



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## July 2024

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### **Committee Members**

D. Mack, Co-Chair

J. Barbas, Co-Chair

A. Albert

N. Brown

R. Glucksman

M. Joshi

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

**Bridges & Tunnels Committee Meeting**  
**2 Broadway, 20th Floor Board Room**  
**New York, NY 10004**  
**Monday, 7/29/2024**  
**12:30 - 1:00 PM ET**

**1. Summary of Actions**

*B&T Summary of Actions - Page 3*

**2. Public Comments Period**

**3. Approval of Minutes**

*B&T Committee Minutes - June 2024 - Page 5*

**4. Committee Work Plan**

*B&T Committee Work Plan - Page 9*

**5. Report on Operations**

*B&T Report on Operations - May 2024 - Page 15*

**6. Safety Report**

*B&T Safety Report - May 2024 - Page 27*

**7. Financial Report**

*B&T Financial Report - June 2024 - Page 32*

**8. 2023 B&T Toll Violation Enforcement (Action Item)**

*B&T Toll Enforcement Violation Enforcement (Action Item) - Page 46*

**9. Procurements - None**



# Bridges and Tunnels

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## Summary of Actions

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

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of Action</b>
<b>Intelligent Transportation Systems &amp; Tolling</b>	N/A	N/A	Approval to take steps necessary to reduce the administrative toll violation fee imposed at TBTA’s major facilities from \$100 to \$50 dollars and establish a \$50 dollar administrative toll violation fee for the Congestion Relief Zone.



# Bridges and Tunnels

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## Minutes of Committee Meeting June 2024



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

**June 24, 2024**

**9:00 a.m.**

In attendance were the Honorable:

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

Also in Attendance:  
Gerard Bringmann  
Michael Fleischer

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems and Tolling  
Andrew Buder, Director, Government and Community Relations  
Pashko Camaj, Acting Vice President and Chief Safety Officer  
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer  
Romolo DeSantis, Vice President and Deputy Chief Engineer – TBTA, MTA Construction  
& Development  
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA  
Richard Hildebrand, Vice President and Chief of Operations  
Edwin T. King, Executive Vice President  
Donald E. Look, Senior Vice President, Internal Affairs & Security Advisor  
Charles J. Passarella, Vice President of Maintenance and Operations Support  
Catherine T. Sheridan, P.E., President  
Jamie Torres-Springer, President, MTA Construction & Development

# MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

**June 24, 2024**

Minutes of TBTA Committee held June 24, 2024 at 9:00 a.m. A list of those in attendance is attached.

## **Public Speakers**

The following speakers commented during the public speakers' session:

- Jason Anthony about congestion pricing.
- Matty W. Buchys-Hyland about congestion pricing.
- Joseph Morales about traffic safety, LPR usage, and workforce safety training.
- Aleta Dupree about toll revenue and diversity reports.
- Murray Bodin about traffic safety.

## **Minutes**

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on May 20, 2024 were approved.

## **Committee Work Plan**

President Sheridan stated that there are no changes to the TBTA Committee Work Plan, noting that the First Quarter 2024 TBTA Diversity Report is included in this month's Committee materials and that there would be an MTA-wide Diversity Report provided at the Diversity Committee later that day.

## **President Sheridan's Remarks**

President Sheridan started by following up on a discussion from last month's Committee meeting regarding Commissioner Albert's comments about collisions on the Verrazzano-Narrows Bridge. TBTA's priority is safety, and the reduction of collisions on its roadways is central to that goal. TBTA has made great strides to improve its safety record, and to put that in perspective, the data reveals collisions have been cut dramatically. Going back five years, TBTA has seen nearly a 45% reduction in collision rates across all facilities, and by nearly 50% at the Verrazzano. This reduction occurred during constant increases in traffic volumes, last year being TBTA's highest.

This positive trend is due to a number of factors, which fall under the Three "E"s — engineering controls, education, and enforcement. TBTA continues to pursue projects and initiatives which target safety improvements to the traffic environment -- TBTA raises customer awareness through enhanced signage, real-time information, and regional messaging, and TBTA's Operations personnel remain engaged in traffic management and robust on-road enforcement.

Building on that progress, President Sheridan mentioned two projects featuring major safety improvements at the Verrazzano bridge: one is well underway, and another on the horizon. The widening of the eastbound Belt Parkway from the bridge to the Bay 8th Street exit will alleviate a congested merge-point, reducing accidents in a collision-prone location where traffic often backs up onto the bridge. Responding to Commissioner Albert's later question, Vice President and Deputy Chief Engineer Romolo DeSantis stated that this project is expected to be completed by the end of this year. President Sheridan continued that a future project entails the reconstruction of ramps at the Brooklyn approach. Among the features of this work are the relocation of non-standard left exits to the right, as well as adding shoulders that were not part of the original construction.

These projects in combination are expected to significantly reduce queuing and collisions on the eastbound upper and lower levels. President Sheridan commended TBTA's Construction & Development colleagues, under the leadership of Senior Vice President and Chief Engineer Joe Keane, for spearheading these projects, which will further advance the positive downward trend on collisions for which TBTA strives.

President Sheridan stated that just in time for the kick-off of the busy recreational season, two newly constructed vehicular ramps touching down onto Randall's Island opened in late May, months earlier than planned. The ramps are a prominent feature of a design-build project on track for substantial completion later this year, ahead of schedule and within budget. President Sheridan congratulated Joe Keane and members of the RFK engineering team -- Bill Neubauer, Armindo Monteiro, Ryan Kalleberg, and Dave Caso -- for their diligent work on this project. President Sheridan also commended TBTA's Maintenance team for their work with TBTA's C&D partners to make sure everything was ready before the first morning rush hour.

President Sheridan recounted that earlier this month, New York State transportation agencies hosted an international technical exchange with a delegation of civil engineers and officials from the Dominican Republic, focused on best practices for climate resiliency, emergency response, and preventive maintenance. Last fall, the Dominican Republic had experienced devastating damage from record rainfall and storm water runoff, so TBTA shared expertise and lessons learned from its own experience with natural disasters such as Superstorm Sandy. TBTA gave the delegation tours of the Operations Command Center on Randall's Island and the critical flood resiliency improvements at the Marine Parkway-Gil Hodges Memorial Bridge and the Hugh Carey Tunnel.

### **Central Business District Tolling Program Presentation**

Chief Operating Officer Allison C. de Cerreño gave a status update on the Central Business District Tolling Program. Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation.

In other comments, Commissioner Fleischer thanked President Sheridan and her team for cracking down on ghost plates. And among the responses to Commissioner Albert's question about whether reader equipment malfunction is reflected in the toll collection rate chart presented in the Committee materials, President Sheridan stated that the data is capable of being separated out in a granular way.

### **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

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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

### Responsibility

### 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

### January 2025

Approval of 2025 Work Plan

Committee Chair & Members

### February 2025

2025 Adopted Budget/Financial Plan 2025-2028

2024 B&T Operating Surplus  
2024 Customer Environment Report

Office of Management &  
Budget  
Controller  
Operations

March 2025

No items scheduled

April 2025

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

EEO

May 2025

Final Review of 2024 Year-End Operating  
Budget Results

Office of Management &  
Budget

June 2025

Diversity Report – 1<sup>st</sup> Quarter 2025

EEO

## **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**

### **JULY 2024**

No items scheduled

### **AUGUST 2024**

No meeting scheduled

### **SEPTEMBER 2024**

#### 2025 Preliminary Budget

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

### **OCTOBER 2024**

#### 2025 Preliminary Budget

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

### **NOVEMBER 2024**

No items scheduled

### **DECEMBER 2024**

#### 2025 Proposed Committee Work Plan

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

#### 2025 Proposed Final Budget

The Committee will recommend action to the Board.

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

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

### **JANUARY 2025**

#### Approval of Work Plan for 2025

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

## **FEBRUARY 2025**

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

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

### 2024 B&T Operating Surplus

The Committee will recommend action to the Board.

### 2024 Customer Environment Report

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

## **MARCH 2025**

No items scheduled

## **APRIL 2025**

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

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

## **MAY 2025**

### Final Review of 2024 Year-End Operating Budget Results

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

## **JUNE 2025**

No items scheduled



# Bridges and Tunnels

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## Report on Operations May 2024



## **MTA Bridges and Tunnels May 2024 Traffic Trends**

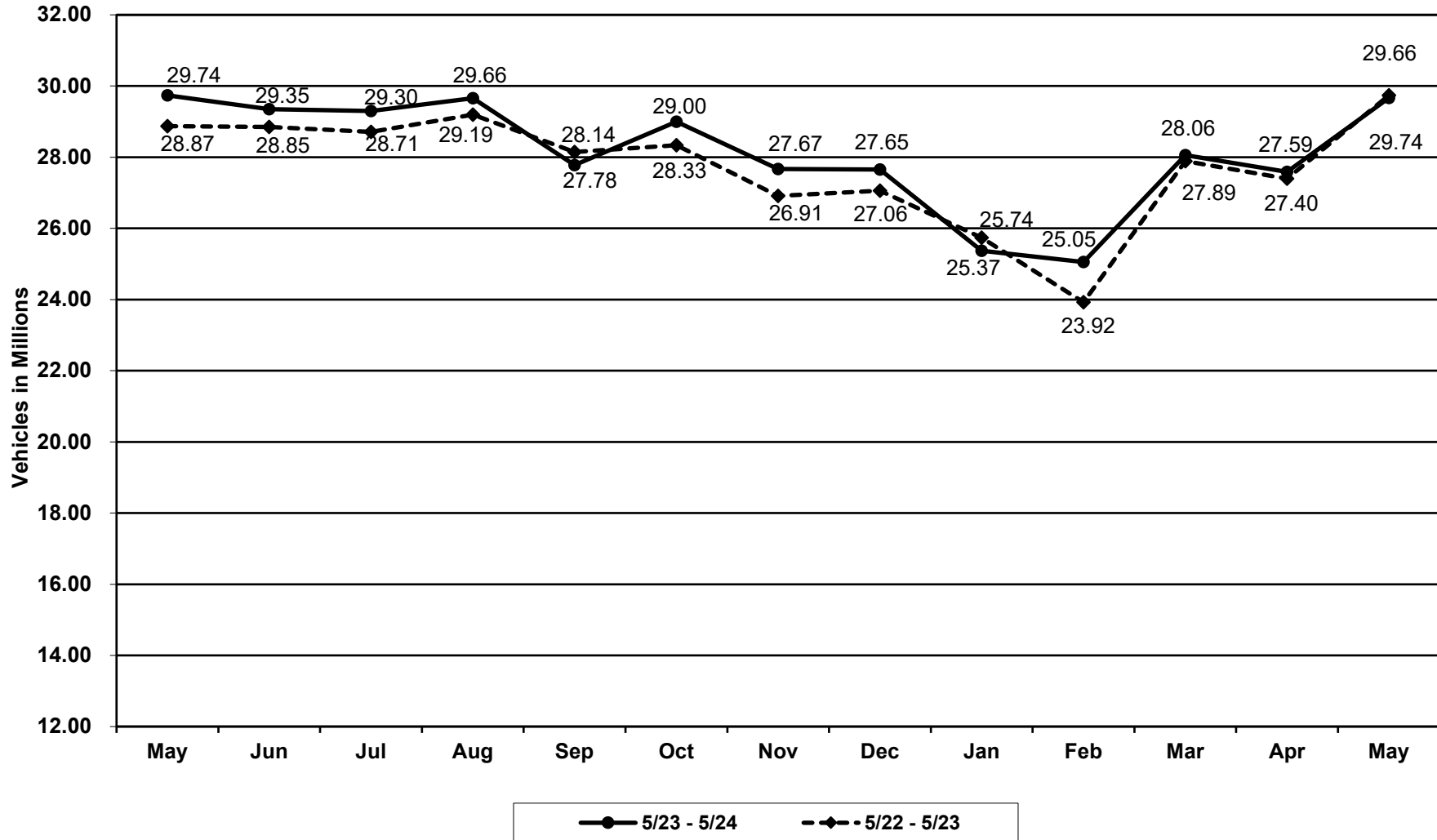
### **Summary**

B&T's total paid traffic for May was 29.7 million, a slight decrease of 0.3% compared to 29.7 million crossings in May 2023. Compared to May 2022, B&T paid traffic was 2.7% higher with an increase of 0.8 million crossings.

Weather conditions were not a significant factor on May traffic.



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



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

All B&T Facilities by Method of Payment				
	May 2024	May 2023	May 2022	2024 YTD
E-ZPass1	27,514,045	27,922,366	27,554,331	126,280,749
Tolls by Mail1	2,148,939	1,815,203	1,315,944	9,446,279
<b>Total</b>	<b>29,662,984</b>	<b>29,737,569</b>	<b>28,870,275</b>	<b>135,727,028</b>
E-ZPass Market Share:				
Total	92.8%	93.9%	95.4%	93.0%
Cars	92.6%	93.8%	95.3%	92.8%
Trucks	95.6%	95.5%	97.6%	95.8%

Facility	Average Weekday <sup>2</sup>			E-ZPass Market Share					Average Weekend <sup>2</sup>			E-ZPass Market Share				
	Total	May 2024		May 2024	May 2023	May 2022	2024 vs 2023	2024 vs 2022	Total	May 2024		May 2024	May 2023	May 2022	2024 vs 2023	2024 vs 2022
		E-ZPass	TBM							E-ZPass	TBM					
Bronx-Whitestone Bridge	137,582	125,251	12,331	91.0%	92.9%	94.7%	-1.8%	-3.6%	141,061	126,467	14,594	89.7%	91.3%	93.1%	-1.7%	-3.4%
Cross Bay Bridge	23,700	22,289	1,411	93.4%	95.6%	96.1%	-2.2%	-2.8%	19,959	18,553	1,405	93.0%	94.2%	95.1%	-1.3%	-2.2%
Henry Hudson Bridge	77,315	72,587	4,727	93.4%	95.2%	95.6%	-1.8%	-2.2%	68,111	63,037	5,074	92.5%	93.3%	94.9%	-0.8%	-2.3%
Hugh L. Carey Tunnel	67,880	64,305	3,575	94.5%	96.2%	96.7%	-1.7%	-2.2%	58,957	54,923	4,034	93.2%	94.3%	95.5%	-1.2%	-2.4%
Marine Parkway Bridge	24,426	23,323	1,103	95.2%	96.7%	97.0%	-1.6%	-1.8%	20,402	19,254	1,148	94.4%	95.4%	96.3%	-1.0%	-1.9%
Queens Midtown Tunnel	88,747	84,029	4,719	94.4%	96.1%	96.5%	-1.7%	-2.1%	82,634	77,297	5,336	93.5%	94.5%	95.8%	-0.9%	-2.3%
Robert F. Kennedy Bridge	202,098	186,081	16,018	91.8%	94.2%	95.2%	-2.4%	-3.4%	187,955	170,924	17,031	90.9%	92.1%	94.0%	-1.2%	-3.1%
Throgs Neck Bridge	124,683	114,505	10,178	91.6%	93.9%	94.9%	-2.3%	-3.3%	132,539	120,037	12,502	90.6%	91.9%	93.7%	-1.4%	-3.1%
Verrazzano-Narrows Bridge	230,458	217,266	13,193	93.8%	95.6%	96.1%	-1.8%	-2.3%	217,214	201,926	15,288	93.0%	93.5%	94.9%	-0.6%	-1.9%
<b>All Facilities</b>	<b>976,889</b>	<b>909,635</b>	<b>67,253</b>	<b>92.8%</b>	<b>94.9%</b>	<b>95.6%</b>	<b>-2.1%</b>	<b>-2.8%</b>	<b>928,833</b>	<b>852,420</b>	<b>76,413</b>	<b>91.8%</b>	<b>92.8%</b>	<b>94.4%</b>	<b>-1.1%</b>	<b>-2.6%</b>

Notes:

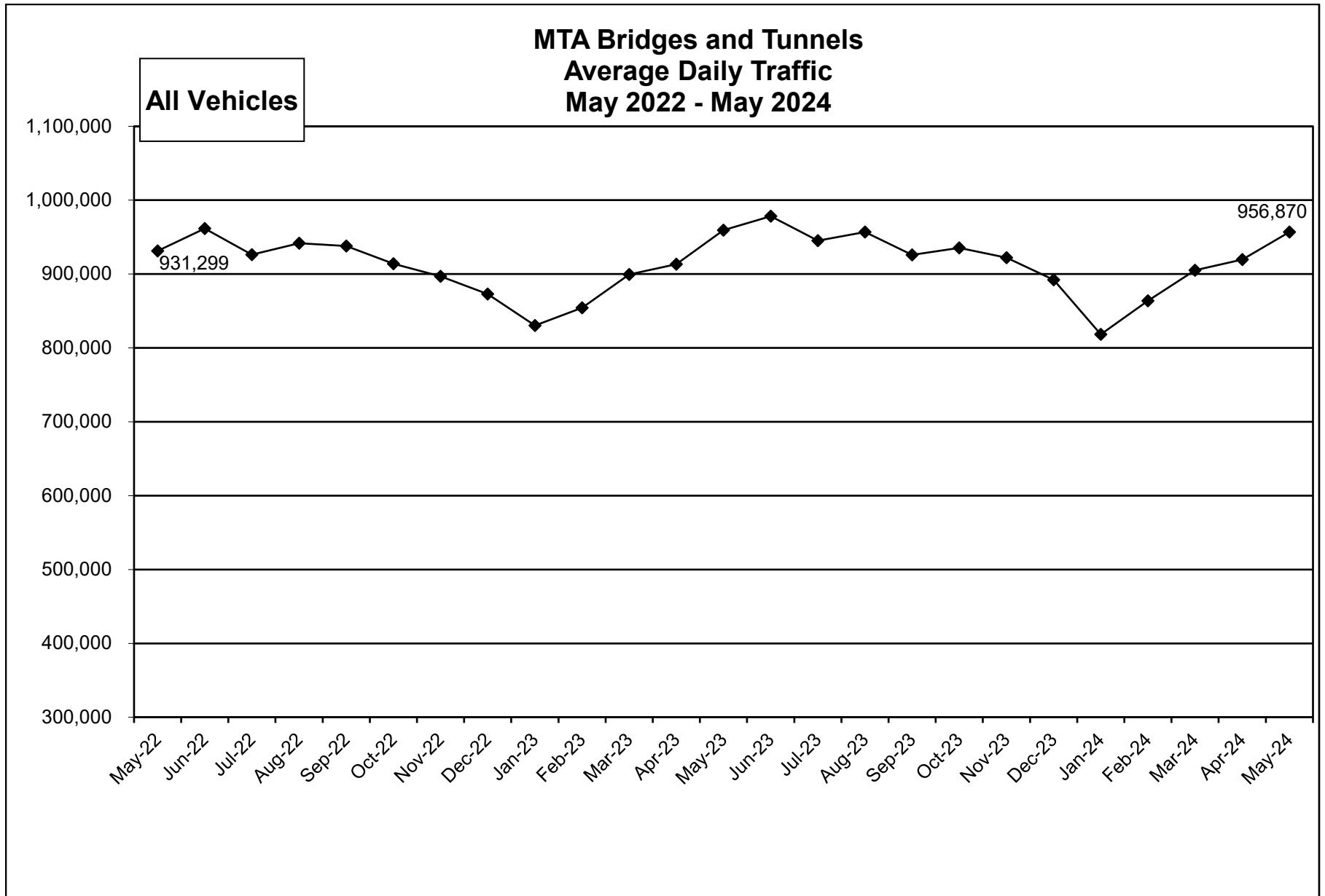
- NOTE: As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.
- Average traffic and market share figures exclude holidays.

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

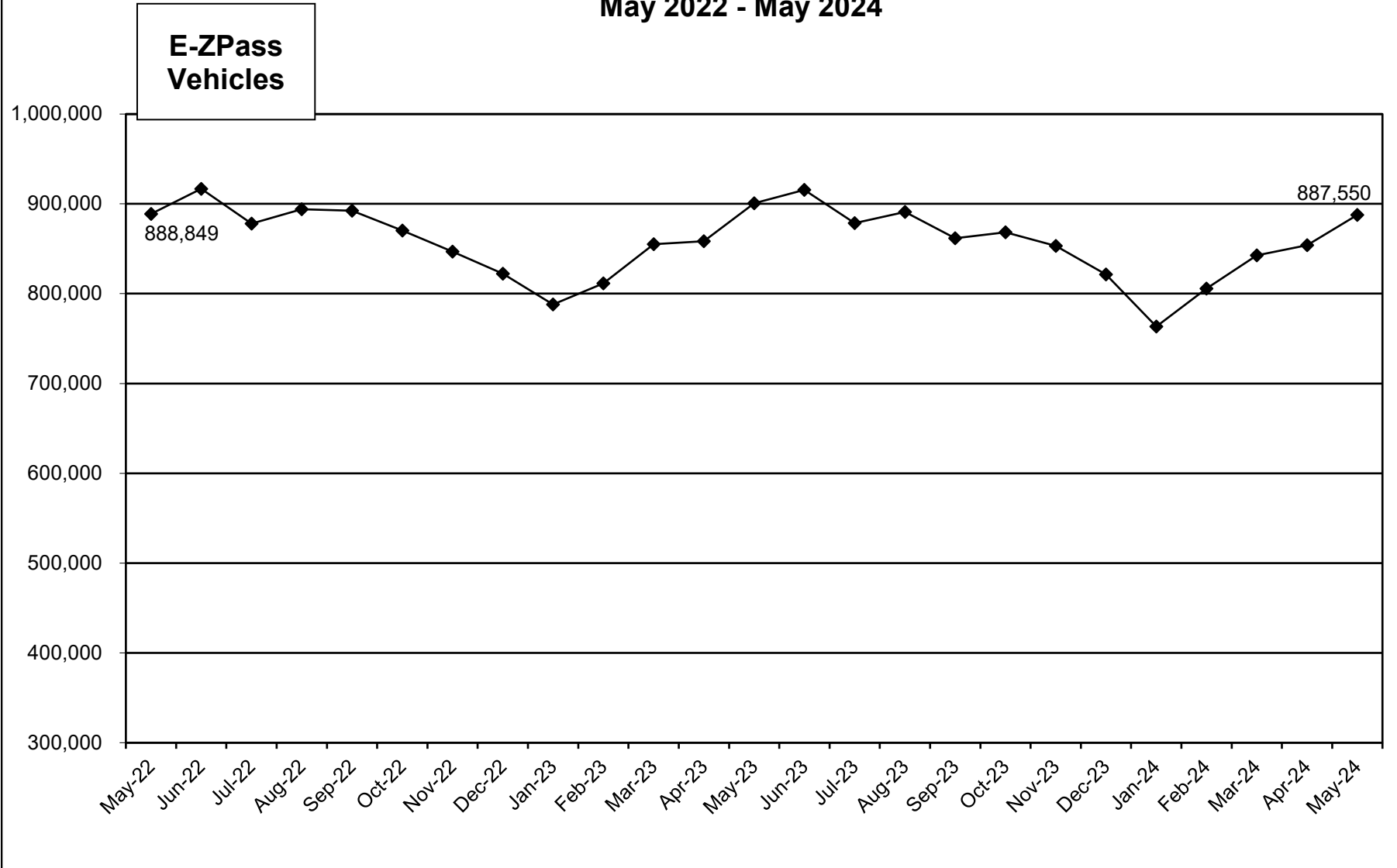
<b>Distribution by Facility &amp; Time Period</b>			
Facility	May 2024		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Robert F. Kennedy Bridge	23.3%	21.4%	55.2%
Bronx Whitestone	20.9%	23.2%	56.0%
Henry Hudson Bridge	23.1%	28.4%	48.5%
Marine Parkway Bridge	24.3%	26.7%	49.0%
Cross Bay Bridge	23.8%	24.8%	51.3%
Queens Midtown Tunnel	20.2%	22.3%	57.5%
Hugh L. Carey Tunnel	24.3%	22.9%	52.8%
Throgs Neck Bridge	22.8%	22.8%	54.4%
Verrazano-Narrows Bridge	22.6%	23.2%	54.2%
<b>All Facilities</b>	<b>22.5%</b>	<b>23.2%</b>	<b>54.2%</b>

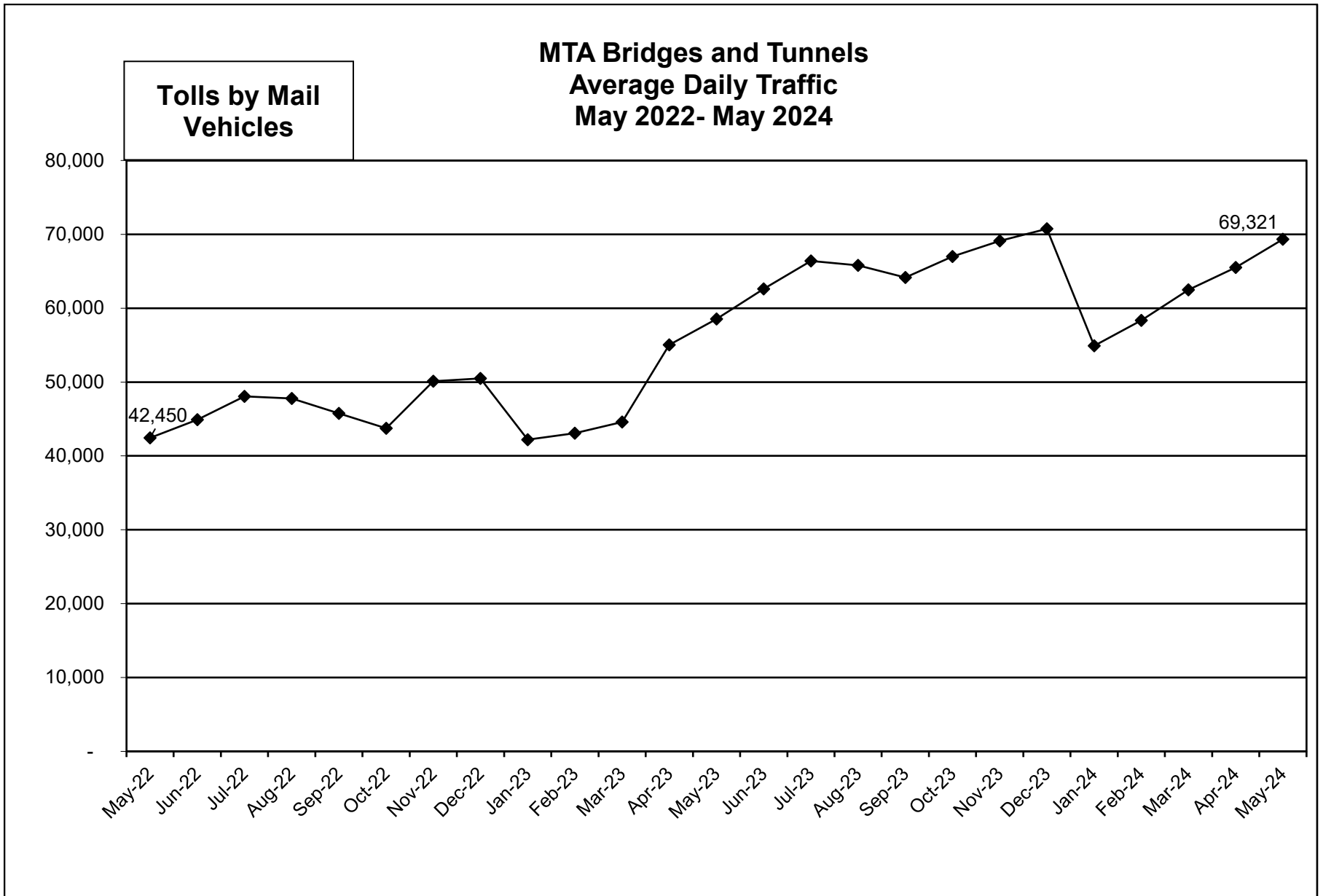
<b>Payment Method by Facility (Transactions)</b>			
Facility	May 2024		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.9%	4.8%	9.3%
Cross Bay Bridge	92.3%	1.5%	6.2%
Henry Hudson Bridge	83.2%	10.4%	6.4%
Hugh L. Carey Tunnel	88.5%	5.8%	5.6%
Marine Parkway Bridge	92.2%	3.0%	4.8%
Queens Midtown Tunnel	88.9%	5.5%	5.6%
Robert F. Kennedy Bridge	85.7%	6.1%	8.2%
Throgs Neck Bridge	84.2%	7.3%	8.5%
Verrazano-Narrows Bridge	83.3%	10.6%	6.1%
<b>All Facilities</b>	<b>85.6%</b>	<b>7.2%</b>	<b>7.2%</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.

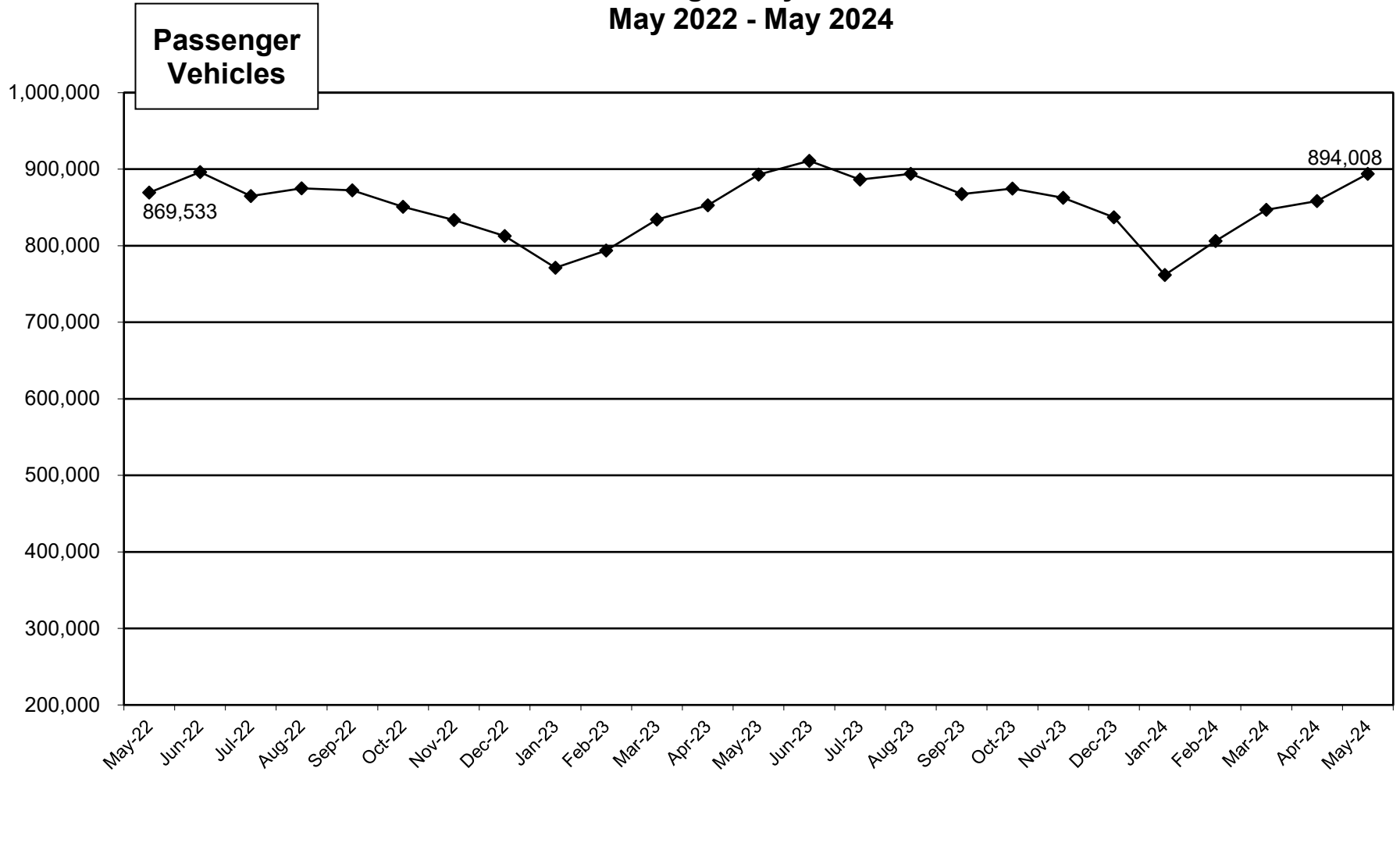


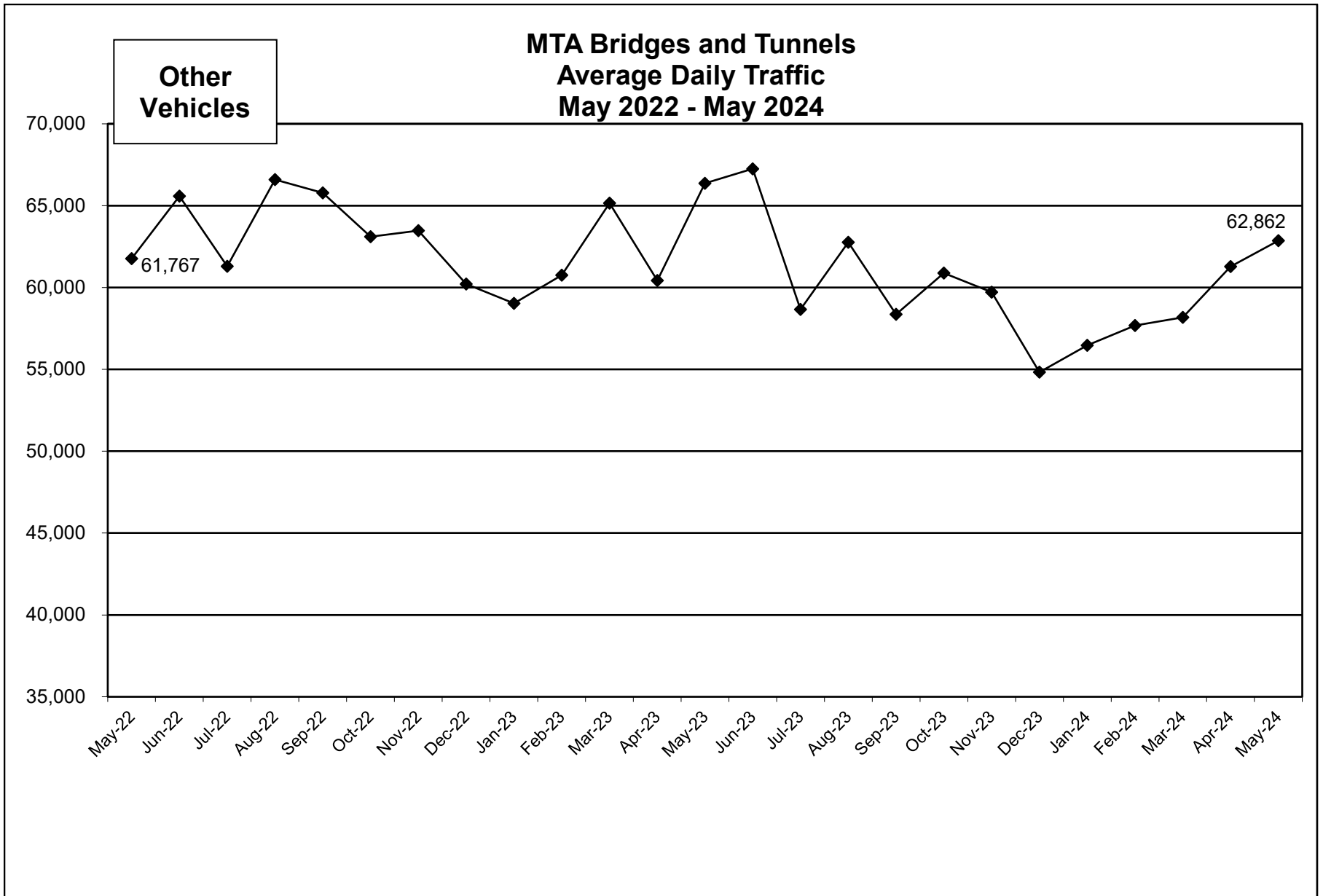
### MTA Bridges and Tunnels Average Daily Traffic May 2022 - May 2024





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







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

Corridor	Toll Media	May(1)	3 Months(2) (Mar-May)	6 Months(3) (Dec-May)	9 Months(4) (Sep-May)	12 Months(5) (Jun-May)
All Facilities	Total Vehicles	-0.3%	0.3%	0.5%	0.7%	1.0%
	E-ZPass	-1.5%	-1.1%	-1.2%	-1.2%	-0.9%
	Tolls by Mail	18.4%	24.8%	29.7%	34.1%	35.2%
RFK Bridge	Total Vehicles	0.1%	1.4%	2.0%	2.2%	2.4%
	E-ZPass	-1.4%	-0.4%	-0.1%	-0.1%	0.1%
	Tolls by Mail	20.3%	27.9%	33.2%	38.0%	39.5%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	1.6%	0.5%	0.5%	0.9%	0.7%
	E-ZPass	0.5%	-0.7%	-0.8%	-0.6%	-0.7%
	Tolls by Mail	23.2%	25.8%	29.4%	34.4%	35.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.5%	0.6%	0.6%	0.5%	1.3%
	E-ZPass	-2.2%	-1.4%	-1.6%	-1.3%	-1.0%
	Tolls by Mail	20.8%	26.9%	30.0%	33.2%	34.3%
Verrazzano-Narrows Bridge	Total Vehicles	-0.8%	-0.6%	-0.2%	0.2%	0.7%
	E-ZPass	-1.4%	-1.6%	-1.5%	-1.4%	-0.9%
	Tolls by Mail	11.2%	18.8%	26.3%	32.2%	34.1%
Henry Hudson Bridge	Total Vehicles	-1.7%	-0.2%	-0.9%	-1.0%	-0.8%
	E-ZPass	-2.6%	-1.3%	-2.2%	-2.5%	-2.4%
	Tolls By Mail	13.0%	19.8%	24.3%	27.7%	28.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-1.5%	-1.0%	-1.0%	-1.0%	-1.5%
	E-ZPass	-2.5%	-2.3%	-2.5%	-2.7%	-3.0%
	Tolls by Mail	21.5%	28.6%	35.0%	39.6%	36.0%

(1) May 2024 vs. May 2023

(2) March 2023 to May 2024 vs. March 2022 to May 2023

(3) December 2023 to May 2024 vs. December 2022 to May 2023

(4) September 2023 to May 2024 vs. September 2022 to May 2023

(5) June 2023 to May 2024 vs. June 2022 to May 2023

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

Corridor	Toll Media	May(1)	3 Months(2) (Mar-May)	6 Months(3) (Dec-May)	9 Months(4) (Sep-May)	12 Months(5) (Jun-May)
All Facilities	Total Vehicles	-0.3%	0.3%	0.5%	0.7%	1.0%
	Passenger	0.1%	0.7%	0.9%	1.2%	1.5%
	Other	-5.3%	-5.1%	-5.6%	-6.1%	-5.2%
RFK Bridge	Total Vehicles	0.1%	1.4%	2.0%	2.2%	2.4%
	Passenger	0.5%	2.0%	2.7%	2.9%	3.1%
	Other	-5.2%	-5.7%	-6.8%	-7.0%	-5.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	1.6%	0.5%	0.5%	0.9%	0.7%
	Passenger	2.1%	1.0%	1.1%	1.6%	1.3%
	Other	-6.4%	-7.4%	-9.1%	-9.9%	-8.1%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.5%	0.6%	0.6%	0.5%	1.3%
	Passenger	-0.1%	1.0%	1.0%	1.0%	1.9%
	Other	-4.5%	-4.0%	-4.3%	-5.8%	-4.9%
Verrazzano-Narrows Bridge	Total Vehicles	-0.8%	-0.6%	-0.2%	0.2%	0.7%
	Passenger	-0.3%	-0.2%	0.1%	0.6%	1.0%
	Other	-6.7%	-5.5%	-4.6%	-4.8%	-3.4%
Henry Hudson Bridge	Total Vehicles	-1.7%	-0.2%	-0.9%	-1.0%	-0.8%
	Passenger	-1.8%	-0.2%	-0.9%	-0.9%	-0.8%
	Other	1.0%	1.8%	-2.5%	-5.4%	-5.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-1.5%	-1.0%	-1.0%	-1.0%	-1.5%
	Passenger	-1.4%	-0.9%	-0.8%	-0.7%	-1.3%
	Other	-2.5%	-2.8%	-4.5%	-6.1%	-5.2%

(1) May 2024 vs. May 2023

(2) March 2023 to May 2024 vs. March 2022 to May 2023

(3) December 2023 to May 2024 vs. December 2022 to May 2023

(4) September 2023 to May 2024 vs. September 2022 to May 2023

(5) June 2023 to May 2024 vs. June 2022 to May 2023



# Bridges and Tunnels

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## Safety Report May 2024



## Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	June 2021 - May 2022	June 2022 - May 2023	June 2023 - May 2024	
Customer Collisions Rate per Million Vehicles	4.01	3.83	3.18	
Customer Injury Collisions Rate per Million Vehicles	0.74	0.84	0.80	
Employee Accident Reports	124	130	137	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.1	5.2	4.7	
Leading Indicators				
Roadway Safety	2023		2024	
	May	Year End	May	Year to Date
Workforce Development (# of Participants)	230	1065	22	155
Fleet Preventative Maintenance Insp.	104	1434	107	590
* Safety Taskforce Inspections	0	14	2	6
Fire Safety	May	Year End	May	Year to Date
* Fire Code Audits Completed	1	14	1	5
** FDNY Liaison Visits	0	28	8	17

\* 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.

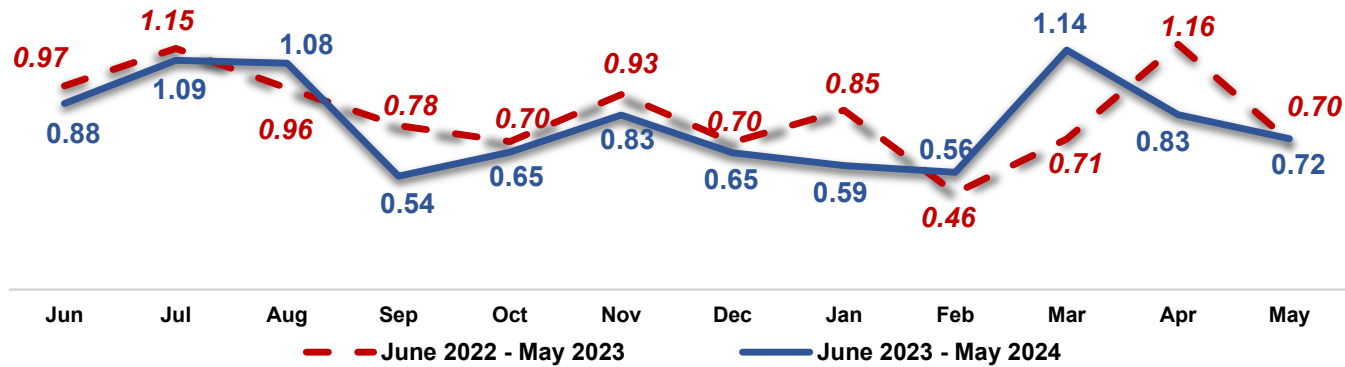
**Fire Code Audits** are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

**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



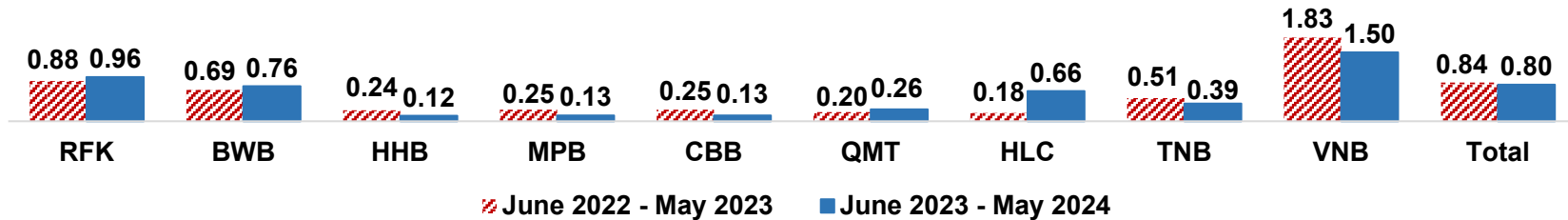
### Total Collisions per Million Vehicles



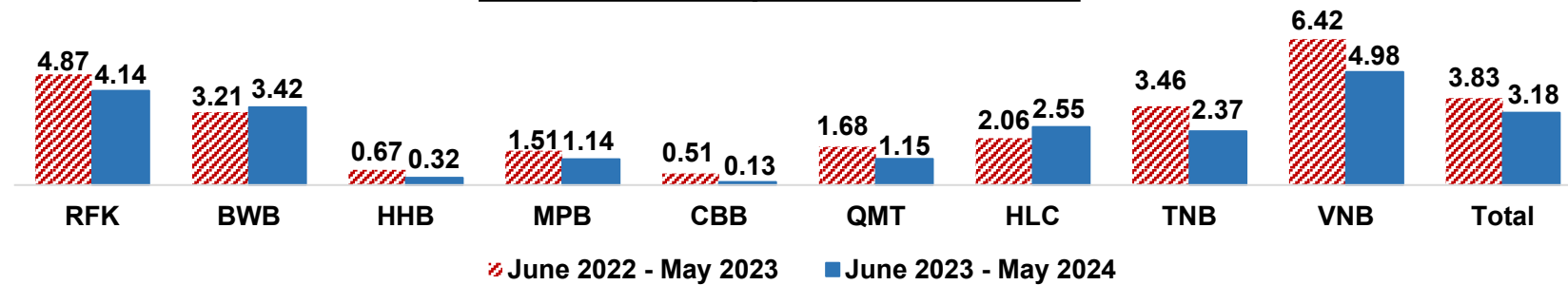


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

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

	23-May	23-Jun	23-Jul	23-Aug	23-Sep	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May
<b>RFK</b>	5.40	5.55	5.45	3.99	4.77	4.72	3.17	3.56	4.02	2.52	4.34	4.56	2.83
<b>BWB</b>	3.89	5.78	4.96	3.11	4.79	2.10	2.67	4.66	3.22	3.00	2.66	2.20	1.66
<b>TNB</b>	1.81	3.12	2.29	1.53	3.05	2.68	3.05	1.96	3.63	2.15	1.90	1.38	1.83
<b>VNB</b>	5.66	6.37	6.84	4.96	3.19	5.26	4.11	5.73	2.90	3.13	6.11	4.12	6.42
<b>QMT</b>	0.75	1.92	0.39	2.29	1.95	1.83	0.40	0.40	1.72	0.86	1.56	0.00	0.38
<b>HLC</b>	2.02	1.02	2.70	3.57	2.63	3.44	3.16	3.66	1.15	2.31	0.51	3.25	3.03
<b>HHB</b>	1.29	0.00	0.48	0.46	0.00	0.00	0.47	0.98	0.57	0.00	0.00	0.47	0.45
<b>MPB</b>	2.77	2.71	0.00	1.28	1.49	1.53	0.00	0.00	0.00	1.91	1.62	0.00	2.84
<b>CBB</b>	0.00	0.00	1.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total</b>	3.62	4.21	4.05	3.16	3.23	3.30	2.70	3.43	2.75	2.27	3.20	2.67	2.93



# Bridges and Tunnels

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## Financial Report June 2024





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

**As of June 30, 2024**

(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	21,094
Investments:	
Unrestricted	771,328
Restricted	2,941,413
Accrued interest receivable	-368,586
Accounts receivable	572,174
Accounts receivable-Other	45,392
Less allowance for uncollectible accounts	-539,053
Tolls due from other agencies	49,687
Loan receivable from MTA	11,531,335
Prepaid expenses	5,788
	<hr/>
Total current assets	15,030,571

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	119,704
Restricted	-
Facilities, less acc.dep of \$2,674,780	8,037,508
Capital lease 2 Broadway net acc. dep.	53,727
Derivative Hedge Assets	3,254
	<hr/>
Total noncurrent assets	8,214,193

**TOTAL ASSETS:** 23,244,764

**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	58,449
Deferred outflow of resources related to other post-employment benefits	193,228
Deferred outflow of resources related to capital Lease	12,144
Accumulated decreases in fair value of derivative instruments	59,450
Defeasance costs	64,204
	<hr/>

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 387,474

**TOTAL ASSETS AND DEFERRED OUTFLOWS  
OF RESOURCES**

23,632,237

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

As of June 30, 2024  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	1,687,885
Interest Payable	162,215
Accounts Payable	168,365
Accrued Pension Payable	0
Payable to MTA-CAP	86,441
Due to MTA-Operating Expenses	5,585
Due to NYCTA-Operating Expenses	35
Accrued salaries	2,013
Accrued Vac & Sick Benefits	18,616
Current portion of estimated liability arising from injury	6,623
Due to New York City Transit Authority	92,422
Due to Metropolitan Transportation Authority	99,210
Unearned Toll Revenue	245,028
Tolls due to other agencies	90,673
E-ZPass Airport Toll Liability	325
	<u>2,665,435</u>
Total current liabilities	<u>2,665,435</u>

**NONCURRENT LIABILITIES:**

Long term debt	23,983,977
Post Employment Benefits Other than Pensions	872,112
Estimated liability arising from injury	53,504
Capital lease obligations	86,464
Other long-term liabilities	-
Derivative Hedge Liabilities	20,848
Due (to)/from MTA - change in fair value of derivative	41,855
Net Pension Liability	143,873
Security deposits-Contra	-
	<u>-</u>
Total noncurrent liabilities	<u>25,202,632</u>

**DEFERRED INFLOW OF RESOURCES**

Deferred Inflow of resources related to Pension	53,083
Deferred Inflow of resources related to other post-employment benefits	255,305
Deferred Inflow of resources related to Capital Lease	11,152

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES** 28,187,606

**NET POSITION** -4,555,369

**TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET** 23,632,237

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

**MTA BRIDGES AND TUNNELS**  
**FEBRUARY FINANCIAL PLAN - 2024 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2024**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	220.987	235.525	14.538	6.6	0.000	0.000	0.000	-	220.987	235.525	14.538	6.6
Other Operating Revenue	1.630	2.233	0.602	37.0	0.000	0.000	0.000	-	1.630	2.233	0.602	37.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.772	2.429	0.657	37.1	1.772	2.429	0.657	37.1
Investment Income	1.165	0.627	(0.538)	(46.1)	0.000	0.000	0.000	-	1.165	0.627	(0.538)	(46.1)
<b>Total Revenue</b>	<b>\$223.782</b>	<b>\$238.385</b>	<b>\$14.603</b>	<b>6.5</b>	<b>\$1.772</b>	<b>\$2.429</b>	<b>\$0.657</b>	<b>37.1</b>	<b>\$225.554</b>	<b>\$240.813</b>	<b>\$15.260</b>	<b>6.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$10.164	\$8.193	\$1.971	19.4	\$0.588	\$0.697	(\$0.109)	(18.6)	10.752	\$8.890	\$1.862	17.3
Overtime	2.810	2.527	0.283	10.1	\$0.091	0.171	(0.080)	(87.4)	2.901	2.698	0.203	7.0
Health and Welfare	2.817	2.300	0.517	18.4	\$0.141	0.141	(0.000)	(0.3)	2.958	2.441	0.517	17.5
OPEB Current Payment	2.656	2.887	(0.231)	(8.7)	0.000	0.000	0.000	-	2.656	2.887	(0.231)	(8.7)
Pensions	1.534	3.874	(2.340)	*	0.134	0.186	(0.052)	(38.6)	1.669	4.061	(2.392)	*
Other Fringe Benefits	2.022	1.296	0.725	35.9	0.068	0.084	(0.016)	(23.6)	2.090	1.381	0.709	33.9
Reimbursable Overhead	(0.749)	(1.149)	0.400	53.3	0.749	1.149	(0.400)	(53.3)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$21.254</b>	<b>\$19.929</b>	<b>\$1.325</b>	<b>6.2</b>	<b>\$1.772</b>	<b>\$2.429</b>	<b>(\$0.657)</b>	<b>(37.1)</b>	<b>\$23.026</b>	<b>\$22.358</b>	<b>\$0.668</b>	<b>2.9</b>
<i>Non-Labor:</i>												
Electric Power	\$0.099	\$0.092	\$0.007	7.2	\$0.000	\$0.000	\$0.000	-	\$0.099	\$0.092	\$0.007	7.2
Fuel	0.392	0.308	0.085	21.6	0.000	0.000	0.000	-	0.392	0.308	0.085	21.6
Insurance	1.342	1.138	0.204	15.2	0.000	0.000	0.000	-	1.342	1.138	0.204	15.2
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	19.500	27.182	(7.682)	(39.4)	0.000	0.000	0.000	-	19.500	27.182	(7.682)	(39.4)
Professional Service Contracts	2.600	3.254	(0.654)	(25.2)	0.000	0.000	0.000	-	2.600	3.254	(0.654)	(25.2)
Materials & Supplies	0.343	1.137	(0.795)	*	0.000	0.000	0.000	-	0.343	1.137	(0.795)	*
Other Business Expenses	1.342	4.193	(2.851)	*	0.000	0.000	0.000	-	1.342	4.193	(2.851)	*
<b>Total Non-Labor Expenses</b>	<b>\$25.618</b>	<b>\$37.305</b>	<b>(\$11.687)</b>	<b>(45.6)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$25.618</b>	<b>\$37.305</b>	<b>(\$11.687)</b>	<b>(45.6)</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$46.872</b>	<b>\$57.234</b>	<b>(\$10.362)</b>	<b>(22.1)</b>	<b>\$1.772</b>	<b>\$2.429</b>	<b>(\$0.657)</b>	<b>(37.1)</b>	<b>\$48.644</b>	<b>\$59.663</b>	<b>(\$11.019)</b>	<b>(22.7)</b>
Depreciation	\$16.874	\$18.712	(\$1.837)	(10.9)	\$0.000	\$0.000	\$0.000	-	16.874	\$18.712	(\$1.837)	(10.9)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	0.194	0.423	(0.229)	*	0.000	0.000	0.000	-	0.194	0.423	(0.229)	*
GASB_96_SBITA_Adjustment	0.000	0.021	(0.021)	-	0.000	0.000	0.000	-	0.000	0.021	(0.021)	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$63.940</b>	<b>\$76.389</b>	<b>(\$12.450)</b>	<b>(19.5)</b>	<b>\$1.772</b>	<b>\$2.429</b>	<b>(\$0.657)</b>	<b>(37.1)</b>	<b>\$65.712</b>	<b>\$78.818</b>	<b>(\$13.106)</b>	<b>(19.9)</b>
Less: Depreciation	\$16.874	\$18.712	(\$1.837)	(10.9)	\$0.000	\$0.000	\$0.000	-	\$16.874	\$18.712	(\$1.837)	(10.9)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	0.194	0.423	(0.229)	*	0.000	0.000	0.000	-	0.194	0.423	(0.229)	*
Less: GASB_96_SBITA_Adjustment	0.000	0.021	(0.021)	-	0.000	0.000	0.000	-	0.000	0.021	(0.021)	-
<b>Total Expenses</b>	<b>\$46.872</b>	<b>\$57.234</b>	<b>(\$10.362)</b>	<b>(22.1)</b>	<b>\$1.772</b>	<b>\$2.429</b>	<b>(\$0.657)</b>	<b>(37.1)</b>	<b>\$48.644</b>	<b>\$59.663</b>	<b>(\$11.019)</b>	<b>(22.7)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$176.910</b>	<b>\$181.151</b>	<b>\$4.241</b>	<b>2.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$176.910</b>	<b>\$181.151</b>	<b>\$4.241</b>	<b>2.4</b>

Results are preliminary and subject to audit review.

Differences are due to rounding.

\*Variance exceeds 100%

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>								<b>\$176.910</b>	<b>\$181.151</b>	<b>\$4.241</b>	<b>2.4</b>	
Less: Capitalized Assets								2.187	0.853	1.334	61.0	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$174.723</b>	<b>\$180.298</b>	<b>\$5.574</b>	<b>3.2</b>	
Less: Debt Service								55.924	53.123	2.802	5.0	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
<b>Income Available for Distribution</b>								<b>\$118.799</b>	<b>\$127.175</b>	<b>\$8.376</b>	<b>7.1</b>	
Distributable To:												
MTA - Investment Income								1.165	0.627	(0.538)	(46.1)	
MTA - Distributable Income								62.024	63.333	1.309	2.1	
NYCTR - Distributable Income								55.610	63.214	7.605	13.7	
<b>Total Distributable Income</b>								<b>\$118.799</b>	<b>\$127.175</b>	<b>\$8.376</b>	<b>7.1</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								225.554	240.813	15.260	6.8	
Less: Total Operating Expenses								<u>48.644</u>	<u>59.663</u>	<u>(11.019)</u>	(22.7)	
<b>Net Operating Income/(Deficit)</b>								<b>\$176.910</b>	<b>\$181.151</b>	<b>\$4.241</b>	<b>2.4</b>	
Deductions from Net Operating Income:												
Capitalized Assets								2.187	0.853	1.334	61.0	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								33.783	47.547	(13.764)	(40.7)	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Total Deductions From Operating Income</b>								<b>\$35.970</b>	<b>\$48.400</b>	<b>(\$12.430)</b>	<b>(34.6)</b>	
<b>Total Support to Mass Transit</b>								<b>\$140.940</b>	<b>\$132.751</b>	<b>(\$8.189)</b>	<b>(5.8)</b>	

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	1,208.258	1,256.620	48.362	4.0	0.000	0.000	0.000	-	1,208.258	1,256.620	48.362	4.0
Other Operating Revenue	9.024	12.912	3.889	43.1	0.000	0.000	0.000	-	9.024	12.912	3.889	43.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	10.530	9.185	(1.345)	(12.8)	10.530	9.185	(1.345)	(12.8)
Investment Income	6.449	6.168	(0.281)	(4.4)	0.000	0.000	0.000	-	6.449	6.168	(0.281)	(4.4)
<b>Total Revenue</b>	<b>\$1,223.731</b>	<b>\$1,275.701</b>	<b>\$51.970</b>	<b>4.2</b>	<b>\$10.530</b>	<b>\$9.185</b>	<b>(\$1.345)</b>	<b>(12.8)</b>	<b>\$1,234.261</b>	<b>\$1,284.886</b>	<b>\$50.625</b>	<b>4.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$64.131	\$52.411	\$11.720	18.3	3.476	\$3.163	\$0.313	9.0	67.607	\$55.574	\$12.033	17.8
Overtime	16.794	15.550	1.244	7.4	0.589	0.304	0.285	48.5	17.383	15.854	1.529	8.8
Health and Welfare	17.958	14.426	3.532	19.7	0.834	0.640	0.194	23.3	18.793	15.066	3.727	19.8
OPEB Current Payment	17.145	17.325	(0.180)	(1.1)	0.000	0.000	0.000	-	17.145	17.325	(0.180)	(1.1)
Pensions	12.308	15.603	(3.294)	(26.8)	0.795	0.848	(0.053)	(6.7)	13.103	16.450	(3.347)	(25.5)
Other Fringe Benefits	12.591	8.745	3.846	30.5	0.404	0.383	0.021	5.2	12.994	9.127	3.867	29.8
Reimbursable Overhead	(4.433)	(3.848)	(0.584)	(13.2)	4.433	3.848	0.584	13.2	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$136.495</b>	<b>\$120.212</b>	<b>\$16.283</b>	<b>11.9</b>	<b>\$10.530</b>	<b>\$9.185</b>	<b>\$1.345</b>	<b>12.8</b>	<b>\$147.025</b>	<b>\$129.397</b>	<b>\$17.628</b>	<b>12.0</b>
<i>Non-Labor:</i>												
Electric Power	\$2.240	\$2.055	\$0.185	8.3	0.000	\$0.000	\$0.000	-	\$2.240	\$2.055	\$0.185	8.3
Fuel	1.324	1.367	(0.043)	(3.3)	0.000	0.000	0.000	-	1.324	1.367	(0.043)	(3.3)
Insurance	8.052	6.619	1.433	17.8	0.000	0.000	0.000	-	8.052	6.619	1.433	17.8
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	70.878	65.557	5.321	7.5	0.000	0.000	0.000	-	70.878	65.557	5.321	7.5
Professional Service Contracts	13.932	10.881	3.051	21.9	0.000	0.000	0.000	-	13.932	10.881	3.051	21.9
Materials & Supplies	2.059	2.148	(0.089)	(4.3)	0.000	0.000	0.000	-	2.059	2.148	(0.089)	(4.3)
Other Business Expenses	7.885	30.753	(22.868)	*	0.000	0.000	0.000	-	7.885	30.753	(22.868)	*
<b>Total Non-Labor Expenses</b>	<b>\$106.370</b>	<b>\$119.379</b>	<b>(\$13.010)</b>	<b>(12.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$106.370</b>	<b>\$119.379</b>	<b>(\$13.010)</b>	<b>(12.2)</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$242.864</b>	<b>\$239.591</b>	<b>\$3.273</b>	<b>1.3</b>	<b>\$10.530</b>	<b>\$9.185</b>	<b>\$1.345</b>	<b>12.8</b>	<b>\$253.395</b>	<b>\$248.776</b>	<b>\$4.618</b>	<b>1.8</b>
Depreciation	\$101.245	\$113.514	(\$12.268)	(12.1)	0.000	\$0.000	\$0.000	-	101.245	\$113.514	(\$12.268)	(12.1)
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	1.162	3.334	(2.172)	*	0.000	0.000	0.000	-	1.162	3.334	(2.172)	*
GASB_96_SBITA_Adjustment	0.000	(0.016)	0.016	-	0.000	0.000	0.000	-	0.000	(0.016)	0.016	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$345.272</b>	<b>\$356.423</b>	<b>(\$11.151)</b>	<b>(3.2)</b>	<b>\$10.530</b>	<b>\$9.185</b>	<b>\$1.345</b>	<b>12.8</b>	<b>\$355.802</b>	<b>\$365.608</b>	<b>(\$9.806)</b>	<b>(2.8)</b>
Less: Depreciation	\$101.245	\$113.514	(\$12.268)	(12.1)	\$0.000	\$0.000	\$0.000	-	\$101.245	\$113.514	(\$12.268)	(12.1)
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	1.162	3.334	(2.172)	*	0.000	0.000	0.000	-	1.162	3.334	(2.172)	*
Less: GASB_96_SBITA_Adjustment	0.000	(0.016)	0.016	-	0.000	0.000	0.000	-	0.000	(0.016)	0.016	-
<b>Total Expenses</b>	<b>\$242.864</b>	<b>\$239.591</b>	<b>\$3.273</b>	<b>1.3</b>	<b>\$10.530</b>	<b>\$9.185</b>	<b>\$1.345</b>	<b>12.8</b>	<b>\$253.395</b>	<b>\$248.776</b>	<b>\$4.618</b>	<b>1.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$980.866</b>	<b>\$1,036.110</b>	<b>\$55.243</b>	<b>5.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$980.866</b>	<b>\$1,036.110</b>	<b>\$55.243</b>	<b>5.6</b>

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

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$980.866</b>	<b>\$1,036.110</b>	<b>\$55.243</b>	<b>5.6</b>
Less: Capitalized Assets									4.750	1.475	\$3.275	68.9
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$976.116</b>	<b>\$1,034.634</b>	<b>\$58.518</b>	<b>6.0</b>
Less: Debt Service									327.442	319.442	8.001	2.4
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
<b>Income Available for Distribution</b>									<b>\$648.674</b>	<b>\$715.192</b>	<b>\$66.519</b>	<b>10.3</b>
Distributable To:												
MTA - Investment Income									6.449	6.168	(0.281)	(4.4)
MTA - Distributable Income									340.357	357.080	16.722	4.9
NYCTR - Distributable Income									301.868	351.945	50.077	16.6
<b>Total Distributable Income</b>									<b>\$648.674</b>	<b>\$715.192</b>	<b>\$66.519</b>	<b>10.3</b>
<b>Support to Mass Transit:</b>												
Total Revenues									1,234.261	1,284.886	50.625	4.1
Less: Total Operating Expenses									<u>253.395</u>	<u>248.776</u>	<u>4.618</u>	1.8
<b>Net Operating Income/(Deficit)</b>									<b>\$980.866</b>	<b>\$1,036.110</b>	<b>\$55.243</b>	<b>5.6</b>
Deductions from Net Operating Income:												
Capitalized Assets									4.750	1.475	3.275	68.9
Reserves									0.000	0.000	0.000	-
B&T Debt Service									194.597	273.078	(78.481)	(40.3)
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$199.347</b>	<b>\$274.553</b>	<b>(\$75.206)</b>	<b>(37.7)</b>
<b>Total Support to Mass Transit</b>									<b>\$781.519</b>	<b>\$761.556</b>	<b>(\$19.963)</b>	<b>(2.6)</b>

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

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	Jun-24			Year-to-Date		
	\$	%		\$	%	
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	14.538	6.6%	Mainly due to higher than budgeted traffic volume and higher average toll revenue per vehicle.	48.362	4.0%	Mainly due to higher than budgeted traffic volume and higher average toll revenue per vehicle.
Other Operating Revenue	0.602	37.0%	Higher revenue primarily due to the timing of income from leasing fees & telephone cable rent.	3.889	43.1%	Higher revenue primarily due to the timing of income from leasing fees, stolen/lost tag fees, & telephone cable rent.
Investment Income	(0.538)	*	Lower than anticipated short-term investment returns on fund balances.	(0.281)	-4.4%	Lower than anticipated short-term investment returns on fund balances.
Payroll	1.971	19.4%	Lower payroll expenses primarily due to vacancies, partially offset by higher payroll costs associated with recently settled collective bargaining agreements and non-represented wage increases.	11.720	18.3%	Lower payroll expenses primarily due to vacancies, partially offset by higher payroll costs associated with recently settled collective bargaining agreements and non-represented wage increases.
Overtime	0.283	10.1%	Lower overtime mainly due to management efficiencies, and improved scheduling and deployment practices, partially offset by vacancy coverage.	1.244	7.4%	Lower overtime mainly due to management efficiencies, and improved scheduling and deployment practices, partially offset by vacancy coverage.
Health and Welfare	0.517	18.4%	Lower expenses primarily due to timing of medical expenses against the adopted budget allocation.	3.532	19.7%	Lower expenses primarily due to timing of medical expenses against the adopted budget allocation as well as vacancies.
OPEB Current Payment	(0.231)	-8.7%	Higher expenses primarily due to timing against the adopted budget allocation for retiree expenses.	(0.180)	-1.1%	Higher expenses primarily due to timing against the adopted budget allocation for retiree expenses.
Pensions	(2.340)	*	Higher expenses primarily due to the timing against the adopted budget allocation.	(3.294)	-26.8%	Higher expenses primarily due to the timing against the adopted budget allocation.
Other Fringe Benefits	0.725	35.9%	Lower expenses primarily due to lower FICA costs associated with vacancy levels.	3.846	30.5%	Lower expenses primarily due to lower FICA costs associated with vacancy levels.
Electric Power	0.007	7.2%	Slightly lower expenses primarily due to timing against the adopted budget allocation.	0.185	8.3%	Slightly lower expenses primarily due to timing against the adopted budget allocation.
Fuel	0.085	21.6%	Lower expenses primarily due to an decrease in gasoline prices for non-revenue vehicles, and heating fuel costs.	(0.043)	-3.3%	Higher expenses primarily due to an higher-than-budgeted gasoline prices for non-revenue vehicles and heating fuel costs.
Insurance	0.204	15.2%	Lower expenses primarily due to lower-than-budgeted property and liability insurance premiums and the timing against the adopted budget allocation.	1.433	17.8%	Lower insurance expenses primarily due to lower-than-budgeted property insurance premiums and the timing against the adopted budget allocation.
Maintenance and Other Operating Contracts	(7.682)	-39.4%	Higher expenses are mainly due to the timing against the adopted budget allocation for the E-ZPass Customer Service Center (\$4.121 Mill) costs and Major Maintenance & Painting (\$3.075 Mill.), partially offset by lower costs and timing for maintenance of E-ZPass equipment (\$0.500 Mill.).	5.321	7.5%	Lower expenses are mainly due to the timing against the adopted budget allocation for the E-ZPass Customer Service Center (\$6.619 Mill), maintenance of E-ZPass equipment (\$1.589 Mill), and E-ZPass tag costs (\$1.054 Mill), partially offset by the timing of expenses for Major Maintenance & Painting (\$3.690 Mill).
Professional Service Contracts	(0.654)	-25.2%	Higher expenses are primarily due to the favorable timing against the monthly adopted budget allocation for medical services (\$0.449 Mill), and engineering services (\$0.413 Mill), partially offset by lower procurement purchases (\$0.253 Mill).	3.051	21.9%	Lower expenses are primarily due to the favorable timing against the monthly adopted budget allocation for professional and other professional service contracts (\$1.611 Mill), bond issuance costs (\$0.846 Mill), engineering services (\$0.225 Mill), and planning studies (\$0.201 Mill).
Materials & Supplies	(0.795)	*	Higher expenses across a variety of small equipment and supply categories, due to timing, against the adopted budget allocation.	(0.089)	-4.3%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the adopted budget allocation.
Other Business Expense	(2.851)	*	Higher expenses primarily due to credit card processing fees erroneously budgeted all in December rather than allocated evenly in each month – to be corrected in the July Financial Plan). When utilizing the corrected credit card processing fees allocation, Other Business Expenses would be \$2.5 million more favorable.	(22.868)	*	Higher expenses primarily due to credit card processing fees erroneously budgeted all in December rather than allocated evenly in each month – to be corrected in the July Financial Plan). When utilizing the corrected credit card processing fees allocation, Other Business Expenses would be \$18 million more favorable. Higher commission fees for debt collection also contributed to the unfavorable variance.
Depreciation	(1.837)	-10.9%	Higher depreciation expense primarily due to timing against the adopted budget allocation.	(12.268)	-12.1%	Higher depreciation expense primarily due to timing against the adopted budget allocation.
<b>Reimbursable</b>						
Capital and Other Reimbursements	0.657	37.1%	Higher capital reimbursements due to the timing against the adopted budget allocation..	(1.345)	-12.8%	Lower capital reimbursements due to the timing against the adopted budget allocation..
Payroll	(0.109)	-18.6%	Higher capital reimbursements due to the timing against the adopted budget allocation..	0.313	9.0%	Lower capital reimbursements due to the timing against the adopted budget allocation..
Overtime	(0.080)	-87.4%	Higher capital reimbursements due to the timing against the adopted budget allocation..	0.285	48.5%	Lower capital reimbursements due to the timing against the adopted budget allocation..
Health and Welfare	(0.000)	-0.3%	Higher capital reimbursements due to the timing against the adopted budget allocation..	0.194	23.3%	Lower capital reimbursements due to the timing against the adopted budget allocation..
Pensions	(0.052)	-38.6%	Higher capital reimbursements due to the timing against the adopted budget allocation..	(0.053)	-6.7%	Higher capital reimbursements due to the timing against the adopted budget allocation..
Other Fringe Benefits	(0.016)	-23.6%	Higher capital reimbursements due to the timing against the adopted budget allocation..	0.021	5.2%	Lower capital reimbursements due to the timing against the adopted budget allocation..
Reimbursable Overhead	(0.400)	-53.3%	Higher capital reimbursements due to the timing against the adopted budget allocation..	0.584	13.2%	Lower capital reimbursements due to the timing against the adopted budget allocation..

\*Variance exceeds 100%

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

**Month of June**

**Year to date ending June 2024**

**Comparison Current Year vs. Prior Year:**

<u>Prior Year</u>		<u>*Current Year</u>		<u>Percentage Change</u>			<u>Prior Year</u>		<u>*Current Year</u>		<u>Percentage Change</u>	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.3	\$34.5	4.3	\$38.2	-0.6%	10.7%	Bronx-Whitestone	24.5	\$195.0	24.2	\$205.5	-1.4%	5.4%
0.7	1.9	0.8	2.3	7.0%	18.6%	Cross Bay	3.8	10.3	3.8	11.0	0.3%	6.2%
2.2	9.0	2.2	9.9	-2.2%	9.6%	Henry Hudson	12.4	49.0	12.3	51.9	-0.9%	6.0%
1.9	13.7	1.9	14.8	-2.7%	8.5%	Hugh L. Carey	11.1	77.3	11.1	81.8	0.3%	5.8%
0.7	2.0	0.8	2.3	7.1%	17.5%	Marine Parkway	3.7	9.9	3.8	10.6	1.2%	7.0%
2.6	19.6	2.6	21.8	-0.2%	11.2%	Queens Midtown	14.9	111.2	14.9	117.8	0.6%	6.0%
5.9	46.1	6.0	51.7	1.3%	12.0%	RFK	33.2	256.1	33.9	277.0	2.2%	8.1%
3.8	35.1	3.9	39.4	2.0%	12.2%	Throgs Neck	21.0	190.7	21.7	208.4	3.3%	9.3%
7.0	50.8	7.0	55.2	-1.3%	8.7%	Verrazzano-Narrows	39.5	277.7	39.4	292.6	-0.2%	5.4%
<b>29.3</b>	<b>\$212.7</b>	<b>29.4</b>	<b>\$235.5</b>	<b>0.1%</b>	<b>10.8%</b>	<b>Total</b>	<b>164.0</b>	<b>\$1,177.2</b>	<b>165.1</b>	<b>\$1,256.6</b>	<b>0.7%</b>	<b>6.7%</b>
	<b>\$7.246</b>		<b>\$8.015</b>		<b>10.6%</b>	<b>Revenue Per Vehicle</b>		<b>\$7.177</b>		<b>\$7.611</b>		<b>6.0%</b>

1) Toll increase implemented August 6, 2023

2) Numbers may not add due to rounding.

**Comparison Actual vs. Adopted Budget:**

<u>June Budget</u>		<u>June Actual</u>		<u>Percentage Change</u>			<u>YTD Budget</u>		<u>YTD Actual</u>		<u>Percentage Change</u>	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
<b>29.0</b>	<b>\$221.0</b>	<b>29.4</b>	<b>\$235.5</b>	<b>1.2%</b>	<b>6.6%</b>	<b>Total All</b>	<b>159.9</b>	<b>\$1,208.3</b>	<b>165.1</b>	<b>\$1,256.6</b>	<b>3.3%</b>	<b>4.0%</b>
	<b>\$7.608</b>		<b>\$8.015</b>		<b>5.4%</b>	<b>Revenue Per Vehicle</b>		<b>\$7.558</b>		<b>\$7.611</b>		<b>0.7%</b>

3) 2024 June traffic is on par with June 2023 traffic, an increase of 0.1% and revenue is \$22.9M below June 2023, an increase of 10.8%.

4) 2024 June YTD traffic is 1.1M above June YTD 2023, an increase of 0.7% and June YTD revenue is \$79.4M above June 2023, an increase 6.7%.



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

Facility	Revenue Collection Rate June 2024
Henry Hudson Bridge	93.9%
Hugh L. Carey Tunnel	94.9%
Queens Midtown Tunnel	96.0%
Marine Parkway Bridge	95.1%
Cross Bay Bridge	92.8%
Robert F. Kennedy Bridge	92.8%
Verrazzano-Narrows Bridge	92.5%
Bronx-Whitestone Bridge	92.6%
Throgs Neck Bridge	93.5%
<b>All Facilities</b>	<b>93.3%</b>

1. Represents total revenue collections from transactions July 2022 through June 2023

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

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	15	10	5	5 Managerial vacancies
Law <sup>(1)</sup>	12	5	7	2 Managerial and 5 Professional vacancies
Budget & Finance <sup>(2)</sup>	17	10	7	5 Managerial and 2 Professional vacancies
Administration <sup>(3)</sup>	34	25	9	5 Managerial and 4 Professional vacancies
EEO	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>79</b>	<b>50</b>	<b>29</b>	
<b>Operations</b>				
ITS & Tolling	70	75	(5)	11 Professional overrun partially offset by 6 Managerial vacancies
Central Business District Tolling Program	48	12	36	5 Managerial and 31 Professional vacancies
Operations (Non-Security)	54	32	22	31 Managerial vacancies partially offset by 9 overrun in Professional
<b>Total Operations</b>	<b>172</b>	<b>119</b>	<b>53</b>	
<b>Maintenance</b>				
Maintenance	205	196	9	5 Managerial and 6 in Hourly partially offset by 2 overrun in Professional
Operations - Maintainers	183	153	30	31 Maintainer vacancies partially offset by 1 overrun in Professional
<b>Total Maintenance</b>	<b>388</b>	<b>349</b>	<b>39</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	94	29	5 Managerial and 24 Professional vacancies
Health & Safety	9	7	2	2 Managerial vacancies
Law <sup>(1)</sup>	18	7	11	4 Managerial and 7 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
<b>Total Engineering/Capital</b>	<b>158</b>	<b>114</b>	<b>44</b>	
<b>Public Safety</b>				
Operations (Security)	375	334	41	42 Operational vacancies partially offset by 1 overrun in Managerial
Internal Security - Operations	45	33	12	5 Managerial and 7 Professional vacancies
<b>Total Public Safety</b>	<b>420</b>	<b>367</b>	<b>53</b>	
<b>Total Positions</b>	<b>1,217</b>	<b>999</b>	<b>218</b>	
Non-Reimbursable	<b>1,086</b>	<b>894</b>	<b>192</b>	
Reimbursable	131	105	26	
<b>Total Full-Time</b>	<b>1,217</b>	<b>999</b>	<b>218</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

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

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	30	13	17	5 vacancies in Administration, 5 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	37	12	5 vacancies in Law, 4 in Administration, 2 in Budget & Finance, 1 in EEO
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>79</b>	<b>50</b>	<b>29</b>	
<b>Operations</b>				
Managers/Supervisors	73	31	42	6 vacancies in ITS & Tolling, 5 in CBDTP, and 31 in Operations
Professional, Technical, Clerical	99	88	11	31 vacancies in CBDTP, partially offset by overruns of 9 in Operations and 11 in ITS & Tolling
Operational Hourlies	-	-	-	
<b>Total Operations</b>	<b>172</b>	<b>119</b>	<b>53</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	22	5	5 vacancies in Maintenance
Professional, Technical, Clerical	11	14	(3)	2 overrun in Maintenance and 1 overrun in Operations
Operational Hourlies <sup>(1)</sup>	350	313	37	31 vacancies in Operations and 6 vacancies in Maintenance
<b>Total Maintenance</b>	<b>388</b>	<b>349</b>	<b>39</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	34	22	12	5 vacancies in Engineering, 4 in Law, 2 in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical	124	92	32	24 vacancies in Engineering, 7 in Law, and 1 in Capital Budget
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>158</b>	<b>114</b>	<b>44</b>	
<b>Public Safety</b>				
Managers/Supervisors	117	113	4	5 vacancies in Internal Security partially offset by 1 overrun in Operations
Professional, Technical, Clerical	36	29	7	7 vacancies in Internal Security
Operational Hourlies <sup>(2)</sup>	267	225	42	42 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>420</b>	<b>367</b>	<b>53</b>	
<b>Total Positions</b>				
Managers/Supervisors	281	201	80	
Professional, Technical, Clerical	319	260	59	
Operational Hourlies	617	538	79	
<b>Total Positions</b>	<b>1,217</b>	<b>999</b>	<b>218</b>	

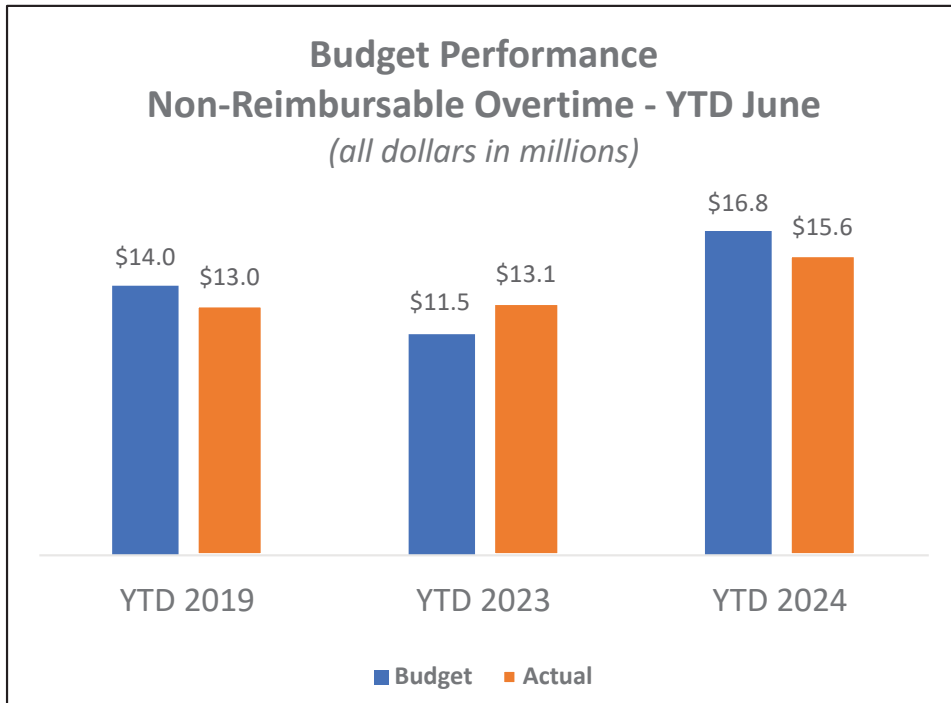
(1) Represents Maintenance personnel. These positions are paid annually, not hourly.

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

## BRIDGES AND TUNNELS - NON-REIMBURSABLE OVERTIME

### Overview

- Underspending of \$1.2M (7%) vs Adopted Budget YTD mainly due to continued management efficiencies, and improved scheduling and deployment, partially offset by coverage for vacancies.



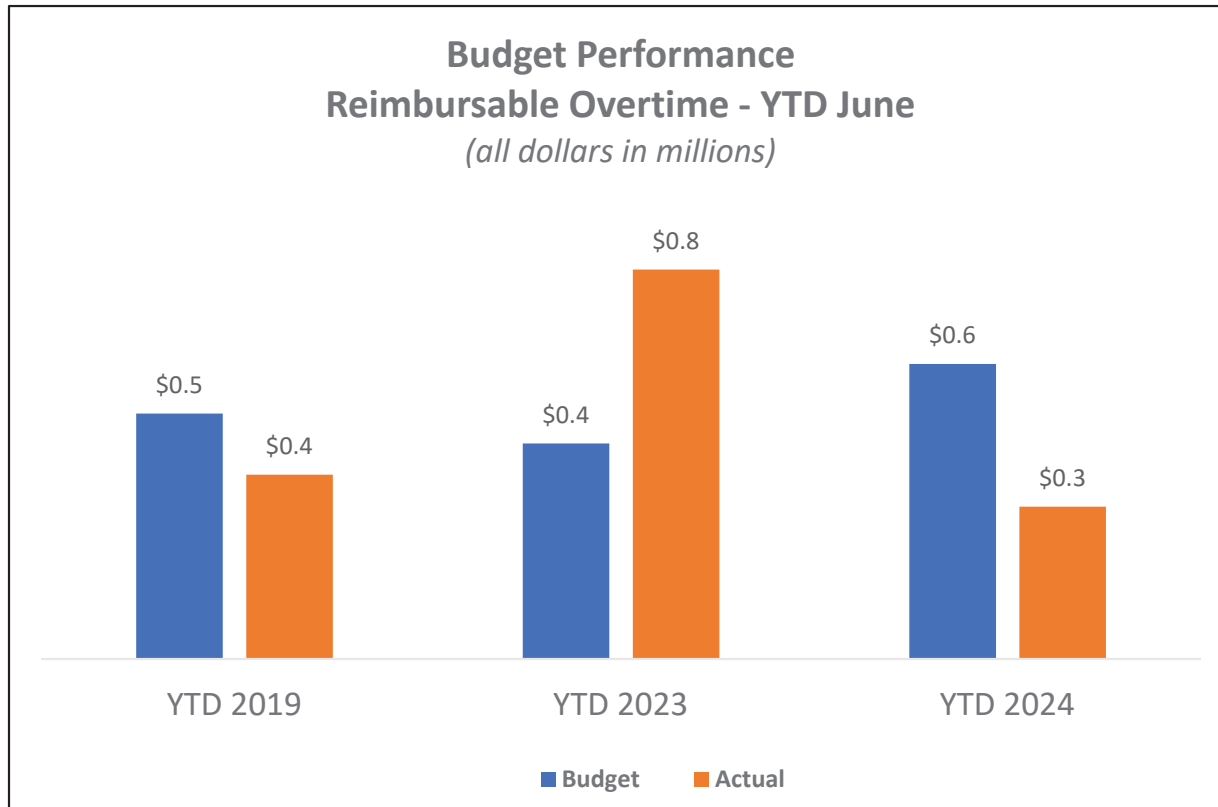
### Agency Detail

- **Vacancy/Absentee Coverage** remains high compared to the adopted budget due to increased vacancy rates resulting from a rise in employee attrition without staffing replenishment, along with needed coverage for unplanned absences. B&T's Operations and Maintenance 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.
- 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.

## BRIDGES AND TUNNELS - REIMBURSABLE OVERTIME

### Overview

- YTD overtime is \$285k lower than the Adopted Budget largely due to the timing of expenses against the Adopted Budget.





# Bridges and Tunnels

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## Toll Violation Enforcement (Action Item)



# Staff Summary

Subject	Toll Violation Enforcement
Department	Law
Department Head Name	Paul L. Friman
Department Head Signature	
Project Manager Name	

Date	July 31, 2024
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref. #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Committee	07/29/24			
2	Board	07/31/24			

Internal Approvals			
Order	Approval	Order	Approval
3	President 		VP Procurement
	General Counsel		VP Operations
2	Chief Operating Officer 		VP Labor Relations
	VP Operations Support		VP & Chief Engineer

Internal Approval (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Senior Director, Policy & Operations Analysis		Chief Security Officer		Chief Maintenance Officer	1	VP ITS & Tolling <i>N/A</i>
	Chief Information Officer		Chief Health & Safety Officer		Affirmative Action		Other

**PURPOSE:** To obtain the Board's approval of a Resolution (i) adopting the Authority's revised toll violation enforcement regulations to decrease the violation fee imposed on owners from \$100.00 to \$50.00 for toll violations at the Bronx-Whitestone, Robert F. Kennedy, Throgs Neck and Verrazzano-Narrows Bridges and Hugh L. Carey and Queens Midtown Tunnels, while continuing to impose a \$50.00 violation fee for toll violations at the Henry Hudson, Cross Bay Veterans Memorial or Marine Parkway-Gil Hodges Memorial Bridges, and establishing a violation fee of \$50.00 for toll violations at the Central Business District; and (ii) authorizing the President of the Authority or her designee to take all such steps that may be necessary and desirable to establish, implement and permanently adopt, pursuant to law, the revised regulation (attached as Attachment 1).

**DISCUSSION:** On May 22, 2024, the Board was informed that the Authority was taking the requisite preliminary steps to revise the Authority's toll violation enforcement regulations. The Authority's proposed regulations would decrease the violation fee from \$100.00 to \$50.00 per violation for failure to pay tolls at the Bronx-Whitestone, Robert F. Kennedy, Throgs Neck and Verrazzano-Narrows Bridges and the Hugh L. Carey and Queens Midtown Tunnels, while continuing to impose the \$50.00 fee per violation upon owners for failure to pay tolls at the Henry Hudson, Cross Bay Veterans Memorial and Marine Parkway-Gil Hodges Memorial Bridges, and establish a violation fee of \$50.00 for toll violations at the Central Business District. In addition, the proposed regulations continue to (i) make it clear that owners have an opportunity to dispute their responsibility for toll violations and have them dismissed or transferred before being subject to a \$50.00 violation fee per violation or, if persistent violators, the suspension of their vehicle registrations by New York Department of Motor Vehicles (DMV); (ii) prescribe the information required in violation notices; the process for disputing toll violations; the grounds for dismissing toll violations; the process for vehicle rental and leasing companies to transfer responsibility for tolls and violation fees to renters and lessees, as well as the required evidence; and (iii) state that owners who persistently fail to pay their tolls and violation fees or have them dismissed or transferred may have their vehicle registrations suspended by DMV.

Notice of the proposed revised regulations was published in the *New York State Register* on May 29, 2024, soliciting public comments. No comments have been received by the Authority.

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

Finally, the Board is asked to delegate to the President or her designee authority to take all necessary and desirable steps to adopt the revised Part 1021.3 of Title 21 of the New York Codes, Rules and Regulations.

**IMPACT ON FUNDING:** It is anticipated that decreasing the violation fee from \$100.00 to \$50.00 per toll violation at the Bronx-Whitestone, Robert F. Kennedy, Throgs Neck and Verrazzano-Narrows Bridges and the Hugh L. Carey and Queens Midtown Tunnels will be offset by the increased amounts now potentially recoverable across all of the Authority's tolled bridge and tunnel facilities as a result of the recent legislative changes concerning payment and enforcement of the Authority's toll violation fees. It is also anticipated that establishing the same toll violation fee in the amount of \$50.00 per violation of the Authority's Central Business District Tolling Program toll regulations will strengthen toll violation enforcement procedures at the Central Business District by deterring toll evasion.

**RECOMMENDATION:** It is recommended that the Board adopt the revised toll violation enforcement regulations decreasing the violation fee from \$100.00 to \$50.00 per toll violation at the Bronx-Whitestone, Robert F. Kennedy, Throgs Neck and Verrazzano-Narrows Bridges and the Hugh L. Carey and Queens Midtown Tunnels, and establishing the same toll violation fee in the amount of \$50.00 per violation of the Authority's Central Business District Tolling Program toll regulations.

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



## RESOLUTION

**WHEREAS**, the Triborough Bridge and Tunnel Authority (Authority) has been given the statutory right and duty to make rules and regulations for establishment and collection of tolls on its bridges and tunnels and in the Central Business District; and

**WHEREAS**, on May 22, 2024, the Board was informed that the Authority was taking the requisite preliminary steps to revise the Authority's toll violation enforcement regulations to decrease the violation fee from \$100.00 to \$50.00 per violation for failure to pay tolls at the Bronx-Whitestone, Robert F. Kennedy, Throgs Neck and Verrazzano-Narrows Bridges and the Hugh L. Carey and Queens Midtown Tunnels, while continuing to impose the \$50.00 fee per violation upon owners for failure to pay tolls at the Henry Hudson, Cross Bay Veterans Memorial and Marine Parkway-Gil Hodges Memorial Bridges, and establish a violation fee of \$50.00 for toll violations at the Central Business District, and continue to (i) make it clear that owners have an opportunity to dispute their responsibility for toll violations and have them dismissed or transferred before being subject to a \$50.00 violation fee per violation or, if persistent violators, the suspension of their vehicle registrations by New York Department of Motor Vehicles (DMV); (ii) prescribe the information required in violation notices; the process for disputing toll violations; the grounds for dismissing toll violations; the process for vehicle rental and leasing companies to transfer responsibility for tolls and violation fees to renters and lessees, as well as the required evidence; and (iii) state that owners who persistently fail to pay their tolls and violation fees or have them dismissed or transferred may have their vehicle registrations suspended by DMV; and

**WHEREAS**, notice of the proposal for revised regulations was published in the *New York State Register* on May 29, 2024, soliciting public comments and no comments were received by the Authority;

### **NOW, THEREFORE, IT IS:**

**RESOLVED**, that the prior Part 1021.3 of Title 21 of the New York Codes, Rules and Regulations shall be and hereby is repealed and the new Toll Violation Enforcement regulations as set forth in the attachment to this resolution, shall be and hereby is adopted; and be it further,

**RESOLVED**, that the President of the Authority or her designee is hereby fully authorized and directed to take such steps as may be necessary or desirable to repeal the prior Part 1021.3 of Title 21 of the New York Codes, Rules and Regulations and establish, implement and adopt the proposed Toll Violation Enforcement regulations, annexed hereto, in the new Part 1021.3 of Title 21 of the New York Codes, Rules and Regulations, pursuant to law.

July 31, 2024  
New York, New York

# ATTACHMENT 1

Part 1021.3 Toll Violation Enforcement

### Section 1021.3 Toll violation enforcement

(a) The owner, as defined in Public Authorities Law section 2985(3) and 2985-a(2)(b), of any vehicle crossing a bridge or tunnel or using the central business district without paying the charge prescribed by the Triborough Bridge and Tunnel Authority (Authority) at the place and time and in the manner established for the collection of such charge commits a violation of toll collection regulations.

(1) Payment of charges by E-ZPass shall be made by means of a properly mounted E-ZPass tag of the proper class that is classified as valid at the time of the toll transaction. For each such violation, the owner shall be charged the full undiscounted charge for fare media other than E-ZPass. Nothing in this section shall be construed to limit the liability of an E-ZPass account holder for administrative violation fees established and imposed by the E-ZPass agreement for failure to pay charges by means of a properly mounted E-ZPass Tag of the proper class that is classified as valid at the time of the transaction.

(2) Payment of charges by fare media other than E-ZPass shall be made at the place and time and in the manner established for the collection of such charge. Nothing in this section shall be construed to limit the liability of a video account holder for administrative violation fees established and imposed by the applicable video account agreement for failure to pay the charges at the place and time and in the manner established for the collection of such charges.

(b) The owner of any vehicle which violates toll collection regulations by crossing a bridge or tunnel or using the central business district without paying the charge prescribed by the authority at the place and time and in the manner established for the collection of such charge shall be liable to the authority for an administrative fee, known as the toll violation fee. The fee shall be in the amount of \$ 50.00, for each such violation arising from crossing a bridge or tunnel or using the central business district. The toll violation fee shall be in addition to the applicable charge and any fines and penalties otherwise prescribed by law or by agreement. In the event that a notice of violation under the tolls by mail program was not sent within 90 days of the second toll bill, the toll violation fee is subject to dismissal under Public Authorities Law section 2985-a(5).

(c) A Notice of Violation shall be sent by the authority's authorized agent (authorized agent) to the individual or business alleged to be liable for the toll violation as owner and shall include:

- (1) the total amount of unpaid tolls and administrative violation fees due;
- (2) the date by which payment of the tolls and administrative violation fees is due;
- (3) the address for receipt of payment and methods of payment for the toll;
- (4) the procedure for contesting any toll and the contact information for the toll payer advocate office and customer service center;

- (5) information related to the failure to timely pay or respond to the notice of liability, in addition to the possibility that a judgment can be entered for repeat unpaid liabilities that could lead to a vehicle being towed or immobilized;
- (6) a website address or hyperlink for the owner to access time-stamped photographs or footage of each toll incurred by electronic means;
- (7) information related to the availability of the toll payer advocate to discuss payment options; and
- (8) other information required by law or by the public authority.

Each notice of violation shall identify the date, time, location, license plate number, and jurisdiction of the license plate for each unpaid toll that has been incurred.

(d) The individual or business alleged to be liable for the toll violation as owner may dispute the violation by submitting a Declaration of Dispute to the authorized agent at the time and place and in the manner established in the Notice of Violation. To be submitted, a Declaration of Dispute must include all required documents and must be otherwise in compliance with the time, place, and manner established in the Notice of Violation. Such toll violation and associated toll violation fee shall be dismissed if such individual or business provides a certification that:

(1) the individual or business was not the registered owner of the vehicle at the time of the toll transaction that forms the basis of such alleged violation and submits to the authorized agent:

- (i) a copy of the plate surrender receipt from the Department of Motor Vehicles;
- (ii) proof of sale of the vehicle;
- (iii) a copy of the report to a law enforcement agency that the plate was lost; and/or
- (iv) a copy of the report to a law enforcement agency that the vehicle was stolen; or

(2) the toll was paid by E-ZPass and the toll posted to an E-ZPass Account and submits to the authorized agent a copy of the E-ZPass statement showing the toll posting; or

(3) the toll was paid by another method acceptable to the authority at the time and submits to the authorized agent a copy of the toll receipt marked by the authority as paid; or

(4) the registered owner's vehicle was not present at the facility at the time of the violation(s) or for other good cause shown.

(e) If the owner is a vehicle rental or leasing company which seeks to perform a Transfer of Responsibility to the vehicle lessee or renter, the owner shall submit to the authorized agent at the time and place and in the manner established in the Notice of Violation a signed lease or rental agreement and certification of the name and address of the lessee or renter of the vehicle at

the time of the toll transaction that forms the basis for the violation. A Notice of Violation or toll invoice shall be sent by the authorized agent to such lessee or renter within 45 days of receipt of the signed lease or rental agreement and certification and such lessee or renter shall be deemed to be the owner of such vehicle and shall be liable for the payment of tolls and any toll violation fees.

(f) The authorized agent shall send the owner a written determination of the Declaration of Dispute under subdivision (d) of this section within 45 days of receipt of the Declaration of Dispute.

(1) The owner may request a review by the authority of the authorized agent's determination of the Declaration of Dispute by submitting a Request for Administrative Review to the authority at the place and time and in the matter established in the authorized agent's written determination of the Declaration of Dispute.

(2) The authorized agent's determination of the Declaration of Dispute under subdivision (d) of this section shall be final and binding on the owner unless overturned by the authority upon review.

(3) The authority's determination of the owner's Request for Administrative Review shall be final and binding on the owner unless overturned by a court of competent jurisdiction of the State of New York, County of New York, under article 78 of the New York Civil Practice Law and Rules or a United States Court located in New York City, under the procedures and laws applicable in that court.

(g) The individual or business alleged to be liable for each toll violation as owner shall be liable for each unpaid toll and toll violation fee unless:

(1) such unpaid toll and/or toll violation fee has been dismissed under subdivision (d) or subdivision (f) of this section;

(2) there has been a Transfer of Responsibility under subdivision (e) of this section;

(3) after payment of such toll, the toll violation fee has been dismissed or reduced under the Fee Waiver Policy adopted by the authority.

Such owners who fail to pay each toll and toll violation fee in response to a Notice of Violation may also have their vehicle registrations suspended under Vehicle and Traffic Law section 510(3)(d) and implementing regulations.