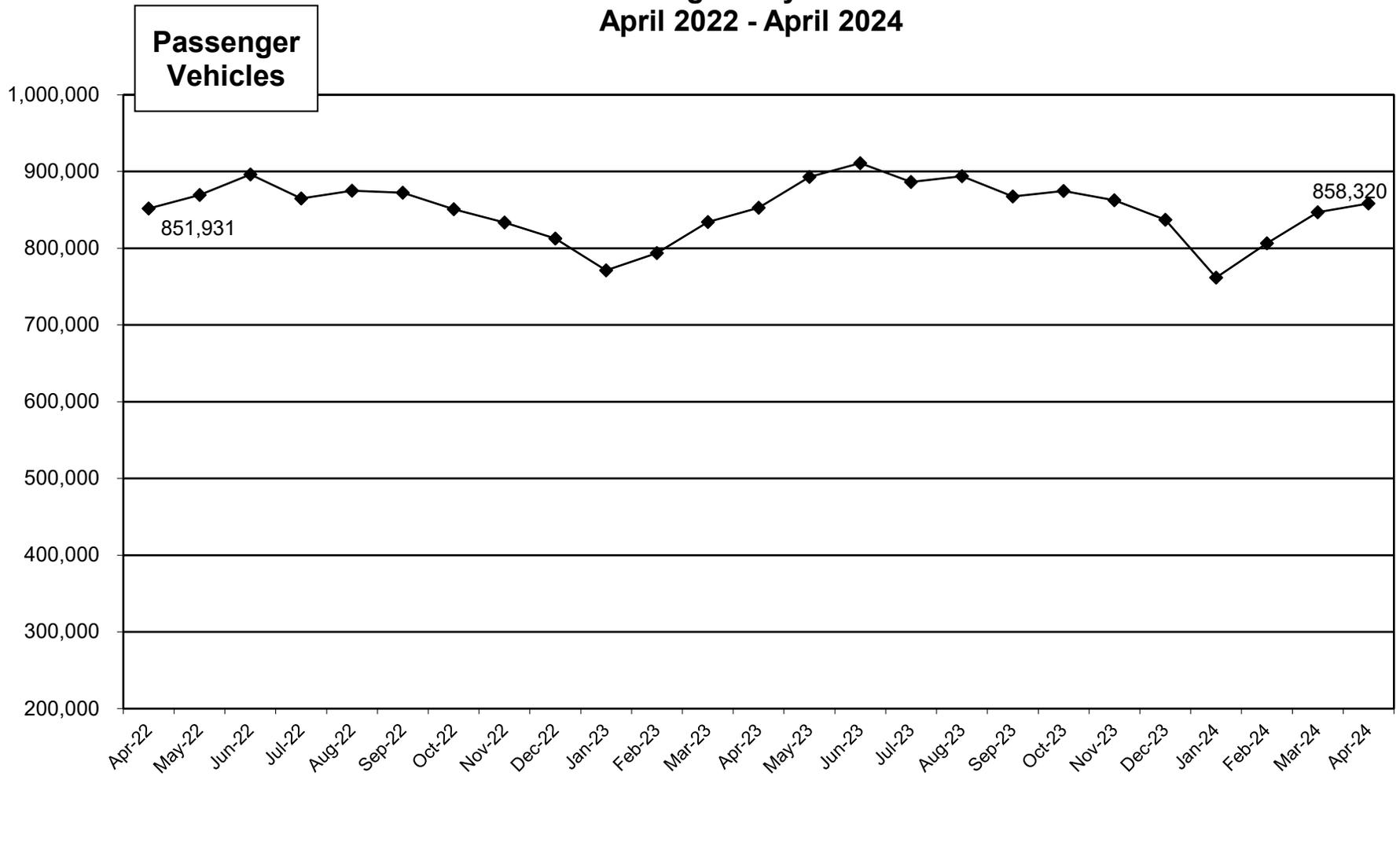


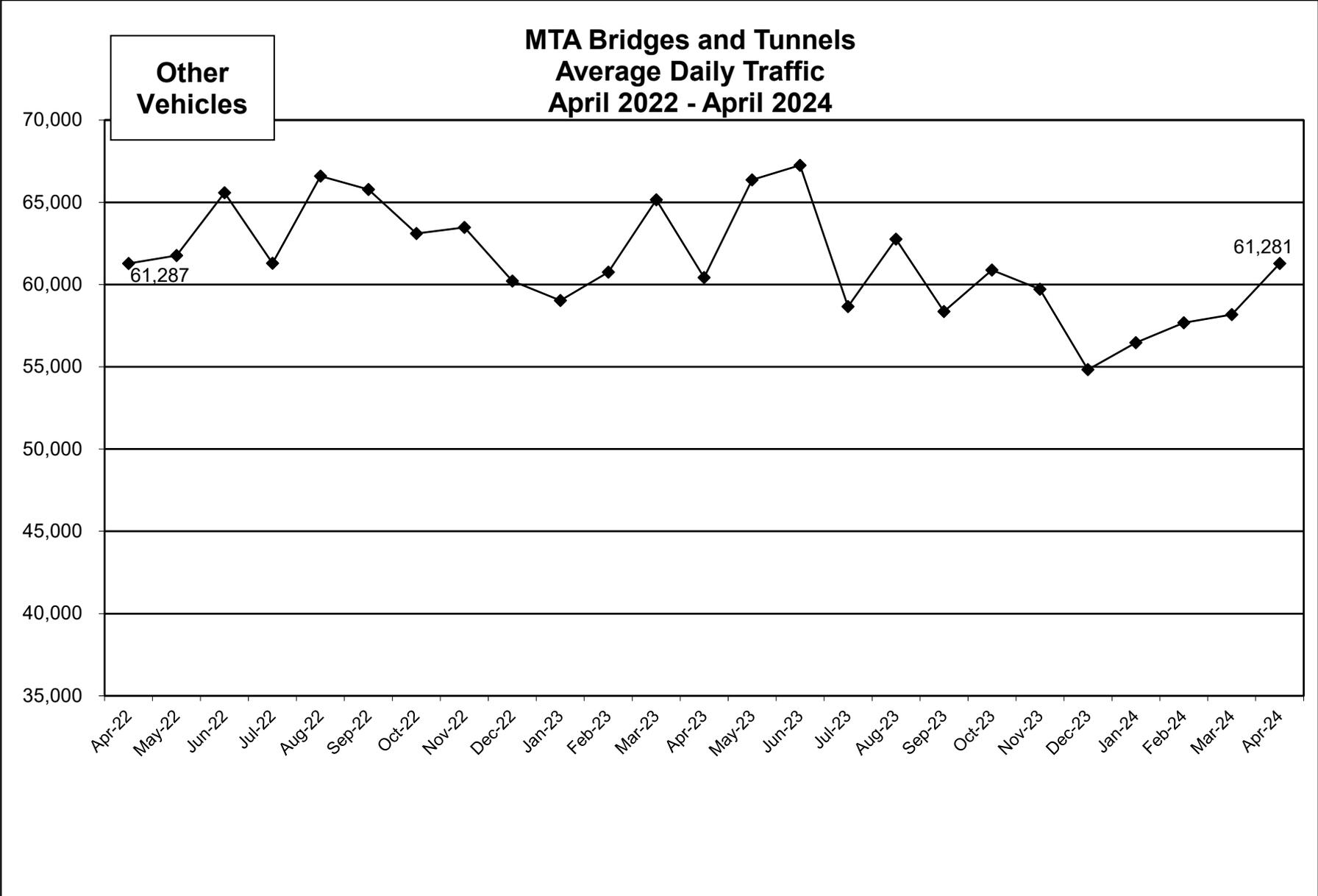
**Tolls by Mail  
Vehicles**

**MTA Bridges and Tunnels  
Average Daily Traffic  
April 2022- April 2024**



### MTA Bridges and Tunnels Average Daily Traffic April 2022 - April 2024





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

Corridor	Toll Media	Apr(1)	3 Months(2) (Feb-Apr)	6 Months(3) (Nov-Apr)	9 Months(4) (Aug-Apr)	12 Months(5) (Apr-Apr)
All Facilities	Total Vehicles	0.7%	0.8%	1.0%	1.0%	1.3%
	E-ZPass	-0.7%	-1.2%	-1.0%	-1.1%	-0.7%
	Tolls by Mail	21.6%	34.9%	36.0%	38.4%	38.4%
RFK Bridge	Total Vehicles	2.4%	2.5%	2.8%	2.5%	2.9%
	E-ZPass	0.8%	0.1%	0.4%	0.0%	0.5%
	Tolls by Mail	25.2%	39.4%	40.0%	43.0%	43.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.2%	0.0%	0.6%	0.7%	0.7%
	E-ZPass	-0.8%	-1.5%	-0.9%	-0.9%	-0.8%
	Tolls by Mail	21.4%	33.3%	35.4%	38.4%	38.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.4%	1.0%	1.2%	0.7%	1.6%
	E-ZPass	-1.5%	-1.4%	-1.3%	-1.3%	-0.8%
	Tolls by Mail	24.2%	36.0%	35.2%	37.3%	37.2%
Verrazzano-Narrows Bridge	Total Vehicles	-0.5%	-0.1%	0.3%	0.5%	1.1%
	E-ZPass	-1.3%	-1.6%	-1.3%	-1.3%	-0.7%
	Tolls by Mail	13.7%	30.3%	34.1%	37.0%	38.1%
Henry Hudson Bridge	Total Vehicles	2.0%	0.6%	-0.2%	-0.8%	-0.4%
	E-ZPass	1.1%	-0.9%	-1.9%	-2.5%	-2.1%
	Tolls By Mail	18.0%	29.5%	30.5%	31.5%	31.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.8%	-0.9%	-0.8%	-1.2%	-1.6%
	E-ZPass	-0.6%	-2.6%	-2.5%	-2.9%	-3.2%
	Tolls by Mail	29.9%	40.3%	42.2%	43.2%	37.3%

(1) February 2024 vs. February 2023

(2) December 2023 to February 2024 vs. December 2022 to February 2023

(3) September 2023 to February 2024 vs. September 2022 to February 2023

(4) June 2023 to February 2024 vs. June 2022 to February 2023

(5) March 2023 to February 2024 vs. March 2022 to February 2023

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

Corridor	Toll Media	Apr(1)	3 Months(2) (Feb-Apr)	6 Months(3) (Nov-Apr)	9 Months(4) (Aug-Apr)	12 Months(5) (Apr-Apr)
All Facilities	Total Vehicles	0.7%	0.8%	1.0%	1.0%	1.3%
	Passenger	0.6%	1.2%	1.5%	1.5%	1.7%
	Other	1.4%	-5.0%	-5.7%	-6.1%	-4.1%
RFK Bridge	Total Vehicles	2.4%	2.5%	2.8%	2.5%	2.9%
	Passenger	2.5%	3.2%	3.6%	3.3%	3.5%
	Other	1.4%	-6.2%	-7.1%	-6.9%	-4.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.2%	0.0%	0.6%	0.7%	0.7%
	Passenger	0.3%	0.6%	1.3%	1.5%	1.3%
	Other	-1.5%	-8.8%	-9.9%	-9.9%	-6.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.4%	1.0%	1.2%	0.7%	1.6%
	Passenger	0.1%	1.5%	1.7%	1.2%	2.2%
	Other	2.9%	-3.8%	-4.3%	-5.9%	-4.2%
Verrazzano-Narrows Bridge	Total Vehicles	-0.5%	-0.1%	0.3%	0.5%	1.1%
	Passenger	-0.6%	0.1%	0.6%	0.8%	1.3%
	Other	0.0%	-4.0%	-4.1%	-4.3%	-2.1%
Henry Hudson Bridge	Total Vehicles	2.0%	0.6%	-0.2%	-0.8%	-0.4%
	Passenger	1.9%	0.6%	-0.2%	-0.7%	-0.4%
	Other	13.6%	0.9%	-4.8%	-7.2%	-3.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.8%	-0.9%	-0.8%	-1.2%	-1.6%
	Passenger	0.6%	-0.8%	-0.5%	-0.8%	-1.5%
	Other	3.4%	-3.9%	-5.2%	-6.9%	-4.3%

(1) February 2024 vs. February 2023

(2) December 2023 to February 2024 vs. December 2022 to February 2023

(3) September 2023 to February 2024 vs. September 2022 to February 2023

(4) June 2023 to February 2024 vs. June 2022 to February 2023

(5) March 2023 to February 2024 vs. March 2022 to February 2023



# Bridges and Tunnels

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## Safety Report April 2024



## Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	May 2021 - April 2022	May 2022 - April 2023	May 2023 - April 2024	
Customer Collisions Rate per Million Vehicles	4.03	3.88	3.24	
Customer Injury Collisions Rate per Million Vehicles	0.71	0.87	0.80	
Employee Accident Reports	131	122	128	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.6	5.0	4.4	
Leading Indicators				
Roadway Safety	2023		2024	
	April	Year End	April	Year to Date
Workforce Development (# of Participants)	173	1065	12	133
Fleet Preventative Maintenance Insp.	123	1434	114	483
* Safety Taskforce Inspections	2	14	1	4
Fire Safety	April	Year End	April	Year to Date
* Fire Code Audits Completed	1	14	1	4
** FDNY Liaison Visits	7	28	8	9

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

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

### Definitions:

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

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

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

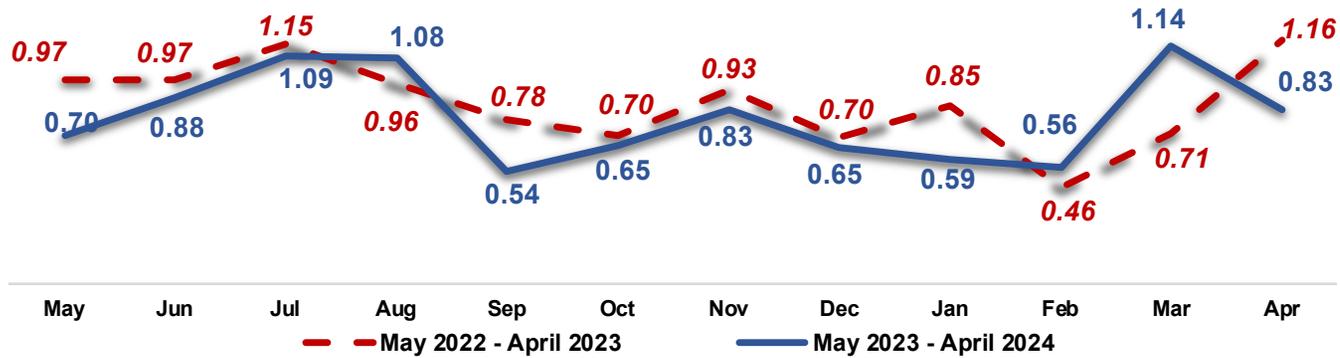
**Fire Code Audits** are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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



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

### Collisions with Injuries per Million Vehicles



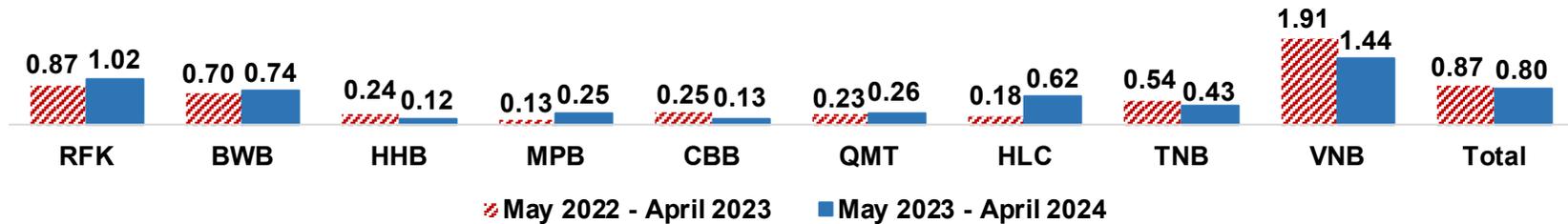
### Total Collisions per Million Vehicles



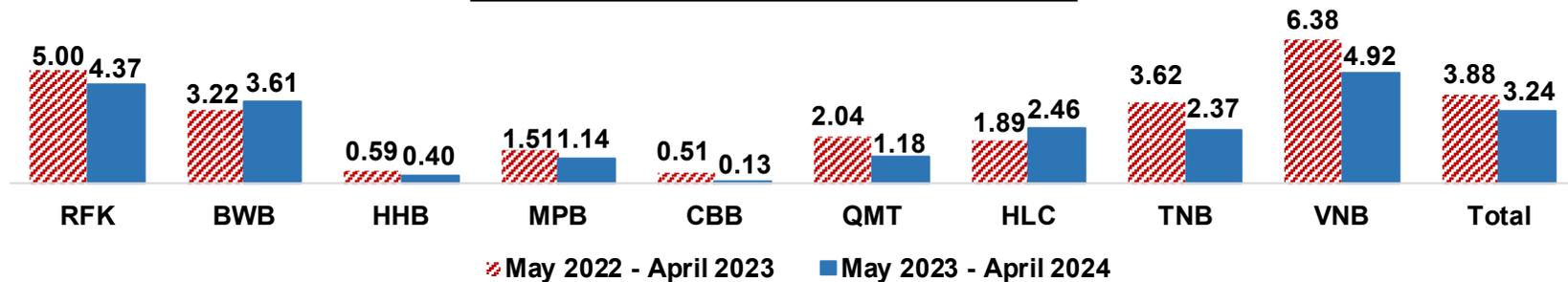


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

### Total Collisions per Million Vehicles: April 2023 – April 2024

	23-Apr	23-May	23-Jun	23-Jul	23-Aug	23-Sep	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr
<b>RFK</b>	5.57	5.40	5.55	5.45	3.99	4.77	4.72	3.17	3.56	4.02	2.52	4.34	4.56
<b>BWB</b>	2.18	3.89	5.78	4.96	3.11	4.79	2.10	2.67	4.66	3.22	3.00	2.66	2.20
<b>TNB</b>	3.38	1.81	3.12	2.29	1.53	3.05	2.68	3.05	1.96	3.63	2.15	1.90	1.38
<b>VNB</b>	6.52	5.66	6.37	6.84	4.96	3.19	5.26	4.11	5.73	2.90	3.13	6.11	4.12
<b>QMT</b>	2.80	0.75	1.92	0.39	2.29	1.95	1.83	0.40	0.40	1.72	0.86	1.56	0.00
<b>HLC</b>	4.89	2.02	1.02	2.70	3.57	2.63	3.44	3.16	3.66	1.15	2.31	0.51	3.25
<b>HHB</b>	0.47	1.29	0.00	0.48	0.46	0.00	0.00	0.47	0.98	0.57	0.00	0.00	0.47
<b>MPB</b>	0.00	2.77	2.71	0.00	1.28	1.49	1.53	0.00	0.00	0.00	1.91	1.62	0.00
<b>CBB</b>	0.00	0.00	0.00	1.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	4.08	3.62	4.21	4.05	3.16	3.23	3.30	2.70	3.43	2.75	2.27	3.20	2.67



# Bridges and Tunnels

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## Financial Report May 2024



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

As of May 31, 2024

(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES****CURRENT ASSETS:**

Cash-Unrestricted	20,175
Investments:	
Unrestricted	639,353
Restricted	3,067,155
Accrued interest receivable	-278,599
Accounts receivable	580,553
Accounts receivable-Other	30,027
Less allowance for uncollectible accounts	-539,053
Tolls due from other agencies	51,115
Loan receivable from MTA	12,919,458
Prepaid expenses	5,970
	<hr/>
Total current assets	16,496,154

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	119,704
Restricted	-
Facilities, less acc.dep of \$2,674,780	7,933,038
Capital lease 2 Broadway net acc. dep.	52,462
Derivative Hedge Assets	3,254
	<hr/>
Total noncurrent assets	8,108,459

**TOTAL ASSETS:** 

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24,604,613**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	60,962
Deferred outflow of resources related to other post-employment benefits	193,228
Deferred outflow of resources related to capital Lease	12,427
Accumulated decreases in fair value of derivative instruments	59,450
Defeasance costs	73,045
	<hr/>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 

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399,111**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES**

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25,003,724

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

**As of May 31, 2024**  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	1,885,140
Interest Payable	39,618
Accounts Payable	100,253
Accrued Pension Payable	0
Payable to MTA-CAP	28,943
Due to MTA-Operating Expenses	4,662
Due to NYCTA-Operating Expenses	40
Accrued salaries	1,271
Accrued Vac & Sick Benefits	18,616
Current portion of estimated liability arising from injury	6,991
Due to New York City Transit Authority	88,931
Due to Metropolitan Transportation Authority	86,927
Unearned Toll Revenue	248,457
Tolls due to other agencies	76,159
E-ZPass Airport Toll Liability	241
	2,586,249
Total current liabilities	2,586,249

**NONCURRENT LIABILITIES:**

Long term debt	23,783,600
Post Employment Benefits Other than Pensions	872,112
Estimated liability arising from injury	52,909
Capital lease obligations	84,974
Other long-term liabilities	-
Derivative Hedge Liabilities	20,848
Due (to)/from MTA - change in fair value of derivative	41,855
Net Pension Liability	143,873
Security deposits-Contra	-
	25,000,171
Total noncurrent liabilities	25,000,171

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	53,083
Deferred Inflow of resources related to other post-employment benefits	255,305
Deferred Inflow of resources related to Capital Lease	11,272

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES** 27,906,080

**NET POSITION** -2,902,356

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 25,003,724

\*The negative Net Position consists of various fund balances such as surplus monies and purchase of assets on behalf of MTA and NYCTA. The negative balance occurs because the assets are transferred to MTA and NYCTA during the year, and taken off the B&T Statement of Net Position; while the debt to purchase these assets remains as a liability on the Statement of Net Position of B&T.

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	217.037	213.128	(3.909)	(1.8)	0.000	0.000	0.000	-	217.037	213.128	(3.909)	(1.8)
Other Operating Revenue	1.641	2.403	0.763	46.5	0.000	0.000	0.000	-	1.641	2.403	0.763	46.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.767	1.352	(0.415)	(23.5)	1.767	1.352	(0.415)	(23.5)
Investment Income	1.173	0.921	(0.251)	(21.4)	0.000	0.000	0.000	-	1.173	0.921	(0.251)	(21.4)
<b>Total Revenue</b>	<b>\$219.850</b>	<b>\$216.452</b>	<b>(\$3.398)</b>	<b>(1.5)</b>	<b>\$1.767</b>	<b>\$1.352</b>	<b>(\$0.415)</b>	<b>(23.5)</b>	<b>\$221.617</b>	<b>\$217.804</b>	<b>(\$3.813)</b>	<b>(1.7)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$10.391	\$9.277	\$1.114	10.7	\$0.588	\$0.501	\$0.087	14.7	10.979	\$9.779	\$1.200	10.9
Overtime	2.801	2.709	0.092	3.3	\$0.086	0.005	0.081	93.7	2.887	2.714	0.173	6.0
Health and Welfare	3.017	2.414	0.603	20.0	\$0.141	0.102	0.039	27.9	3.158	2.516	0.642	20.3
OPEB Current Payment	2.628	2.897	(0.269)	(10.2)	0.000	0.000	0.000	-	2.628	2.897	(0.269)	(10.2)
Pensions	2.153	2.350	(0.197)	(9.2)	0.134	0.134	0.000	0.3	2.287	2.484	(0.197)	(8.6)
Other Fringe Benefits	1.925	1.418	0.508	26.4	0.068	0.061	0.007	10.9	1.994	1.479	0.515	25.8
Reimbursable Overhead	(0.749)	(0.549)	(0.201)	(26.8)	0.749	0.549	0.201	26.8	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$22.165</b>	<b>\$20.515</b>	<b>\$1.650</b>	<b>7.4</b>	<b>\$1.767</b>	<b>\$1.352</b>	<b>\$0.415</b>	<b>23.5</b>	<b>\$23.932</b>	<b>\$21.867</b>	<b>\$2.065</b>	<b>8.6</b>
<i>Non-Labor:</i>												
Electric Power	\$0.494	\$0.332	\$0.162	32.8	\$0.000	\$0.000	\$0.000	-	\$0.494	\$0.332	\$0.162	32.8
Fuel	0.111	0.138	(0.027)	(24.4)	0.000	0.000	0.000	-	0.111	0.138	(0.027)	(24.4)
Insurance	1.342	1.139	0.203	15.2	0.000	0.000	0.000	-	1.342	1.139	0.203	15.2
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.049	7.648	2.401	23.9	0.000	0.000	0.000	-	10.049	7.648	2.401	23.9
Professional Service Contracts	1.889	1.874	0.015	0.8	0.000	0.000	0.000	-	1.889	1.874	0.015	0.8
Materials & Supplies	0.343	0.179	0.164	47.8	0.000	0.000	0.000	-	0.343	0.179	0.164	47.8
Other Business Expenses	1.295	5.073	(3.777)	*	0.000	0.000	0.000	-	1.295	5.073	(3.777)	*
<b>Total Non-Labor Expenses</b>	<b>\$15.522</b>	<b>\$16.381</b>	<b>(\$0.859)</b>	<b>(5.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$15.522</b>	<b>\$16.381</b>	<b>(\$0.859)</b>	<b>(5.5)</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$37.688</b>	<b>\$36.897</b>	<b>\$0.791</b>	<b>2.1</b>	<b>\$1.767</b>	<b>\$1.352</b>	<b>\$0.415</b>	<b>23.5</b>	<b>\$39.455</b>	<b>\$38.249</b>	<b>\$1.206</b>	<b>3.1</b>
Depreciation	\$16.874	\$20.854	(\$3.979)	(23.6)	\$0.000	\$0.000	\$0.000	-	16.874	\$20.854	(\$3.979)	(23.6)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	0.194	0.624	(0.431)	*	0.000	0.000	0.000	-	0.194	0.624	(0.431)	*
GASB_96_SBITA_Adjustment	0.000	(0.073)	0.073	-	0.000	0.000	0.000	-	0.000	(0.073)	0.073	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$54.756</b>	<b>\$58.302</b>	<b>(\$3.546)</b>	<b>(6.5)</b>	<b>\$1.767</b>	<b>\$1.352</b>	<b>\$0.415</b>	<b>23.5</b>	<b>\$56.523</b>	<b>\$59.654</b>	<b>(\$3.131)</b>	<b>(5.5)</b>
Less: Depreciation	\$16.874	\$20.854	(\$3.979)	(23.6)	\$0.000	\$0.000	\$0.000	-	\$16.874	\$20.854	(\$3.979)	(23.6)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	0.194	0.624	(0.431)	*	0.000	0.000	0.000	-	0.194	0.624	(0.431)	*
Less: GASB_96_SBITA_Adjustment	0.000	(0.073)	0.073	-	0.000	0.000	0.000	-	0.000	(0.073)	0.073	-
<b>Total Expenses</b>	<b>\$37.688</b>	<b>\$36.897</b>	<b>\$0.791</b>	<b>2.1</b>	<b>\$1.767</b>	<b>\$1.352</b>	<b>\$0.415</b>	<b>23.5</b>	<b>\$39.455</b>	<b>\$38.249</b>	<b>\$1.206</b>	<b>3.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$182.163</b>	<b>\$179.556</b>	<b>(\$2.607)</b>	<b>(1.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$182.163</b>	<b>\$179.556</b>	<b>(\$2.607)</b>	<b>(1.4)</b>

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$182.163</b>	<b>\$179.556</b>	<b>(\$2.607)</b>	<b>(1.4)</b>
Less: Capitalized Assets									0.342	0.049	0.293	85.6
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$181.821</b>	<b>\$179.506</b>	<b>(\$2.314)</b>	<b>(1.3)</b>
Less: Debt Service									51.035	54.648	(3.612)	(7.1)
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
<b>Income Available for Distribution</b>									<b>\$130.785</b>	<b>\$124.859</b>	<b>(\$5.927)</b>	<b>(4.5)</b>
Distributable To:												
MTA - Investment Income									1.173	0.921	(0.251)	(21.4)
MTA - Distributable Income									68.014	57.672	(10.342)	(15.2)
NYCTR - Distributable Income									61.599	66.265	4.666	7.6
<b>Total Distributable Income</b>									<b>\$130.785</b>	<b>\$124.859</b>	<b>(\$5.927)</b>	<b>(4.5)</b>
<b>Support to Mass Transit:</b>												
Total Revenues									221.617	217.804	(3.813)	(1.7)
Less: Total Operating Expenses									<u>39.455</u>	<u>38.249</u>	<u>1.206</u>	3.1
<b>Net Operating Income/(Deficit)</b>									<b>\$182.163</b>	<b>\$179.556</b>	<b>(\$2.607)</b>	<b>(1.4)</b>
Deductions from Net Operating Income:												
Capitalized Assets									0.342	0.049	0.293	85.6
Reserves									0.000	0.000	0.000	-
B&T Debt Service									28.894	72.551	(43.657)	*
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$29.236</b>	<b>\$72.600</b>	<b>(\$43.364)</b>	<b>*</b>
<b>Total Support to Mass Transit</b>									<b>\$152.926</b>	<b>\$106.956</b>	<b>(\$45.971)</b>	<b>(30.1)</b>

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	987.271	1,021.095	33.824	3.4	0.000	0.000	0.000	-	987.271	1,021.095	33.824	3.4
Other Operating Revenue	7.393	10.680	3.286	44.4	0.000	0.000	0.000	-	7.393	10.680	3.286	44.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	8.758	6.756	(2.002)	(22.9)	8.758	6.756	(2.002)	(22.9)
Investment Income	5.284	5.541	0.257	4.9	0.000	0.000	0.000	-	5.284	5.541	0.257	4.9
<b>Total Revenue</b>	<b>\$999.949</b>	<b>\$1,037.316</b>	<b>\$37.367</b>	<b>3.7</b>	<b>\$8.758</b>	<b>\$6.756</b>	<b>(\$2.002)</b>	<b>(22.9)</b>	<b>\$1,008.707</b>	<b>\$1,044.072</b>	<b>\$35.365</b>	<b>3.5</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$53.966	\$44.217	\$9.749	18.1	2.889	\$2.466	\$0.422	14.6	56.855	\$46.683	\$10.171	17.9
Overtime	13.984	13.023	0.961	6.9	0.498	0.133	0.365	73.3	14.482	13.156	1.326	9.2
Health and Welfare	15.141	12.126	3.015	19.9	0.693	0.498	0.195	28.1	15.834	12.625	3.210	20.3
OPEB Current Payment	14.489	14.438	0.051	0.4	0.000	0.000	0.000	-	14.489	14.438	0.051	0.4
Pensions	10.774	11.728	(0.954)	(8.9)	0.660	0.662	(0.001)	(0.2)	11.435	12.390	(0.955)	(8.4)
Other Fringe Benefits	10.569	7.448	3.121	29.5	0.335	0.298	0.037	11.1	10.904	7.747	3.158	29.0
Reimbursable Overhead	(3.683)	(2.699)	(0.984)	(26.7)	3.683	2.699	0.984	26.7	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$115.240</b>	<b>\$100.283</b>	<b>\$14.958</b>	<b>13.0</b>	<b>\$8.758</b>	<b>\$6.756</b>	<b>\$2.002</b>	<b>22.9</b>	<b>\$123.999</b>	<b>\$107.039</b>	<b>\$16.960</b>	<b>13.7</b>
<i>Non-Labor:</i>												
Electric Power	\$2.141	\$1.963	\$0.178	8.3	0.000	\$0.000	\$0.000	-	\$2.141	\$1.963	\$0.178	8.3
Fuel	0.932	1.060	(0.128)	(13.7)	0.000	0.000	0.000	-	0.932	1.060	(0.128)	(13.7)
Insurance	6.710	5.480	1.230	18.3	0.000	0.000	0.000	-	6.710	5.480	1.230	18.3
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	51.378	38.374	13.003	25.3	0.000	0.000	0.000	-	51.378	38.374	13.003	25.3
Professional Service Contracts	11.332	7.627	3.706	32.7	0.000	0.000	0.000	-	11.332	7.627	3.706	32.7
Materials & Supplies	1.716	1.010	0.706	41.1	0.000	0.000	0.000	-	1.716	1.010	0.706	41.1
Other Business Expenses	6.543	26.560	(20.017)	*	0.000	0.000	0.000	-	6.543	26.560	(20.017)	*
<b>Total Non-Labor Expenses</b>	<b>\$80.752</b>	<b>\$82.075</b>	<b>(\$1.323)</b>	<b>(1.6)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$80.752</b>	<b>\$82.075</b>	<b>(\$1.323)</b>	<b>(1.6)</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$195.993</b>	<b>\$182.357</b>	<b>\$13.635</b>	<b>7.0</b>	<b>\$8.758</b>	<b>\$6.756</b>	<b>\$2.002</b>	<b>22.9</b>	<b>\$204.751</b>	<b>\$189.114</b>	<b>\$15.637</b>	<b>7.6</b>
Depreciation	\$84.371	\$94.802	(\$10.431)	(12.4)	0.000	\$0.000	\$0.000	-	84.371	\$94.802	(\$10.431)	(12.4)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	0.968	2.911	(1.943)	*	0.000	0.000	0.000	-	0.968	2.911	(1.943)	*
GASB_96_SBITA_Adjustment	0.000	(0.037)	0.037	-	0.000	0.000	0.000	-	0.000	(0.037)	0.037	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$281.332</b>	<b>\$280.034</b>	<b>\$1.299</b>	<b>0.5</b>	<b>\$8.758</b>	<b>\$6.756</b>	<b>\$2.002</b>	<b>22.9</b>	<b>\$290.091</b>	<b>\$286.790</b>	<b>\$3.301</b>	<b>1.1</b>
Less: Depreciation	\$84.371	\$94.802	(\$10.431)	(12.4)	\$0.000	\$0.000	\$0.000	-	\$84.371	\$94.802	(\$10.431)	(12.4)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	0.968	2.911	(1.943)	*	0.000	0.000	0.000	-	0.968	2.911	(1.943)	*
Less: GASB_96_SBITA_Adjustment	0.000	(0.037)	0.037	-	0.000	0.000	0.000	-	0.000	(0.037)	0.037	-
<b>Total Expenses</b>	<b>\$195.993</b>	<b>\$182.357</b>	<b>\$13.635</b>	<b>7.0</b>	<b>\$8.758</b>	<b>\$6.756</b>	<b>\$2.002</b>	<b>22.9</b>	<b>\$204.751</b>	<b>\$189.114</b>	<b>\$15.637</b>	<b>7.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$803.956</b>	<b>\$854.959</b>	<b>\$51.002</b>	<b>6.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$803.956</b>	<b>\$854.959</b>	<b>\$51.002</b>	<b>6.3</b>

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$803.956</b>	<b>\$854.959</b>	<b>\$51.002</b>	<b>6.3</b>
Less: Capitalized Assets									2.563	0.622	\$1.941	75.7
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$801.393</b>	<b>\$854.337</b>	<b>\$52.944</b>	<b>6.6</b>
Less: Debt Service									271.518	266.319	5.199	1.9
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
<b>Income Available for Distribution</b>									<b>\$529.875</b>	<b>\$588.017</b>	<b>\$58.142</b>	<b>11.0</b>
Distributable To:												
MTA - Investment Income									5.284	5.541	0.257	4.9
MTA - Distributable Income									278.333	293.746	15.414	5.5
NYCTR - Distributable Income									246.258	288.730	42.472	17.2
<b>Total Distributable Income</b>									<b>\$529.875</b>	<b>\$588.017</b>	<b>\$58.142</b>	<b>11.0</b>
<b>Support to Mass Transit:</b>												
Total Revenues									1,008.707	1,044.072	35.365	3.5
Less: Total Operating Expenses									<u>204.751</u>	<u>189.114</u>	<u>15.637</u>	7.6
<b>Net Operating Income/(Deficit)</b>									<b>\$803.956</b>	<b>\$854.959</b>	<b>\$51.002</b>	<b>6.3</b>
Deductions from Net Operating Income:												
Capitalized Assets									2.563	0.622	1.941	75.7
Reserves									0.000	0.000	0.000	-
B&T Debt Service									160.814	225.531	(64.717)	(40.2)
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$163.377</b>	<b>\$226.153</b>	<b>(\$62.776)</b>	<b>(38.4)</b>
<b>Total Support to Mass Transit</b>									<b>\$640.579</b>	<b>\$628.806</b>	<b>(\$11.774)</b>	<b>(1.8)</b>

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2024 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	(3.909)	-1.8%	Higher than budgeted traffic volume but lower average toll revenue per vehicle. In May, the lower average toll revenue per vehicle was largely driven by a delay in processing revenue transactions, which are booked at the lower intermediate toll revenue rate and are then updated in subsequent months, and an increase in the uncollected toll reserve allocation due to timing.	33.824	3.4%	Mainly due to higher than budgeted traffic volume.
Other Operating Revenue	0.763	46.5%	Higher revenue primarily due to the timing of income from leasing fees & telephone cable rent.	3.286	44.4%	Higher revenue primarily due to the timing of income from leasing fees, stolen/lost tag fees, & telephone cable rent.
Investment Income	(0.251)	*	Lower than anticipated short-term investment returns on fund balances.	0.257	4.9%	Higher than anticipated short-term investment returns on fund balances.
Payroll	1.114	10.7%	Lower payroll expenses primarily due to vacancies, partially offset by higher payroll costs associated with recently settled collective bargaining agreements and non-represented wage increases.	9.749	18.1%	Lower payroll expenses primarily due to vacancies, partially offset by higher payroll costs associated with recently settled collective bargaining agreements and non-represented wage increases.
Overtime	0.092	3.3%	Lower overtime mainly due to management efficiencies, and improved scheduling and deployment practices, partially offset by vacancy coverage.	0.961	6.9%	Lower overtime mainly due to management efficiencies, and improved scheduling and deployment practices, partially offset by vacancy coverage.
Health and Welfare	0.603	20.0%	Lower expenses primarily due to timing of medical expenses against the adopted budget allocation.	3.015	19.9%	Lower expenses primarily due to timing of medical expenses against the adopted budget allocation as well as vacancies.
OPEB Current Payment	(0.269)	-10.2%	Higher expenses primarily due to timing against the adopted budget allocation for retiree expenses.	0.051	0.4%	Lower expenses primarily due to timing against the adopted budget allocation for retiree expenses.
Pensions	(0.197)	-9.2%	Higher expenses primarily due to the timing against the adopted budget allocation.	(0.954)	-8.9%	Higher expenses primarily due to the timing against the adopted budget allocation.
Other Fringe Benefits	0.508	26.4%	Lower expenses primarily due to lower FICA costs associated with vacancy levels.	3.121	29.5%	Lower expenses primarily due to lower FICA costs associated with vacancy levels.
Electric Power	0.162	32.8%	Slightly lower expenses primarily due to timing against the adopted budget allocation.	0.178	8.3%	Slightly lower expenses primarily due to timing against the adopted budget allocation.
Fuel	(0.027)	-24.4%	Higher expenses primarily due to an increase in gasoline prices for non-revenue vehicles, and heating fuel costs.	(0.128)	-13.7%	Higher expenses primarily due to an higher-than-budgeted gasoline prices for non-revenue vehicles and heating fuel costs.
Insurance	0.203	15.2%	Lower expenses primarily due to lower-than-budgeted property and liability insurance premiums and the timing against the adopted budget allocation.	1.230	18.3%	Lower insurance expenses primarily due to lower-than-budgeted property insurance premiums and the timing against the adopted budget allocation.
Maintenance and Other Operating Contracts	2.401	23.9%	Lower expenses are mainly due to the timing against the adopted budget allocation for the E-ZPass Customer Service Center (\$3.032 Mill) costs and Facility maintenance and repairs (\$0.529 Mill), partially offset by higher costs and timing for maintenance of E-ZPass equipment (\$0.977 Mill).	13.003	25.3%	Lower expenses are mainly due to the timing against the adopted budget allocation for the E-ZPass Customer Service Center (\$10.739 Mill), maintenance of E-ZPass equipment (\$1.089 Mill), and E-ZPass tag costs (\$1.234 Mill), partially offset by the timing of expenses for Major Maintenance & Painting (\$0.615 Mill).
Professional Service Contracts	0.015	0.8%	Lower expenses are primarily due to the favorable timing against the monthly adopted budget allocation for engineering services (\$0.243 Mill), and bond issuance costs (\$0.171 Mill).	3.706	32.7%	Lower expenses are primarily due to the favorable timing against the monthly adopted budget allocation for professional and other professional service contracts (\$0.589 Mill), bond issuance costs (\$1.006 Mill), engineering services (\$0.638 Mill), and planning studies (\$0.249 Mill).
Materials & Supplies	0.164	47.8%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the adopted budget allocation.	0.706	41.1%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the adopted budget allocation.
Other Business Expense	(3.777)	*	Higher expenses primarily due to the timing of credit card processing fees.	(20.017)	*	Higher expenses primarily due to the timing of credit card processing fees.
Depreciation	(3.979)	-23.6%	Higher depreciation expense primarily due to timing against the adopted budget allocation.	(10.431)	-12.4%	Higher depreciation expense primarily due to timing against the adopted budget allocation.
<b>Reimbursable</b>						
Capital and Other Reimbursements	(0.415)	-23.5%	Lower capital reimbursements due to the timing against the adopted budget allocation..	(2.002)	-22.9%	Lower capital reimbursements due to the timing against the adopted budget allocation..
Payroll	0.087	14.7%	Lower capital reimbursements due to the timing against the adopted budget allocation..	0.422	14.6%	Lower capital reimbursements due to the timing against the adopted budget allocation..
Overtime	0.081	93.7%	Lower capital reimbursements due to the timing against the adopted budget allocation..	0.365	73.3%	Lower capital reimbursements due to the timing against the adopted budget allocation..
Health and Welfare	0.039	27.9%	Lower capital reimbursements due to the timing against the adopted budget allocation..	0.195	28.1%	Lower capital reimbursements due to the timing against the adopted budget allocation..
Pensions	0.000	0.3%	Lower capital reimbursements due to the timing against the adopted budget allocation..	(0.001)	-0.2%	Higher capital reimbursements due to the timing against the adopted budget allocation..
Other Fringe Benefits	0.007	10.9%	Lower capital reimbursements due to the timing against the adopted budget allocation..	0.037	11.1%	Lower capital reimbursements due to the timing against the adopted budget allocation..
Reimbursable Overhead	0.201	26.8%	Lower capital reimbursements due to the timing against the adopted budget allocation..	0.984	26.7%	Lower capital reimbursements due to the timing against the adopted budget allocation..

\*Variance exceeds 100%

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

**Month of May**

**Year to date ending May 2024**

**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
4.4	\$34.9	4.3	\$34.4	-1.9%	-1.4%	Bronx-Whitestone	20.2	\$160.6	19.9	\$167.3	-1.6%	4.2%
0.7	2.0	0.7	1.9	-1.9%	-4.1%	Cross Bay	3.1	8.4	3.0	8.7	-1.2%	3.3%
2.3	9.3	2.3	8.9	-1.7%	-3.6%	Henry Hudson	10.2	40.0	10.2	42.0	-0.5%	5.1%
2.0	13.8	2.0	14.0	2.1%	1.7%	Hugh L. Carey	9.1	63.6	9.2	67.0	1.0%	5.2%
0.7	1.9	0.7	1.9	-0.8%	-2.7%	Marine Parkway	3.0	7.9	3.0	8.3	-0.2%	4.3%
2.6	19.9	2.7	19.9	1.4%	-0.1%	Queens Midtown	12.3	91.6	12.4	96.1	0.8%	4.9%
6.1	47.1	6.1	47.0	0.3%	-0.1%	RFK	27.2	210.0	27.9	225.3	2.5%	7.3%
3.9	35.1	3.9	35.5	1.5%	1.2%	Throgs Neck	17.1	155.6	17.7	169.0	3.7%	8.6%
7.1	50.1	7.0	49.6	-0.4%	-1.0%	Verrazzano-Narrows	32.5	226.8	32.5	237.4	0.1%	4.7%
<b>29.7</b>	<b>\$214.0</b>	<b>29.7</b>	<b>\$213.1</b>	<b>-0.1%</b>	<b>-0.4%</b>	<b>Total</b>	<b>134.7</b>	<b>\$964.6</b>	<b>135.8</b>	<b>\$1,021.1</b>	<b>0.8%</b>	<b>5.9%</b>
	<b>\$7.198</b>		<b>\$7.172</b>		<b>-0.4%</b>	<b>Revenue Per Vehicle</b>		<b>\$7.161</b>		<b>\$7.520</b>		<b>5.0%</b>

1) Toll increase implemented August 6, 2023

2) Numbers may not add due to rounding.

**Comparison Actual vs. Adopted Budget:**

May Budget		May Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
28.6	\$217.0	29.7	\$213.1	3.9%	-1.8%	Total All	130.8	\$987.3	135.8	\$1,021.1	3.8%	3.4%
	<b>\$7.588</b>		<b>\$7.172</b>		<b>-5.5%</b>	<b>Revenue Per Vehicle</b>		<b>\$7.546</b>		<b>\$7.520</b>		<b>-0.4%</b>

3) 2024 May traffic is on par with May 2023 traffic, an increase of 0.1% and revenue is \$0.9M below May 2023, an decrease of 0.4%.

4) 2024 May YTD traffic is 1.1M above above May YTD 2023, an increase of 0.8% and May YTD revenue is \$56.5M above May 2023, an increase 5.9% .

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

Facility	Revenue Collection Rate May 2024
Henry Hudson Bridge	94.0%
Hugh L. Carey Tunnel	95.0%
Queens Midtown Tunnel	96.1%
Marine Parkway Bridge	95.2%
Cross Bay Bridge	93.0%
Robert F. Kennedy Bridge	92.9%
Verrazzano-Narrows Bridge	92.6%
Bronx-Whitestone Bridge	92.7%
Throgs Neck Bridge	93.6%
<b>All Facilities</b>	<b>93.4%</b>

1. Represents total revenue collections from transactions May 2022 through April 2023

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

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	15	10	5	5 Managerial vacancies
Law <sup>(1)</sup>	12	5	7	2 Managerial and 5 Professional vacancies
Budget & Finance <sup>(2)</sup>	17	10	7	5 Managerial and 2 Professional vacancies
Administration <sup>(3)</sup>	34	25	9	5 Managerial and 4 Professional vacancies
EEO	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>79</b>	<b>50</b>	<b>29</b>	
<b>Operations</b>				
ITS & Tolling	70	75	(5)	11 Professional overrun partially offset by 6 Managerial vacancies
Central Business District Tolling Program	48	11	37	5 Managerial and 32 Professional vacancies
Operations (Non-Security)	54	33	21	30 Managerial vacancies partially offset by 9 overrun in Professional
<b>Total Operations</b>	<b>172</b>	<b>119</b>	<b>53</b>	
<b>Maintenance</b>				
Maintenance	205	193	12	5 Managerial and 8 in Hourly partially offset by 1 overrun in Professional
Operations - Maintainers	183	155	28	29 Maintainer vacancies partially offset by 1 overrun in Professional
<b>Total Maintenance</b>	<b>388</b>	<b>348</b>	<b>40</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	94	29	5 Managerial and 24 Professional vacancies
Health & Safety	9	7	2	2 Managerial vacancies
Law <sup>(1)</sup>	18	7	11	4 Managerial and 7 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
<b>Total Engineering/Capital</b>	<b>158</b>	<b>114</b>	<b>44</b>	
<b>Public Safety</b>				
Operations (Security)	375	339	36	39 Operational vacancies partially offset by 3 overrun in Managerial
Internal Security - Operations	45	33	12	5 Managerial and 7 Professional vacancies
<b>Total Public Safety</b>	<b>420</b>	<b>372</b>	<b>48</b>	
<b>Total Positions</b>	<b>1,217</b>	<b>1,003</b>	<b>214</b>	
Non-Reimbursable	<b>1,086</b>	<b>898</b>	<b>188</b>	
Reimbursable	131	105	26	
<b>Total Full-Time</b>	<b>1,217</b>	<b>1,003</b>	<b>214</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2024 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**May 2024**

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	30	13	17	5 vacancies in Administration, 5 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	37	12	5 vacancies in Law, 4 in Administration, 2 in Budget & Finance, 1 in EEO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>79</b>	<b>50</b>	<b>29</b>	
<b>Operations</b>				
Managers/Supervisors	73	32	41	6 vacancies in ITS & Tolling, 5 in CBDTP, and 30 in Operations
Professional, Technical, Clerical	99	87	12	32 vacancies in CBDTP, partially offset by overruns of 9 in Operations and 11 in ITS & Tolling
Operational Hourlies	-	-	-	
<b>Total Operations</b>	<b>172</b>	<b>119</b>	<b>53</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	22	5	5 vacancies in Maintenance
Professional, Technical, Clerical	11	13	(2)	1 overrun in Maintenance and 1 overrun in Operations
Operational Hourlies <sup>(1)</sup>	350	313	37	29 vacancies in Operations and 8 vacancies in Maintenance
<b>Total Maintenance</b>	<b>388</b>	<b>348</b>	<b>40</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	34	22	12	5 vacancies in Engineering, 4 in Law, 2 in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical	124	92	32	24 vacancies in Engineering, 7 in Law, and 1 in Capital Budget
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>158</b>	<b>114</b>	<b>44</b>	
<b>Public Safety</b>				
Managers/Supervisors	117	115	2	5 vacancies in Internal Security partially offset by 3 overrun in Operations
Professional, Technical, Clerical	36	29	7	7 vacancies in Internal Security
Operational Hourlies <sup>(2)</sup>	267	228	39	39 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>420</b>	<b>372</b>	<b>48</b>	
<b>Total Positions</b>				
Managers/Supervisors	281	204	77	
Professional, Technical, Clerical	319	258	61	
Operational Hourlies	617	541	76	
<b>Total Positions</b>	<b>1,217</b>	<b>1,003</b>	<b>214</b>	

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

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



# Bridges and Tunnels

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## Diversity Report First Quarter 2024



# MTA Bridges and Tunnels

## **EEO Report – 1<sup>st</sup> Quarter 2024**

June 24, 2024



# EEO 1<sup>st</sup> Quarter Executive Summary

## ■ EEO

As of **March 31, 2024**, MTA Bridges and Tunnels' **workforce** consisted of **882** employees of which self-identified **females** represented **20% (172)**, **minorities** represented **60% (529)**, **veterans** represented **2% (18)** and employees identifying as a **person with a disability** represented **1% (13)** of the total workforce.

In comparison with the **1<sup>st</sup> Quarter 2023 (1Q23)**:

- **B&T's 1<sup>st</sup> Quarter 2024** workforce **decreased** by **1** employee.
- Self-identified **female** representation **increased** by **one percentage point** with a **net change** of **6** employees.
- **Minority** representation **increased** by **two percentage points** with a **net change** of **20** employees.
- There was **1** employee **hired** who self-identified as a **veteran** and **0** employees **separated** that self-identified as a **veteran**.
- B&T handled\* a total of 3 EEO complaints; of which 0 were internal and 3 were external. During 2024, B&T did not receive any internal/external complaints or lawsuits.
- B&T did not receive any Title VI complaints or lawsuits during this time period.



\* Complaints handled include incoming 2024 cases and cases that carried over from prior years.

# EEO 1<sup>st</sup> Quarter Executive Summary Cont.

## □ EEO

**MTA B&T** conducted a utilization analysis of self-identified females and minorities in its workforce. The utilization analysis consists of comparing MTA B&T's **March 31, 2024**, workforce percentages for self-identified females and minorities to the estimated availability of the self-identified females and minorities available within the relevant labor market.

Based on the **utilization analysis**, B&T's 2024 workforce **estimated availability** targets are:

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



# EEO 1<sup>st</sup> Quarter Executive Summary Cont.

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

## All Self-identified Females:

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

## Minority Self-identified Males:

- ❑ Technicians – 2+ Races
- ❑ Skilled Craft – Blacks, Hispanics and Asians
- ❑ Service Maintenance – Hispanics

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



# EEO 1<sup>st</sup> Quarter Executive Summary Cont.

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



# EEO 1<sup>st</sup> Quarter Executive Summary Cont.

- **D&I in Motion – All Agency Employee Resource Groups Quarterly Highlights** - Employee Resource Groups (ERGs) are important pillars of the MTA and contribute to a culture of inclusion and belonging while making a positive impact on the MTA. Ultimately all initiatives and programs should serve and champion members, maximize available resources, align with the MTA strategic priorities as well as the ERG goals and objectives. **“Connections: Diversity in Motion” is our theme for this year. Diversity, equity, inclusion, and belonging are essential components of our daily interactions, work relationships, & communication within our organization. We will explore how to leverage diversity to create an equitable and inclusive culture that allows for meaningful connections in the workplace.**
- **Young Professional Employee Resource Group** is the newest ERG, and its mission is twofold to support colleagues who are early in their careers or are new to the transportation industry. The Young Professionals ERG will foster a work environment that prioritizes retaining young professionals and makes the MTA an exciting place to build an impactful career in public service. The Young professionals held an after-hours networking event on April 17<sup>th</sup> for new members to meet and greet before their first official meeting.
- **All Generational Employee Resource Group** kicked off a yearlong Train Module Project on April 23<sup>rd</sup> led by member Jonathan Silhavey, Director Safety at LIRR Construction & Development. The project allows employees from different crafts to work together to discuss and build sections of an operating model railroad.
- **Young Professional Employee Resource Group** held their kickoff meeting on May 7<sup>th</sup> at 2 Broadway in the 20<sup>th</sup>-floor boardroom. The event launched the MTAs 10<sup>th</sup> ERG with over 100 attendees in person and online. Co-leads Hannah Spierer and Mira Philipson led the meeting supported by Executive Sponsors Catherine Sheridan and Mersida Ibric.



# EEO 1<sup>st</sup> Quarter Executive Summary Cont.

## □ D&I in Motion – All Agency Employee Resource Groups Quarterly Highlights –cont.

- **TransportAsian Employee Resource Group** held an in-person event to celebrate Asian American Islander Pacific Heritage Month on May 9<sup>th</sup>. The session focused on building an affinity for the TransportAsian Community in a large organization and an interactive activity of Japanese Haiku.
- **Abilities Employee Resource Group** in partnership with the Chaplains Office and The Employee Assistance Program hosted an active dialogue in observance of Mental Health Awareness Month on May 23. The dialogue was focused on positive employee wellness using reflection activities. They utilized up-to-date research to address challenges and provide MTA resources in support of Mental Health Awareness Month.
- **Veterans Employee Resource Group** held a noontime Memorial Day Observance on May 28<sup>th</sup>, at 2 Broadway to remember those who paid the ultimate sacrifice for our nation. The guest speakers were Kevin D. Branch, Vice President, Program Executive Career Development/Quality Management, Construction and Development, and Annie Suggs CSM (Ret) National Association of Black Military Women (NABMW) Brooklyn Chapter. The MTA Color Guard and Pipe and Drums along with The 78<sup>th</sup> Army Band from Fort Dix were part of the commemoration.
- **Pride Express Employee Resource Group** hosted a Village Historical Walking Tour to celebrate Pride Month on June 13<sup>th</sup>. The tour included historical sites instrumental to the LGBTQIA+ movement. Additionally on June 30<sup>th</sup> Pride Express and TWU Local 100 led MTA employees in the New York City Pride Parade down 5<sup>th</sup> Avenue.
- **BEGIN Employee Resource Group** in celebration of Juneteenth B.E.G.I.N. Hosted a tour of the African Burial Ground and National Monument. The African Burial Ground is the oldest and largest known excavated burial ground in North America for both free and enslaved Africans. It protects the historic role slavery played in building New York.



# MTA B&T

# Workforce

as of March 31, 2024



# Definitions of EEO Job Categories

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



# EEO 1<sup>st</sup> Quarter Executive Summary Cont.

The table below is a snapshot of **B&T** workforce by race/ethnicity, gender and veterans as of **March 31, 2024**.

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>123</b>		75	61%	48	39%	35	28%	16	13%	17	14%	0	0%	0	0%	7	6%	3	2%	8	7%
F	41	33%	33	27%	8	7%	21	17%	5	4%	6	5%	0	0%	0	0%	1	1%	1	1%	5	4%
M	82	67%	42	34%	40	33%	14	11%	11	9%	11	9%	0	0%	0	0%	6	5%	2	2%	3	2%
<b>Professionals</b>	<b>97</b>		74	76%	23	24%	30	31%	22	23%	13	13%	0	0%	0	0%	9	9%	1	1%	1	1%
F	47	48%	40	41%	7	7%	21	22%	11	11%	7	7%	0	0%	0	0%	1	1%	0	0%	0	0%
M	50	52%	34	35%	16	16%	9	9%	11	11%	6	6%	0	0%	0	0%	8	8%	1	1%	1	1%
<b>Technicians</b>	<b>82</b>		38	46%	44	54%	13	16%	20	24%	2	2%	1	1%	0	0%	2	2%	2	2%	0	0%
F	13	16%	10	12%	3	4%	3	4%	5	6%	0	0%	0	0%	0	0%	2	2%	1	1%	0	0%
M	69	84%	28	34%	41	50%	10	12%	15	18%	2	2%	1	1%	0	0%	0	0%	1	1%	0	0%
<b>Protective Services</b>	<b>241</b>		161	67%	80	33%	77	32%	65	27%	8	3%	1	0%	0	0%	10	4%	5	2%	1	0%
F	43	18%	38	16%	5	2%	29	12%	6	2%	0	0%	1	0%	0	0%	2	1%	0	0%	1	0%
M	198	82%	123	51%	75	31%	48	20%	59	24%	8	3%	0	0%	0	0%	8	3%	5	2%	0	0%
<b>Paraprofessionals</b>	<b>5</b>		4	80%	1	20%	2	40%	1	20%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%
F	4	80%	3	60%	1	20%	1	20%	1	20%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%
M	1	20%	1	20%	0	0%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Administrative Support</b>	<b>13</b>		12	92%	1	8%	7	54%	1	8%	1	8%	0	0%	0	0%	3	23%	1	8%	0	0%
F	11	85%	11	85%	0	0%	7	54%	1	8%	1	8%	0	0%	0	0%	2	15%	1	8%	0	0%
M	2	15%	1	8%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	1	8%	0	0%	0	0%
<b>Skilled Craft</b>	<b>298</b>		143	48%	155	52%	54	18%	52	17%	11	4%	3	1%	0	0%	23	8%	6	2%	2	1%
F	4	1%	2	1%	2	1%	1	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	294	99%	141	47%	153	51%	53	18%	51	17%	11	4%	3	1%	0	0%	23	8%	6	2%	2	1%
<b>Service Maintenance</b>	<b>23</b>		22	96%	1	4%	11	48%	10	43%	1	4%	0	0%	0	0%	0	0%	0	0%	1	4%
F	9	39%	9	39%	0	0%	1	4%	8	35%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	14	61%	13	57%	1	4%	10	43%	2	9%	1	4%	0	0%	0	0%	0	0%	0	0%	1	4%
<b>Total</b>	<b>882</b>		<b>529</b>	<b>60%</b>	<b>353</b>	<b>40%</b>	<b>229</b>	<b>26%</b>	<b>187</b>	<b>21%</b>	<b>54</b>	<b>6%</b>	<b>5</b>	<b>1%</b>	<b>0</b>	<b>0%</b>	<b>54</b>	<b>6%</b>	<b>18</b>	<b>2%</b>	<b>13</b>	<b>1%</b>

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

\*\*\*Persons With Disabilities

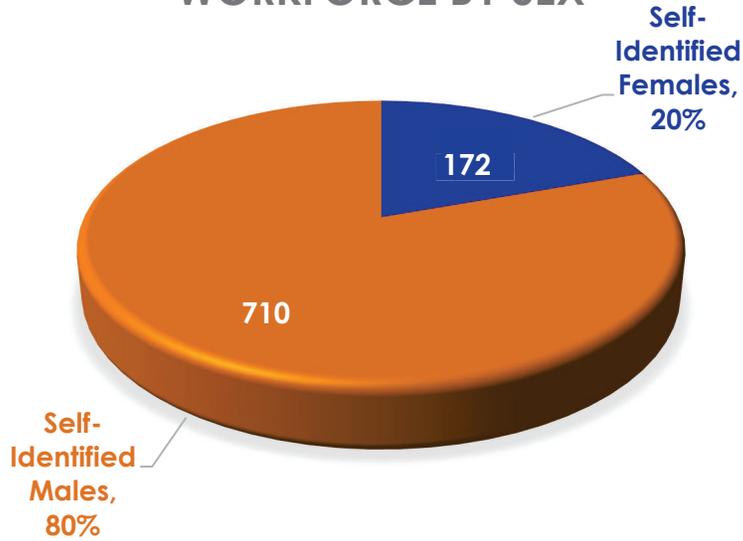
F represent employees who self-identified as Females

M represent employees who self-identified as Males

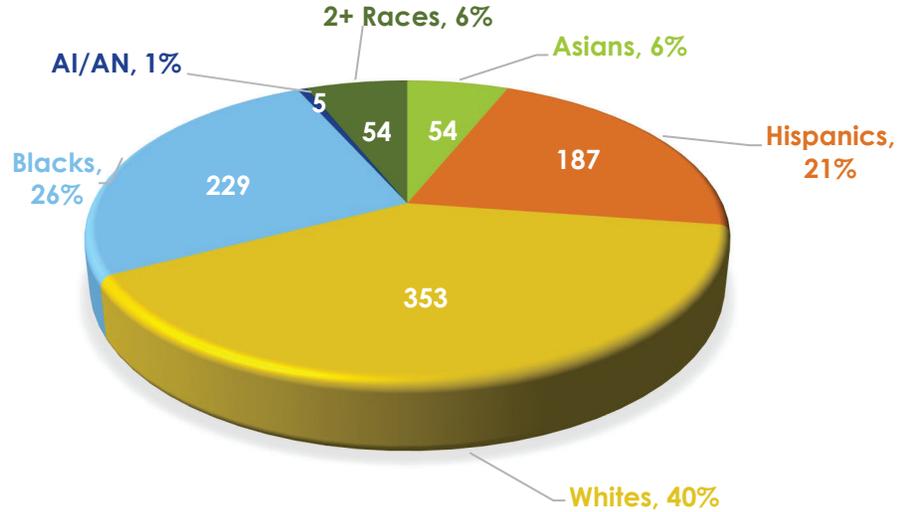


# MTA B&T Workforce as of March 31, 2024

WORKFORCE BY SEX



WORKFORCE BY RACE/ETHNICITY



MTA **B&T** employed **882** employees: **20% (172)** of the workforce were self-identified **females**, **60% (529)** minorities, **2% (18)** veterans and **1% (13)** self-identified as a **person with a disability**.

- ❑ The percentage of self-identified females employed in the workforce **increased** with a net change of **6** employees when compared to 1<sup>st</sup> Quarter 2023.
- ❑ The percentage of minorities in the workforce has **increased** by **2** percentage points with a net change of **20** employees when compared to 1<sup>st</sup> Quarter 2023.



# MTA B&T's Underutilization Analysis

**MTA B&T** has conducted an availability analysis of self-identified females and minorities in its workforce. The availability analysis consists of comparing **MTA B&T's March 31, 2024**, workforce percentages for self-identified females and minorities to 80 percent of the self-identified females and minorities available within the relevant labor market based on the U.S. Census.

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

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN**		NHOPJ***		2+ RACES		WHITES	
		Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual
		Avail	%	Avail	%	Avail	%	Avail	%	Avail	%	Avail	%	Avail	%
Officials & Administrators	F	7%	17%	1%	4%	2%	5%	0%	0%	0%	0%	0%	1%	6%	7%
	M	10%	11%	9%	9%	4%	9%	0%	0%	0%	0%	4%	5%		
Professionals	F	10%	22%	7%	11%	2%	7%	0%	0%	0%	0%	1%	1%	10%	7%
	M	9%	9%	10%	11%	6%	6%	0%	0%	0%	0%	3%	8%		
Technicians	F	6%	4%	2%	6%	0%	0%	0%	0%	0%	0%	0%	2%	4%	4%
	M	11%	12%	10%	18%	1%	2%	0%	1%	0%	0%	2%	0%		
Protective Services	F	9%	12%	11%	2%	1%	0%	0%	0%	0%	0%	1%	1%	19%	2%
	M	6%	20%	11%	24%	1%	3%	0%	0%	0%	0%	2%	3%		

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander

**F represent employees who self-identified as Females**

**M represent employees who self-identified as Males**

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



Percentages highlighted in green indicates underutilization

# MTA B&T's Underutilization Analysis Cont.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN**		NHOPI***		2+ RACES		WHITES	
		Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual
		Avail	%	Avail	%	Avail	%	Avail	%	Avail	%	Avail	%	Avail	%
Paraprofessionals	F	3%	20%	5%	20%	23%*	20%*	0%	0%	0%	0%	7%	0%	33%*	20%*
	M	1%	20%*	1%*	0%*	1%*	0%*	0%	0%	0%	0%	0%	0%		
Administrative Support	F	8%	54%	9%*	8%*	3%	8%	0%	0%	0%	0%	1%	15%	13%	0%
	M	1%*	0%*	1%*	0%*	1%*	0%*	0%	0%	0%	0%	0%	8%		
Skilled Craft	F	3%	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
	M	22%	18%	20%	17%	8%	4%	0%	1%	0%	0%	2%	8%		
Service Maintenance	F	7%*	4%*	25%	35%	3%*	0%*	0%	0%	0%	0%	0%	0%	4%	0%*
	M	17%	43%	17%	9%	3%	4%	0%	0%	0%	0%	1%*	0%*		

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander

**F represent employees who self-identified as Females**

**M represent employees who self-identified as Males**

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



Percentages highlighted in green indicates underutilization

# MTA B&T

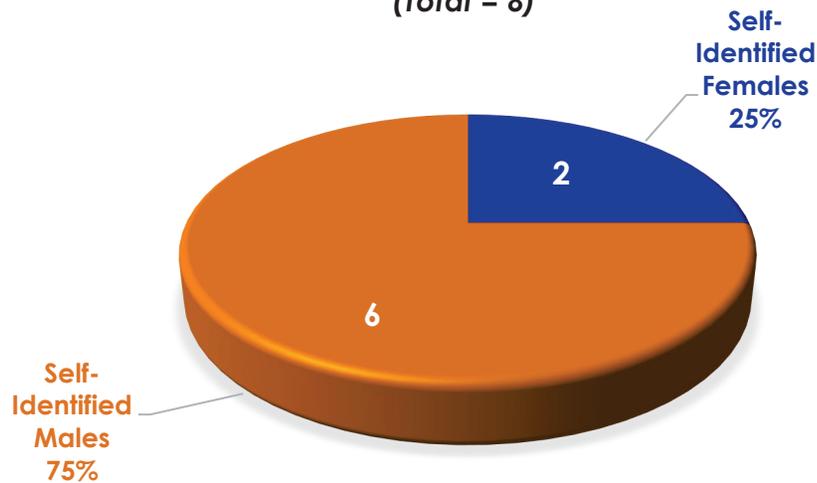
## **New Hires and Separations**

**January 1, 2024 – March 31, 2024**

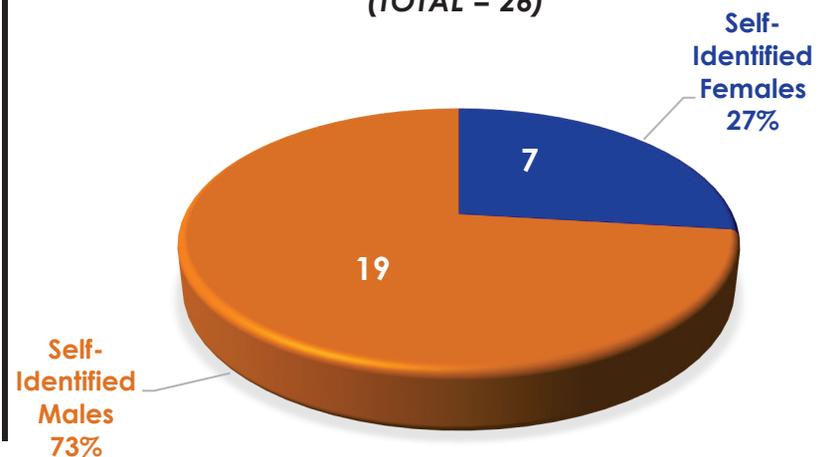


# MTA B&T New Hires and Separations by Sex January 1, 2024, to March 31, 2024

New Hires By Sex  
(Total = 8)



SEPARATIONS BY SEX  
(TOTAL = 26)



As of the 1<sup>st</sup> Quarter 2024, MTA **B&T** hired **8** employees, **2** self-identified females and **6** self-identified males. During this same time period, **26** employees separated from MTA **B&T**, **7** self-identified females and **19** self-identified males.

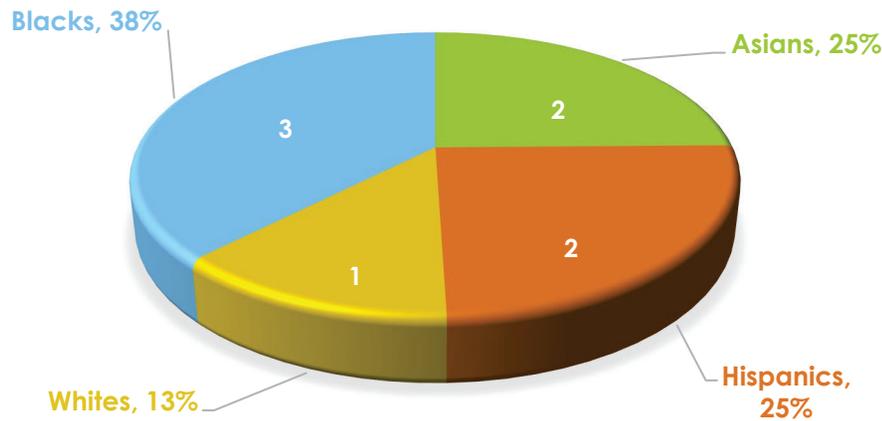
- ❑ The result was a net **decrease** of **5** self-identified female and **13** self-identified male employees.
- ❑ The number of employees who self-identified as veterans **increased** by **1** employee. There was **1** veteran **hired** and **0** veterans **separated** during 2024.



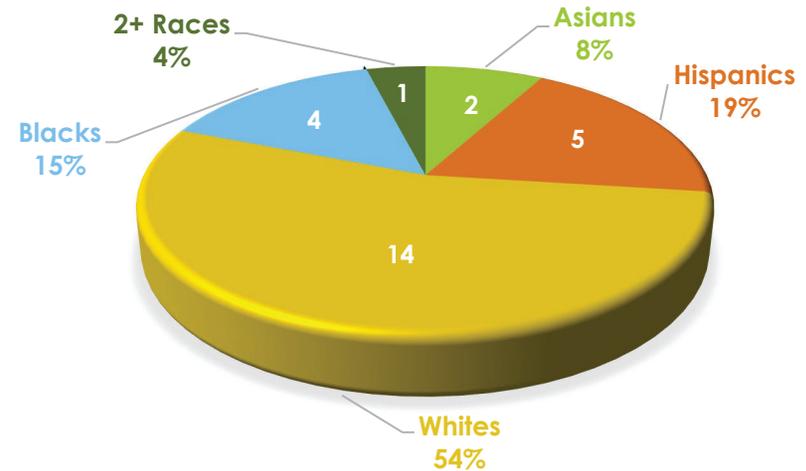
# MTA B&T

## New Hires and Separations by Race/Ethnicity

**NEW HIRES BY RACE/ETHNICITY**  
(TOTAL = 8)



**SEPARATIONS BY RACE/ETHNICITY**  
(TOTAL = 26)



During the 1<sup>st</sup> Quarter 2024, MTA **B&T** hired **8** employees, **7** minorities and **1** non-minority. During this same time period **26** employees separated from MTA **B&T**, **12** minorities and **14** non-minorities.

- ❑ The result was a net **decrease** of **5 minority** employees.
- ❑ The number of employees that self identified as a person with a disability **decreased** by **1** employee. There were **0** persons **hired** that self-identified as a person with a disability and **1** person **separated** that identified as a person with a disability during 2024.



# MTA B&T

## Complaints and Lawsuits

January 1, 2024 – March 31, 2024



# MTA B&T

## EEO Internal/External Discrimination Complaints by Bases

January 1, 2024, to March 31, 2024

### INTERNAL EEO COMPLAINTS BY BASES

There were **no** internal discrimination complaints filed

### EXTERNAL EEO COMPLAINTS BY BASES

There were **no** external discrimination complaints filed

### LAWSUIT(S) BY BASES

There were **no** lawsuits filed alleging discrimination

- ❑ **0** internal EEO complaints filed citing **0** base(s)\*.
- ❑ **0** filed external complaint(s) citing **0** bases\* .
- ❑ **0** EEO lawsuit(s) filed.

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



MTA B&T Internal/External  
Title VI and Related Discrimination Complaints by Bases  
January 1, 2024, to March 31, 2024

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

*Note: \*Formal complaints can be filed alleging multiple bases.*

*Note: \*\*Related Discrimination complaints are filed by customers based on age, disability, religion and sex.*

