



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

October 2023

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, 10/23/2023
9:00 - 9:30 AM ET

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes - July 2023, September 2023

B&T Committee Minutes - July 2023, September 2023 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 15

5. Report on Operations - July 2023, August 2023

B&T Report on Operations - July 2023, August 2023 - Page 21

6. Safety Report - August 2023

B&T Safety Report - August 2023 - Page 44

7. Financial Report - September 2023

B&T Financial Report - September 2023 - Page 49

8. 2024 Preliminary Budget - Materials Submitted

9. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting July 2023 September 2023



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

July 17, 2023

9:00 a.m.

In attendance were the Honorable:

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

In Person:

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

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

July 17, 2023

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

Public Speakers

The following speakers commented during the public speakers' session:

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

Minutes

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

Committee Work Plan

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

Interim President Sheridan's Remarks

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

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

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

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

Pennsylvania, Connecticut, and Florida.

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

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

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

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

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

Vice President Angel stated that customer benefits include:

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

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

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

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

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

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

Procurements

Chair Mack stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Paul L. Friman
General Counsel and Corporate Secretary

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

September 18, 2023

9:00 a.m.

In attendance were the Honorable:

David Mack, Chair
Andrew Albert
Jamey Barbas (Virtual)
Randolph Glucksman
Vincent Tessitore, Jr.

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems
Joyce Brown, Agency Chief Equal Opportunity Officer
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer
Richard Hildebrand, Vice President and Chief of Operations
Donald E. Look, Vice President and Chief Security Officer
Eric Osnes, Vice President and Chief Safety Officer
Rose Pascone, Deputy Director of Public Affairs and Agency Support
Charles J. Passarella, Vice President of Maintenance and Operations Support
Catherine T. Sheridan, P.E., President

Virtual:

Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

September 18, 2023

Minutes of TBTA Committee held September 18, 2023 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Aleta Dupree about congestion pricing.
- Murray Bodin about the roadway lines on the Henry Hudson Bridge.
- Matthew Buchys Hyland about the preliminary traffic data in the Committee Book.

Minutes

Chair Mack postponed the approval of the minutes of the Committee Meeting held on July 17, 2023 because a quorum of the Committee was not in attendance.

Committee Work Plan

President Sheridan stated that there are no changes to the TBTA Committee Work Plan and noted that the Second Quarter Diversity Report for TBTA would be discussed at the Diversity Committee later that day.

President Sheridan's Remarks

President Sheridan opened her remarks by reflecting that on the previous Monday, TBTA had marked the 22nd anniversary of the 9/11 World Trade Center attacks. Like its sister MTA agencies, TBTA was deeply engaged and impacted by the events of that day and its aftermath. Many among TBTA's current team were on the job then, and remember it vividly, especially those who were on duty at the Brooklyn-Battery Tunnel, since renamed the Hugh L. Carey Tunnel. The towers of light, displayed onscreen, preside over the tunnel's Manhattan portal. It's a somber anniversary, but one that is always remembered with quiet tribute by TBTA.

President Sheridan stated that the approach of fall is signaled by back-to-school and return to work, as many make the transition from summer vacation mode. TBTA personnel are familiar and experienced with this seasonal shift, and its impact on traffic patterns, as weekday volume historically increases. The highpoint of coastal storm and hurricane season is also topmost of mind, especially for TBTA's employees in the field, who manage its facilities. As always, the team remains attentive and vigilant, monitoring conditions and pivoting as necessary to familiar and new conditions, with safety as the priority. In addition, TBTA continues to focus on the protection and recovery of toll revenue, maintaining a strong interdepartmental approach to the pursuit of persistent toll violators, and making sure everyone pays their fair share.

President Sheridan expressed that TBTA was proud to join other State agencies recently, representing the MTA for the first time at the New York State Fair in Syracuse. It was a rewarding experience in many ways, as employees interacted with visitors, who may have had only passing awareness of TBTA's crossings or the MTA in general. She is hopeful that the positive exposure resulting from this initial participation laid the groundwork for future and more MTA-agency representation at this widely attended event. The opportunities for job recruitment and for raising awareness of travel options for visitors to the MTA's service area are just two examples of the value gained by Fair presence. In addition, we educated attendees on E-ZPass and the Tolls NY app.

President Sheridan stated that earlier that month, TBTA hosted a Safety and Employee Appreciation Picnic on Randall's Island, in tandem with its ongoing 90th Anniversary year celebration. The weather was hot but the mood was festive, as employees from all departments, including TBTA's MTA consolidated business partners, gathered for pertinent safety messages, food, fun, and comradeship. TBTA even had a fair number of its retirees in attendance, which attests to the family-like culture of the agency.

90th Anniversary "Then and Now" Presentations

Continuing TBTA's 90th Anniversary theme, each department head gave a "Then and Now" presentation including photo displays:

Equal Opportunity/Diversity

Agency Chief Equal Opportunity Officer, Joyce Brown, stated that, for TBTA, creating a diverse workforce starts at the top and is at the heart of who TBTA is, as stated in its organizational core values and strategic priorities. She is proud to report that TBTA has made significant advances in creating a diverse Executive Leadership Team. Displaying a snapshot of the agency's Executive Leadership in the late 1960s, she stated that, while these gentlemen were certainly accomplished and achieved much during their long tenures, she is especially pleased to move forward more than five decades to the present to show a comparison with where TBTA is today and the significant strides TBTA has made to diversify its workforce. Displaying a photograph of TBTA's current Executive Leadership Team, she noted that it consists of eight executives, of which women represent 50 percent, minorities represent 38 percent, and veterans represent 25 percent. She reminded the Committee that diversity is more than just having the "right" ratio or checking the box; it's about creating a culture where employees have an opportunity, have a seat at the table and to be heard, and respected. Ms. Brown concluded by observing that during President Sheridan's short tenure, she has shown her unwavering commitment to building a team with distinct values, backgrounds, perspectives, and skills that is representative of the community in which it serves.

Intelligent Transportation Systems & Tolling

Vice President of Intelligent Transportation Systems & Tolling, Nichola Angel, stated that not only has TBTA diversified its workforce, but it has also broadened toll collection methods over the years. The Intelligent Transportation Systems and Tolling Department -- otherwise known as ITST -- has historically been responsible for maintaining the Authority's toll collection systems and back-office operations. Displaying an Archive photo of the old Queens Midtown Tunnel "money room" depicting the daily process of counting coins and tokens collected from each facility's toll booths, she stated that beginning in 1936 and for decades after, cash and tokens were the main means of toll payment across TBTA facilities.

Vice President Angel continued that to keep up with industry changes, TBTA was at the forefront of adjusting to the way toll collection was shifting. In 1994, seven tolling authorities from New York, New Jersey and Pennsylvania agreed to use the same standard device to allow for electronic toll collection. In 1995, TBTA implemented electronic toll collection at the Verrazzano-Narrows Bridge in a single dedicated lane, with a purple sign, and a new slogan: E-ZPass. Since then, it has become the dominant payment choice of TBTA's customers, with a greater than 90 percent market share. E-ZPass has also expanded regionally. The founding tolling authorities became the E-ZPass Inter-Agency Group, now with 39 tolling agencies and companies across 19 states from Maine to Florida and as far west as Minnesota. E-ZPass's cultural impact was also notable; in 2011, E-ZPass was

included in Fortune magazine's "100 Greatest Things about America," a list that also included the game show "Jeopardy!", the Grand Canyon, and duct tape. Indeed, all very good company!

In October 2016, it was announced that toll booths would be eliminated at all TBTA facilities by the end of 2017. It was an extraordinary challenge to transform the toll collection model of the largest toll agency in the United States in such an ambitious timeframe. By September 2017, the full transition to an Open Road Tolling (ORT) environment was complete. Toll collection in an open-road non-stop environment propelled TBTA to consecutive record-breaking crossings, with 2023 anticipated to be another record-year.

Vice President Angel concluded by observing that TBTA is never done making tolling system and collection improvements, and reminding the Committee to stay tuned for exciting future developments regarding the Tolls NY app and the continued expansion of E-ZPass.

Internal Security Department

Vice President and Chief Security Officer, Donald E. Look, stated that in 1975 TBTA created a new division, Internal Affairs -- now known as the Internal Security Department -- to investigate and implement measures to protect the toll revenue collection process. A robust system of cameras was installed at each facility, recording every step of the process, until the money collected was sent in an armored vehicle for bank deposit. With the transition to E-ZPass and Open Road Tolling, ISD has refocused its efforts to physical security and internal affairs.

Displaying a 1970 photo of the Queens Midtown Tunnel, Vice President Look recounted that for many years, physical security and traffic monitoring at TBTA's tunnels was done by uniformed officers assigned to posts inside the tunnel, in booths positioned along the catwalks. Over time, cameras were installed throughout the facilities, freeing up the officers for deployment to other duties. Presently, ISD utilizes technology-based cameras operating on an integrated platform that allows for agency-wide security monitoring at every facility, TBTA's Operations Command and Control Center, and ISD's Security Operations Center.

In addition to ISD's extensive camera program, ISD monitors TBTA's facilities utilizing intrusion detection solutions. ISD is incorporating Artificial Intelligence into its monitoring program through the integration of video analytics and other emerging technologies. This solution integrates directly into ISD's Electronic Security System and alerts its first responders to security breaches and incidents that traditional sensors and human monitoring may not detect.

Maintenance and Operations Support

Vice President of Maintenance and Operations Support, Charlie Passarella, stated that the Maintenance Department has always served as the backbone of TBTA, providing care and upkeep, service and repairs, supplies, vehicles, labor and overall support across the agency. It is also forward-looking and evolving, staying ahead of the curve. It explores and tests new methods or equipment that make sense and may help it perform better and more efficiently.

Displaying a picture of an original 1945-era Elgin sweeper truck used to keep TBTA's roadways clear of debris, Vice President Passarella noted that, while this sweeper performed well for its time and for the amount of traffic that crossed TBTA's roadways, the driver is exposed to the elements without any protective gear or Personal Protective Equipment, and is not wearing a seatbelt or any kind of standard uniform clothing while performing his duties. Turning to a current photo of a sweeper truck, Vice President Passarella noted that TBTA has continued to advance and improve the

way it performs maintenance at its facilities. The focus is now primarily on employee safety as well as advanced technologies for optimal roadway sweeping efficiency. He noted that the driver is now enclosed in a cab and protected from dust and debris while performing sweeping duties. The driver is, of course, belted in and wearing a regulation safety vest and standard Maintainer uniform. The sweeper truck is equipped with arrow boards to clearly identify lane designation to motorists. In addition, the current sweepers are much more advanced and better at keeping TBTA's roadways clear of debris. There is increased capacity for debris storage, which equates to less downtime needed for emptying the contents. And the nylon brushes mean less wear on the roadway surface than the old steel versions.

Next, displaying an Archive photo showing how the Queens Midtown and Brooklyn-Battery (now Hugh L. Carey) Tunnels were cleaned manually in the late 1950s, Vice President Passarella recounted that this was a laborious hands-on operation that took many hours and numerous Maintenance personnel to complete a very challenging task, progressing on foot. Turning to a photo of TBTA's current Tunnel Brush truck in action at the Hugh L. Carey Tunnel, he noted that the first generation of this Tunnel Brush truck was designed in 2000 and has had numerous modifications since then to transform it to what it is today. It has reduced the required labor to a three-person operation, which includes the Tunnel Rinse truck, and employees are safer for being inside the vehicles for the entire cleaning process. Both the Queens Midtown and Hugh L. Carey Tunnels are washed daily Monday thru Friday on the overnight, rotating between the tubes to keep TBTA's tunnels in a good state of repair.

Safety and Health

Vice President of Safety and Health, Eric Osnes, stated that recognizing the importance of safeguarding the wellbeing of its employees has always been a part of TBTA's culture. The agency determined early on that integrating safety principles with business process would have a positive impact on both culture and operational efficiency. The historical record underscores language and practices that align base safety principles as a core value. Displaying a poster from 1952 that was displayed at TBTA's facilities communicating the importance of proper lifting techniques to reduce employee back injuries, Vice President Osnes noted that these simple but clear early messages paved the way for continuous improvement underscored by the 1970 passage of the Occupational Safety and Health Act (OSHA).

Vice President Osnes continued that today's safety system is predicated on the dissection of job tasks to have adequate controls in place to address hazards identified, and that employees are aware of the hazards they may encounter. For instance, spaces that can be entered, but are not designed for continuous occupancy, need to be assessed by management teams to provide that employees are aware, and that the necessary controls are implemented upon entry. While general signage is effective, risk-based specific signage is key to ensuring TBTA's employees work safely.

Displaying a 1964 photo of a worker on high beam taken during the construction of the Verrazzano-Narrows Bridge, Vice President Osnes noted that it underscores a very different culture from today, where the use of personal protective equipment is a part of normal business practices. Turning to a current photo of Maintainers working safely while wearing fall-arrest equipment, he noted that today, if an individual is exposed to a fall, harnesses are used with determined tie off points to arrest the fall.

Displaying a photo depicting leadership addressing a roadway Maintenance crew on the increased incidence of distracted driving and the baseline principles of setting a work zone to mitigate risks associated with work zone intrusions due to impaired or distracted driving, Vice President Osnes

stated that management and employees are fully engaged and integral to safety promotion. They participate, analyze, and prioritize safety as a pillar to reducing workplace accidents.

Vice President Osnes concluded by stating that from the beginning, TBTA laid the foundation of a positive safety culture. TBTA as an organization has evolved to further integrate safety into business processes, analyzing jobs, fostering greater awareness, ultimately providing for a safer workplace. It's about getting the job done, and getting it done safely.

Operations

Vice President and Chief of Operations, Richard Hildebrand, stated that for the past 90 years, the TBTA Operations Department has embraced the motto of "We Do It All." Starting out as the entity responsible for toll collection and the safe and efficient movement of traffic across and through TBTA's nine facilities, the Operations Department has always been willing and able to change with the times.

One of the biggest changes to the Operations Department arrived on May 31, 1974, when New York Governor Malcolm Wilson signed into law a bill granting Peace Officer status to uniformed members of the Triborough Bridge and Tunnel Authority workforce. This was a huge step forward for the agency that could now better secure its facilities, improve overall safety, and protect revenue that was collected.

Operations employees have kept TBTA facilities open to customers through major construction projects and ongoing improvements; following the 9/11 World Trade Center attacks; recovering from the devastation of Superstorm Sandy and major snowstorms; evolving from cash toll collection to the introduction of E-ZPass; to the demolition of toll booths and conversion to open road tolling; and most recently weathering the COVID-19 pandemic, keeping its employees and customers safe while maintaining service for essential workers and others using its facilities.

Displaying patrol vehicles from "then" and "now", Vice President Hildebrand underscored how TBTA has evolved to equip its officers with new technology and other tools to perform their duties, including the enforcement of toll evasion on TBTA facilities. The variety of License Plate Readers has aided the Operations team in targeting persistent toll violators with greater speed and accuracy.

Vice President Hildebrand concluded by stating that all members of the Operations Department look forward to the next 10 years as TBTA approaches its centennial, but see beyond that milestone and look to the future for what advances may help TBTA improve its safety, reliability and the overall customer experience. He expressed pride in each and every employee who works in Operations and in TBTA, and is honored to be able to represent everyone here today.

President Sheridan closed the presentation by thanking all of the department heads, and giving an additional thanks to TBTA's Special Archive team for providing the great photos displayed from years past. As TBTA embarks on its next 90 years, it will continue to implement strategies for improvement to keep its facilities safe and secure, and keep its customers moving.

Procurements

President Sheridan stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Paul L. Friman
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

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>TOPIC</u>	<u>Responsibility</u>
<u>October 2023</u>	
2024 Preliminary Budget	Office of Management & Budget
<u>November 2023</u>	
No items scheduled	
<u>December 2023</u>	
2024 Proposed Committee Work Plan	Committee Chair & Members
2024 Proposed Final Budget	Office of Management & Budget
<u>January 2024</u>	
Approval of 2024 Work Plan	Committee Chair & Members
<u>February 2024</u>	
2024 Adopted Budget/Financial Plan 2024-2027	Office of Management & Budget
2023 B&T Operating Surplus	Controller
2023 Customer Environment Report	Operations
<u>March 2024</u>	
Annual Procurement Contracts Report	Office of Management & Budget
<u>April 2024</u>	
No items scheduled	
<u>May 2024</u>	
Final Review of 2023 Year-End Operating Results	Office of Management & Budget

June 2024

No items scheduled

July 2024

No items scheduled

August 2024

No meeting scheduled

September 2024

2025 Preliminary Budget

Office of Management &
Budget

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

OCTOBER 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.

NOVEMBER 2023

No items scheduled

DECEMBER 2023

2024 Proposed Committee Work Plan

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

2024 Proposed Final Budget

The Committee will recommend action to the Board.

JANUARY 2024

Approval of Work Plan for 2024

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

FEBRUARY 2024

2024 Adopted Budget and February Financial Plan 2024-2027

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

2023 B&T Operating Surplus

The Committee will recommend action to the Board.

2023 Customer Environment Report

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

MARCH 2024

Annual Procurement Contracts Report

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

APRIL 2024

No items scheduled

MAY 2024**Final Review of 2023 Year-End Operating Results**

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

JUNE 2024

No items scheduled

JULY 2024

No items scheduled

AUGUST 2024

No meeting scheduled

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.



Bridges and Tunnels

Report on Operations July 2023 August 2023



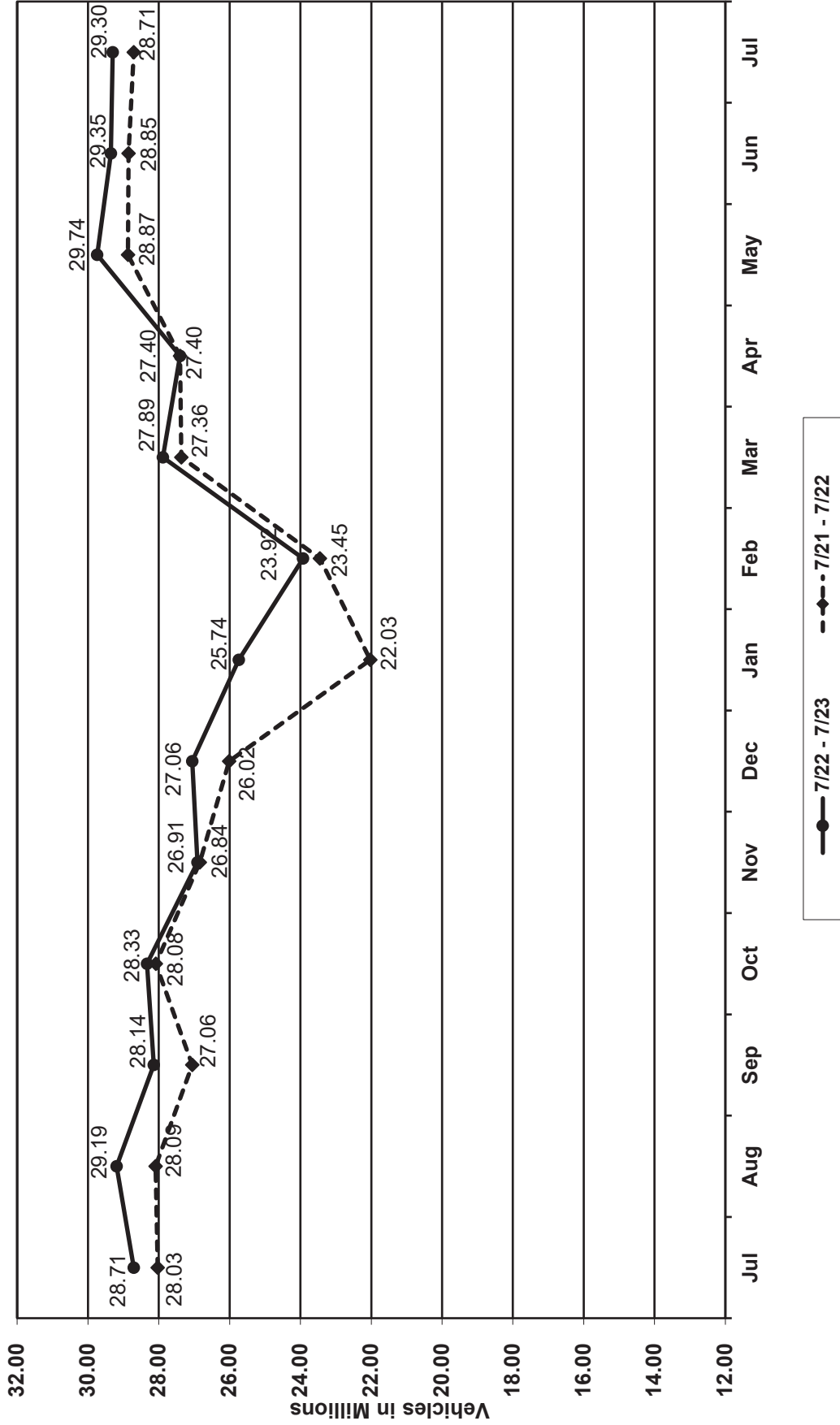
MTA Bridges and Tunnels July 2023 Traffic Trends

Summary

B&T's total paid traffic for July was 29.3 million, an increase of 2.1% compared to 28.7 million crossings in July 2022. Compared to July 2021, B&T paid traffic was 4.5% higher with an increase of 1.3 million crossings. E-ZPass market share was 92.4% in July, lower than both last year and two years ago.

Gasoline prices increased slightly in July to an average of \$3.75 per gallon, which is \$1.05 lower than July 2022, but \$0.46 higher than two years ago. Gasoline prices and weather conditions were not significant factors on July traffic.

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



**MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
July 2023**

Preliminary data subject to final audit

All B&T Facilities by Method of Payment	July 2023		July 2022		2023 YTD	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
E-Zpass	27,061,317	27,219,241	26,528,802	181,598,968		
Tolls by Mail	2,237,249	1,460,152	1,503,801	117,34,709		
Total	29,298,566	28,709,393	28,032,603	193,333,677		
E-ZPass Market Share :						
Total	92.4%	94.8%	94.6%	93.9%		
Cars	92.2%	94.6%	94.5%	93.8%		
Trucks	94.4%	97.2%	96.9%	95.6%		

Facility	Average Weekday ²				Average Weekend ²				E-ZPass Market Share				E-ZPass Market Share					
	Total	E-ZPass	TBM	%	Total	E-ZPass	TBM	%	Jul 2023	Jul 2022	Jul 2021	2023 vs 2022	2023 vs 2021	Jul 2023	Jul 2022	Jul 2021	2023 vs 2022	2023 vs 2021
Bronx-Whitestone Bridge	142,836	130,359	12,477	91.3%	145,259	130,951	14,308	90.2%	91.3%	94.1%	94.1%	-2.9%	-2.9%	90.2%	92.6%	92.5%	-2.5%	-2.4%
Cross Bay Bridge	25,295	23,605	1,690	93.3%	24,314	22,350	1,964	91.9%	95.7%	95.5%	95.5%	-2.3%	-2.1%	91.9%	94.1%	94.4%	-2.2%	-2.4%
Henry Hudson Bridge	70,388	65,651	4,837	93.1%	65,003	59,625	5,379	91.7%	95.2%	95.1%	95.1%	-2.1%	-1.9%	91.7%	93.8%	93.7%	-2.1%	-1.9%
Hugh L. Carey Tunnel	63,419	59,907	3,512	94.5%	54,385	50,417	3,968	92.7%	96.4%	96.2%	96.2%	-1.9%	-1.7%	92.7%	94.8%	94.6%	-2.1%	-1.9%
Marine Parkway Bridge	26,884	25,600	1,284	95.2%	26,669	25,119	1,549	94.2%	96.7%	96.5%	96.5%	-1.5%	-1.3%	94.2%	95.5%	95.7%	-1.3%	-1.5%
Queens Midtown Tunnel	85,124	80,331	4,793	94.4%	79,445	74,081	5,364	93.2%	96.4%	95.9%	95.9%	-2.0%	-1.5%	93.2%	95.1%	94.3%	-1.8%	-1.1%
Robert F. Kennedy Bridge	195,139	179,620	15,519	92.0%	181,177	164,024	17,153	90.5%	94.9%	94.9%	94.9%	-2.9%	-2.8%	90.5%	93.5%	93.4%	-3.0%	-2.8%
Throgs Neck Bridge	123,687	113,498	10,189	91.8%	134,425	121,663	12,762	90.5%	94.7%	94.7%	94.7%	-2.9%	-2.9%	90.5%	93.0%	93.1%	-2.5%	-2.6%
Verrazano-Narrows Bridge	229,730	215,081	14,648	93.6%	222,798	205,680	17,118	92.3%	96.0%	95.6%	95.6%	-2.3%	-1.9%	92.3%	94.5%	94.0%	-2.1%	-1.7%
All Facilities¹	962,501	893,551	68,950	92.8%	933,472	853,910	79,562	91.5%	95.3%	95.1%	95.1%	-2.5%	-2.3%	91.5%	93.8%	93.6%	-2.4%	-2.1%

Notes:

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

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

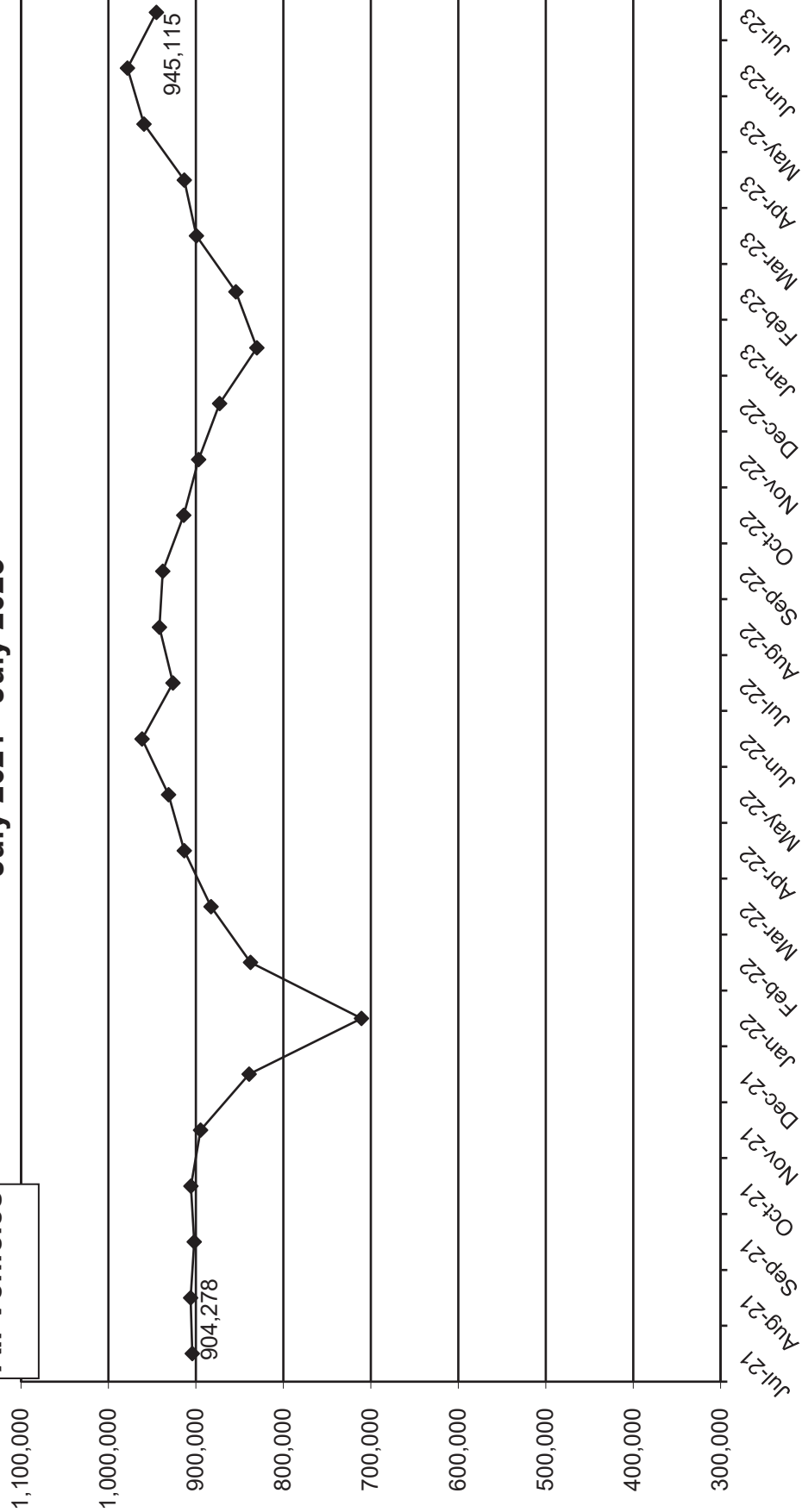
Distribution by Facility & Time Period			
Facility	July 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.5%	22.2%	56.3%
Cross Bay Bridge	19.3%	26.1%	54.6%
Henry Hudson Bridge	20.8%	28.5%	50.7%
Hugh L. Carey Tunnel	23.1%	23.9%	53.0%
Marine Parkway Bridge	19.7%	27.1%	53.2%
Queens Midtown Tunnel	20.0%	21.9%	58.0%
Robert F. Kennedy Bridge	23.0%	21.0%	56.1%
Throgs Neck Bridge	21.9%	23.7%	54.5%
Verrazzano-Narrows Bridge	21.5%	23.1%	55.4%
All Facilities	21.7%	23.1%	55.2%

Payment Method by Facility (Transactions)			
Facility	July 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.3%	5.3%	9.4%
Cross Bay Bridge	90.3%	2.2%	7.4%
Henry Hudson Bridge	79.5%	13.0%	7.5%
Hugh L. Carey Tunnel	86.8%	6.9%	6.3%
Marine Parkway Bridge	90.4%	4.3%	5.4%
Queens Midtown Tunnel	87.2%	6.6%	6.2%
Robert F. Kennedy Bridge	84.5%	6.9%	8.6%
Throgs Neck Bridge	82.8%	8.3%	8.9%
Verrazzano-Narrows Bridge	81.4%	11.7%	7.0%
All Facilities	84.0%	8.2%	7.8%

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.

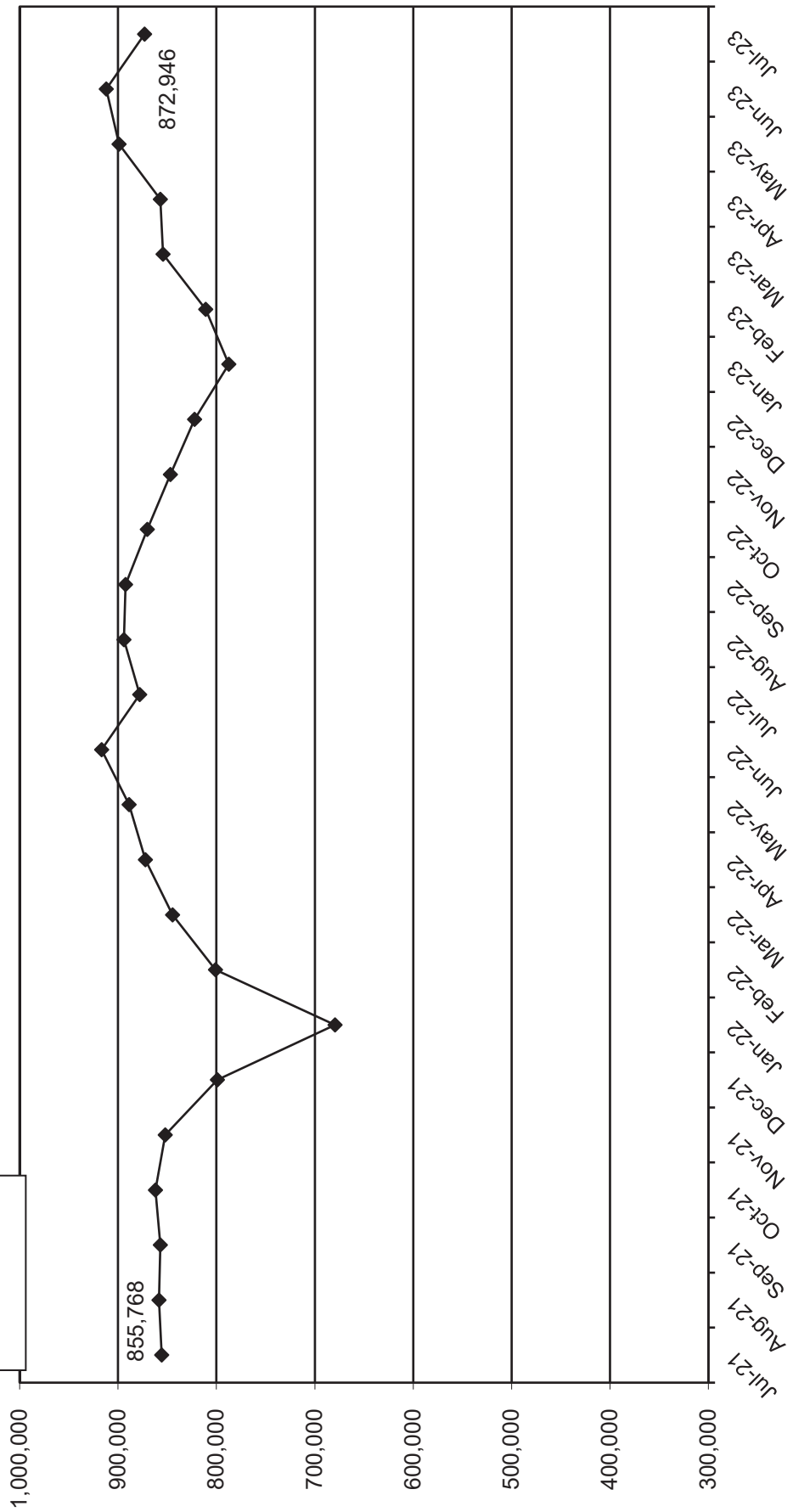
**MTA Bridges and Tunnels
Average Daily Traffic
July 2021 - July 2023**

All Vehicles



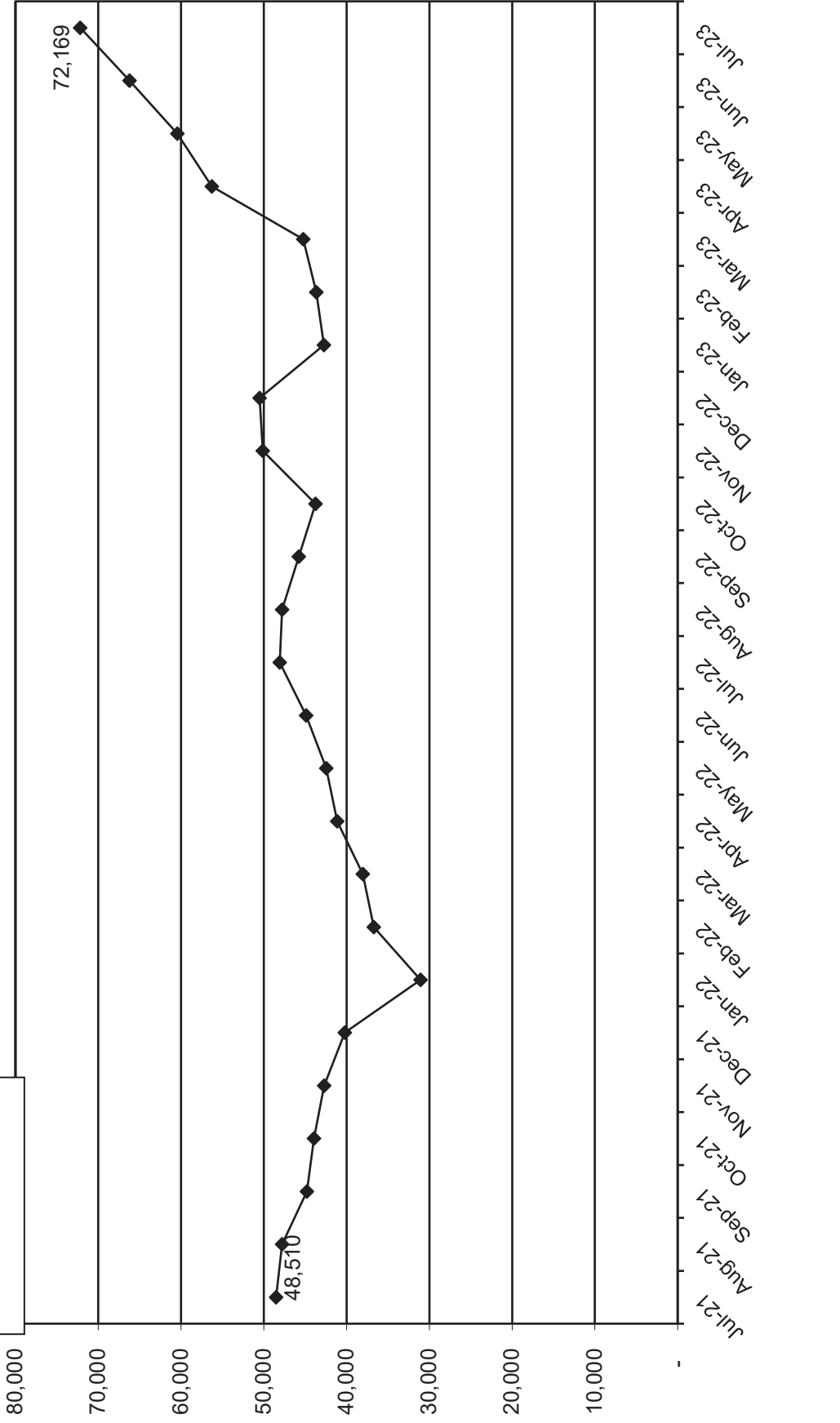
**MTA Bridges and Tunnels
Average Daily Traffic
July 2021 - July 2023**

**E-ZPass
Vehicles**



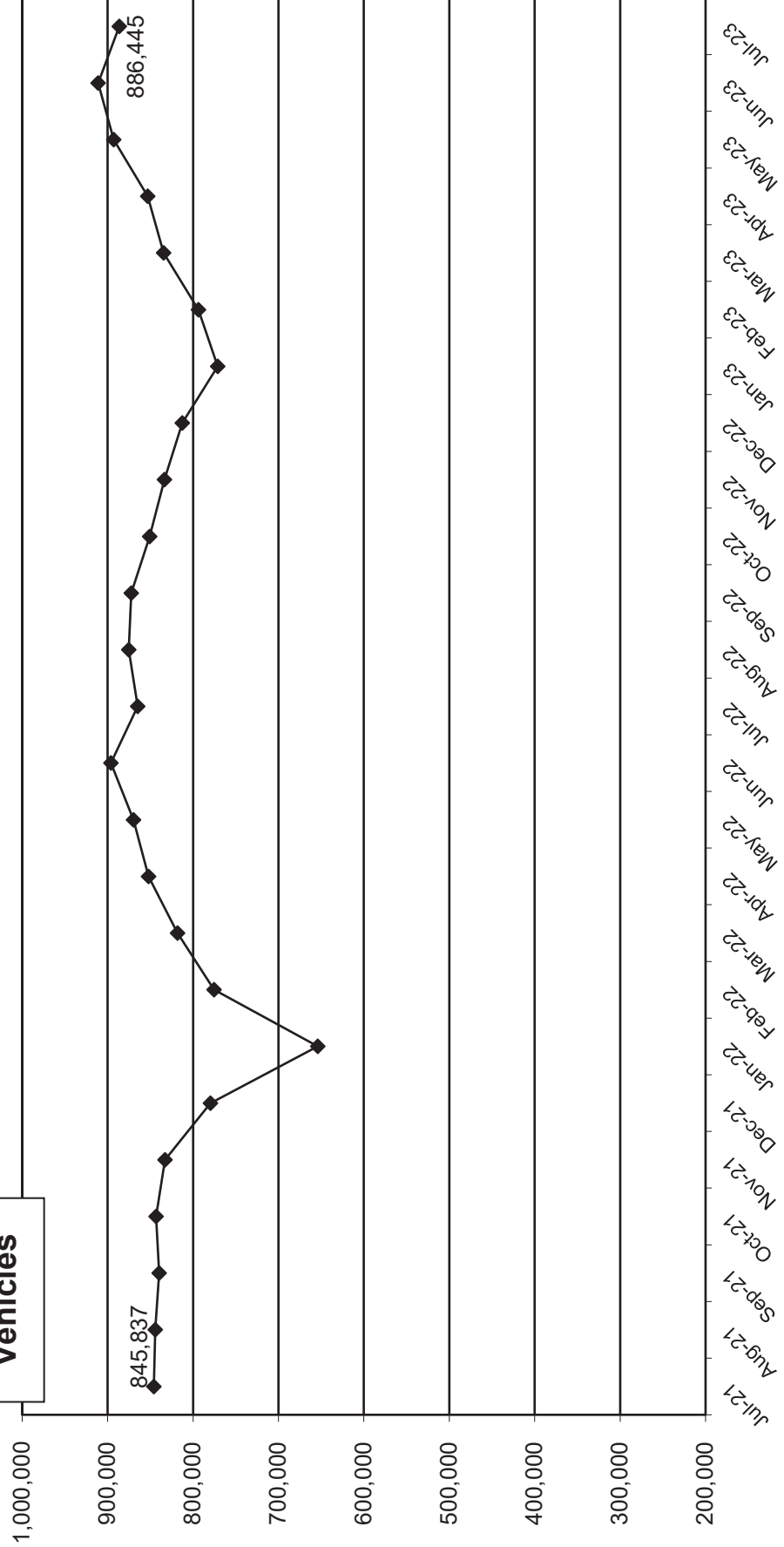
**MTA Bridges and Tunnels
Average Daily Traffic
July 2021 - July 2023**

**Tolls by Mail
Vehicles**



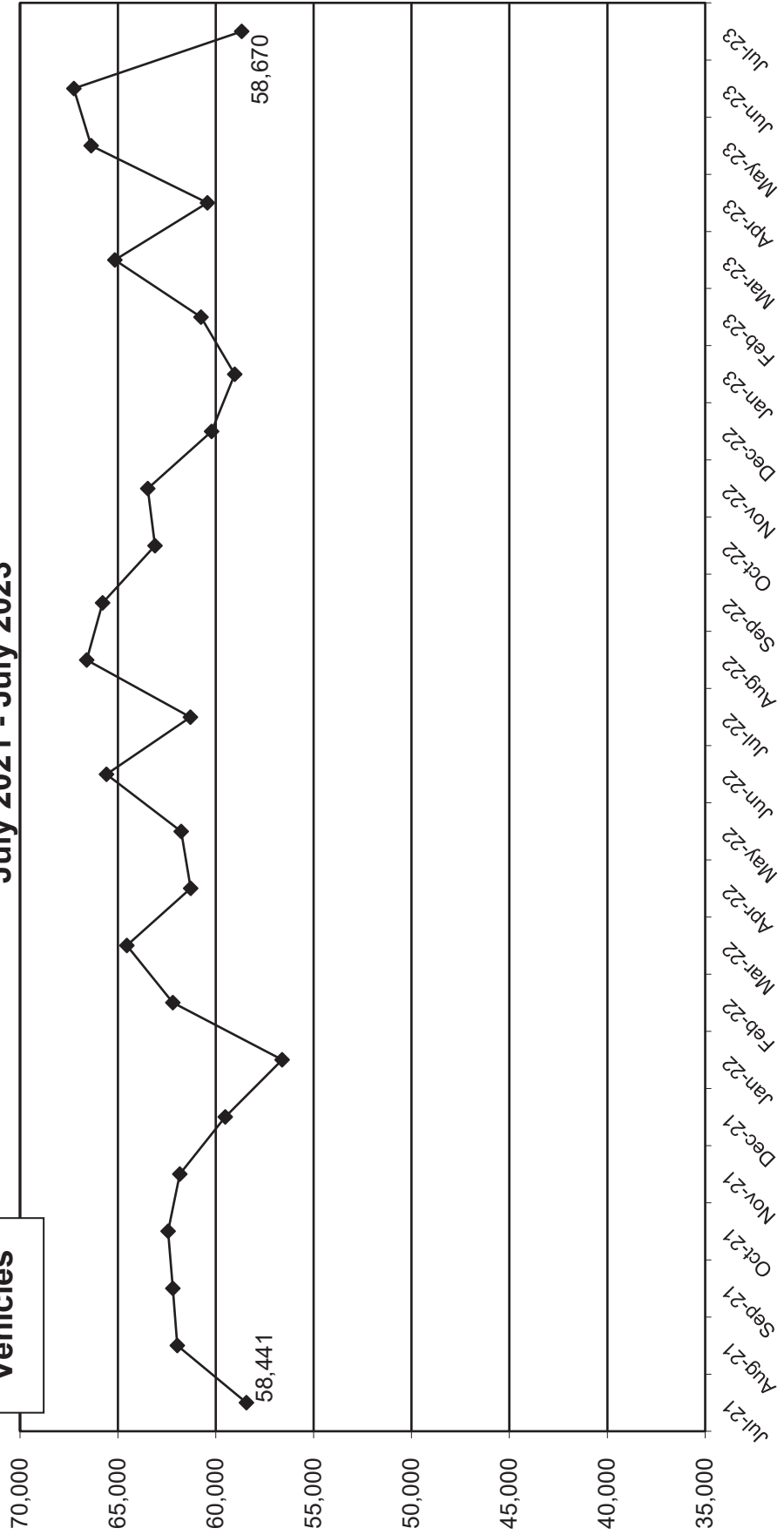
**MTA Bridges and Tunnels
Average Daily Traffic
July 2021 - July 2023**

**Passenger
Vehicles**



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

**Other
Vehicles**



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

Corridor	Toll Media	Jul(1)	3 Months(2) (May-Jul)	6 Months(3) (Feb-Jul)	9 Months(4) (Nov-Jul)	12 Months(5) (Aug-Jul)
All Facilities	Total Vehicles	2.1%	2.3%	1.8%	3.2%	3.2%
	E-ZPass	-0.6%	0.0%	0.1%	1.8%	2.1%
	Tolls by Mail	50.1%	46.8%	37.1%	33.6%	24.5%
RFK Bridge	Total Vehicles	3.5%	4.1%	3.1%	5.0%	4.8%
	E-ZPass	0.3%	1.4%	1.1%	3.1%	3.5%
	Tolls by Mail	57.4%	53.0%	41.6%	39.4%	30.1%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.6%	0.7%	0.6%	3.1%	4.3%
	E-ZPass	-1.5%	-1.0%	-0.7%	1.9%	3.5%
	Tolls by Mail	49.5%	47.6%	37.1%	33.9%	25.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.8%	2.7%	2.4%	98.3%	3.2%
	E-ZPass	-0.2%	0.1%	0.3%	1.7%	1.9%
	Tolls by Mail	47.7%	45.1%	36.5%	32.6%	25.0%
Verrazzano-Narrows Bridge	Total Vehicles	2.3%	2.8%	2.2%	3.2%	2.8%
	E-ZPass	-0.2%	0.7%	0.7%	2.0%	2.0%
	Tolls by Mail	52.8%	48.7%	38.4%	32.7%	22.3%
Henry Hudson Bridge	Total Vehicles	-0.5%	0.7%	0.1%	1.6%	0.7%
	E-ZPass	-2.7%	-1.1%	-1.2%	0.5%	-0.1%
	Tolls By Mail	39.3%	38.7%	29.2%	26.0%	17.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.5%	-2.6%	-2.4%	-1.6%	-1.7%
	E-ZPass	-2.3%	-4.0%	-3.5%	-2.5%	-2.2%
	Tolls by Mail	41.3%	31.9%	25.0%	22.1%	13.2%

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

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

Corridor	Toll Media	Jul(1)	3 Months(2) (May-Jul)	6 Months(3) (Feb-Jul)	9 Months(4) (Nov-Jul)	12 Months(5) (Aug-Jul)
All Facilities	Total Vehicles	2.1%	2.3%	1.8%	3.2%	3.2%
	Passenger	2.5%	2.3%	1.9%	3.4%	3.2%
	Other	-4.3%	1.9%	0.6%	1.3%	2.1%
RFK Bridge	Total Vehicles	3.5%	4.1%	3.1%	5.0%	4.8%
	Passenger	4.2%	4.1%	3.2%	5.0%	4.9%
	Other	-5.8%	3.5%	2.7%	3.8%	4.2%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.6%	0.7%	0.6%	3.1%	4.3%
	Passenger	0.8%	0.6%	0.5%	3.0%	4.2%
	Other	-3.1%	2.8%	2.0%	3.8%	5.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.8%	2.7%	2.4%	98.3%	3.2%
	Passenger	3.7%	3.1%	2.9%	3.3%	3.6%
	Other	-6.9%	-1.4%	-2.6%	0.8%	-1.2%
Verrazzano-Narrows Bridge	Total Vehicles	2.3%	2.8%	2.2%	3.2%	2.8%
	Passenger	2.5%	2.6%	2.2%	3.3%	2.9%
	Other	-0.5%	4.4%	1.9%	1.6%	2.1%
Henry Hudson Bridge	Total Vehicles	-0.5%	0.7%	0.1%	1.6%	0.7%
	Passenger	-0.4%	0.7%	0.1%	1.5%	0.5%
	Other	-4.6%	8.7%	6.0%	11.3%	15.3%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.5%	-2.6%	-2.4%	-1.6%	-1.7%
	Passenger	-0.4%	-2.9%	-2.8%	-1.9%	-2.1%
	Other	-1.2%	3.4%	2.9%	3.5%	5.3%

(1) July 2023 vs. July 2022

(2) May 2023 to July 2023 vs. May 2022 to July 2022

(3) February 2023 to July 2023 vs. February 2022 to July 2022

(4) November 2022 to July 2023 vs. November 2021 to July 2022

(5) August 2022 to July 2023 vs. August 2021 to July 2022

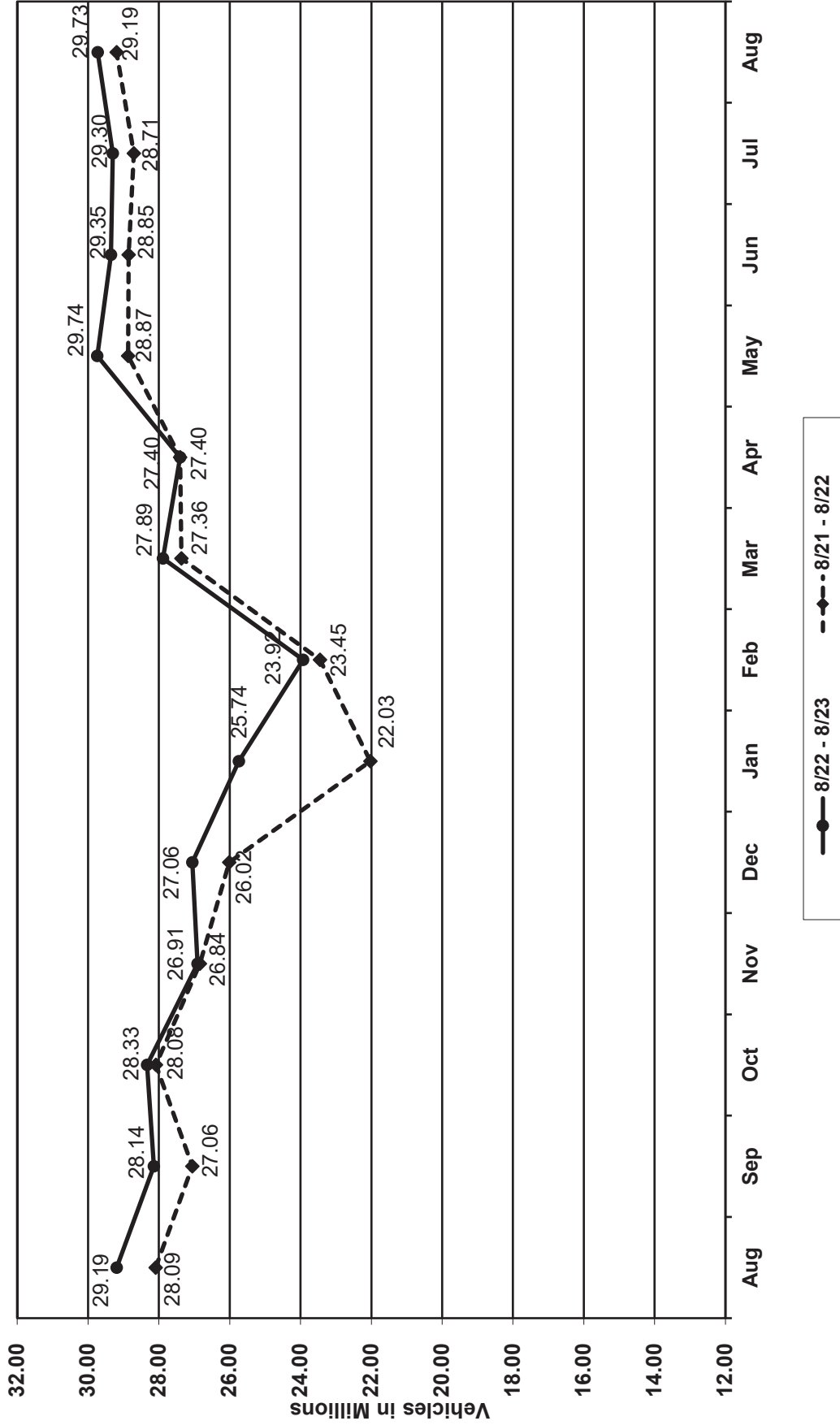
MTA Bridges and Tunnels August 2023 Traffic Trends

Summary

B&T's total paid traffic for August was 29.7 million, an increase of 1.8% compared to 29.2 million crossings in August 2022. Compared to August 2021, B&T paid traffic was 5.8% higher with an increase of 1.6 million crossings. E-ZPass market share was 92.4% in August, lower than both last year and two years ago.

Gasoline prices increased slightly in August to an average of \$3.94 per gallon, which is \$0.38 lower than August 2022, but \$0.63 higher than two years ago. Gasoline prices and weather conditions were not significant factors on August traffic.

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



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

All B&T Facilities by Method of Payment	August 2023		August 2022		August 2021		2023 YTD	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
E-ZPass	27,480,835	27,712,446	26,609,257	26,609,803	209,079,803			
Tolls by Mail	2,247,020	1,481,321	1,480,981	1,480,981	13,981,729			
Total	29,727,855	29,193,767	28,090,238	28,090,238	223,061,532			
E-ZPass Market Share¹:								
Total	92.4%	94.9%	94.7%	94.7%	93.7%			
Cars	92.2%	94.8%	94.6%	94.6%	93.6%			
Trucks	95.4%	97.1%	96.0%	96.0%	95.6%			

Facility	Average Weekday ²				Average Weekend ²				E-ZPass Market Share							
	Total	E-ZPass	TBM	Aug 2023	Total	E-ZPass	TBM	Aug 2023	Total	E-ZPass	TBM	Aug 2023	Aug 2022	Aug 2021	2023 vs 2022	2023 vs 2021
Bronx-Whitestone Bridge	144,649	131,845	12,804	91.1%	147,213	132,023	15,190	89.7%	147,213	132,023	15,190	89.7%	92.6%	92.7%	-3.0%	-3.0%
Cross Bay Bridge	22,287	20,659	1,438	93.6%	24,357	22,334	2,023	91.7%	24,357	22,334	2,023	91.7%	94.6%	94.4%	-2.9%	-2.7%
Henry Hudson Bridge	69,951	65,025	4,927	93.0%	68,242	62,288	5,954	91.3%	68,242	62,288	5,954	91.3%	93.7%	93.7%	-2.4%	-2.4%
Hugh L. Carey Tunnel	65,349	61,529	3,820	94.2%	56,738	52,388	4,350	92.3%	56,738	52,388	4,350	92.3%	94.7%	94.7%	-2.4%	-2.4%
Marine Parkway Bridge	24,362	23,247	1,115	95.4%	28,054	26,352	1,702	93.9%	28,054	26,352	1,702	93.9%	95.9%	95.8%	-1.9%	-1.8%
Queens Midtown Tunnel	85,773	80,791	4,982	94.2%	81,345	75,481	5,864	92.8%	81,345	75,481	5,864	92.8%	95.1%	94.4%	-2.3%	-1.6%
Robert F. Kennedy Bridge	194,941	179,146	15,795	91.9%	191,629	172,878	18,651	90.3%	191,629	172,878	18,651	90.3%	93.4%	93.5%	-3.1%	-3.3%
Troops Neck Bridge	121,834	111,761	10,073	91.7%	139,619	126,231	13,388	90.4%	139,619	126,231	13,388	90.4%	92.9%	93.1%	-2.5%	-2.7%
Verrazano-Narrows Bridge	228,469	214,951	13,518	94.1%	225,611	208,707	16,904	92.5%	225,611	208,707	16,904	92.5%	94.4%	94.1%	-1.9%	-1.6%
All Facilities¹	957,626	889,156	68,470	92.8%	962,807	878,782	84,025	91.3%	962,807	878,782	84,025	91.3%	93.8%	93.7%	-2.5%	-2.4%

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

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

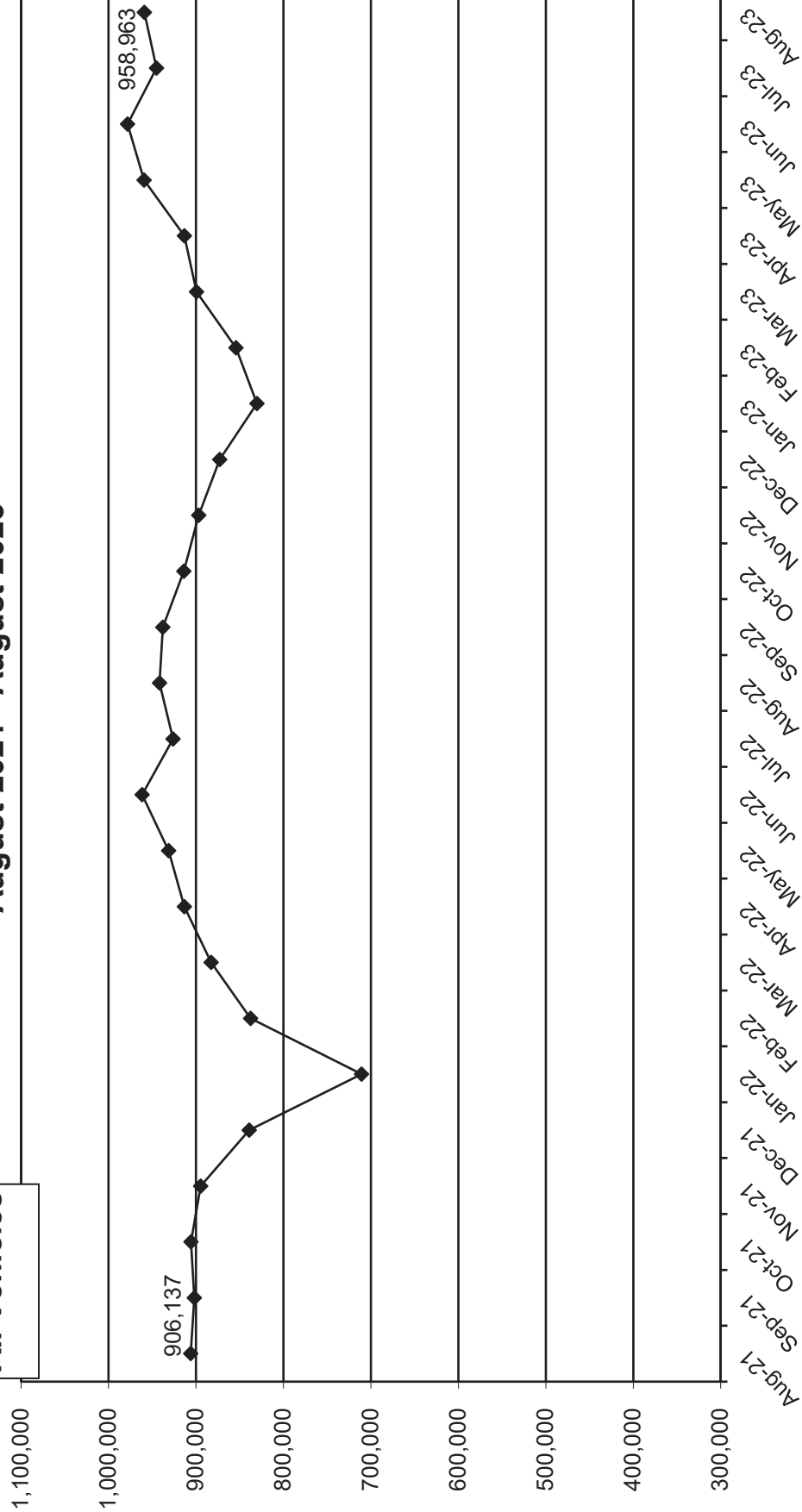
Distribution by Facility & Time Period			
Facility	August 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.4%	22.4%	56.3%
Cross Bay Bridge	20.6%	25.5%	53.9%
Henry Hudson Bridge	21.3%	28.1%	50.6%
Hugh L. Carey Tunnel	22.9%	24.1%	53.0%
Marine Parkway Bridge	20.5%	27.2%	52.3%
Queens Midtown Tunnel	20.2%	22.4%	57.4%
Robert F. Kennedy Bridge	23.0%	21.5%	55.4%
Throgs Neck Bridge	21.9%	23.8%	54.3%
Verrazzano-Narrows Bridge	21.6%	23.6%	54.9%
All Facilities	21.8%	23.4%	54.8%

Payment Method by Facility (Transactions)			
Facility	August 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.4%	5.4%	9.2%
Cross Bay Bridge	91.0%	2.0%	7.0%
Henry Hudson Bridge	79.2%	13.3%	7.5%
Hugh L. Carey Tunnel	87.1%	6.6%	6.3%
Marine Parkway Bridge	91.1%	3.9%	5.0%
Queens Midtown Tunnel	87.4%	6.5%	6.2%
Robert F. Kennedy Bridge	84.5%	7.0%	8.5%
Throgs Neck Bridge	83.4%	8.0%	8.6%
Verrazzano-Narrows Bridge	82.3%	11.4%	6.3%
All Facilities	84.3%	8.1%	7.6%

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.

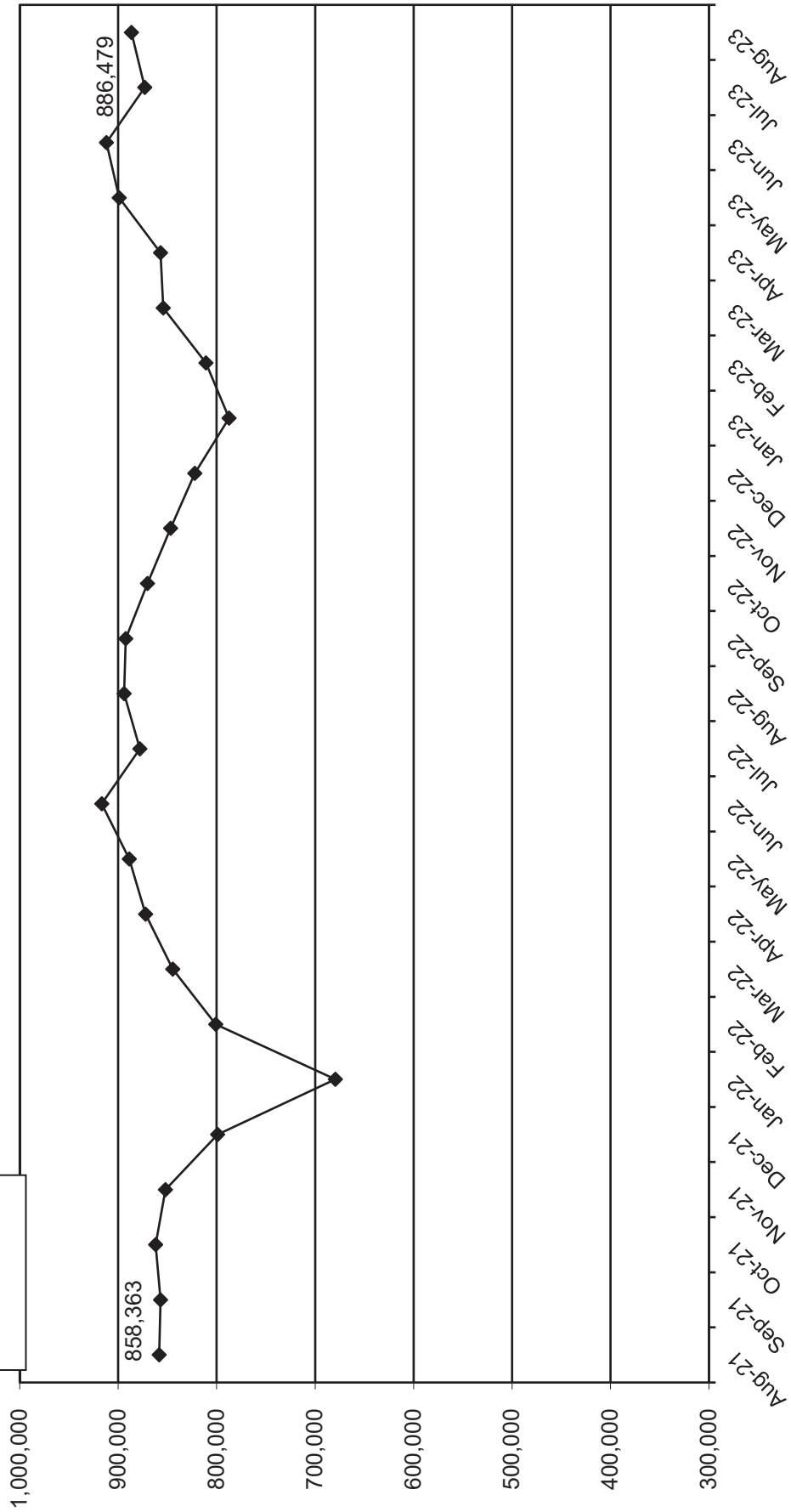
**MTA Bridges and Tunnels
Average Daily Traffic
August 2021 - August 2023**

All Vehicles



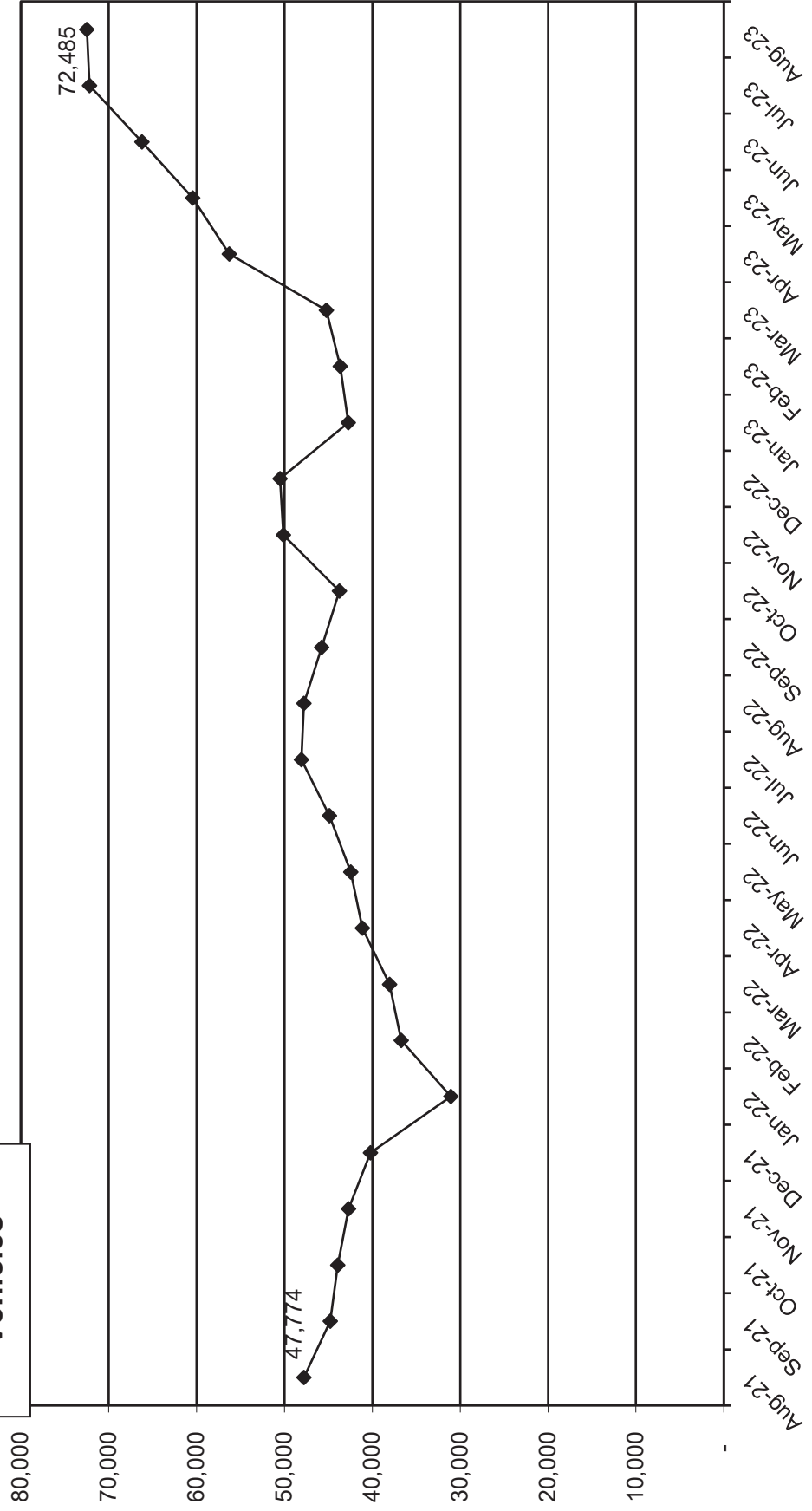
**MTA Bridges and Tunnels
Average Daily Traffic
August 2021 - August 2023**

**E-ZPass
Vehicles**



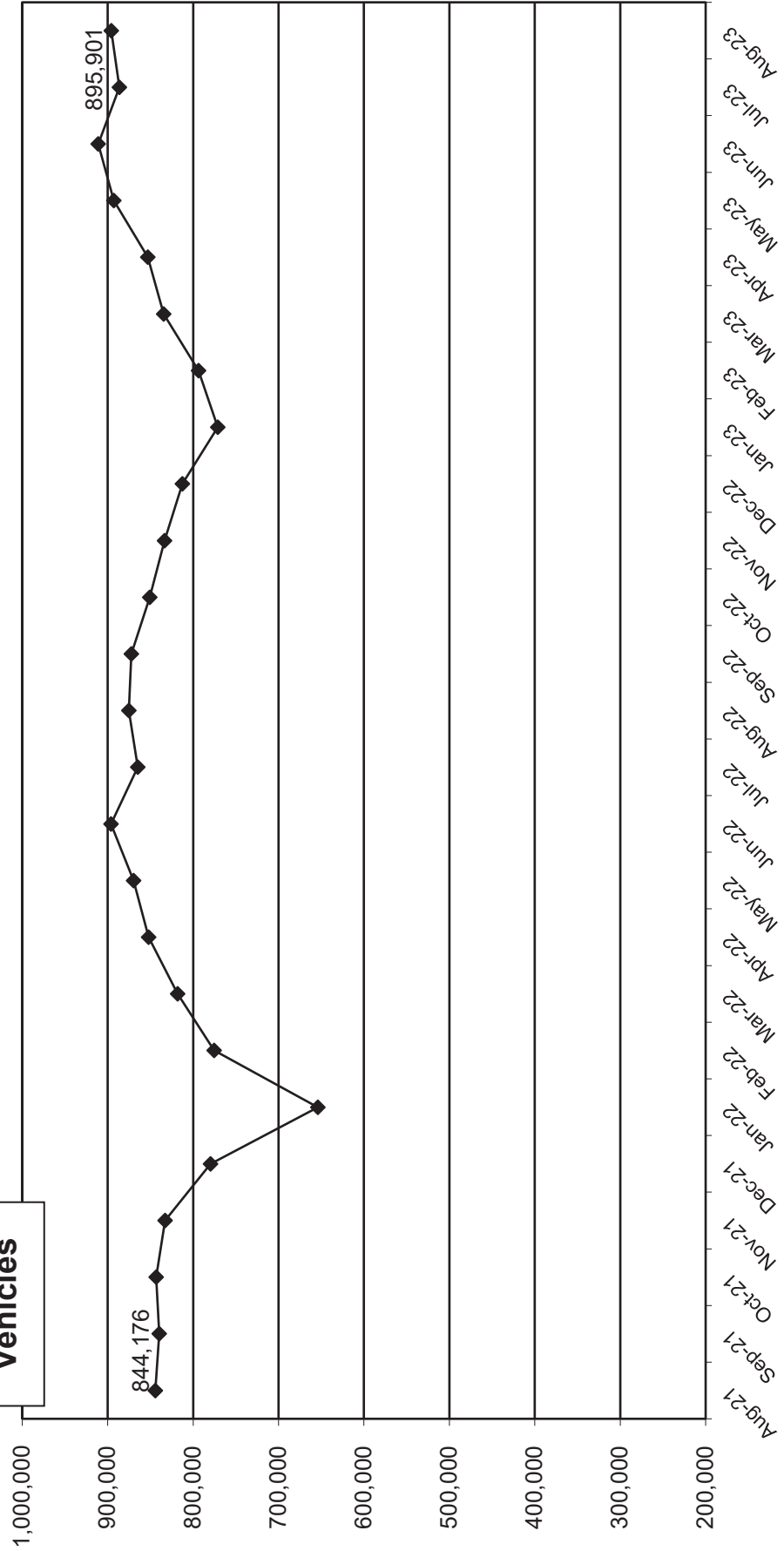
**MTA Bridges and Tunnels
Average Daily Traffic
August 2021- August 2023**

**Tolls by Mail
Vehicles**



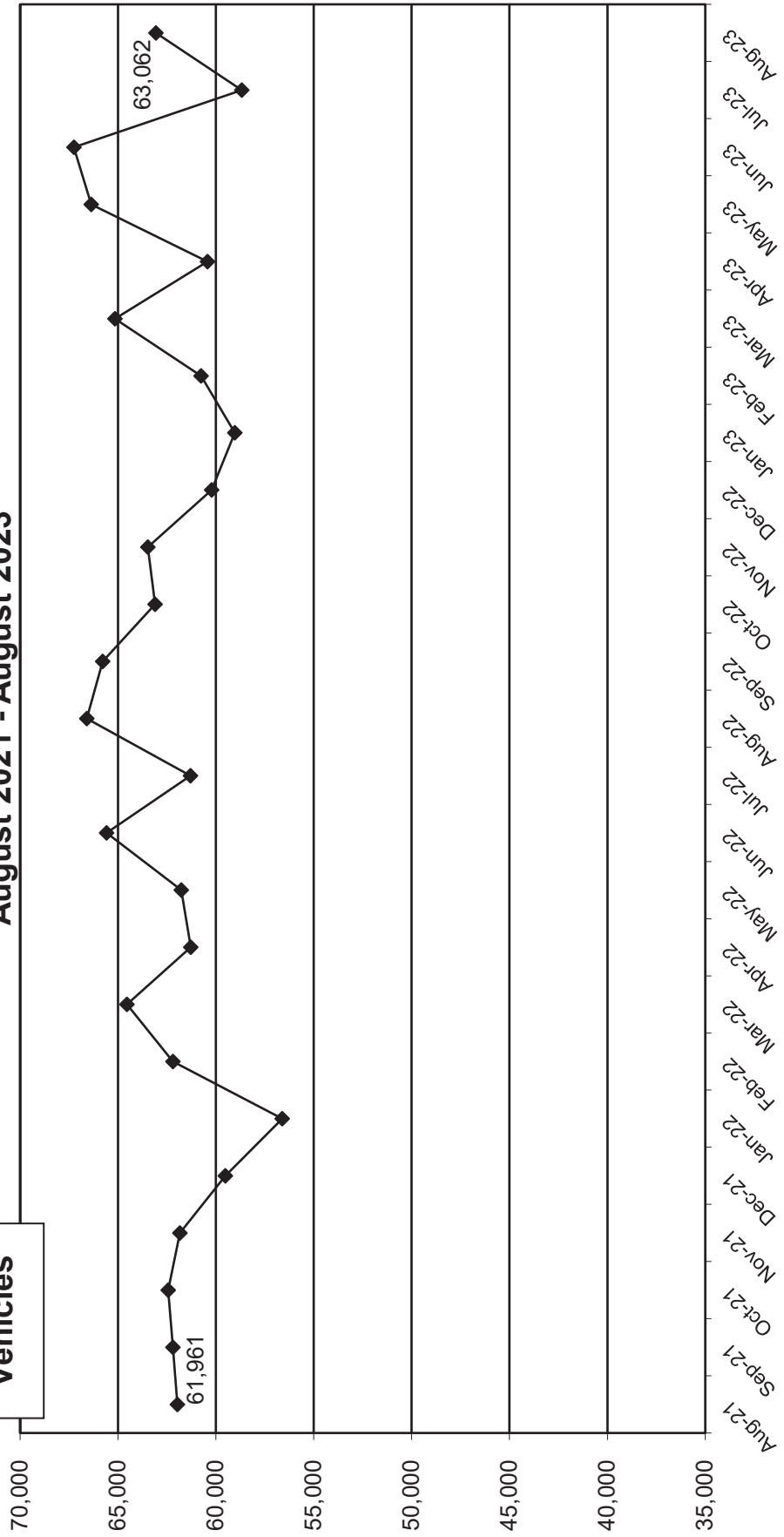
**MTA Bridges and Tunnels
Average Daily Traffic
August 2021 - August 2023**

**Passenger
Vehicles**



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

**Other
Vehicles**



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

Corridor	Toll Media	Aug(1)	3 Months(2) (Jun-Aug)	6 Months(3) (Mar-Aug)	9 Months(4) (Dec-Aug)	12 Months(5) (Sep-Aug)
All Facilities	Total Vehicles	1.8%	1.9%	1.8%	3.4%	3.0%
	E-ZPass	-0.8%	-0.6%	-0.2%	1.7%	1.7%
	Tolls by Mail	51.7%	49.8%	42.1%	37.8%	29.5%
RFK Bridge	Total Vehicles	2.8%	3.3%	3.0%	4.9%	4.7%
	E-ZPass	-0.4%	0.2%	0.6%	2.9%	3.0%
	Tolls by Mail	59.0%	56.5%	47.1%	43.5%	35.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.9%	0.5%	0.5%	2.9%	3.4%
	E-ZPass	-1.4%	-1.6%	-1.1%	1.6%	2.4%
	Tolls by Mail	56.2%	51.4%	43.3%	38.8%	30.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.8%	2.6%	2.5%	3.3%	3.2%
	E-ZPass	-0.4%	-0.3%	0.1%	1.7%	1.5%
	Tolls by Mail	51.6%	48.6%	41.3%	36.7%	29.7%
Verrazzano-Narrows Bridge	Total Vehicles	2.0%	2.4%	2.2%	3.4%	2.8%
	E-ZPass	0.0%	0.2%	0.5%	2.0%	1.8%
	Tolls by Mail	45.6%	49.4%	42.4%	36.8%	27.4%
Henry Hudson Bridge	Total Vehicles	-0.3%	-0.3%	0.1%	2.1%	0.8%
	E-ZPass	-2.7%	-2.4%	-1.5%	0.8%	-0.2%
	Tolls By Mail	42.1%	40.7%	33.8%	30.5%	22.0%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.2%	-2.5%	-2.5%	-1.3%	-2.1%
	E-ZPass	-4.3%	-4.2%	-3.8%	-2.4%	-2.8%
	Tolls by Mail	48.7%	39.5%	31.8%	27.4%	19.1%

(1) August 2023 vs. August 2022
(2) June 2023 to August 2023 vs. June 2022 to August 2022
(3) March 2023 to August 2023 vs. March 2022 to August 2022
(4) December 2022 to August 2023 vs. December 2021 to August 2022
As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices.
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MTA Bridges and Tunnels
Percent Change in Average Daily Traffic by Vehicle Type

Corridor	Toll Media	Aug(1)	3 Months(2) (Jun-Aug)	6 Months(3) (Mar-Aug)	9 Months(4) (Dec-Aug)	12 Months(5) (Sep-Aug)
All Facilities	Total Vehicles	1.8%	1.9%	1.8%	3.4%	3.0%
	Passenger	2.4%	2.2%	1.9%	3.6%	3.1%
	Other	-5.3%	-2.4%	0.0%	0.3%	1.0%
RFK Bridge	Total Vehicles	2.8%	3.3%	3.0%	4.9%	4.7%
	Passenger	3.4%	3.6%	3.1%	5.1%	4.8%
	Other	-4.2%	-1.5%	1.9%	2.6%	3.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	0.9%	0.5%	0.5%	2.9%	3.4%
	Passenger	1.4%	0.6%	0.4%	3.0%	3.4%
	Other	-5.8%	-2.3%	1.0%	2.2%	3.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.8%	2.6%	2.5%	3.3%	3.2%
	Passenger	3.8%	3.4%	3.0%	3.5%	3.7%
	Other	-7.2%	-5.1%	-3.1%	-0.1%	-2.4%
Verrazzano-Narrows Bridge	Total Vehicles	2.0%	2.4%	2.2%	3.4%	2.8%
	Passenger	2.4%	2.5%	2.3%	3.6%	2.9%
	Other	-2.3%	0.9%	1.9%	1.1%	1.4%
Henry Hudson Bridge	Total Vehicles	-0.3%	-0.3%	0.1%	2.1%	0.8%
	Passenger	-0.2%	-0.3%	0.1%	2.1%	0.7%
	Other	-14.6%	-3.5%	3.7%	6.6%	12.6%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.2%	-2.5%	-2.5%	-1.3%	-2.1%
	Passenger	-1.9%	-2.5%	-2.6%	-1.5%	-2.4%
	Other	-7.9%	-2.3%	0.8%	2.0%	3.5%

(1) August 2023 vs. August 2022
(2) June 2023 to August 2023 vs. June 2022 to August 2022
(3) March 2023 to August 2023 vs. March 2022 to August 2022
(4) December 2022 to August 2023 vs. December 2021 to August 2022
As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices.



Bridges and Tunnels

Safety Report August 2023



Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	September 2020 - August 2021	September 2021 - August 2022	September 2022 - August 2023
Customer Collisions Rate per Million Vehicles	3.98	3.93	3.71
Customer Injury Collisions Rate per Million Vehicles	0.64	0.80	0.84
Employee Accident Reports	146	119	134
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.5	5.6	4.7

Leading Indicators				
Roadway Safety	2022		2023	
	August	Year End	August	Year to Date
Workforce Development (# of Participants)	25	486	162	895
Fleet Preventative Maintenance Insp.	107	1531	94	971
* Safety Taskforce Inspections	1	14	0	9
Fire Safety	August	Year End	August	Year to Date
* Fire Code Audits Completed	1	14	1	8
** FDNY Liaison Visits	0	29	0	16

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

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

Definitions:

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

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

Safety Taskforce Inspections 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.

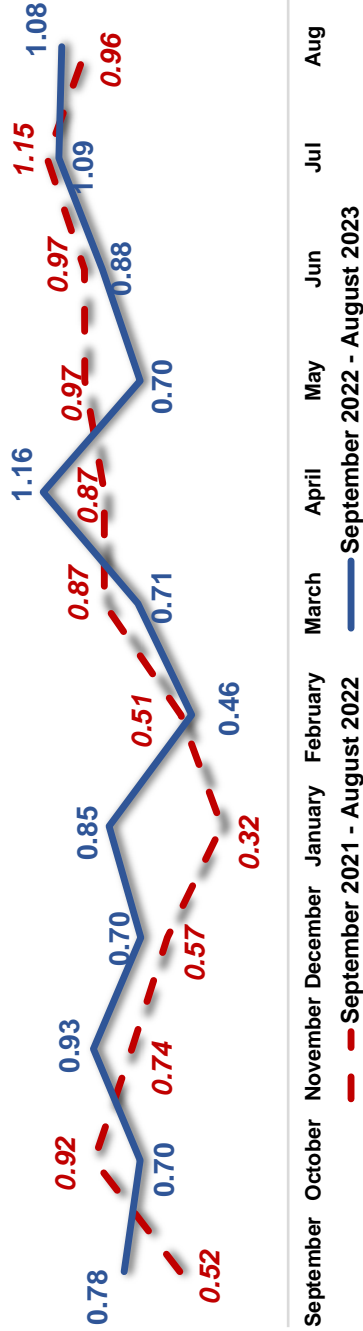
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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.

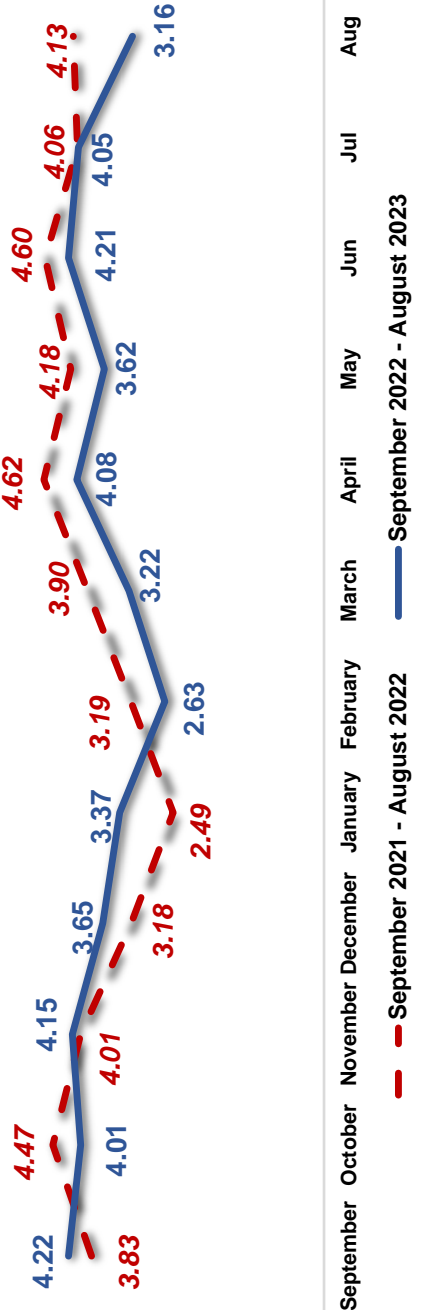


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles

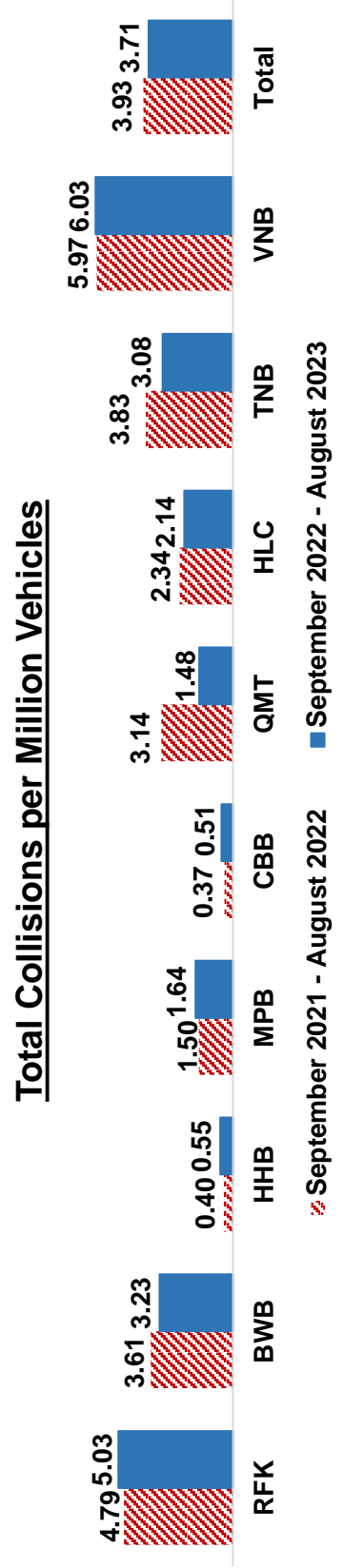
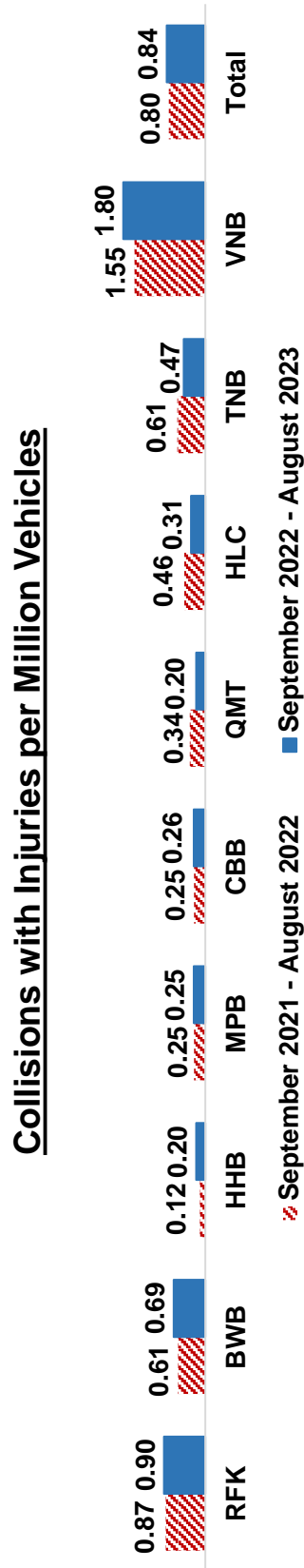


Total Collisions per Million Vehicles





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





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

	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec	23-Jan	23-Feb	23-Mar	23-Apr	23-May	23-Jun	23-Jul	23-Aug
RFK	5.28	6.17	6.47	6.45	4.22	4.07	3.74	3.00	5.57	5.40	5.55	5.45	3.99
BWB	4.49	2.74	3.01	1.44	1.94	4.56	2.49	2.39	2.18	3.89	5.78	4.96	3.11
TNB	4.24	3.46	3.12	4.79	3.61	3.72	3.64	3.16	3.38	1.81	3.12	2.29	1.53
VNB	6.77	7.49	5.81	6.99	6.74	4.73	3.43	6.53	6.52	5.66	6.37	6.84	4.96
QMT	1.51	1.92	2.60	0.80	1.22	1.28	0.90	0.77	2.80	0.75	1.92	0.39	2.29
HLC	0.52	1.60	1.04	2.19	3.23	0.00	1.20	2.05	4.89	2.02	1.02	2.70	3.57
HHB	0.46	0.00	1.34	0.48	0.49	0.53	0.56	0.47	0.47	1.29	0.00	0.48	0.46
MPB	1.27	1.44	1.59	3.32	1.67	3.49	0.00	1.60	0.00	2.77	2.71	0.00	1.27
CBB	0.00	1.47	1.53	1.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.29	0.00
Total	4.13	4.22	4.01	4.15	3.65	3.37	2.63	3.22	4.08	3.62	4.21	4.05	3.16



Bridges and Tunnels

Financial Report September 2023



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

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	11,320
Investments:	
Unrestricted	679,270
Restricted	2,321,856
Accrued interest receivable	57,382
Accounts receivable	523,355
Accounts receivable-Other	33,136
Less allowance for uncollectible accounts	-435,146
Tolls due from other agencies	47,613
Loan receivable from MTA	10,146,732
Prepaid expenses	6,830
	13,392,348
 Total current assets	 13,392,348

NONCURRENT ASSETS:

Investments:	
Unrestricted	195,679
Restricted	-
Facilities, less acc.dep of \$2,501,244	7,837,092
Capital lease 2 Broadway net acc. dep.	54,564
Derivative Hedge Assets	3,446
	8,090,781
 Total noncurrent assets	 8,090,781

TOTAL ASSETS: 21,483,129

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	65,648
Deferred outflow of resources related to other post-employment benefits	155,800
Deferred outflow of resources related to capital Lease	11,910
Accumulated decreases in fair value of derivative instruments	66,226
Defeasance costs	74,208
	373,791

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 373,791

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 21,856,921

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

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	234,980
Interest Payable	607,756
Accounts Payable	177,319
Accrued Pension Payable	6,895
Payable to MTA-CAP	35,320
Due to MTA-Operating Expenses	6,212
Due to NYCTA-Operating Expenses	149
Accrued salaries	27,100
Accrued Vac & Sick Benefits	18,278
Current portion of estimated liability arising from injury	1,218
Due to New York City Transit Authority	88,183
Due to Metropolitan Transportation Authority	108,554
Unearned Toll Revenue	208,450
Tolls due to other agencies	100,665
E-ZPass Airport Toll Liability	<u>2,536</u>
Total current liabilities	<u>1,623,616</u>

NONCURRENT LIABILITIES:

Long term debt	22,287,887
Post Employment Benefits Other than Pensions	908,111
Estimated liability arising from injury	41,663
Capital lease obligations	85,636
Other long-term liabilities	-
Derivative Hedge Liabilities	28,447
Due (to)/from MTA - change in fair value of derivative	41,225
Net Pension Liability	<u>167,407</u>
Security deposits-Contra	<u>-</u>
Total noncurrent liabilities	<u>23,560,377</u>

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	54,456
Deferred Inflow of resources related to other post-employment benefits	167,013
Deferred Inflow of resources related to Capital Lease	12,160

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 25,417,621

NET POSITION -3,560,701 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET POSITION 21,856,921

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

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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	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	210.671	210.803	0.131	0.1	0.000	0.000	0.000	-	210.671	210.803	0.131	0.1
Other Operating Revenue	1.629	2.944	1.315	80.7	0.000	0.000	0.000	-	1.629	2.944	1.315	80.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.243	0.880	(0.363)	(29.2)	1.243	0.880	(0.363)	(29.2)
Investment Income	0.107	1.224	1.117	*	0.000	0.000	0.000	-	0.107	1.224	1.117	*
Total Revenue	\$212.407	\$214.970	\$2.563	1.2	\$1.243	\$0.880	(\$0.363)	(29.2)	\$213.650	\$215.850	\$2.201	1.0
Expenses												
Labor:												
Payroll	\$11.230	\$10.376	\$0.854	7.6	\$0.480	\$0.298	\$0.182	37.9	11.710	\$10.674	\$1.036	8.8
Overtime	2.103	2.549	(0.446)	(21.2)	\$0.034	0.082	(0.048)	*	2.137	2.631	(0.494)	(23.1)
Health and Welfare	3.029	2.399	0.629	20.8	\$0.114	0.071	0.043	37.3	3.143	2.471	0.672	21.4
OPEB Current Payment	2.391	2.529	(0.139)	(5.8)	0.000	0.000	0.000	-	2.391	2.529	(0.139)	(5.8)
Pensions	2.418	2.425	(0.006)	(0.3)	0.134	0.068	0.066	49.1	2.552	2.493	0.060	2.3
Other Fringe Benefits	1.533	1.279	0.254	16.6	0.060	0.034	0.026	42.7	1.593	1.313	0.280	17.6
Reimbursable Overhead	(0.421)	(0.326)	(0.095)	(22.6)	0.421	0.326	0.095	22.6	0.000	0.000	0.000	-
Total Labor Expenses	\$22.282	\$21.230	\$1.052	4.7	\$1.243	\$0.880	\$0.363	29.2	\$23.525	\$22.110	\$1.414	6.0
Non-Labor:												
Electric Power	\$0.380	\$0.461	(\$0.081)	(21.4)	\$0.000	\$0.000	\$0.000	-	\$0.380	\$0.461	(\$0.081)	(21.4)
Fuel	0.116	0.163	(0.047)	(40.4)	0.000	0.000	0.000	-	0.116	0.163	(0.047)	(40.4)
Insurance	0.000	1.090	(1.090)	-	0.000	0.000	0.000	-	0.000	1.090	(1.090)	*
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	21.177	26.031	(4.854)	(22.9)	0.000	0.000	0.000	-	21.177	26.031	(4.854)	(22.9)
Professional Service Contracts	3.866	2.256	1.610	41.6	0.000	0.000	0.000	-	3.866	2.256	1.610	41.6
Materials & Supplies	0.518	0.772	(0.254)	(49.0)	0.000	0.000	0.000	-	0.518	0.772	(0.254)	(49.0)
Other Business Expenses	5.616	4.425	1.190	21.2	0.000	0.000	0.000	-	5.616	4.425	1.190	21.2
Total Non-Labor Expenses	\$31.672	\$35.198	(\$3.525)	(11.1)	\$0.000	\$0.000	\$0.000	-	\$31.672	\$35.198	(\$3.525)	(11.1)
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	-
Total Expenses before Non-Cash Liability Adjs.	\$53.954	\$56.428	(\$2.474)	(4.6)	\$1.243	\$0.880	\$0.363	29.2	\$55.197	\$57.308	(\$2.111)	(3.8)
Depreciation	\$16.510	\$18.078	(\$1.568)	(9.5)	\$0.000	\$0.000	\$0.000	-	16.510	\$18.078	(\$1.568)	(9.5)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	0.291	1.831	(1.541)	*	0.000	0.000	0.000	-	0.291	1.831	(1.541)	*
Total Expenses after Non-Cash Liability Adjs.	\$70.755	\$76.338	(\$5.583)	(7.9)	\$1.243	\$0.880	\$0.363	29.2	\$71.997	\$77.217	(\$5.220)	(7.3)
Less: Depreciation	\$16.510	\$18.078	(\$1.568)	(9.5)	\$0.000	\$0.000	\$0.000	-	\$16.510	\$18.078	(\$1.568)	(9.5)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	0.291	1.831	(1.541)	*	0.000	0.000	0.000	-	0.291	1.831	(1.541)	*
Total Expenses	\$53.954	\$56.428	(\$2.474)	(4.6)	\$1.243	\$0.880	\$0.363	29.2	\$55.197	\$57.308	(\$2.111)	(3.8)
Net Surplus/(Deficit)	\$158.452	\$158.542	\$0.090	0.1	\$0.000	\$0.000	\$0.000	-	\$158.452	\$158.542	\$0.090	0.1

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

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

	Nonreimbursable			Reimbursable			Total					
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)					
	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent	Mid-Year Forecast	Actual	Variance Percent			
Net Income/(Deficit)		\$158.452			\$158.452			\$158.452		\$0.090		0.1
Less: Capitalized Assets Reserves		1,091			1,586			1,586		(0.495)		(45.3)
GASB Reserves		0.000			0.000			0.000		0.000		-
		0.000			0.000			0.000		0.000		-
Adjusted Net Income/(Deficit)		\$157.361			\$156.956			\$156.956		(\$0.405)		(0.3)
Less: Debt Service		57.589			54.119			3,470		3,470		6.0
Less: Contribution to the Capital Program		0.000			0.000			0.000		0.000		-
Income Available for Distribution		\$99.772			\$102.837			\$3.065		\$3.065		3.1
Distributable To:												
MTA - Investment Income		0.107			1,224			1,117		1,117		*
MTA - Distributable Income		53.398			53,850			0.452		0.452		0.8
NYCTR - Distributable Income		46.267			47,763			1,496		1,496		3.2
Total Distributable Income		\$99.772			\$102.837			\$3.065		\$3.065		3.1
Support to Mass Transit:												
Total Revenues		213,650			215,850			2,201		2,201		1.0
Less: Total Operating Expenses		<u>55,197</u>			<u>57,308</u>			<u>(2,111)</u>		<u>(2,111)</u>		<u>(3.8)</u>
Net Operating Income/(Deficit)		\$158.452			\$158.452			\$0.090		\$0.090		0.1
Deductions from Net Operating Income:												
Capitalized Assets Reserves		1,091			1,586			(0.495)		(0.495)		(45.3)
B&T Debt Service		0.000			0.000			0.000		0.000		-
Contribution to the Capital Program		32.756			31,168			1,588		1,588		4.8
GASB Reserves		0.000			0.000			0.000		0.000		-
		0.000			0.000			0.000		0.000		-
Total Deductions From Operating Income		\$33.847			\$32.754			\$1.093		\$1.093		3.2
Total Support to Mass Transit		\$124.605			\$125.788			\$1.183		\$1.183		0.9

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

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

	Nonreimbursable				Reimbursable				Total			
	Favorable		(Unfavorable)		Favorable		(Unfavorable)		Favorable		(Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,814,411	1,822,910	8,500	0.5	0.000	0.000	0.000	-	1,814,411	1,822,910	8,500	0.5
Other Operating Revenue	15,798	19,156	3,358	21.3	0.000	0.000	0.000	-	15,798	19,156	3,358	21.3
Capital & Other Reimbursements	0.000	0.000	0.000	*	13,008	14,227	1,218	9.4	13,008	14,227	1,218	9.4
Investment Income	3,750	8,462	4,711	*	0.000	0.000	0.000	-	3,750	8,462	4,711	*
Total Revenue	\$1,833,959	\$1,850,528	\$16,569	0.9	\$13,008	\$14,227	\$1,218	9.4	\$1,846,968	\$1,864,755	\$17,787	1.0
Expenses												
Labor												
Payroll	\$89,757	\$79,097	\$10,660	11.9	4,568	\$4,668	(\$0.100)	(2.2)	94,325	\$83,765	\$10,561	11.2
Overtime	19,941	21,053	(1,111)	(5.6)	0.675	0.807	(0.131)	(19.4)	20,616	21,859	(1,243)	(6.0)
Health and Welfare	23,621	20,526	3,095	13.1	1,091	1,120	(0.029)	(2.7)	24,712	21,646	3,066	12.4
OPEB Current Payment	23,649	24,504	(855)	(3.6)	0.000	0.000	0.000	-	23,649	24,504	(855)	(3.6)
Pensions	21,004	19,898	1,106	5.3	1,180	1,067	0.113	9.6	22,184	20,965	1,219	5.5
Other Fringe Benefits	16,217	11,879	4,338	28.0	0.551	0.536	0.015	2.7	16,768	12,215	4,553	27.2
Reimbursable Overhead	(4,943)	(6,029)	1,086	22.0	4,943	6,029	(1,086)	(22.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$189,246	\$170,727	\$18,519	9.8	\$13,008	\$14,227	(\$1,218)	(9.4)	\$202,255	\$184,954	\$17,301	8.6
Non-Labor												
Electric Power	\$2,625	\$2,455	\$0.170	6.5	0.000	0.000	\$0.000	-	\$2,625	\$2,455	\$0.170	6.5
Fuel	1,839	1,582	0.257	14.0	0.000	0.000	0.000	-	1,839	1,582	0.257	14.0
Insurance	14,228	9,599	4,630	32.5	0.000	0.000	0.000	-	14,228	9,599	4,630	32.5
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	114,648	105,289	9,359	8.2	0.000	0.000	0.000	-	114,648	105,289	9,359	8.2
Professional Service Contracts	25,093	21,038	4,055	16.2	0.000	0.000	0.000	-	25,093	21,038	4,055	16.2
Materials & Supplies	3,320	3,263	57	1.8	0.000	0.000	0.000	-	3,320	3,263	57	1.8
Other Business Expenses	41,946	39,873	2,074	4.9	0.000	0.000	0.000	-	41,946	39,873	2,074	4.9
Total Non-Labor Expenses	\$203,700	\$182,098	\$21,601	10.6	\$0.000	\$0.000	\$0.000	-	\$203,700	\$182,098	\$21,601	10.6
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	-
Total Expenses before Non-Cash Liability Adjs.	\$392,946	\$352,826	\$40,120	10.2	\$13,008	\$14,227	(\$1,218)	(9.4)	\$405,954	\$367,052	\$38,902	9.6
Depreciation	\$148,586	\$157,676	(\$9,090)	(6.1)	0.000	0.000	\$0.000	-	148,586	\$157,676	(\$9,090)	(6.1)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	1,453	3,641	(2,189)	*	0.000	0.000	0.000	-	1,453	3,641	(2,189)	*
Total Expenses after Non-Cash Liability Adjs.	\$542,985	\$514,143	\$28,842	5.3	\$13,008	\$14,227	(\$1,218)	(9.4)	\$555,993	\$528,370	\$27,624	5.0
Less: Depreciation	\$148,586	\$157,676	(\$9,090)	(6.1)	0.000	0.000	\$0.000	-	\$148,586	\$157,676	(\$9,090)	(6.1)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	1,453	3,641	(2,189)	*	0.000	0.000	0.000	-	1,453	3,641	(2,189)	*
Total Expenses	\$392,946	\$352,826	\$40,120	10.2	\$13,008	\$14,227	(\$1,218)	(9.4)	\$405,954	\$367,052	\$38,902	9.6
Net Surplus/(Deficit)	\$1,441,013	\$1,497,703	\$56,689	3.9	\$0.000	\$0.000	\$0.000	-	\$1,441,013	\$1,497,703	\$56,689	3.9

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

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

	Nonreimbursable			Reimbursable			Total			
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Percent Variance	Mid-Year Forecast	Actual	Percent Variance	Mid-Year Forecast	Actual	Percent Variance	
Net Income/(Deficit)		\$1,441,013		\$1,441,013	\$1,497,703		\$1,441,013	\$1,497,703	\$56,689	3.9
Less: Capitalized Assets Reserves		9,954		9,954	5,580		9,954	5,580	\$4,374	43.9
GASB Reserves		0.000		0.000	0.000		0.000	0.000	0.000	-
		0.000		0.000	0.000		0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)		\$1,431,059		\$1,431,059	\$1,492,123		\$1,431,059	\$1,492,123	\$61,063	4.3
Less: Debt Service		512,819		512,819	508,395		512,819	508,395	4,423	0.9
Less: Contribution to the Capital Program		0.000		0.000	0.000		0.000	0.000	0.000	-
Income Available for Distribution		\$918,241		\$918,241	\$983,727		\$918,241	\$983,727	\$65,487	7.1
Distributable To:										
MTA - Investment Income		3,750		3,750	8,462		3,750	8,462	4,711	*
MTA - Distributable Income		490,837		490,837	519,664		490,837	519,664	28,827	5.9
NYCTR - Distributable Income		423,653		423,653	455,601		423,653	455,601	31,948	7.5
Total Distributable Income		\$918,241		\$918,241	\$983,727		\$918,241	\$983,727	\$65,487	7.1
Support to Mass Transit:										
Total Revenues		1,846,968		1,846,968	1,864,755		1,846,968	1,864,755	17,787	1.0
Less: Total Operating Expenses		<u>405,954</u>		<u>405,954</u>	<u>367,052</u>		<u>405,954</u>	<u>367,052</u>	<u>38,902</u>	9.6
Net Operating Income/(Deficit)		\$1,441,013		\$1,441,013	\$1,497,703		\$1,441,013	\$1,497,703	\$56,689	3.9
Deductions from Net Operating Income:										
Capitalized Assets Reserves		9,954		9,954	5,580		9,954	5,580	4,374	43.9
B&T Debt Service		0.000		0.000	0.000		0.000	0.000	0.000	-
Contribution to the Capital Program		278,900		278,900	278,838		278,900	278,838	0.062	0.0
GASB Reserves		0.000		0.000	0.000		0.000	0.000	0.000	-
		0.000		0.000	0.000		0.000	0.000	0.000	-
Total Deductions From Operating Income		\$288,854		\$288,854	\$284,418		\$288,854	\$284,418	\$4,435	1.5
Total Support to Mass Transit		\$1,152,160		\$1,152,160	\$1,213,284		\$1,152,160	\$1,213,284	\$61,125	5.3

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2023 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN 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
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	0.131	0.1%	Revenue within forecast due to higher than forecast average toll.	8.500	0.5%	Revenue and traffic volume within forecast.
Other Operating Revenue	1.315	80.7%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.	3.358	21.3%	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.
Investment Income	1.117	*	Higher than anticipated short-term investment returns on fund balances.	4.711	*	Higher than anticipated short-term investment returns on fund balances.
Payroll	0.854	7.6%	Lower payroll expenses primarily due to vacancies.	10.660	11.9%	Lower payroll expenses primarily due to vacancies.
Overtime	(0.446)	-21.2%	Higher overtime in part due to unfilled vacancies and weather event.	(1.111)	-5.6%	Higher overtime in part due to unfilled vacancies.
Health and Welfare	0.629	20.8%	Higher expenses primarily due to timing against the mid-year forecast allocation.	3.095	13.1%	Lower expenses primarily due to vacancies.
OPEB Current Payment	(0.139)	-5.8%	Higher non-reimbursable expenses primarily due to timing against the mid-year forecast allocation.	(0.855)	-3.6%	Higher non-reimbursable expenses primarily due to timing against the mid-year forecast allocation.
Pensions	(0.006)	-0.3%	Higher non-reimbursable expenses primarily due to timing against the mid-year forecast allocation partially offset by vacancies.	1.106	5.3%	Lower non-reimbursable expenses primarily due to the timing against the mid-year forecast allocation as well as vacancies.
Other Fringe Benefits	0.254	16.6%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.	4.538	23.0%	Lower expenses primarily due to timing against the mid-year forecast allocation as well as vacancies.
Electric Power	(0.081)	-21.4%	Higher electricity expenses primarily due to timing against the mid-year forecast allocation.	0.170	6.5%	Lower electricity expenses primarily due to timing against the mid-year forecast allocation.
Fuel	(0.047)	-40.4%	Higher fuel expenses primarily due to timing against the monthly mid-year forecast allocation.	0.257	14.0%	Lower fuel expenses primarily due to timing against the monthly mid-year forecast allocation.
Insurance	(1.090)	*	Higher insurance expenses primarily due to timing against the monthly mid-year forecast allocation.	4.630	32.5%	Lower insurance expenses primarily due to timing against the monthly mid-year forecast allocation.
Maintenance and Other Operating Contracts	(4.854)	-22.9%	Higher expenses are mainly due to the timing against the monthly mid-year forecast allocation for Major Maintenance & Painting (\$4.36 Mill).	9.358	8.2%	Lower expenses are mainly due to the timing against the monthly mid-year forecast allocation for Refuse & Recycling (\$6.813 Mill) and E-ZPass Equipment costs (\$3.303 Mill)
Professional Service Contracts	1.610	41.6%	Lower expenses are primarily due to the timing against the monthly mid-year forecast allocation for Bond Issuance costs (\$0.962 Mill) and Engineer Services (\$0.434 Mill).	4.055	16.2%	Lower expenses primarily due to timing against the monthly mid-year forecast allocation for Bond Issuance costs (\$1.766 Mill), Engineer Services (\$0.746), Outside Services (\$0.330 Mill) and Legal Fees (\$0.110 Mill).
Materials & Supplies	(0.254)	-49.0%	Higher expenses across a variety of small equipment and supply categories, due to timing against the monthly mid-year forecast allocation.	1.057	31.8%	Lower expenses across a variety of small equipment and supply categories, due to timing against the monthly mid-year forecast allocation.
Other Business Expense	1.190	21.2%	Lower expenses primarily due to lower-than-forecast credit card processing fees.	2.074	4.9%	Lower expenses primarily due to lower-than-forecast credit card processing fees.
Depreciation	(1.568)	-9.5%	Higher depreciation expense primarily due to timing against the monthly mid-year forecast allocation.	(9.090)	-6.1%	Higher depreciation expense primarily due to timing against the monthly mid-year forecast allocation.
Reimbursable						
Capital and Other Reimbursements	(0.363)	-29.2%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	1.218	9.4%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Payroll	0.182	37.9%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0.100)	-2.2%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Overtime	(0.048)	*	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0.131)	-19.4%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Health and Welfare	0.043	37.3%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(0.029)	-2.7%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.
Pensions	0.066	49.1%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	0.113	9.6%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Other Fringe Benefits	0.026	42.7%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	0.015	2.7%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.
Reimbursable Overhead	0.095	22.6%	Lower capital reimbursements due to timing against the monthly mid-year forecast allocation.	(1.086)	-22.0%	Higher capital reimbursements due to timing against the monthly mid-year forecast allocation.

Variance exceeds 100%

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

Year to date ending September 2023

Month of September

Comparison Current Year vs. Prior Year:

	*Current Year		Percentage Change	Prior Year		Percentage Change
	Traffic	Revenue		Traffic	Revenue	
	4.4	\$33.3	-4.6%	38.3	\$301.4	-1.8%
Bronx-Whitestone	0.7	1.8	-4.7%	6.0	16.5	-2.3%
Cross Bay	2.2	8.1	-4.9%	18.5	72.2	1.3%
Henry Hudson	1.9	12.7	1.0%	16.3	113.7	2.9%
Hugh L. Carey	0.7	1.8	-3.0%	6.1	16.4	-0.1%
Marine Parkway	2.6	18.8	-1.9%	22.2	165.3	1.7%
Queens Midtown	5.7	42.3	-0.3%	48.7	376.6	4.1%
RFK	3.5	30.7	4.1%	29.4	275.1	10.0%
Throgs Neck	6.7	46.5	-1.4%	58.5	406.0	2.9%
Verrazzano-Narrows			5.7%			5.7%
Total	28.1	\$196.1	-1.3%	244.0	\$1,743.2	2.8%
		\$6.970	8.9%		\$7.144	1.7%

1) Toll increase implemented August 06, 2023

2) Numbers may not add due to rounding.

Comparison Actual vs. July Budget:

	September Actual		Percentage Change	YTD Budget		Percentage Change
	Traffic	Revenue		Traffic	Revenue	
	28.7	\$210.7	-3.3%	252.0	\$1,814.4	-0.5%
Total All	27.8	\$210.8	0.1%	250.8	\$1,822.9	0.5%
Revenue Per Vehicle		\$7.587	3.5%		\$7.200	0.9%

3) 2023 September traffic is on par with September 2019 traffic and revenue is \$34.6M above September 2019, an increase of 19.6%.

4) 2023 September YTD traffic is 3.4M above September YTD 2019, an increase of 1.4% and September YTD revenue is 274.6M above September 2019, an increase 17.7%.

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

Facility	Revenue Collection Rate September 2023 ¹
Henry Hudson Bridge	94.6%
Hugh L. Carey Tunnel	95.2%
Queens Midtown Tunnel	96.8%
Marine Parkway Bridge	95.2%
Cross Bay Bridge	92.9%
Robert F. Kennedy Bridge	93.1%
Verrazzano-Narrows Bridge	92.7%
Bronx-Whitestone Bridge	93.0%
Throgs Neck Bridge	94.1%
All Facilities	93.7%

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

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

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	15	10	5	5 Managerial vacancies
Law ⁽¹⁾	12	5	7	2 Managerial and 5 Professional vacancies
Budget & Finance ⁽²⁾	17	10	7	4 Managerial and 3 Professional vacancies
Administration ⁽³⁾	34	25	9	5 Managerial and 4 Professional vacancies
EEO	1	-	1	1 Professional vacancy
	79	50	29	
Total Administration				
Operations				
ITS & Tolling	66	61	5	4 Managerial and 1 Professional vacancies
Central Business District Tolling Program	47	10	37	4 Managerial and 33 Professional vacancies
Operations (Non-Security)	54	35	19	29 Managerial vacancies partially offset by 10 position overrun in Professional
	167	106	61	
Total Operations				
Maintenance				
Maintenance	205	175	30	6 Managerial, 4 Professional and 20 Maintainer vacancies
Operations - Maintainers	183	155	28	30 Maintainer vacancies partially offset by 2 position overrun in Managerial
	388	330	58	
Total Maintenance				
Engineering/Capital				
Engineering & Construction	123	101	22	4 Managerial and 18 Professional vacancies
Health & Safety	9	6	3	2 Managerial and 1 Professional vacancy
Law ⁽¹⁾	18	9	9	3 Managerial and 6 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
	158	122	36	
Total Engineering/Capital				
Public Safety				
Operations (Security)	540	372	168	62 Managerial and 106 Operational vacancies
Internal Security - Operations	45	27	18	5 Managerial and 13 Professional vacancies
	585	399	186	
Total Public Safety				
Total Positions	1,377	1,007	370	
Non-Reimbursable	1,246	876	370	
Reimbursable	131	131	-	
Total Full-Time	1,377	1,007	370	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

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

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	30	13	17	5 vacancies in Administration, 6 in Executive, 4 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical Operational Hourlies	49	37	12	4 vacancies in Administration, 5 in Law, 3 in Budget, 1 vacancy in EEO, and 1 overrun in Executive
Total Administration	79	50	29	
Operations				
Managers/Supervisors	73	36	37	29 vacancies in Operations, 4 in ITS & Tolling, and 4 in CBDTP
Professional, Technical, Clerical Operational Hourlies	94	70	24	33 vacancies in CBDTP, 1 vacancy in ITS & Tolling, partially offset by a 10 position overrun in in Operation
Total Operations	167	106	61	
Maintenance				
Managers/Supervisors	27	23	4	6 vacancies in Operations Maintenance, partially offset by a 2 position overrun in Maintenance
Professional, Technical, Clerical Operational Hourlies ⁽¹⁾	11	7	4	4 vacancies in Maintenance
Total Maintenance	350	300	50	50 vacancies in Operations
	388	330	58	
Engineering/Capital				
Managers/Supervisors	34	24	10	4 vacancies in Engineering, 3 in Law, 2 in Health & Safety and 1 vacancy in Capital Budget
Professional, Technical, Clerical Operational Hourlies	124	98	26	18 vacancies in Engineering, 6 in Law, 1 vacancy in Health & Safety, and 1 in Capital Budget
Total Engineering/Capital	158	122	36	
Public Safety				
Managers/Supervisors	179	112	67	62 vacancies in Operations and 5 in Internal Security
Professional, Technical, Clerical Operational Hourlies ⁽²⁾	36	23	13	13 vacancies in Internal Security
Total Public Safety	370	264	106	106 BTO vacancies in Operations
	585	399	186	
Total Positions				
Managers/Supervisors	343	208	135	
Professional, Technical, Clerical Operational Hourlies	314	235	79	
	720	564	156	
Total Positions	1,377	1,007	370	

(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- NON-REIMBURSABLE OVERTIME

Overview

- Spending levels are \$2.7M higher than pre-COVID levels experienced YTD 2019.
- Increase of \$3.7M vs YTD 2022 due mainly to an increase in Vacancy/Absentee coverage.
- Overspending of \$1.1M (-6%) vs Mid-Year Forecast YTD largely due to the timing of the first quarter budget allocation along with coverage for vacancies.

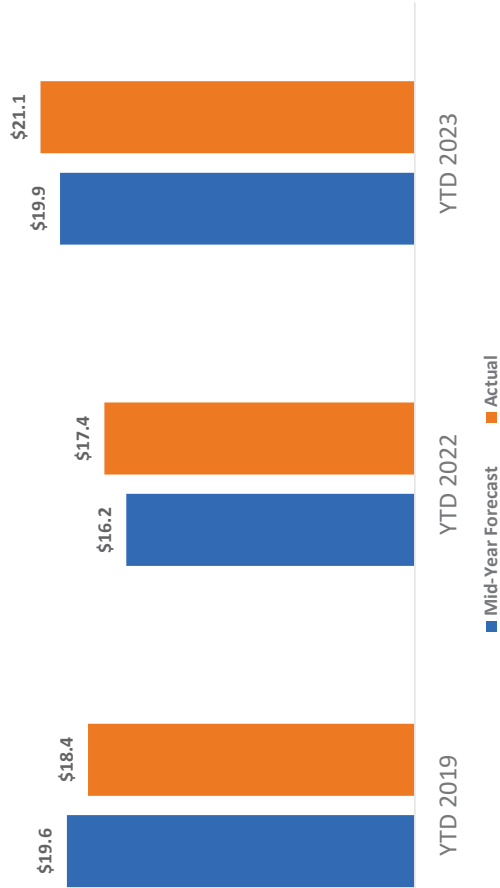
Agency Detail

- **Vacancy/Absentee Coverage** increased compared to 2022 due to higher vacancy rates resulting from unplanned absences and an increase in attrition. B&T's Operations Department Management Team utilizes discretion regarding the use of overtime to cover operationally vital work assignments when applicable. Scheduling strategies remain dynamic with updated schedules developed and implemented as required to ensure delivery of service needs are met.
- **Maintenance** duties increased compared to 2022 as B&T has resumed traditional maintenance work in the post-COVID-19 pandemic era. B&T has also reinstated routine maintenance functions as performed on a more frequent schedule prior to the start of the pandemic in 2020.

Budget Performance

Non-Reimbursable Overtime - YTD September

(all dollars in millions)



BRIDGES AND TUNNELS- REIMBURSABLE OVERTIME

Overview

- YTD overtime is \$131k higher than the Mid-Year Forecast largely due to the timing of project activity.
- YTD overtime is higher than 2019 and 2022 due to overtime needed on projects eligible for reimbursement from the capital program.

