



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## January 2024

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### **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, 1/29/2024**  
**9:00 - 9:30 AM ET**

**1. Summary of Actions**

*B&T Summary of Actions - Page 3*

**2. Public Comments Period**

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

*B&T Committee Minutes - November 2023, December 2023 - Page 5*

**4. Approval of Committee Work Plan**

*B&T Committee Work Plan - Page 14*

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

*B&T Report on Operations - November 2023 - Page 20*

**6. Safety Report - November 2023**

*B&T Safety Report - November 2023 - Page 32*

**7. Financial Report - December 2023**

*B&T Financial Report - December 2023 - Page 37*

**8. B&T Procurement**

*B&T Committee Procurement - January 2024 - Page 51*

**B&T Competitive**

*B&T Competitive - Page 54*



# Bridges and Tunnels

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## Summary of Actions

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**MTA BRIDGES AND TUNNELS  
COMMITTEE ACTIONS and PRESENTATIONS  
SUMMARY for JANUARY 2024**

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of action</b>
<b>Procurement</b>	TransCore, LP	\$38,947,759	<ul style="list-style-type: none"> <li>• Approval to amend a Personal Service Contract</li> <li>• All Electronic Open Road Tolling (ORT)</li> </ul>



# **Bridges and Tunnels**

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## **Minutes of Committee Meeting November 2023 December 2023**



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

**November 29, 2023**

**9:30 a.m.**

In attendance were the Honorable:

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

In Person:

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

# MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

**November 29, 2023**

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

## **Public Speakers**

The following speakers commented during the public speakers' session:

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

## **Minutes**

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

## **Committee Work Plan**

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

## **President Sheridan's Remarks**

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

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

## **Presentation on Annual Marathon Preparation and Execution**

TBTA Department Heads Richard Hildebrand, Vice President and Chief of Operations; Donald E. Look, Vice President and Chief Security Officer; Eric Osnes, Vice President and Chief Safety Officer; and Charles Passarella, Vice President of Maintenance and Operations Support, presented TBTA's review of annual marathon preparation and execution.

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

## Procurements

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

### Non-Competitive Procurements

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

### Competitive Procurements

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

#### Personal Service Contracts

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

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

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

**Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary

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

**December 18, 2023**

**9:00 a.m.**

In attendance were the Honorable:

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

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems and Tolling  
Joyce Brown, Agency Chief Equal Opportunity Officer  
Pashko Camaj, Senior Director, Safety and Health Compliance  
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., President

# MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

**December 18, 2023**

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

## **Public Speakers**

The following speaker commented during the public speakers' session:

- Murray Bodin about safety.

## **Minutes**

Acting Chair Barbas postponed the approval of the minutes of the Committee Meeting held on November 29, 2023 because a quorum of the Committee was not in attendance.

## **Committee Work Plan**

President Sheridan stated that annually in the December meeting, the TBTA Committee Work Plan for the following year is proposed and then any changes are approved in the January meeting. TBTA's proposed 2024 Work Plan agenda has been updated as follows:

- The November 2023 Financial Report is included in this month's Committee materials. Reporting of the Final Review of 2023 Year-end Operating Results will occur in May 2024, consistent with the reporting of all other agencies.

President Sheridan stated that the Third Quarter 2023 Diversity Report for TBTA is included in this month's Committee materials and that there will be an MTA-wide Diversity Report provided at the Diversity Committee. She also pointed out that the cover of the Committee book has an incorrect listing of the Committee members and that will be corrected.

In response to Commissioner Albert's observation that a provision of the MTA Budget Staff Summary in the Committee book relating to congestion pricing incorrectly states that the \$15 toll will be for entering or remaining in the Central Business District, President Sheridan and Chief Operating Officer C. de Cerreño indicated that TBTA would seek to have it corrected to conform to the Traffic Mobility Review Board's recommendation that the toll would be just for entry into the Central Business District.

## **President Sheridan's Remarks**

President Sheridan opened her remarks by addressing the extreme rain and wind conditions that had occurred overnight temporarily affecting travel times and pedestrian walkways at TBTA bridges, and thanked the staff who worked tirelessly overnight reacting to all of the conditions that occurred.

President Sheridan acknowledged TBTA's colleagues from the New York City Fire Department's Center for Terrorism and Disaster Preparedness, who joined with the TBTA team to conduct a tabletop exercise last month on Randall's Island. FDNY Lieutenant Craig Roeder led this dynamic problem-solving drill. Scenario exercises like this one reinforce existing relationships among agencies and are critical to ensuring not only safety and security, but also continuity of business operations in the event of an emergency.

President Sheridan reported that TBTA welcomed a new class of Level One Maintainers at the end of November. These 25 individuals have commenced a multidisciplinary training regimen, which includes safety protocols in roadway and electrical work, commercial vehicle driving, welding, forklift operation, Incident Command Structure, and administrative duties. President Sheridan thanked MTA Human Resources and the TBTA Training Department for their work bringing these much-needed new employees onboard.

President Sheridan thanked TBTA employees for joining in the spirit of the season by mobilizing for concurrent charity efforts this December -- the annual Coat Drive and the TBTA Emerald Society Toy Drive.

President Sheridan thanked all TBTA employees for their hard work and dedication during 2023, across Operations, Maintenance, Security, and Safety & Health. She also commended TBTA's Intelligent Transportation Systems & Tolling team, which includes the Central Business District Tolling Program unit, for the tireless work they've been doing all year.

Additionally, President Sheridan extended gratitude to TBTA's MTA business partners, chiefly Construction & Development, Human Resources, Labor Relations, Law, Procurement, Finance, and other key departments within Headquarters. She also thanked Chair Mack and all of the Committee members for their ongoing support.

### **Retirement of Vice President and Chief Safety Officer Eric Osnes**

Chief Operating Officer C. de Cerreño stated that since coming to TBTA seven years ago at the height of the agency's accelerated conversion to Open Road Tolling, Vice President and Chief Safety Officer Osnes has made a consistently positive mark in all aspects of the job. A Safety professional with more than 25 years of unique experience in health, security, environmental and industrial hygiene roles, in his previous MTA job as a member of Capital Construction's safety management team he was involved in such major projects as East Side Access, Second Avenue Subway, and the Fulton Transit Center. TBTA was truly fortunate to have him join the TBTA team in 2017.

Chief Operating Officer C. de Cerreño continued that Vice President Osnes's safety acumen was integral to the agency's adaptation to a whole new environment of non-stop traffic through facility plazas cleared of toll booths when TBTA moved to open road tolling. And while he perhaps cannot claim complete credit, during his tenure at TBTA its collision rate was reduced by more than 30%. Then came the COVID-19 pandemic, during which time he provided steady and reassuring daily guidance that helped TBTA through the worst days and beyond. He also engaged fully with outside professionals regarding the important issue of suicide prevention as it pertained to major vehicular crossings, and as evidenced earlier this year when he represented MTA at the "Transportation for Life" Summit along with other New York State agencies. His knowledge and expertise, accumulated along a career path that includes the FBI and the Federal Bureau of Prisons, as well as an early run with New York City Transit Authority, has proven invaluable on multiple levels during his time with TBTA.

On behalf of President Sheridan and the entire TBTA team, Chief Operating Officer C. de Cerreño thanked Vice President Osnes for his outstanding service and wished him all the best in his next chapter upon his retirement later this month.

Vice President Osnes responded that it has been a privilege and an honor to work at the agency over the years and thanked TBTA and MTA leadership for the opportunity.

## **Presentation on TBTA's Joint Tabletop Exercise with the FDNY**

TBTA Department Heads Eric Osnes, Vice President and Chief Safety Officer; Richard Hildebrand, Vice President and Chief of Operations; Donald E. Look, Vice President and Chief Security Officer; Nichola Angel, Vice President of Intelligent Transportation Systems and Tolling; and Charles Passarella, Vice President of Maintenance and Operations Support, presented a review of TBTA's joint tabletop exercise with the FDNY's Center for Terrorism & Disaster Preparedness Exercise Design Team, centered on a Bronx-Whitestone Bridge incident scenario involving a fuel tanker that disables toll collection systems. The scenario promoted objectives to assess coordinated responses from TBTA's Operations, toll system technical specialists, C&D engineers, and the FDNY.

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

Turning to TBTA's continuing 90th Anniversary celebrations, President Sheridan thanked TBTA's Metro North colleagues for treating Grand Central Terminal commuters and visitors to a display of TBTA Special Archive historical images, and encouraged all to visit often as the display is periodically refreshed with new content.

### **Procurements**

President Sheridan stated that there are no procurements.

Looking forward to new TBTA achievements next year, President Sheridan wished everyone a peaceful, safe, and festive holiday season and a very Happy New Year.

### **Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

### TOPIC

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

Procurements  
Action Items (if any)

### Responsibility

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

## II. SPECIFIC AGENDA ITEMS

### January 2024

Approval of 2024 Work Plan

### Responsibility

Committee Chair & Members

### February 2024

2024 Adopted Budget/Financial Plan 2024-2027

2023 B&T Operating Surplus  
2023 Customer Environment Report

Office of Management &  
Budget  
Controller  
Operations

### March 2024

Annual Procurement Contracts Report

Office of Management &  
Budget

### April 2024

No items scheduled

### May 2024

Final Review of 2023 Year-End Operating Results

Office of Management &  
Budget

### June 2024

No items scheduled

### July 2024

No items scheduled

### August 2024

No meeting scheduled

September 2024

2025 Preliminary Budget

Office of Management &  
Budget

October 2024

2025 Preliminary Budget

Office of Management &  
Budget

November 2024

No items scheduled

December 2024

2025 Proposed Committee Work Plan

2025 Proposed Final Budget

Committee Chair & Members  
Office of Management &  
Budget  
EEO

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

## **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**

### **JANUARY 2024**

#### Approval of Work Plan for 2024

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

### **FEBRUARY 2024**

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

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

#### 2023 B&T Operating Surplus

The Committee will recommend action to the Board.

#### 2023 Customer Environment Report

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

### **MARCH 2024**

#### Annual Procurement Contracts Report

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

### **APRIL 2024**

No items scheduled

### **MAY 2024**

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

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

### **JUNE 2024**

No items scheduled

### **JULY 2024**

No items scheduled

### **AUGUST 2024**

No meeting scheduled

## **SEPTEMBER 2024**

### 2025 Preliminary Budget

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

## **OCTOBER 2024**

### 2025 Preliminary Budget

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

## **NOVEMBER 2024**

No items scheduled

## **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.



# Bridges and Tunnels

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## Report on Operations November 2023



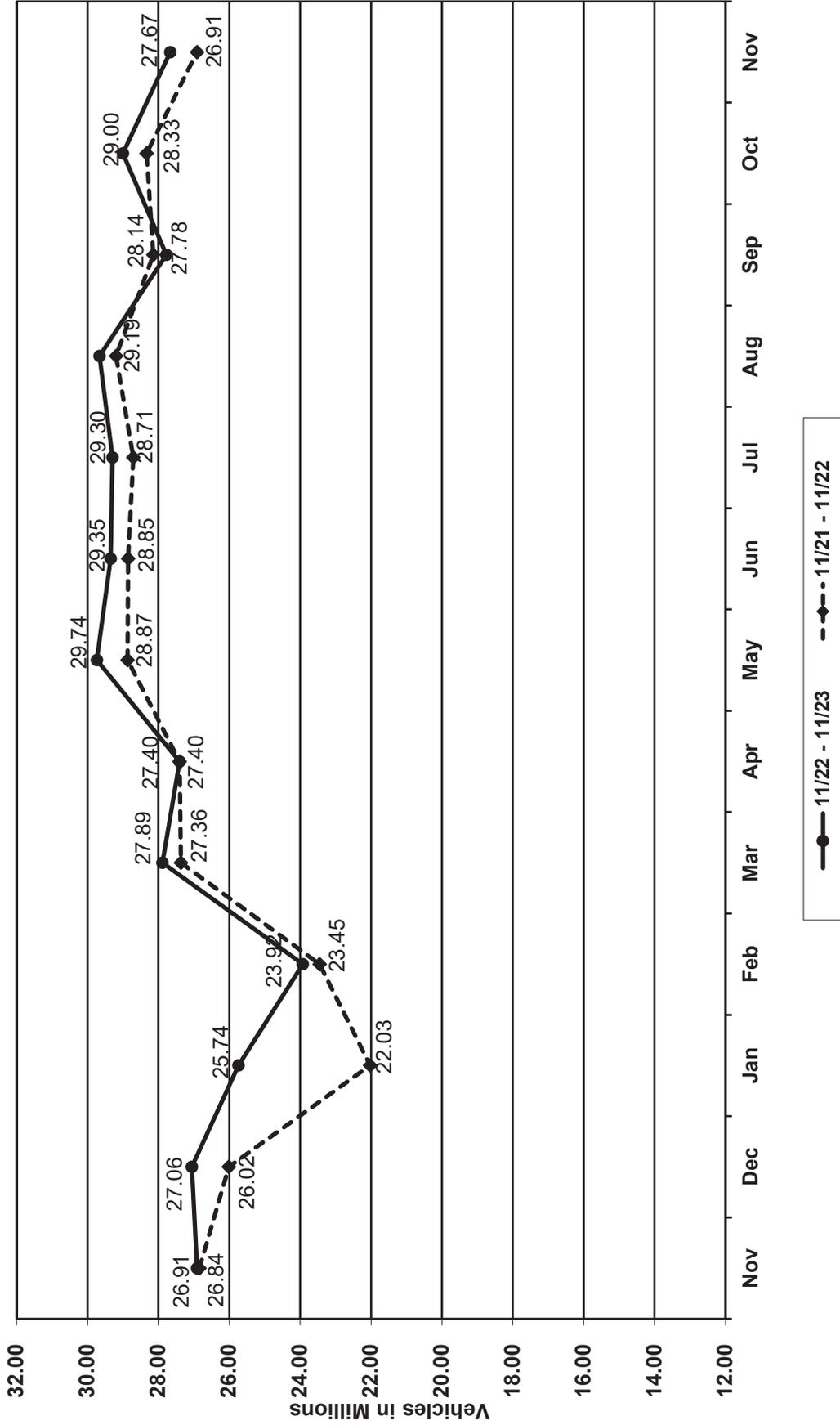
## **MTA Bridges and Tunnels November 2023 Traffic Trends**

### **Summary**

B&T's total paid traffic for November was 27.7 million, an increase of 2.8% compared to 26.9 million crossings in November 2022. Compared to November 2021, B&T paid traffic was 3.1% higher with an increase of 0.8 million crossings.

Weather conditions were not a significant factor on November traffic.

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



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

All B&T Facilities by Method of Payment	November 2023		November 2022		November 2021		2023 YTD	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
E-ZPass <sup>1</sup>	25,586,066	25,406,751	25,560,936	25,560,936	287,653,717	287,653,717	287,653,717	287,653,717
Tolls by Mail	2,109,138	1,503,393	1,280,836	1,280,836	19,779,517	19,779,517	19,779,517	19,779,517
<b>Total</b>	<b>27,695,204</b>	<b>26,910,144</b>	<b>26,841,772</b>	<b>26,841,772</b>	<b>307,433,234</b>	<b>307,433,234</b>	<b>307,433,234</b>	<b>307,433,234</b>
<b>E-ZPass Market Share:</b>								
Total	92.4%	94.4%	95.2%	95.2%	93.6%	93.6%	93.6%	93.6%
Cars	92.2%	94.3%	95.2%	95.2%	93.4%	93.4%	93.4%	93.4%
Trucks	95.5%	96.4%	96.1%	96.1%	95.7%	95.7%	95.7%	95.7%

Facility	Average Weekday <sup>2</sup>				Average Weekend <sup>2</sup>				E-ZPass Market Share				E-ZPass Market Share					
	Total	E-ZPass	TBM	%	Total	E-ZPass	TBM	%	Nov 2023	Nov 2022	Nov 2021	2023 vs 2022	2023 vs 2021	Nov 2023	Nov 2022	Nov 2021	2023 vs 2022	2023 vs 2021
Bronx-Whitestone Bridge	136,090	123,762	12,328	90.9%	136,090	123,762	12,328	90.9%	93.4%	94.4%	94.4%	-2.4%	-3.5%	89.6%	91.8%	93.1%	-2.2%	-3.5%
Cross Bay Bridge	21,642	20,211	1,432	93.4%	21,642	20,211	1,432	93.4%	95.6%	96.1%	96.1%	-2.2%	-2.8%	92.6%	94.7%	95.3%	-2.0%	-2.7%
Henry Hudson Bridge	73,126	68,323	4,803	93.4%	73,126	68,323	4,803	93.4%	95.2%	95.6%	95.6%	-1.8%	-2.2%	92.4%	93.9%	94.6%	-1.5%	-2.2%
Hugh L. Carey Tunnel	66,111	62,451	3,660	94.5%	66,111	62,451	3,660	94.5%	96.2%	96.7%	96.7%	-1.7%	-2.2%	93.3%	94.8%	95.6%	-1.5%	-2.3%
Marine Parkway Bridge	21,956	20,893	1,063	95.2%	21,956	20,893	1,063	95.2%	96.7%	97.0%	97.0%	-1.6%	-1.8%	94.3%	95.9%	96.4%	-1.6%	-2.0%
Queens Midtown Tunnel	85,937	81,126	4,810	94.4%	85,937	81,126	4,810	94.4%	96.1%	96.5%	96.5%	-1.7%	-2.1%	93.4%	95.0%	95.6%	-1.6%	-2.2%
Robert F. Kennedy Bridge	193,311	177,966	15,945	91.8%	193,311	177,966	15,945	91.8%	94.2%	95.2%	95.2%	-2.4%	-3.4%	90.6%	92.7%	94.0%	-2.1%	-3.4%
Throgs Neck Bridge	117,152	107,257	9,895	91.6%	117,152	107,257	9,895	91.6%	93.9%	94.9%	94.9%	-2.3%	-3.3%	90.4%	92.3%	93.5%	-1.9%	-3.2%
Verrazano-Narrows Bridge1	224,521	210,691	13,830	93.8%	224,521	210,691	13,830	93.8%	95.6%	96.1%	96.1%	-1.8%	-2.3%	92.2%	94.2%	94.7%	-1.9%	-2.4%
<b>All Facilities<sup>1</sup></b>	<b>939,847</b>	<b>872,081</b>	<b>67,766</b>	<b>92.8%</b>	<b>939,847</b>	<b>872,081</b>	<b>67,766</b>	<b>92.8%</b>	<b>94.9%</b>	<b>95.6%</b>	<b>95.6%</b>	<b>-2.1%</b>	<b>-2.8%</b>	<b>882,052</b>	<b>806,899</b>	<b>75,153</b>	<b>-1.9%</b>	<b>-2.9%</b>

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

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

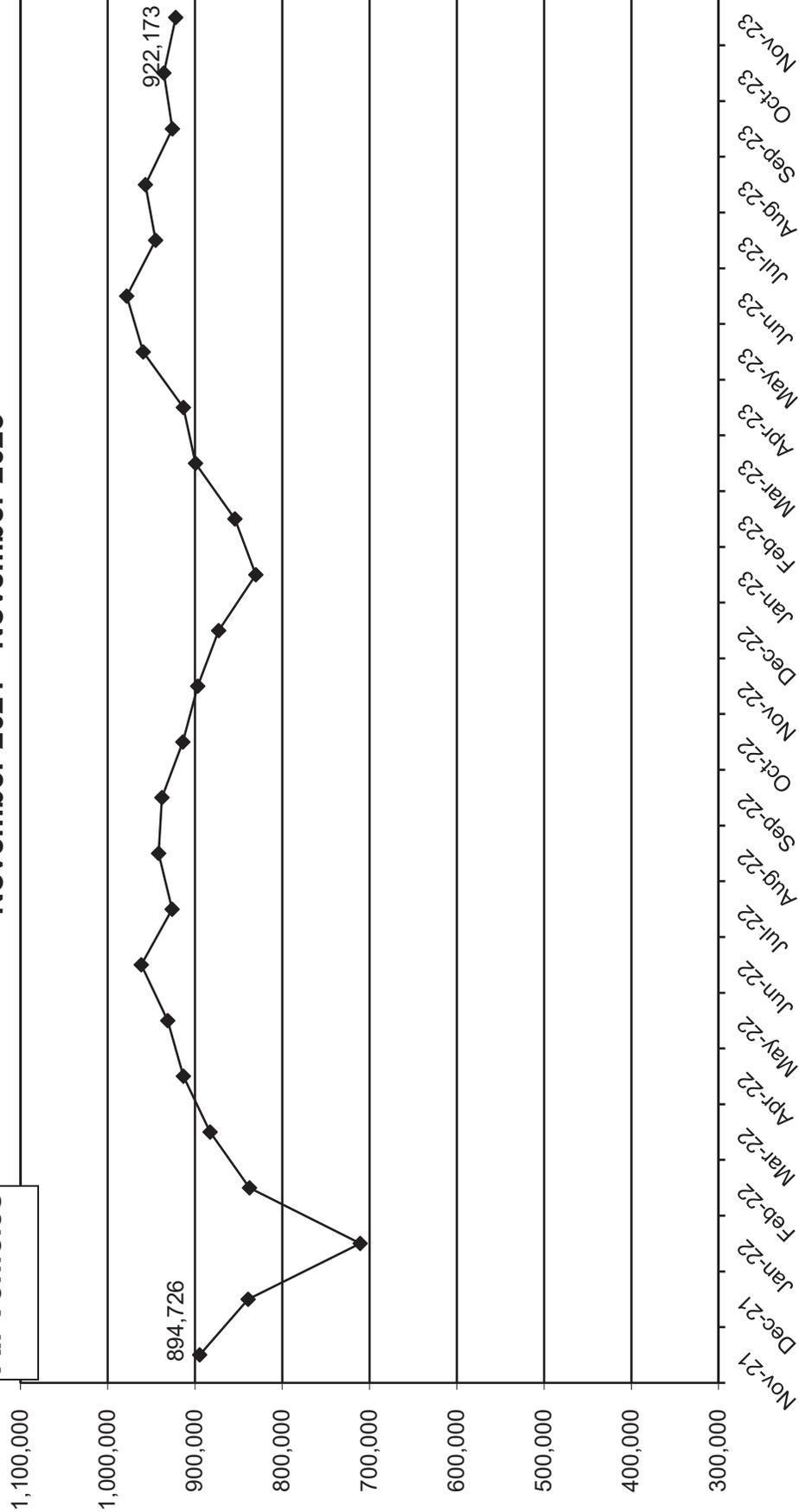
<b>Distribution by Facility &amp; Time Period</b>			
Facility	November 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	21.7%	23.2%	55.1%
Cross Bay Bridge	25.4%	24.0%	50.7%
Henry Hudson Bridge	22.9%	28.9%	48.2%
Hugh L. Carey Tunnel	23.7%	24.2%	52.1%
Marine Parkway Bridge	26.0%	26.4%	47.5%
Queens Midtown Tunnel	20.4%	22.5%	57.1%
Robert F. Kennedy Bridge	23.3%	21.4%	55.3%
Throgs Neck Bridge	23.1%	23.0%	54.0%
Verrazzano-Narrows Bridge	22.8%	23.6%	53.6%
<b>All Facilities</b>	<b>22.8%</b>	<b>23.4%</b>	<b>53.8%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	November 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.2%	5.3%	9.5%
Cross Bay Bridge	91.8%	1.3%	6.8%
Henry Hudson Bridge	81.5%	11.6%	6.9%
Hugh L. Carey Tunnel	88.0%	6.1%	5.9%
Marine Parkway Bridge	92.0%	3.0%	5.1%
Queens Midtown Tunnel	89.0%	5.1%	5.9%
Robert F. Kennedy Bridge	85.1%	6.2%	8.6%
Throgs Neck Bridge	83.2%	8.0%	8.8%
Verrazzano-Narrows Bridge	82.6%	10.8%	6.6%
<b>All Facilities</b>	<b>84.9%</b>	<b>7.5%</b>	<b>7.6%</b>

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

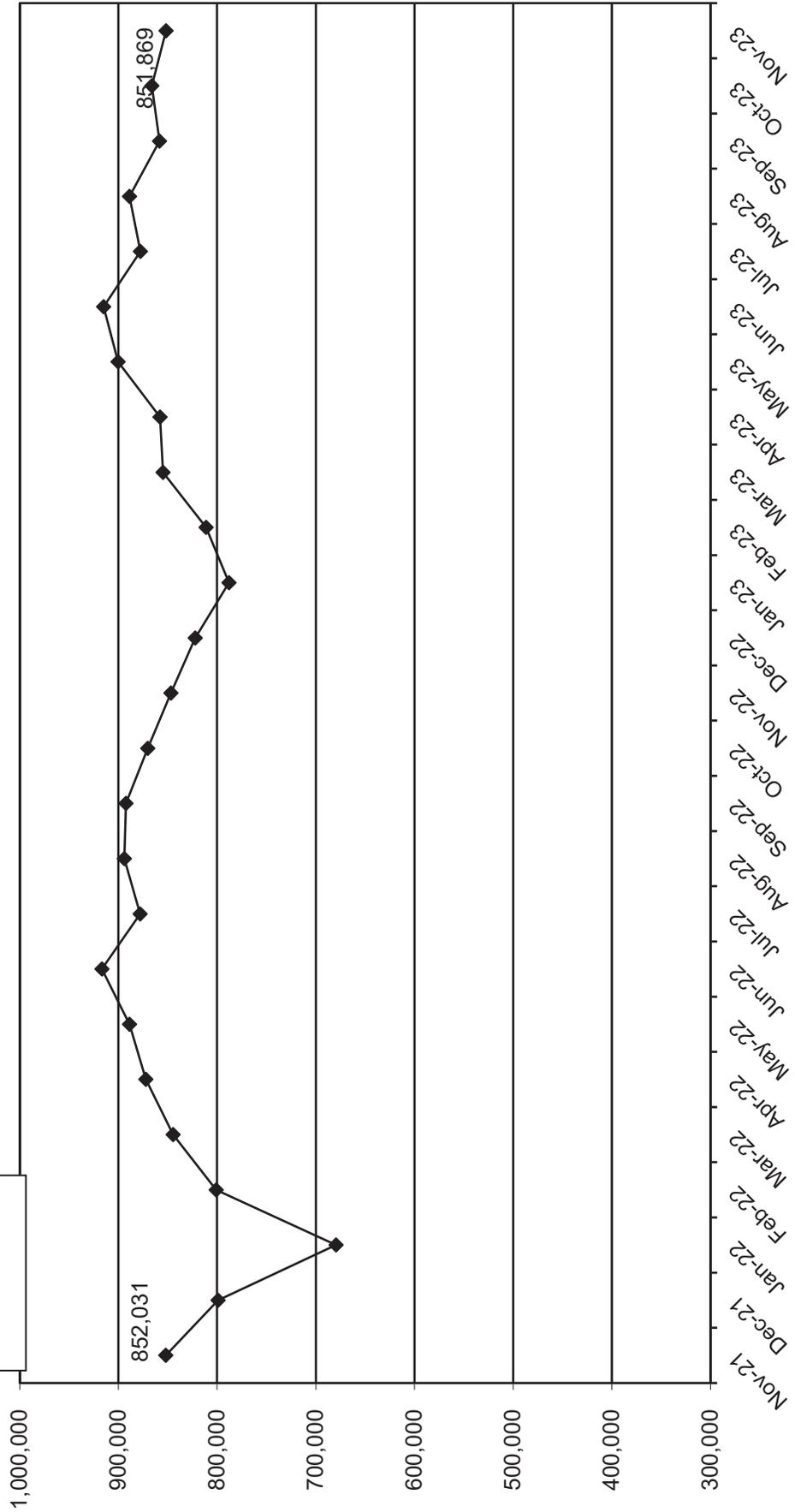
**MTA Bridges and Tunnels  
Average Daily Traffic  
November 2021 - November 2023**

**All Vehicles**



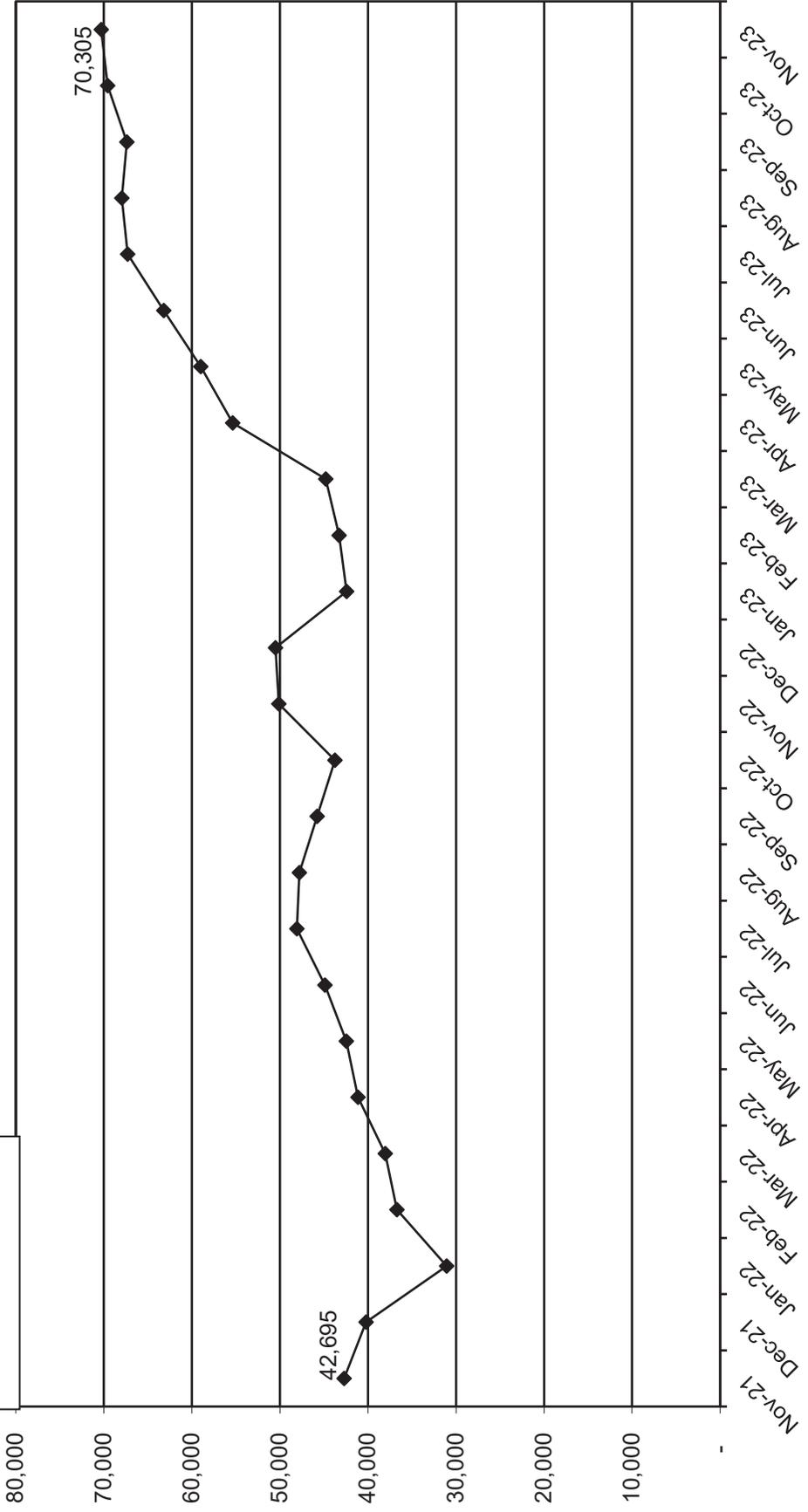
**MTA Bridges and Tunnels  
Average Daily Traffic  
November 2021 - November 2023**

**E-ZPass  
Vehicles**



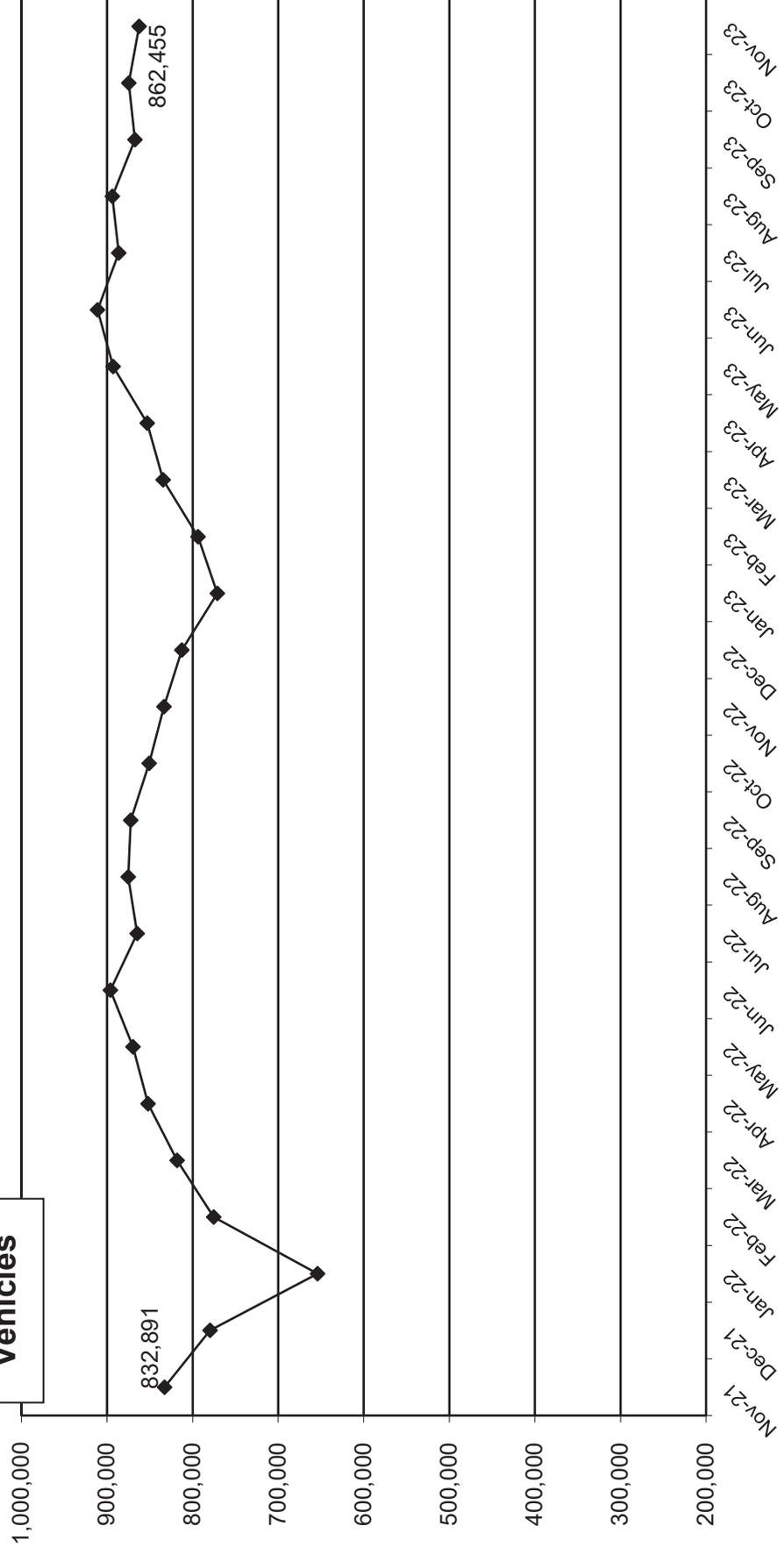
**MTA Bridges and Tunnels  
Average Daily Traffic  
November 2021 - November 2023**

**Tolls by Mail  
Vehicles**



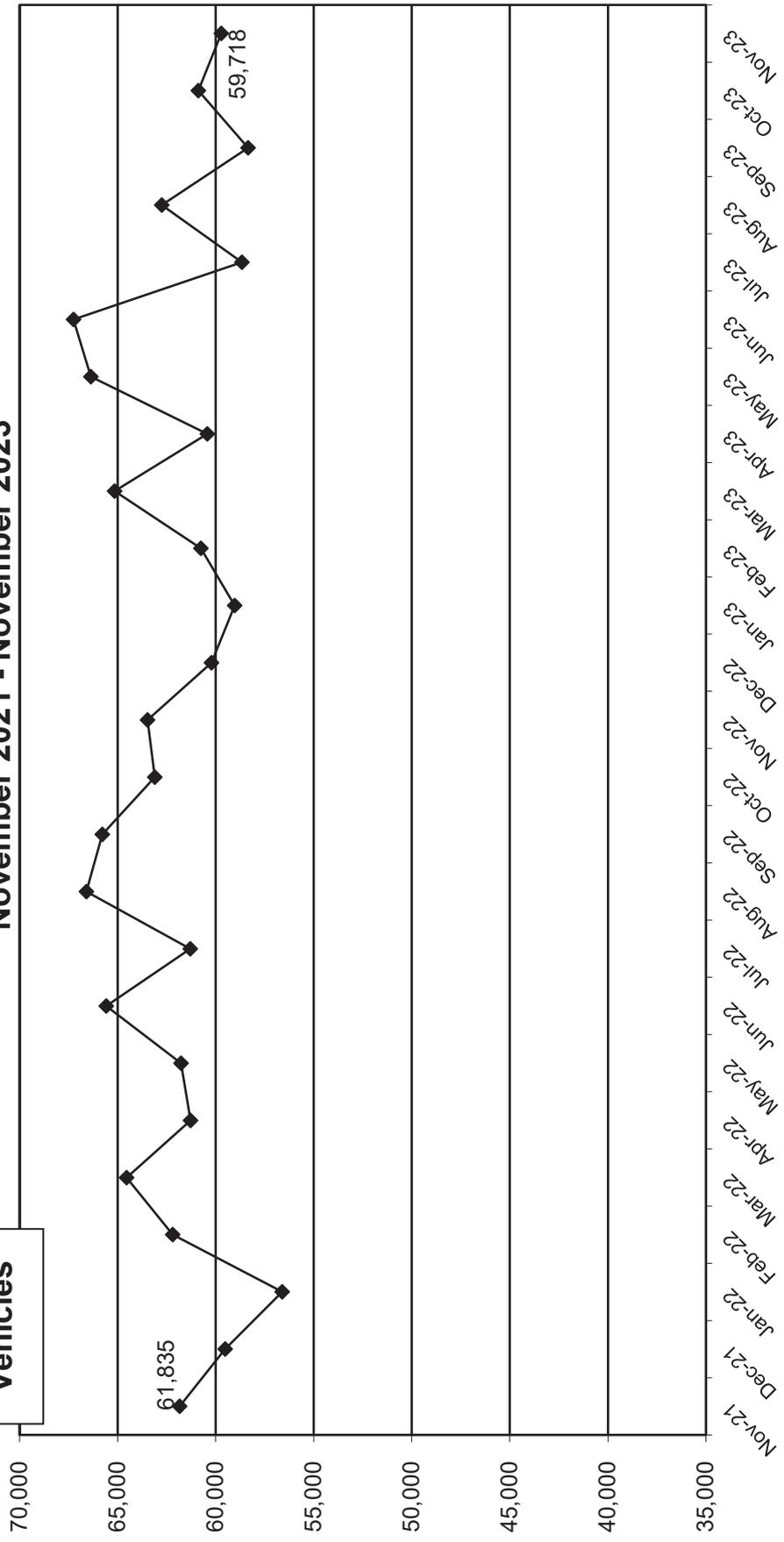
**MTA Bridges and Tunnels  
Average Daily Traffic  
November 2021 - November 2023**

**Passenger  
Vehicles**



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

**Other  
Vehicles**



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

Corridor	Toll Media	Nov(1)	3 Months(2) (Sep-Nov)	6 Months(3) (Jun-Nov)	9 Months(4) (Mar-Nov)	12 Months(5) (Dec-Nov)
All Facilities	Total Vehicles	2.8%	1.3%	1.5%	1.6%	2.8%
	E-ZPass	0.6%	-1.3%	-0.8%	-0.4%	1.1%
	Tolls by Mail	40.3%	48.5%	44.7%	40.5%	37.6%
RFK Bridge	Total Vehicles	4.6%	2.6%	2.9%	2.9%	4.3%
	E-ZPass	2.0%	-0.4%	0.1%	0.5%	2.2%
	Tolls by Mail	44.5%	53.5%	50.3%	45.3%	42.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	2.5%	1.7%	1.0%	0.8%	2.6%
	E-ZPass	0.7%	-0.3%	-0.8%	-0.8%	1.2%
	Tolls by Mail	43.3%	51.1%	46.1%	41.6%	38.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.9%	1.4%	2.0%	1.4%	3.1%
	E-ZPass	0.4%	-1.5%	-0.6%	-0.5%	1.1%
	Tolls by Mail	36.5%	45.5%	42.6%	39.5%	36.3%
Verrazzano-Narrows Bridge	Total Vehicles	2.2%	0.9%	1.6%	1.8%	2.8%
	E-ZPass	0.3%	-1.3%	-0.4%	0.0%	1.3%
	Tolls by Mail	41.1%	49.0%	45.4%	41.3%	37.3%
Henry Hudson Bridge	Total Vehicles	1.6%	-1.2%	-0.8%	-0.4%	1.2%
	E-ZPass	-0.3%	-3.3%	-2.7%	-2.0%	-0.2%
	Tolls By Mail	35.4%	39.0%	35.9%	32.3%	30.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.2%	-1.0%	-1.9%	-2.1%	-1.3%
	E-ZPass	-2.1%	-3.2%	-3.6%	-3.5%	-2.5%
	Tolls by Mail	45.3%	55.1%	41.1%	34.6%	30.7%

- (1) November 2023 vs. November 2022
- (2) September 2023 to November 2023 vs. September 2022 to November 2022
- (3) June 2023 to November 2023 vs. June 2022 to November 2022
- (4) March 2023 to November 2023 vs. March 2022 to November 2022
- (5) December 2022 to November 2023 vs. December 2021 to November 2022

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

Corridor	Toll Media	Nov(1)	3 Months(2) (Sep-Nov)	6 Months(3) (Jun-Nov)	9 Months(4) (Mar-Nov)	12 Months(5) (Dec-Nov)
All Facilities	Total Vehicles	2.8%	1.3%	1.5%	1.6%	2.8%
	Passenger	3.5%	1.9%	2.0%	1.9%	3.2%
	Other	-5.9%	-6.9%	-4.7%	-2.4%	-1.6%
RFK Bridge	Total Vehicles	4.6%	2.6%	2.9%	2.9%	4.3%
	Passenger	5.5%	3.4%	3.5%	3.2%	4.6%
	Other	-6.9%	-7.5%	-4.6%	-1.3%	0.0%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	2.5%	1.7%	1.0%	0.8%	2.6%
	Passenger	3.5%	2.6%	1.5%	1.1%	2.8%
	Other	-10.8%	-11.5%	-7.0%	-3.3%	-1.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.9%	1.4%	2.0%	1.4%	3.1%
	Passenger	3.6%	2.1%	2.7%	1.7%	3.8%
	Other	-4.3%	-5.5%	-5.4%	-2.6%	-3.5%
Verrazzano-Narrows Bridge	Total Vehicles	2.2%	0.9%	1.6%	1.8%	2.8%
	Passenger	2.7%	1.4%	1.9%	2.0%	3.0%
	Other	-3.9%	-5.1%	-2.2%	-0.5%	-0.5%
Henry Hudson Bridge	Total Vehicles	1.6%	-1.2%	-0.8%	-0.4%	1.2%
	Passenger	1.8%	-1.1%	-0.7%	-0.3%	1.2%
	Other	-11.3%	-10.5%	-7.7%	-1.8%	1.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-0.2%	-1.0%	-1.9%	-2.1%	-1.3%
	Passenger	0.3%	-0.5%	-1.7%	-2.0%	-1.3%
	Other	-6.5%	-9.2%	-5.9%	-2.7%	-1.0%

(1) November 2023 vs. November 2022  
(2) September 2023 to November 2023 vs. September 2022 to November 2022  
(3) June 2023 to November 2023 vs. June 2022 to November 2022  
(4) March 2023 to November 2023 vs. March 2022 to November 2022  
(5) December 2022 to November 2023 vs. December 2021 to November 2022



# Bridges and Tunnels

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## Safety Report November 2023



## Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	December 2020 - November 2021	December 2021 - November 2022	December 2022 - November 2023	
Customer Collisions Rate per Million Vehicles	3.97	3.94	3.45	
Customer Injury Collisions Rate per Million Vehicles	0.65	0.82	0.81	
Employee Accident Reports	139	111	140	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.7	5.5	4.9	
Leading Indicators				
Roadway Safety	2022		2023	
	November	Year End	November	Year to Date
Workforce Development (# of Participants)	12	490	22	1026
Fleet Preventative Maintenance Insp.	111	1531	100	1309
* Safety Taskforce Inspections	0	14	0	14
Fire Safety	November	Year End	November	Year to Date
* Fire Code Audits Completed	2	14	2	13
** FDNY Liaison Visits	0	29	2	28

\* 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.

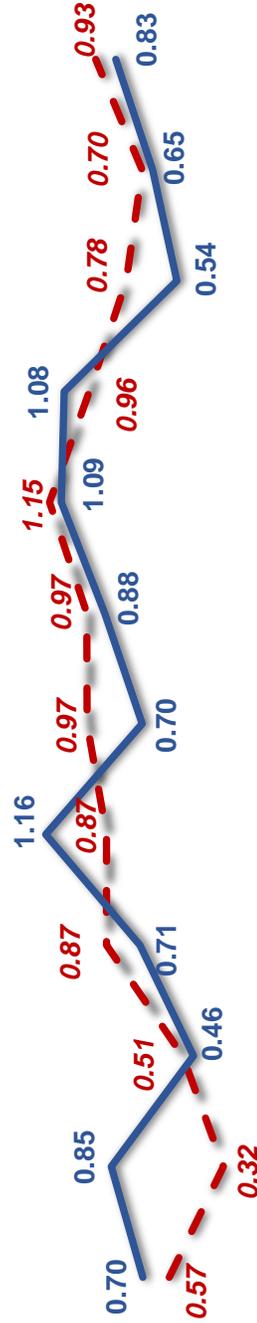
**Fire Code Audits** are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

**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.

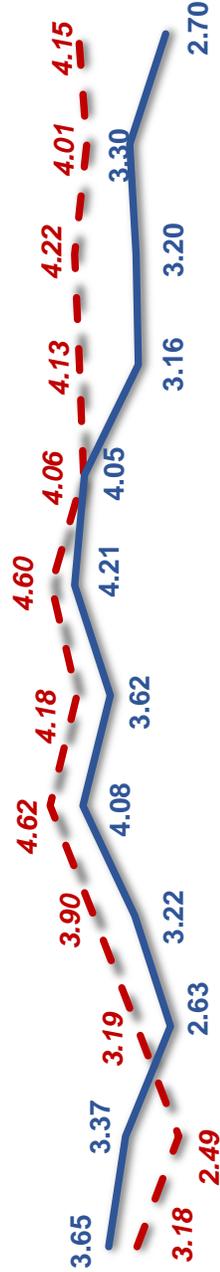


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



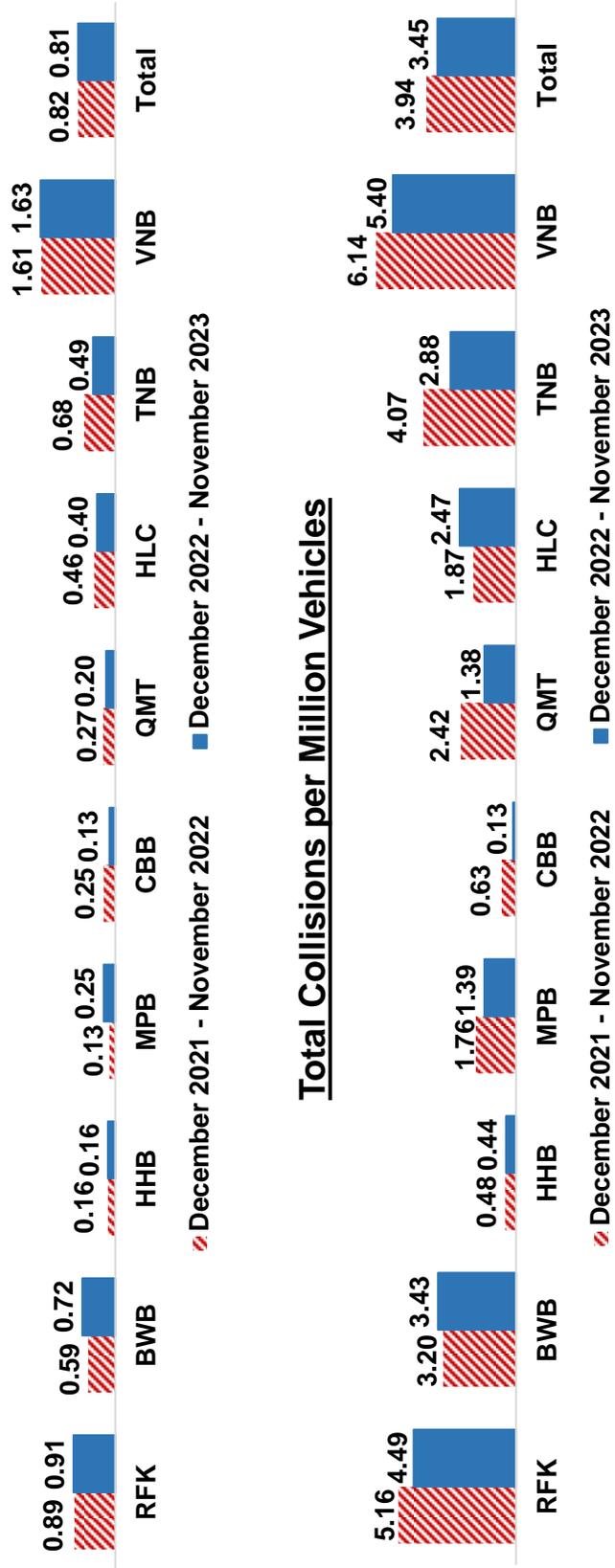
Total Collisions per Million Vehicles



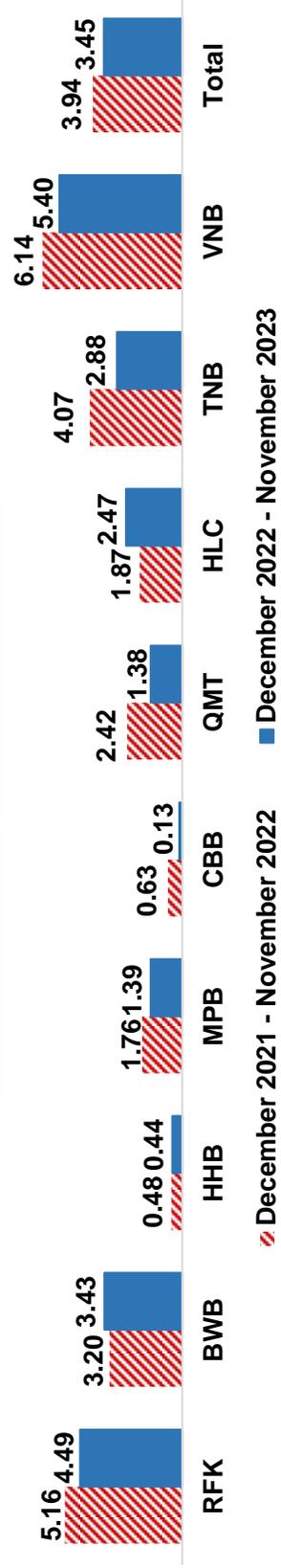


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





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

	22-Nov	22-Dec	23-Jan	23-Feb	23-Mar	23-Apr	23-May	23-Jun	23-Jul	23-Aug	23-Sep	23-Oct	23-Nov
<b>RFK</b>	6.45	4.22	4.07	3.74	3.00	5.57	5.40	5.55	5.45	3.99	4.77	4.72	3.17
<b>BWB</b>	1.44	1.94	4.56	2.49	2.39	2.18	3.89	5.78	4.96	3.11	4.79	2.10	2.68
<b>TNB</b>	4.79	3.61	3.72	3.64	3.16	3.38	1.81	3.12	2.29	1.53	3.05	2.68	3.05
<b>VNB</b>	6.99	6.74	4.73	3.43	6.53	6.52	5.66	6.37	6.84	4.96	3.19	5.26	4.11
<b>QMT</b>	0.80	1.22	1.28	0.90	0.77	2.80	0.75	1.92	0.39	2.29	1.96	1.83	0.40
<b>HLC</b>	2.19	3.23	0.00	1.20	2.05	4.89	2.02	1.02	2.70	3.57	2.11	3.44	3.16
<b>HHB</b>	0.48	0.49	0.53	0.56	0.47	0.47	1.29	0.00	0.48	0.46	0.00	0.00	0.47
<b>MPB</b>	3.32	1.67	3.49	0.00	1.60	0.00	2.77	2.71	0.00	1.28	1.49	1.53	0.00
<b>CBB</b>	1.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.29	0.00	0.00	0.00	0.00
<b>Total</b>	4.15	3.65	3.37	2.63	3.22	4.08	3.62	4.21	4.05	3.16	3.20	3.30	2.70



# Bridges and Tunnels

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## Financial Report December 2023



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

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	8,384
Investments:	
Unrestricted	735,914
Restricted	1,244,912
Accrued interest receivable	-213,491
Accounts receivable	526,532
Accounts receivable-Other	48,657
Less allowance for uncollectible accounts	-465,959
Tolls due from other agencies	61,985
Loan receivable from MTA	11,460,652
Prepaid expenses	23,295
	13,430,879
Total current assets	13,430,879

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	158,092
Restricted	-
Facilities, less acc.dep of \$2,501,244	7,900,684
Capital lease 2 Broadway net acc. dep.	35,299
Derivative Hedge Assets	3,446
	8,097,521
Total noncurrent assets	8,097,521

**TOTAL ASSETS:** 21,528,401

**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	65,648
Deferred outflow of resources related to other post-employment benefits	155,800
Deferred outflow of resources related to capital Lease	13,122
Accumulated decreases in fair value of derivative instruments	50,259
Defeasance costs	69,569
	354,398

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 354,398

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** 21,882,799

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

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	890,495
Interest Payable	128,387
Accounts Payable	155,204
Accrued Pension Payable	0
Payable to MTA-CAP	29,165
Due to MTA-Operating Expenses	3,622
Due to NYCTA-Operating Expenses	107
Accrued salaries	24,434
Accrued Vac & Sick Benefits	18,278
Current portion of estimated liability arising from injury	0
Due to New York City Transit Authority	-503,480
Due to Metropolitan Transportation Authority	-570,672
Unearned Toll Revenue	238,720
Tolls due to other agencies	120,922
E-ZPass Airport Toll Liability	5,231
	<hr/>
Total current liabilities	540,414

**NONCURRENT LIABILITIES:**

Long term debt	22,489,294
Post Employment Benefits Other than Pensions	908,111
Estimated liability arising from injury	54,209
Capital lease obligations	65,133
Other long-term liabilities	-
Derivative Hedge Liabilities	11,364
Due (to)/from MTA - change in fair value of derivative	42,341
Net Pension Liability	167,407
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	23,737,860

**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** 24,511,903

**NET POSITION** 

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-2,629,104 \*

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 

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21,882,799

\*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**  
**2023 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE**

	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	2023 Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	2,322.793	2,400.165	2,416.860	94.067	4.0	16.695	0.7
Other Operating Revenue	18.936	18.936	28.106	9.170	48.4	9.170	48.4
Capital and Other Reimbursements	-	0.000	-	-	-	0.000	-
Investment Income	1.240	8.240	12.369	11.129	*	4.129	50.1
<b>Total Revenue</b>	<b>\$2,342.969</b>	<b>\$2,427.341</b>	<b>\$2,457.336</b>	<b>\$114.366</b>	<b>4.9</b>	<b>\$29.994</b>	<b>1.2</b>
<b>Expenses</b>							
Labor:							
Payroll	\$127.089	\$116.854	\$105.418	\$21.671	17.1	\$11.436	9.8
Overtime	24.562	\$26.849	28.462	(3.900)	(15.9)	(1.613)	(6.0)
Health and Welfare	35.766	\$32.214	26.742	9.024	25.2	5.472	17.0
OPEB Current Payment	31.823	\$30.820	32.215	(0.392)	(1.2)	(1.395)	(4.5)
Pensions	42.214	\$27.980	26.853	15.361	36.4	1.127	4.0
Other Fringe Benefits	23.628	\$22.207	15.033	8.595	36.4	7.174	32.3
Reimbursable Overhead	(8.356)	(\$6.459)	(8.565)	0.209	2.5	2.106	32.6
<b>Total Labor Expenses</b>	<b>\$276.726</b>	<b>\$250.464</b>	<b>\$226.158</b>	<b>\$50.568</b>	<b>18.3</b>	<b>\$24.306</b>	<b>9.7</b>
Non-Labor:							
Electricity - Non-Traction	\$8.339	\$4.345	\$3.578	\$4.761	57.1	\$0.767	17.6
Fuel	5.858	3.086	2.042	3.816	65.1	1.044	33.8
Insurance	14.887	12.831	12.966	1.920	12.9	(0.135)	(1.1)
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	165.620	166.823	149.112	16.508	10.0	17.711	10.6
Professional Service Contracts	45.496	39.041	23.505	21.990	48.3	15.536	39.8
Materials & Supplies	3.339	5.243	2.477	0.861	25.8	2.765	52.7
Other Business Expenses	55.577	55.452	53.119	2.458	4.4	2.333	4.2
<b>Total Non-Labor Expenses</b>	<b>\$299.115</b>	<b>\$286.822</b>	<b>\$246.800</b>	<b>\$52.315</b>	<b>17.5</b>	<b>\$40.021</b>	<b>14.0</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$575.841</b>	<b>\$537.286</b>	<b>\$472.958</b>	<b>\$102.883</b>	<b>17.9</b>	<b>\$64.328</b>	<b>12.0</b>
Depreciation	\$202.491	\$209.397	\$211.379	(\$8.888)	(4.4)	(\$1.981)	(0.9)
GASB 75 OPEB Expense Adjustments	38.777	29.203	-	38.777	100.0	29.203	100.0
GASB 68 Pension Adjustment	(43.995)	(19.406)	-	(43.995)	(100.0)	(19.406)	(100.0)
Environmental Remediation	0.000	0.000	-	0.000	-	-	-
GASB 87 Net Adjustment	2.324	2.324	5.643	(3.319)	*	(3.319)	*
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$775.438</b>	<b>\$758.803</b>	<b>\$689.980</b>	<b>\$85.457</b>	<b>13.5</b>	<b>\$68.823</b>	<b>11.0</b>
Less: Depreciation	\$202.491	\$209.397	\$211.379	(\$8.888)	(4.4)	(\$1.981)	(0.9)
Less: GASB 75 OPEB Expense Adjustments	38.78	29.20	-	38.78	100.00	29.20	100.0
Less: GASB 68 Pension Adjustment	(44.00)	(19.41)	-	(44.00)	(100.00)	(19.41)	(100.0)
Less: Environmental Remediation	-	-	-	-	-	-	-
Less: GASB 87 Net Adjustment	2.32	2.32	5.64	(3.32)	*	(3.32)	*
<b>Total Expenses</b>	<b>\$575.841</b>	<b>\$537.286</b>	<b>\$472.958</b>	<b>\$102.883</b>	<b>17.9</b>	<b>\$64.328</b>	<b>12.0</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,767.129</b>	<b>\$1,890.056</b>	<b>\$1,984.378</b>	<b>\$217.249</b>	<b>12.3</b>	<b>\$94.322</b>	<b>5.0</b>

Totals may not add due to rounding

\* Variance exceeds 100%.

**MTA BRIDGES AND TUNNELS**  
**2023 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
(\$ in millions)

<b>REIMBURSABLE</b>
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	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	2023 Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	31.189	17.422	20.265	(10.925)	(35.0)	2.842	16.3
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$31.189</b>	<b>\$17.422</b>	<b>\$20.265</b>	<b>(\$10.925)</b>	<b>(35.0)</b>	<b>\$2.842</b>	<b>16.3</b>
<b>Expenses</b>							
Labor:							
Payroll	\$13.259	\$6.242	\$6.718	\$6.542	49.3	(\$0.475)	(7.6)
Overtime	1.985	\$0.824	1.062	0.923	46.5	(0.238)	(28.9)
Health and Welfare	2.746	\$1.489	1.612	1.134	41.3	(0.123)	(8.3)
OPEB Current Payment	0.000	\$0.000	-	0.000	-	0.000	-
Pensions	3.333	\$1.645	1.536	1.797	53.9	0.109	6.7
Other Fringe Benefits	1.511	\$0.763	0.773	0.738	48.9	(0.010)	(1.3)
Reimbursable Overhead	8.356	\$6.459	8.565	(0.209)	(2.5)	(2.106)	(32.6)
<b>Total Labor Expenses</b>	<b>\$31.189</b>	<b>\$17.422</b>	<b>\$20.265</b>	<b>\$10.925</b>	<b>35.0</b>	<b>(\$2.842)</b>	<b>(16.3)</b>
Non-Labor:							
Electricity - Non-Traction	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Gap Closing Actions</b>							
Additional Actions for Budget Balance: Expense Impact	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$31.189</b>	<b>\$17.422</b>	<b>\$20.265</b>	<b>\$10.925</b>	<b>35.0</b>	<b>(\$2.842)</b>	<b>(16.3)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
GASB 75 OPEB Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 87 Net Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$31.189</b>	<b>\$17.422</b>	<b>\$20.265</b>	<b>\$10.925</b>	<b>35.0</b>	<b>(\$2.842)</b>	<b>(16.3)</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$31.189</b>	<b>\$17.422</b>	<b>\$20.265</b>	<b>\$10.925</b>	<b>35.0</b>	<b>(\$2.842)</b>	<b>(16.3)</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2023 ADOPTED BUDGET AND NOVEMBER FORECAST vs. PRELIMINARY ACTUAL**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 1 of 2)
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	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	2023 Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	\$2,322.793	\$2,400.165	\$2,416.860	\$94.067	4.0	\$16.695	0.7
Other Operating Revenue	18.936	18.936	28.106	9.170	48.4	9.170	48.4
Capital and Other Reimbursements	31.189	17.422	20.265	(10.925)	(35.0)	2.842	16.3
Investment Income	1.240	8.240	12.369	11.129	*	4.129	50.1
<b>Total Revenue</b>	<b>\$2,374.159</b>	<b>\$2,444.764</b>	<b>\$2,477.600</b>	<b>\$103.442</b>	<b>4.4</b>	<b>\$32.837</b>	<b>1.3</b>
<b>Expenses</b>							
Labor:							
Payroll	140.349	123.096	\$112.136	\$28.213	20.1	\$10.960	8.9
Overtime	26.546	27.672	\$29.524	(2.978)	(11.2)	(1.851)	(6.7)
Health and Welfare	38.512	33.703	28.354	10.159	26.4	5.349	15.9
OPEB Current Payment	31.823	30.820	32.215	(0.392)	(1.2)	(1.395)	(4.5)
Pensions	45.546	29.625	28.389	17.158	37.7	1.236	4.2
Other Fringe Benefits	25.139	22.969	15.806	9.333	37.1	7.164	31.2
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$307.915</b>	<b>\$267.886</b>	<b>\$246.423</b>	<b>\$61.493</b>	<b>20.0</b>	<b>\$21.464</b>	<b>8.0</b>
Non-Labor:							
Electricity - Non-Traction	8.339	\$4.345	\$3.578	\$4.761	57.1	\$0.767	17.6
Fuel	5.858	3.086	2.042	3.816	65.1	1.044	33.8
Insurance	14.887	12.831	12.966	1.920	12.9	(0.135)	(1.1)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	165.620	166.823	149.112	16.508	10.0	17.711	10.6
Professional Service Contracts	45.496	39.041	23.505	21.990	48.3	15.536	39.8
Materials & Supplies	3.339	5.243	2.477	0.861	25.8	2.765	52.7
Other Business Expenses	55.577	55.452	53.119	2.458	4.4	2.333	4.2
<b>Total Non-Labor Expenses</b>	<b>\$299.115</b>	<b>\$286.822</b>	<b>\$246.800</b>	<b>\$52.315</b>	<b>17.5</b>	<b>\$40.021</b>	<b>14.0</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$607.030</b>	<b>\$554.708</b>	<b>\$493.223</b>	<b>\$113.807</b>	<b>18.7</b>	<b>\$61.485</b>	<b>11.1</b>
Depreciation	202.491	\$209.397	211.379	(\$8.888)	(4.4)	(\$1.981)	(0.9)
GASB 75 OPEB Expense Adjustments	38.777	29.203	0.000	38.777	100.0	29.203	100.0
GASB 68 Pension Adjustment	(43.995)	(19.406)	0.000	(43.995)	(100.0)	(19.406)	(100.0)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 87 Net Adjustment	2.324	2.324	5.643	(3.319)	*	(3.319)	*
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$806.627</b>	<b>\$776.226</b>	<b>\$710.245</b>	<b>\$96.382</b>	<b>11.9</b>	<b>\$65.981</b>	<b>8.5</b>
Less: Depreciation	\$202.491	\$209.397	\$211.379	(\$8.888)	(4.4)	(\$1.981)	(0.9)
Less: GASB 75 OPEB Expense Adjustments	38.777	29.203	0.000	38.777	100.0	29.203	100.0
Less: GASB 68 Pension Adjustment	(43.995)	(19.406)	0.000	(43.995)	(100.0)	(19.406)	(100.0)
Less: Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 87 Net Adjustment	2.324	2.324	5.643	(3.319)	*	(3.319)	*
<b>Total Expenses</b>	<b>\$607.030</b>	<b>\$554.708</b>	<b>\$493.223</b>	<b>\$113.807</b>	<b>18.7</b>	<b>\$61.485</b>	<b>11.1</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$1,767.129</b>	<b>\$1,890.056</b>	<b>\$1,984.378</b>	<b>\$217.249</b>	<b>12.3</b>	<b>\$94.322</b>	<b>5.0</b>

Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**2023 Adopted Budget and November Forecast vs. Preliminary Actual**  
(\$ in millions)

Total Non-Reimbursable/Reimbursable (Page 2 of 2)	December 2023 Year-to-Date			Variance: Favorable/(Unfavorable)			
	Adopted Budget	November Forecast	Preliminary Actual	Adopted Budget vs Actual		Forecast vs Actual	
				\$	%	\$	%
<b>Net Surplus/(Deficit)</b>	<b>\$1,767.129</b>	<b>\$1,890.056</b>	<b>\$1,984.377</b>	<b>\$217.248</b>	<b>12.3</b>	<b>\$94.321</b>	<b>5.0</b>
<b><u>Deductions from Income:</u></b>							
B&T Capitalized Assets	\$27.431	\$23.600	\$15.114	\$12.317	44.9	\$8.486	36.0
B&T Capital Reserves and Prepaid Exp.	0.000	0.000	0.000	0.000	0.0	0.000	0.0
B&T GASB Reserves	0.000	0.000	0.000	0.000	0.0	0.000	0.0
<b>Adjusted Net Income/(Deficit)</b>	<b>\$1,739.697</b>	<b>\$1,866.456</b>	<b>\$1,969.263</b>	<b>\$229.565</b>	<b>13.2</b>	<b>\$102.807</b>	<b>5.5</b>
Less: Debt Service	782.555	682.041	669.919	112.636	16.8	12.121	1.8
Less: B&T Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.0	0.000	0.0
<b>Income Available for Distribution</b>	<b>\$957.142</b>	<b>\$1,184.415</b>	<b>\$1,299.343</b>	<b>\$342.201</b>	<b>35.8</b>	<b>\$114.928</b>	<b>9.7</b>
<b><u>Distributable To:</u></b>							
MTA - Investment Income	\$1.240	\$8.240	\$12.369	\$11.129	> 100.0	\$4.129	50.1
MTA - Distributable Income	529.944	633.418	682.832	152.888	22.4	49.414	7.8
NYCT - Distributable Income	425.958	545.746	603.089	177.131	29.4	57.344	10.5
<b>Total Distributable Income</b>	<b>\$957.142</b>	<b>\$1,187.404</b>	<b>\$1,298.291</b>	<b>\$341.149</b>	<b>35.6</b>	<b>\$110.887</b>	<b>9.3</b>
<b><u>Actual Cash Transfers:</u></b>							
MTA - B&T Investment Income - Prior Year	\$1.376	\$3.718	\$3.718	\$2.341	63.0	\$0.000	0.0
MTA - Cash Surplus Transfer	536.852	672.163	672.012	135.160	20.1	(0.151)	<(100.0)
NYCT - Cash Surplus Transfer	433.585	576.178	587.739	154.154	26.2	11.561	2.0
<b>Total Cash Transfers</b>	<b>\$971.814</b>	<b>\$1,252.059</b>	<b>\$1,263.469</b>	<b>\$291.655</b>	<b>30.0</b>	<b>\$11.410</b>	<b>0.9</b>
<b><u>Support to Mass Transit:</u></b>							
Total Revenues	\$2,374.159	\$2,444.764	\$2,477.600	\$103.442	4.4	\$32.837	1.3
Less: Total Operating Expenses	607.030	554.708	493.224	113.806	18.7	61.484	11.1
<b>Net Surplus/(Deficit)</b>	<b>\$1,767.129</b>	<b>\$1,890.056</b>	<b>\$1,984.377</b>	<b>\$217.248</b>	<b>12.3</b>	<b>\$94.321</b>	<b>5.0</b>
<b><u>Deductions from Operating Income:</u></b>							
B&T Debt Service	\$434.132	\$380.184	\$379.855	\$54.277	12.5	\$0.329	0.1
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.0	0.000	0.0
Capitalized Assets	27.431	23.600	15.114	12.317	44.9	8.486	36.0
B&T Capital Reserves and Prepaid Exp.	0.000	0.000	0.000	0.000	0.0	0.000	0.0
B&T GASB Reserves	0.000	0.000	0.000	0.000	0.0	0.000	0.0
<b>Total Deductions from Net Surplus/(Deficit)</b>	<b>\$461.563</b>	<b>\$403.784</b>	<b>\$394.969</b>	<b>\$66.594</b>	<b>16.9</b>	<b>\$8.815</b>	<b>2.2</b>
<b>Total Support to Mass Transit</b>	<b>\$1,305.566</b>	<b>\$1,486.272</b>	<b>\$1,589.408</b>	<b>\$283.842</b>	<b>21.7</b>	<b>\$103.136</b>	<b>6.9</b>

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
**December Year-to-Date 2023**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb of Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
		YEAR-TO-DATE		
Vehicle Toll Revenue	Nonreimb	16,695	0.7	Higher toll revenue is due to higher-than-forecasted traffic volume and higher toll revenue per vehicle.
Other Operating Revenue	Nonreimb	9,170	48.4	Higher revenue primarily due to the timing of income from E-ZPass administrative fees.
Investment Income	Nonreimb	4,129	50.1	Higher than anticipated short-term investment returns on fund balances.
Payroll	Nonreimb	11,436	9.8	Lower payroll expenses primarily due to vacancies
Overtime	Nonreimb	(1,613)	(6.0)	Higher overtime is mainly due to unfilled vacancies.
Health and Welfare	Nonreimb	5,472	17.0	Lower Health and Welfare expenses primarily due to vacancies and timing.
OP&EB Current Payment	Nonreimb	(1,395)	(4.5)	Higher expenses primarily due to timing and higher-than-forecasted retirees.
Pensions	Nonreimb	1,127	4.0	Lower non-reimbursable expenses primarily due to the timing against the November Forecast allocation as well as vacancies.
Other Fringe Benefits	Nonreimb	7,174	32.3	Lower expenses primarily due to timing against the November Forecast allocation as well as vacancies.
Reimbursable Overhead	Nonreimb	2,106	32.6	Lower than estimated reimbursable labor required on capital projects.
Electricity - Non-Traction	Nonreimb	0,767	17.6	Lower than planned electricity expenses.
Fuel	Nonreimb	1,044	33.8	Lower than planned heating fuel expenses.
Insurance	Nonreimb	(0,135)	(1.1)	Higher expenses primarily due to a higher than forecasted property liability expenses.
Claims	Nonreimb	0,000	-	No variance
Maintenance and Other Operating Contracts	Nonreimb	17,711	10.6	Lower expenses primarily due to lower than forecasted costs for Major Maintenance & Painting (\$5,754M), maintenance E-ZPass equipment (\$5,214M), security and surveillance equipment (\$3,104 M), E-ZPass tags, (\$1,791M), lower facilities and security system maintenance (\$1,103M), and non-revenue vehicle repairs (\$0,816M).
Professional Service Contracts	Nonreimb	15,536	39.8	Lower expenses primarily due to timing and lower than estimated expenses for bond issuance fees (\$5,243M), lower legal fees, (\$4,154M), engineer services, (\$1,549) advertising and marketing, (\$1,249 M), and professional service contracts and other outside services (\$1,675M).
Materials & Supplies	Nonreimb	2,765	52.7	Lower than planned expenses across a variety of small equipment and supply categories
Other Business Expenses	Nonreimb	2,333	4.2	Lower than planned expenses across a variety of categories including lower than forecasted credit card processing and membership fees.
Capital and Other Reimbursements	Reimb	2,842	16.3	Higher capital reimbursements due to timing against the monthly November Forecast allocation.
Payroll	Reimb	(0,475)	(0.5)	Higher capital reimbursements due to timing against the monthly November Forecast allocation.
Overtime	Reimb	(0,238)	(0.2)	Higher capital reimbursements due to timing against the monthly November Forecast allocation.
Health and Welfare	Reimb	(0,123)	(0.1)	Higher capital reimbursements due to timing against the monthly November Forecast allocation.
Pensions	Reimb	0,109	0.1	Lower capital reimbursements due to timing against the monthly November Forecast allocation.
Other Fringe Benefits	Reimb	(0,010)	(0.0)	Higher capital reimbursements due to timing against the monthly November Forecast allocation.
Reimbursable Overhead	Reimb	(2,106)	(2.1)	Higher capital reimbursements due to timing against the monthly November Forecast allocation.

**MTA BRIDGES AND TUNNELS  
TRAFFIC VOLUME AND REVENUE  
December Year-to-Date 2023  
(millions)**

**Comparison Current Year vs. Prior Year**

	Prior Year		Current Year*		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	50.9	\$401.9	50.1	\$399.4	-1.6%	-0.6%
Cross Bay	7.9	21.6	7.7	21.3	-2.0%	-1.5%
Henry Hudson	24.9	97.6	25.2	100.8	1.2%	3.3%
Hugh L. Carey	21.9	152.4	22.6	158.1	3.2%	3.7%
Marine Parkway	7.9	21.2	7.9	21.2	-0.1%	-0.1%
Queens Midtown	29.8	221.5	30.3	226.7	1.5%	2.3%
RFK	65.2	503.5	67.9	525.4	4.1%	4.3%
Throgs Neck	39.6	368.1	43.3	394.1	9.3%	7.1%
Verrazzano-Narrows	78.2	544.5	80.3	569.8	2.6%	4.6%
<b>Total</b>	<b>326.3</b>	<b>\$2,332.4</b>	<b>335.1</b>	<b>\$2,416.9</b>	<b>2.7%</b>	<b>3.6%</b>
<b>Revenue Per Vehicle</b>	<b>\$7.148</b>	<b>\$7.212</b>				<b>0.9%</b>

\* Subject to audit

**Comparison Actual vs. Adopted Budget and November Forecast**

	Adopted Budget		November Forecast		Prelim Actual		Percentage Change	
	Adopted Budget	November Forecast	Adopted Budget	November Forecast	Adopted Budget	November Forecast	Adopted Budget	November Forecast
Traffic	327.0	333.9	335.1	335.1	2.5%	0.4%		
Toll Revenue	\$2,310.6	\$2,400.2	\$2,416.9	\$2,416.9	4.6%	0.7%		
Revenue Per Vehicle	\$7.065	\$7.189	\$7.212	\$7.212	2.1%	0.3%		

- 1) Numbers may not add due to rounding.
- 2) Toll increase implemented August 6, 2023.
- 3) 2023 December YTD traffic and revenue is 5.7M and \$345.4M above December YTD 2019, an increase of 1.7% and 16.7% respectively.

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

Facility	Revenue Collection Rate December 2023 <sup>1</sup>
Henry Hudson Bridge	94.5%
Hugh L. Carey Tunnel	95.2%
Queens Midtown Tunnel	96.7%
Marine Parkway Bridge	95.3%
Cross Bay Bridge	93.1%
Robert F. Kennedy Bridge	93.1%
Verrazzano-Narrows Bridge	92.8%
Bronx-Whitestone Bridge	93.0%
Throgs Neck Bridge	94.0%
<b>All Facilities</b>	<b>93.7%</b>

1. Represents total revenue collections from transactions January 2022 through December 2022

**MTA BRIDGES AND TUNNELS**  
2023 YEAR-END REPORT

**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
December 2023

Department	November Forecast	Preliminary Actual	Favorable (Unfavorable)	Explanation of Variances
<b>Administration</b>				
Executive Law <sup>(1)</sup>	17	11	6	5 Managerial and 1 Professional vacancies
Budget & Finance <sup>(2)</sup>	12	5	7	2 Managerial and 5 Professional vacancies
Administration <sup>(3)</sup>	17	10	7	5 Managerial and 2 Professional vacancies
EEO	38	26	12	9 Managerial and 3 Professional vacancies
	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>85</b>	<b>52</b>	<b>33</b>	
<b>Operations</b>				
ITS & Tolling	64	73	(9)	9 Professional overrun
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 overrun in Professional
<b>Total Operations</b>	<b>165</b>	<b>118</b>	<b>47</b>	
<b>Maintenance</b>				
Maintenance	205	199	6	7 Managerial and 2 Professional vacancies partially offset by 3 overrun in Hourly
Operations - Maintainers	183	152	31	31 Maintainer vacancies
<b>Total Maintenance</b>	<b>388</b>	<b>351</b>	<b>37</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	99	24	4 Managerial and 20 Professional vacancies
Health & Safety	9	7	2	2 Managerial vacancies
Law <sup>(1)</sup>	18	9	9	3 Managerial and 6 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
<b>Total Engineering/Capital</b>	<b>158</b>	<b>121</b>	<b>37</b>	
<b>Public Safety</b>				
Operations (Security)	375	364	11	2 Managerial and 9 Operational vacancies
Internal Security - Operations	45	29	16	5 Managerial and 11 Professional vacancies
<b>Total Public Safety</b>	<b>420</b>	<b>393</b>	<b>27</b>	
<b>Total Positions</b>	<b>1,216</b>	<b>1,035</b>	<b>181</b>	
Non-Reimbursable	<b>1,085</b>	<b>904</b>	<b>181</b>	
Reimbursable	131	131	-	
<b>Total Full-Time</b>	<b>1,216</b>	<b>1,035</b>	<b>181</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**  
**2023 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
 December 2023

	November Forecast	Preliminary Actual	Favorable (Unfavorable)	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	32	13	19	5 vacancies in Administration, 7 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	53	39	14	5 vacancies in Law, 5 in Administration, 2 in Budget & Finance, 1 in EEO, 1 overrun in Executive
Operational Hours	-	-	-	
<b>Total Administration</b>	<b>85</b>	<b>52</b>	<b>33</b>	
<b>Operations</b>				
Managers/Supervisors	73	34	39	5 vacancies in ITS & Tolling, 4 in CBDTP, and 30 in Operations
Professional, Technical, Clerical	92	84	8	33 vacancies in CBDTP, partially offset by 16 overrun in Operations, and 9 overrun in ITS & Tolling
Operational Hours	-	-	-	
<b>Total Operations</b>	<b>165</b>	<b>118</b>	<b>47</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	20	7	7 vacancies in Maintenance
Professional, Technical, Clerical	11	9	2	2 vacancies in Maintenance
Operational Hours <sup>(1)</sup>	350	322	28	28 vacancies in Operations
<b>Total Maintenance</b>	<b>388</b>	<b>351</b>	<b>37</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	34	24	10	4 vacancies in Engineering, 3 in Law, 2 in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical	124	97	27	20 vacancies in Engineering, 6 in Law, and 1 in Capital Budget
Operational Hours	-	-	-	
<b>Total Engineering/Capital</b>	<b>158</b>	<b>121</b>	<b>37</b>	
<b>Public Safety</b>				
Managers/Supervisors	117	110	7	5 vacancies in Internal Security and 2 in Operations
Professional, Technical, Clerical	36	25	11	11 vacancies in Internal Security
Operational Hours <sup>(2)</sup>	267	258	9	9 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>420</b>	<b>393</b>	<b>27</b>	
<b>Total Positions</b>				
Managers/Supervisors	283	201	82	
Professional, Technical, Clerical	316	254	62	
Operational Hours	617	580	37	
<b>Total Positions</b>	<b>1,216</b>	<b>1,035</b>	<b>181</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

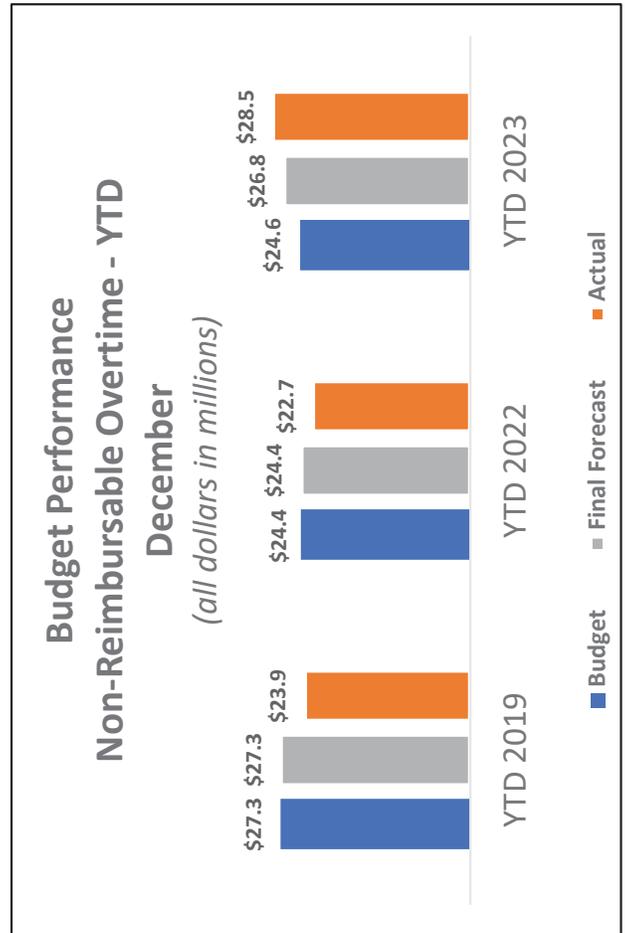
### OVERVIEW

- Increase in spending of \$3.9M vs 2023 Adopted Budget was due to increased employee salaries pursuant to collective bargaining agreements where non-reimbursable overtime spending in hours remained consistent with previous years.
- Increase in spending of \$4.6M vs YTD 2019 due to increased employee salaries pursuant to collective bargaining agreements, increased attrition of employees without staffing replenishment, unfavorable arbitration decision resulting in mandatory coverage of critical assignments, failure of negotiation to provide staffing flexibility, and sustained delivery of service in a year with a record-high number of vehicle crossings.
- Increase in spending of \$5.8M vs YTD 2022 due to increased employee salaries pursuant to collective bargaining agreements, increased attrition of employees without staffing replenishment, unfavorable arbitration decision resulting in mandatory coverage of critical assignments, failure of negotiation to provide staffing flexibility, and sustained delivery of service in a year with a record-high number of vehicle crossings.

## NON-REIMBURSABLE OVERTIME

### Agency Detail

- **Vacancy/Absentee Coverage** increased compared to 2022 due to higher vacancy rates resulting from an increase in employee attrition without staffing replenishment. along with needed coverage for unplanned absences. Additionally, an unfavorable arbitration decision within Operations resulting in a cease & desist order pertaining to long-standing assignment coverage practices has also been a contributing factor to the use of non-reimbursable overtime for many assignments that may otherwise remain uncovered. 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. These costs were partially offset by scheduling efficiencies through the shift of some Maintenance personnel to straight-time overnights during certain times of the year.
- B&T continually reviews the changing environment and prioritizes the need for the use of overtime to ensure the delivery of service to its customers.
- In 2023, B&T preliminary recorded an all-time high vehicle crossing number which was more than 2.5% higher than 2022 and over 0.5% higher than 2019 when B&T recorded more than 334 million crossings.

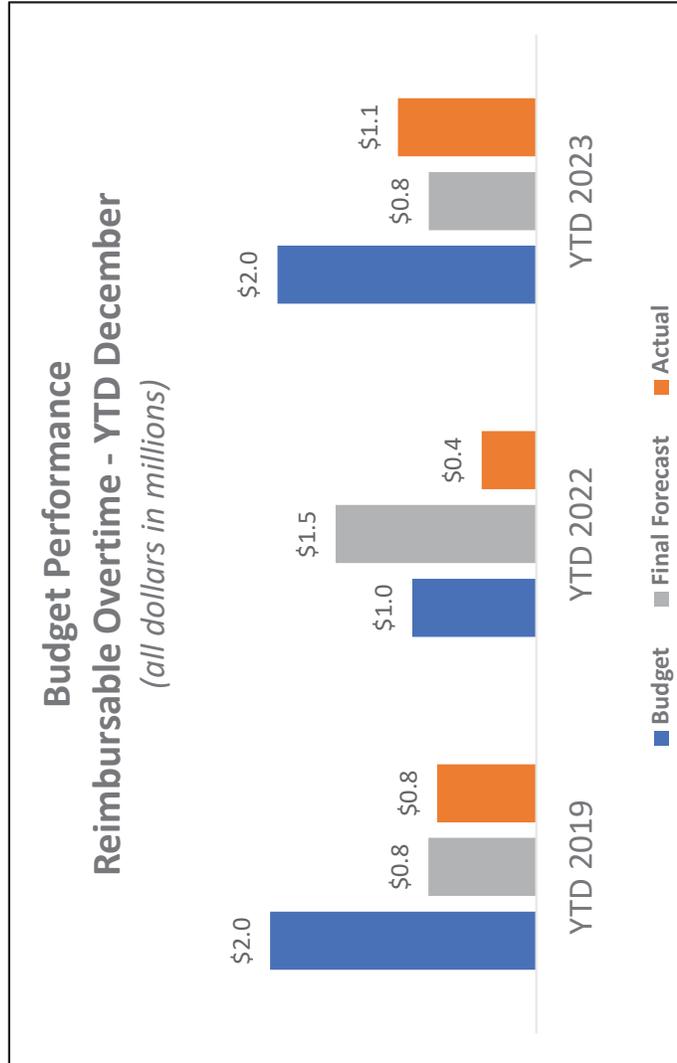


## BRIDGES AND TUNNELS

## REIMBURSABLE OVERTIME

### Overview

- 2023 actual overtime is \$300k higher than the Final Forecast largely due to the timing of project activity.
- 2023 actual overtime is higher than 2019 and 2022 due to overtime needed on projects eligible for reimbursement from the Capital Program.





# Bridges and Tunnels

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## Procurements January 2024



# Staff Summary



<b>Subject:</b> Request for Authorization to Award Procurement
<b>Department:</b> Procurement
<b>Department Head Name</b> Louis Montanti
<b>Department Head Signature</b>
<b>Project Manager Name</b> Various

<b>Date</b> 1/12/2024
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	President	<del>1/16/2024</del> 1/22/2024	<i>LM</i>		
2	MTA B&T Committee	1/29/2024			
3	MTA Board	1/31/2024			

Internal Approvals			
Order	Approval	Order	Approval
	President		<i>LM</i>
	General Counsel & Corporate Secretary PLF		<i>[Signature]</i>
	MTA Deputy Chief Procurement Officer		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

**PURPOSE:**

To obtain approval of the Board to award procurement actions and to inform the Bridges and Tunnels Committee of the procurement actions.

**DISCUSSION:**

MTA B&T proposes to award Non-Competitive procurements in the following categories: None

MTA B&T proposes to award Competitive procurements in the following categories:

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts	1	\$38.9M
<b>SUBTOTAL</b>	<b>1</b>	<b>\$38.9M</b>

MTA B&T presents the following procurement actions for Ratification: None

<b>TOTAL</b>	<b>1</b>	<b>\$38.9M</b>
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**BUDGET IMPACT:**

The purchase/contracts will result in obligating operating funds in the amount listed. Funds are available in the current MTA B&T operating budget for this purpose.

**RECOMMENDATION:**

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

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

**MTA BRIDGES & TUNNELS  
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**

**WHEREAS**, in accordance with Sections §559, §2879 and §1265-a of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

**WHEREAS**, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

**WHEREAS**, in accordance with Section §2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

11/23/2020

**JANUARY 2024**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**MTA BRIDGES & TUNNELS**

**Procurements Requiring Majority Vote:**

Schedule H: **Modifications to Personal Service Contracts and Miscellaneous Service Contracts**  
(Staff Summaries requiring Board approval)

**Staff Summary Attached**

1.	TransCore, LP Contract No. PSC-13-2949 Nine Years and Seven Months	\$38,947,759	1
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B&T is seeking Board approval to amend this personal service contract with TransCore, LP to exercise the three (3) one-year options with additional funding for continued cashless tolling maintenance.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts



Item Number: 1

<b>Vendor Name (Location)</b> TransCore LP (Nashville, Tennessee)
<b>Description:</b> All-Electronic Open-Road Tolling
<b>Contract Term (including Options, if any)</b> July 18, 2014–February 29, 2024
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Department:</b> ITS & Tolling, VP, Nichola Angel

<b>Contract Number</b> PSC-13-2949	<b>AWO/Mod. #</b> 14
<b>Original Amount:</b>	\$7,968,282
<b>Prior Modifications:</b>	\$165,466,034
<b>Current Amount:</b>	\$173,434,316
<b>This Request:</b>	\$38,947,759
<b>% of This Request to Current Amount:</b>	22%
<b>% of Modifications (including This Request) to Original Amount:</b>	2565%

**Discussion:**

Bridges and Tunnels (“B&T”), in accordance with the All-Agency Service Contract Procurement Guidelines, is seeking Board approval to amend personal service Contract PSC-13-2949 with TransCore, LP (“TransCore”) to exercise three 1-year option renewals for cashless tolling maintenance services at the Authority’s toll facilities in the not-to-exceed amount of \$38,947,759. This contract was awarded to TransCore in July 2014 on a competitive basis in the amount of \$7,968,282 for a duration of eight years to install and maintain an all-electronic and open-road tolling (“ORT”) system (cashless tolling system) at the Henry Hudson Bridge. Subsequent amendments added cashless tolling at the remaining eight Authority toll facilities and increased the contract value by \$165,466,034.

Cashless tolling has been in operation at all Authority facilities since September 2017. The original Request for Proposals (“RFPs”) focused primarily on the Henry Hudson Bridge and advised all proposers that the awarded contract may be amended to expand cashless tolling to the other B&T toll facilities. In October 2016, the Board approved an amendment to fund the contract for the implementation of cashless tolling at all Authority facilities for a one-year maintenance term. In February 2018, the Board approved an amendment for continued cashless tolling maintenance services at all Authority toll facilities a for a period of six years, to February 29, 2024, with three 1-year option renewals. This amendment is to exercise the three 1-year options to February 28, 2027.

The maintenance services include (1) 24/7/365 monitoring of the system at each facility; (2) performance of maintenance required due to normal wear and tear, and damage to the equipment; (3) establishment and management of an inventory of spare parts; (4) provision of preventive and scheduled maintenance; and (5) providing software maintenance and support services. TransCore will also monitor and audit the performance of the cashless system monthly, which will be reviewed and verified by the Authority. This contract contains Key Performance Indicators (“KPIs”) for equipment availability, maximum repair time, and lost revenue events. The KPIs are critical for the protection of the Authority’s approximately \$2.33 billion revenue stream and are used to calculate any damages resulting from lost revenue or the contractor’s failure to meet performance levels established under the contract.

The Authority will exercise the option renewal years in whole or individually. The pricing for the option years has an annual 1 percent increase, which is included in the contract and considered fair and reasonable.

The funding request also includes the purchase and installation of Multiprotocol Readers to meet E-ZPass Interagency Group (“IAG”) requirements for national interoperability at a cost of \$482,400; ORT customers service center 2.34 interface upgrade that will allow for the changes in the format of data going to the New York Customer Service Center to meet the IAG interoperable requirements at \$141,710; and ORT multi-factor authentication required to meet certain MTA cybersecurity requirements at a cost of \$44,600.

This contract is currently being evaluated to determine the necessary and appropriate, if any, cybersecurity requirements, including any requirements under federal and local law or regulation. The Authority is working with the contractor to include cyber requirements prior to the issuance of this amendment.

TransCore has certified that pursuant Executive Order 16, it is not doing business in Russia.

**Impact on Funding**

Funding is available in the Operating Budget under General Ledger #711420.