



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

January 2023

Committee Members

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

Bridges & Tunnels Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Monday, 1/30/2023
8:30 AM - 12:00 PM ET

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes - December 2022

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4. Approval of Committee Work Plan

B&T Committee Work Plan - Page 10

5. Report on Operations - November 2022

B&T Report on Operations - November 2022 - Page 16

6. Safety Report - November 2022

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7. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting December 2022



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

December 19, 2022

9:00 a.m.

In attendance were the Honorable:

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

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems
Joyce Brown, Agency Chief Equal Opportunity Officer
Daniel F. DeCrescenzo, Jr., President
Paul L. Friman, Acting General Counsel and Corporate Secretary – TBTA, MTA
Richard Hildebrand, Vice President and Chief of Operations
Eric Osnes, Vice President and Chief Safety Officer
Charles J. Passarella, Vice President of Maintenance and Operations Support

Virtual:

Allison L. C. de Cerreño, Ph.D., Deputy Chief Operating Officer, MTA

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

December 19, 2022

Minutes of TBTA Committee held December 19, 2022 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Jason Anthony about the traffic patterns to access the Queens Midtown Tunnel.
- Charlton D'souza about toll evasion, congestion pricing, bus service, and holiday gridlock.
- Murray Bodin about electrical outlets and roadway lines.
- Christopher Greif thanking TBTA for the electrical work on the Marine Parkway-Gil Hodges Memorial Bridge.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on November 29, 2022 were approved.

Committee Work Plan

President DeCrescenzo 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 2023 Work Plan has been updated with the following changes to the TBTA Committee's agenda:

1. The November 2022 Financial Report is included in this month's TBTA Committee materials. Reporting of the Final Review of 2022 Year-end Operating Results will occur in May 2023, consistent with the reporting of all other MTA agencies.
2. The Third Quarter 2022 Diversity Report for TBTA is included in this month's TBTA Committee materials. The MTA-wide Diversity Report will be provided by the Department of Diversity and Civil Rights at the Diversity Committee meeting.

President DeCrescenzo's Remarks

President DeCrescenzo acknowledged the efforts of TBTA employees throughout yet another challenging year. From the early Omicron-variant surge to the current "more normal," TBTA's workforce focused on the goals set forth in early 2022: customer and employee safety, an improved customer experience, and revenue recovery and protection of the critical toll revenue that TBTA generates, which supports mass transit now more than ever. As the year progressed and TBTA's traffic rebounded to pre-pandemic levels, TBTA found itself getting back to basics, all while ensuring a high level of service whether in the field or the back office. President DeCrescenzo recognized the team's tremendous efforts, especially as TBTA adapted and changed with each new challenge.

As TBTA closes the door on 2022, President DeCrescenzo touched upon some of the milestones and achievements based on the goals that he outlined:

- *Safety* -- Relative to safety of TBTA's employees and customers, TBTA's overall collision rate so far this year, has improved from 2021 by a little over 1%. When compared to 2019, which had record-breaking traffic, TBTA is seeing a 36% improvement. This shows that the improvement TBTA has made since 2019 through the pandemic is still being maintained. TBTA's employee lost-time injury rate has also improved year-over-year.

- *Customer Experience* -- Regarding customer experience, TBTA's workforce in the field kept pivoting throughout the year to accommodate changing traffic trends during the COVID-19 cycles as the traffic rebounded to pre-pandemic numbers. Getting back to basics, providing timely and correct customer messaging, quick response to disabled vehicles and other incidents, maintaining clear roadways and clean facilities — all these things are noticed by customers and underscore a sense of safety and security for TBTA's customer environment.
- *Revenue Recovery and Protection* -- TBTA has a layered approach to revenue recovery and protection, utilizing all TBTA departments and coordinating with TBTA's City and State law enforcement partners and other agencies such as the New York Department of Motor Vehicles. Through these efforts TBTA is moving the needle in the right direction on covered/obstructed license plate enforcement. Looking forward to sharing more of these achievements in the coming months after TBTA closes out the year, President DeCrescenzo shared for now that TBTA's enforcement of persistent toll violators whose registrations have been suspended has resulted in a \$20 million recovery so far this year, which is the highest single-year recovery and one-third of the \$60 million TBTA has collected since 2016.

Shifting to current news, on the last day of November TBTA passed a noteworthy milestone with 300 million vehicle crossings. In comparison to TBTA's record-highest traffic year of 2019, with more than 330 million total crossings, TBTA also reached that 300-million mark in late November. So TBTA is on track with that pre-pandemic record-breaking year.

Reiterating that 2022 was a productive year on all accounts for TBTA, President DeCrescenzo thanked all of TBTA's employees for their hard work and dedication, across Operations, Maintenance, Security, and Safety & Health. President DeCrescenzo also acknowledged the expanding role of the Intelligent Transportation Systems & Tolling team for their fine work and heavy lifting they have been doing especially over the past year.

In addition, President DeCrescenzo extended gratitude to TBTA's consolidated business partners, chiefly Construction & Development, Human Resources, Labor Relations, Law and Procurement, the Office of Management & Budget, as well as many of the departments within MTA Headquarters. TBTA works closely with them every day and appreciates their support of TBTA's mission.

President DeCrescenzo also thanked all of TBTA's Commissioners, the entire MTA Board, and Chair Janno Lieber, for their ongoing guidance and support throughout the year. TBTA's senior staff looks forward to working together again next year with them, hopefully to share new achievements and milestones.

Finally, President DeCrescenzo wished everyone a peaceful, safe, healthy, and festive holiday season and a happy New Year.

Chair Mack congratulated President DeCrescenzo and Vice President Hildebrand for doing a great job, adding his view that more bridge and tunnel officers are needed to combat covered and obstructed license plates. President DeCrescenzo responded that TBTA has been working closely with its consolidated partners in regional policing and law enforcement throughout the year to make progress against covered and obstructed plates with a layered approach of education and enforcement and, through TBTA's Tolling Group, was able to bill another one million transactions compared to last year, which potentially equates to an additional \$10 million in revenue recovery.

Commissioner Valdivia voiced her appreciation to TBTA's senior management team and field staff for their professionalism and responsiveness, and stated that she looks forward to discussing further in 2023 the different ways to reduce congestion and travel times on TBTA's bridges and tunnels.

In response to Commissioner Albert's question whether photographs are taken of toll-evading vehicles in combination with using day-and-time tracking to catch repeat offenders, Chair Mack answered that blocked license plate numbers cannot be tracked. President DeCrescenzo added that, although covered plates do not generate a Department of Motor Vehicles (DMV) hit and are thus unbillable, in response to TBTA and its regional police partners noticing an increase of covered plates during the pandemic, TBTA assembled a task force consisting of its department heads and their representatives. Based on traffic pattern information identified by the tolling group, TBTA concentrated its enforcement resources at the places and times that were generating the most unbillable crossings. In June 2021, for example, three people were arrested within thirty minutes of each other for fraudulent plates based on information of when they were coming through which facility.

Commissioner Albert noted that if a vehicle with an obscured plate is photographed at one facility plaza and photographed later that day evading the toll at another facility plaza, then TBTA could interdict the vehicle based on its description and travel pattern. Acknowledging that is how TBTA uses such information, President DeCrescenzo stated that TBTA is exploring how when toll evaders are interdicted on the plaza and their pedigree is obtained, the tolling unit can do the labor intensive investigative work of back charging when feasible -- TBTA is chasing the money in different ways. Chair Mack reiterated his view that more bridge and tunnel officers are needed to combat toll evasion and enforce safety.

In response to Commissioner Albert's next question whether, akin to the indicator lights on the formerly gated lanes, there is an indicator when a vehicle with an obscured plate passes under the gantry, President DeCrescenzo stated that not specifically for covered plates but our persistent toll violator enforcement uses license plate reader technology and an alert goes directly to the officer's vehicle, which could be anywhere on the facility, while much of the other enforcement is done by observation and by the metrics earlier described.

In response to Commissioner Glucksman's question whether toll evaders have to pay the full amount of their tolls and fees, President DeCrescenzo stated that when unpaid toll bills accumulate fees, customers are more inclined to contact our customer service department to reconcile what they owe -- the toll money being the base amount and the fees being part of the layered approach to combatting toll evasion.

In response to Commissioner Miranda's question whether there are any patterns or reasons people give for engaging in toll evasion, President DeCrescenzo noted that motorists' spontaneous statements upon being summonsed include a variety of transparent excuses, while at the other end of the spectrum the financial hardship inquiries are processed through the customer service center.

In response to Commissioner Brown's question whether people summonsed for obscured plates are liable for just that single incident or all prior occurrences by tracing the same plates, President DeCrescenzo first thanked the Governor for increasing the fines for covered/obstructed plates, noted TBTA's additional legislative efforts to combat toll evasion, then reiterated that TBTA gets the pedigrees of people caught on its facilities with covered plates and in certain cases TBTA's tolling group explores billing them for what they may owe for prior crossings based on the pictures that are being taken, all as part of TBTA's layered approach to combatting the toll evasion. Vice President Hildebrand added that, while obstructed or modified plates do not provide the frame of reference of a DMV hit, where patterns can be identified in certain cases liability can be potentially backtracked. Recounting his experience and observations at another tolling agency, Chair Mack again reiterated his view that more bridge and tunnel officers are needed to combat toll evasion.

Report on Operations

With regard to the Report on Operations for October 2022, Vice President and Chief of Operations Hildebrand stated that at TBTA's vehicular crossings TBTA continued to experience strong traffic counts that were slightly above pre-pandemic levels for the first full month of autumn.

Paid vehicle traffic for October 2022 was 28.3 million vehicles, an increase of 0.9% over the 28.1 million crossings TBTA had in October 2021 or about 8,000 more vehicles per day, and was 15.9% higher than October 2020 with 3.9 million more crossings for the month or 126,000 additional vehicles per day. When compared to the pre-pandemic month of October 2019, October of this year was 0.8% higher with approximately 7,000 more vehicles per day authority-wide. E-Z Pass market share was 95.2% for October of this year, which was slightly above both last year and two years ago.

For November 2022, preliminary TBTA traffic was 0.3% higher than November 2021 and 22.9% higher than November 2020. Per preliminary traffic data, traffic for this year in November was essentially the same when compared to pre-pandemic traffic of November 2019.

Gasoline prices continued to decrease to an average of \$3.73 per gallon in October of this year, and weather was not a significant factor in TBTA's delivery of service.

Vice President Hildebrand stated that with the 2022 winter holiday season in full motion, TBTA strives to provide safe and efficient travel for those heading out to visit family and friends. He thanked the entire TBTA Operations Department as well as its partner departments for their support and coordination throughout the year. Wishing everyone a happy holiday season, he noted that TBTA looks forward to a new year of continued safe and efficient delivery of service to its customers.

Safety Report

With regard to the Report on Safety for October 2022, Vice President and Chief Safety Officer Osnes stated that the total collision rate was 3.92 per million vehicles, better than rolling year 2019/2020 and the same as last year. The collisions with injury rate was 0.80 per million vehicles, on par with rolling year 2019/2020 and higher than last year but still less than one collision-with-injury per million crossings, and better than the two-year average rate of 0.86 per million vehicles. The employee lost time injury rate was 5.4 incidents per 200,000 work hours, better than both last year and rolling year 2019/2020.

In response to Commissioner Albert's question whether there is something in the traffic movement or layout that contributes to the Verrazzano-Narrows Bridge consistently having a higher collision rate than TBTA's other bridges and tunnels, Vice President Osnes stated that TBTA constantly evaluates the traffic patterns as well as the behavior patterns occurring on all of its facilities, and noted that there is a paradigm shift underway in how people are viewing work and how their travel schedules are being modified as a result. In that regard, TBTA is exploring whether there are absolute patterns that can be addressed by different law enforcement and education strategies. He added that beyond any single factor on a facility, there may also be an off-property condition contributing to its total collision count in a given month. Commissioner Albert then asked whether an accident either on the Belt Parkway or the Staten Island Expressway on the approaches to the Verrazzano-Narrows Bridge is considered a bridge accident. Vice President Osnes clarified that such an accident would be considered off-property. Vice President Hildebrand elaborated that off-property conditions do cause stop-and-go conditions on TBTA's bridges and that occasionally TBTA will handle an accident report for its NYPD partners that is close to TBTA's property line, which line of demarcation determines whether an accident gets charged to the bridge. Recognizing that everything impacts traffic, TBTA constantly strives to work with its regional partners to make the corridors between its facilities and key points around the region safer and smoother. Citing for example a recent meeting with NYPD highway district to discuss regional mobility improvements, Vice President Hildebrand expressed TBTA's appreciation for their partnership.

Procurements

President DeCrescenzo stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Paul L. Friman
Acting General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan



BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2023

Approval of 2023 Work Plan

Committee Chair & Members

February 2023

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

Planning & Budget
Controller
Operations

March 2023

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2023

No items scheduled

May 2023

Final Review of 2022 Year-End Operating Results

Planning & Budget

June 2023

No items scheduled

July 2023

No items scheduled

August 2023

No meeting scheduled

September 2023

2024 Preliminary Budget

Planning & Budget

October 2023
2024 Preliminary Budget

Planning & Budget

November 2023
No items scheduled

December 2023
2024 Proposed Committee Work Plan
2024 Proposed Final Budget

Committee Chair & Members
Planning & Budget

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

Summary of major B&T service indicators, including graphs and tables depicting total traffic for all facilities, average daily traffic by method of payment and vehicle type, traffic by facility, and data on factors that can impact B&T traffic such as weather and gasoline prices. The Report on Operations is provided on a two-month lag, except in September when it includes reports with June and July data.

Safety Report

A compilation of key leading and lagging customer and employee safety indicators, including collision rates, employee lost time injury rates, and leading indicators for roadway and fire safety. The Safety Report is provided on a two month lag, except in September when it includes reports with June and July data.

Financial Report

Summary presentation of the financial indicators for the month, which includes the Balance Sheet for the reported month, Accrual Statement of Operations for the month and year-to-date, variance analysis, traffic volume and ridership information, toll collection rates, and headcount charts. The Financial Report is provided on a one-month lag, except in the month of September, at which time it includes the July and August reports.

Procurements

List of procurement action items requiring Board approval. The non-competitive items are listed first, followed by competitive items, and then ratifications. The list will indicate items that require a 2/3 vote and a majority vote of the Board for approval. Procurements are for the current month; in the month of September, the August and September procurements are included.

Staff summary documents presented to the Board for approval for items affecting business standards and practices.

II. SPECIFIC AGENDA ITEMS

JANUARY 2023

Approval of Work Plan for 2023

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

FEBRUARY 2023

2023 Adopted Budget and February Financial Plan 2023-2026

The Agency will present its revised 2023 Adopted Budget and Financial Plan which incorporates any changes made by the Board at the December 2022 meeting and any Agency technical adjustments is included for information.

2022 B&T Operating Surplus

The Committee will recommend action to the Board.

2022 Customer Environment Report

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

MARCH 2023

Annual Procurement Contracts Report

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

APRIL 2023

No items scheduled

May 2023

Final Review of 2022 Year-End Operating Results

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

JUNE 2023

No items scheduled

JULY 2023

No items scheduled

AUGUST 2023

No meeting scheduled

SEPTEMBER 20232024 Preliminary Budget

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

OCTOBER 20232024 Preliminary Budget

Public comment will be accepted on the 2024 Preliminary Budget.

NOVEMBER 2023

No items scheduled.

DECEMBER 20232024 Proposed Committee Work Plan

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

2024 Proposed Final Budget

The Committee will recommend action to the Board.



Bridges and Tunnels

Report on Operations November 2022



Richard Hildebrand
Vice President
Operations

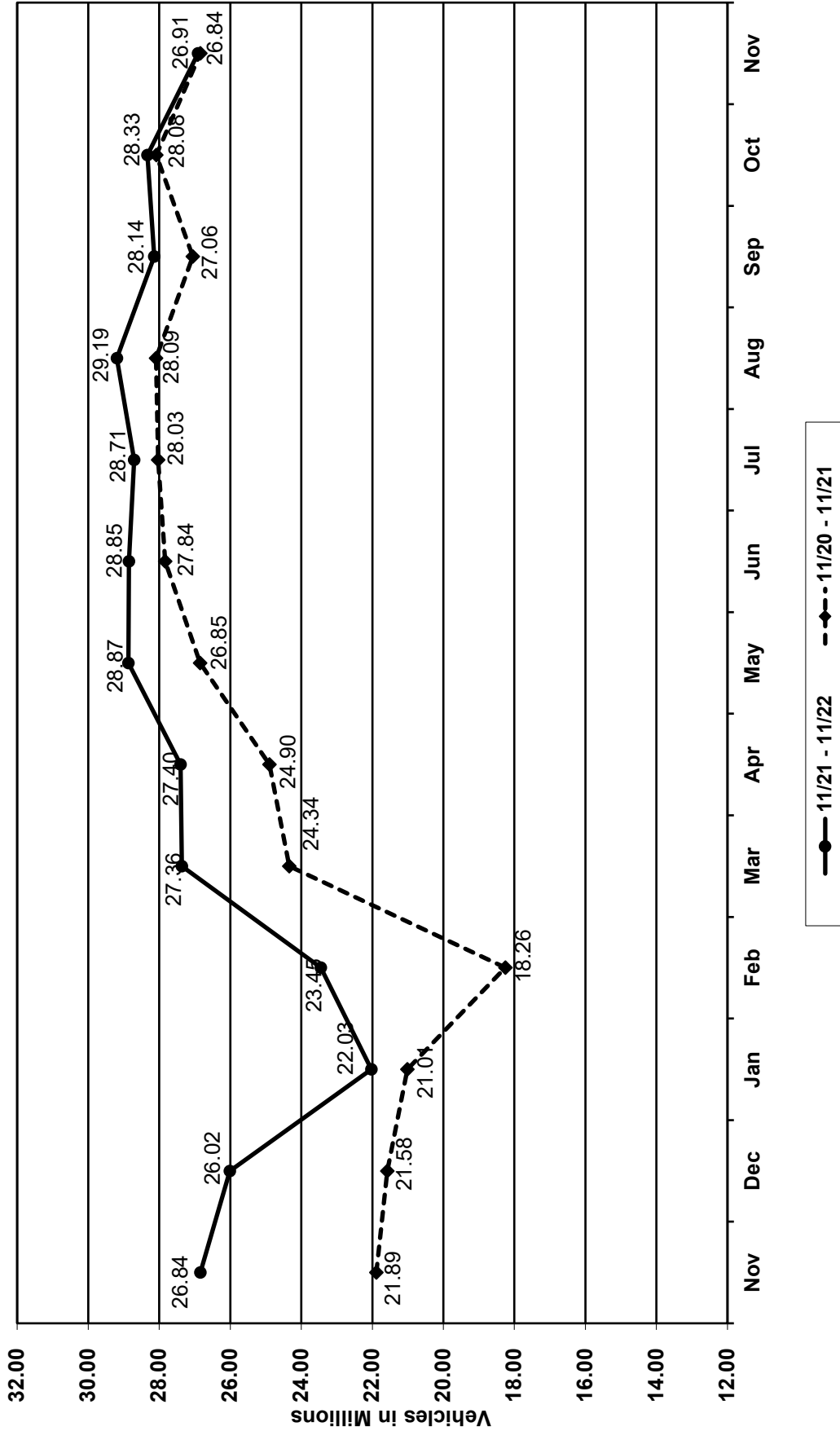
MTA Bridges and Tunnels November 2022 Traffic Trends

Summary

B&T's traffic numbers are closely resembling pre-pandemic levels. For the month of November, 26.9 million paid vehicles crossed B&T facilities, an increase of 0.3% compared to 26.8 million in November 2021. Compared to November 2020, B&T paid traffic was 22.9% higher with an increase of 5.0 million more crossings. E-ZPass market share was 94.4% in November, 0.8% lower than last year and 0.3% lower than two years ago.

Gasoline prices increased in November to an average of \$3.97 per gallon, which is \$0.34 higher than 2021 and \$1.76 higher than two years ago. Gasoline prices and weather conditions were not significant factors on November traffic.

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



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

All B&T Facilities by Method of Payment	November 2022		November 2021		November 2020		2022 YTD	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
E-ZPass ¹	25,406,751	25,560,936	20,732,443	20,732,443	284,977,426	284,977,426	14,270,308	14,270,308
Tolls by Mail	1,503,893	1,280,836	1,157,547	1,157,547	299,247,734	299,247,734	284,977,426	284,977,426
Total	26,910,644	26,841,772	21,889,990	21,889,990	584,225,160	584,225,160	42,740,614	42,740,614
E-ZPass Market Share:								
Total	94.4%	95.2%	94.7%	94.7%	95.2%	95.2%	95.2%	95.2%
Cars	94.3%	95.2%	94.5%	94.5%	95.1%	95.1%	95.1%	95.1%
Trucks	96.4%	96.1%	97.3%	97.3%	97.1%	97.1%	97.1%	97.1%

Facility	Average Weekday ²				Average Weekend ²				E-ZPass Market Share				E-ZPass Market Share											
	November 2022		November 2021		November 2022		November 2021		Nov 2022		Nov 2021		Nov 2020		Nov 2020		2022 vs 2020		2022 vs 2020					
	Total	E-ZPass	TBM	E-ZPass	Total	E-ZPass	TBM	E-ZPass	Total	E-ZPass	TBM	E-ZPass	Total	E-ZPass	TBM	E-ZPass	Total	E-ZPass	TBM	E-ZPass				
Bronx-Whitestone Bridge	139,120	129,885	9,235	9,235	138,162	126,786	11,376	11,376	93.4%	94.4%	93.8%	93.8%	16,439	15,567	872	872	91.8%	93.1%	92.3%	92.3%	-0.4%	-1.0%	-0.4%	-0.4%
Cross Bay Bridge	22,220	21,247	974	974	22,220	21,247	974	974	95.6%	96.1%	95.8%	95.8%	65,745	61,710	4,035	4,035	94.7%	95.3%	94.9%	94.9%	-0.2%	-0.5%	-0.4%	-0.2%
Henry Hudson Bridge	72,577	69,089	3,487	3,487	72,577	69,089	3,487	3,487	95.2%	95.6%	95.6%	95.6%	54,916	52,084	2,831	2,831	93.9%	94.6%	94.4%	94.4%	-0.4%	-0.4%	-0.4%	-0.6%
Hugh L. Carey Tunnel	63,320	60,894	2,426	2,426	63,320	60,894	2,426	2,426	96.2%	96.7%	96.3%	96.3%	15,867	15,212	655	655	94.8%	95.6%	95.0%	95.0%	-0.2%	-0.5%	-0.1%	-0.2%
Manne Parkway Bridge	21,809	21,098	711	711	21,809	21,098	711	711	96.7%	97.0%	96.8%	96.8%	81,372	77,298	4,075	4,075	95.9%	96.4%	96.1%	96.1%	-0.1%	-0.3%	-0.1%	-0.2%
Queens Midtown Tunnel	85,195	81,854	3,340	3,340	85,195	81,854	3,340	3,340	96.1%	96.5%	95.4%	95.4%	171,300	158,835	12,465	12,465	92.7%	94.0%	93.2%	93.2%	-0.3%	-1.0%	-0.3%	-0.4%
Robert F. Kennedy Bridge	185,149	174,369	10,780	10,780	185,149	174,369	10,780	10,780	94.2%	95.2%	94.5%	94.5%	116,851	107,799	9,052	9,052	92.3%	93.5%	93.1%	93.1%	-0.8%	-1.0%	-0.8%	-0.9%
Throgs Neck Bridge	107,814	101,238	6,575	6,575	107,814	101,238	6,575	6,575	93.9%	94.9%	94.7%	94.7%	199,127	187,623	11,504	11,504	94.2%	94.7%	94.4%	94.4%	-0.5%	-0.5%	-0.4%	-0.2%
Verrazano-Narrows Bridge ¹	219,675	210,077	9,597	9,597	219,675	210,077	9,597	9,597	95.6%	96.1%	96.0%	96.0%	859,778	802,913	56,864	56,864	93.4%	94.3%	93.7%	93.7%	-0.7%	-0.7%	-0.3%	-0.3%
All Facilities¹	916,878	869,752	47,126	47,126	916,878	869,752	47,126	47,126	94.9%	95.6%	95.1%	95.1%	859,778	802,913	56,864	56,864	93.4%	94.3%	93.7%	93.7%	-0.3%	-0.7%	-0.3%	-0.3%

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

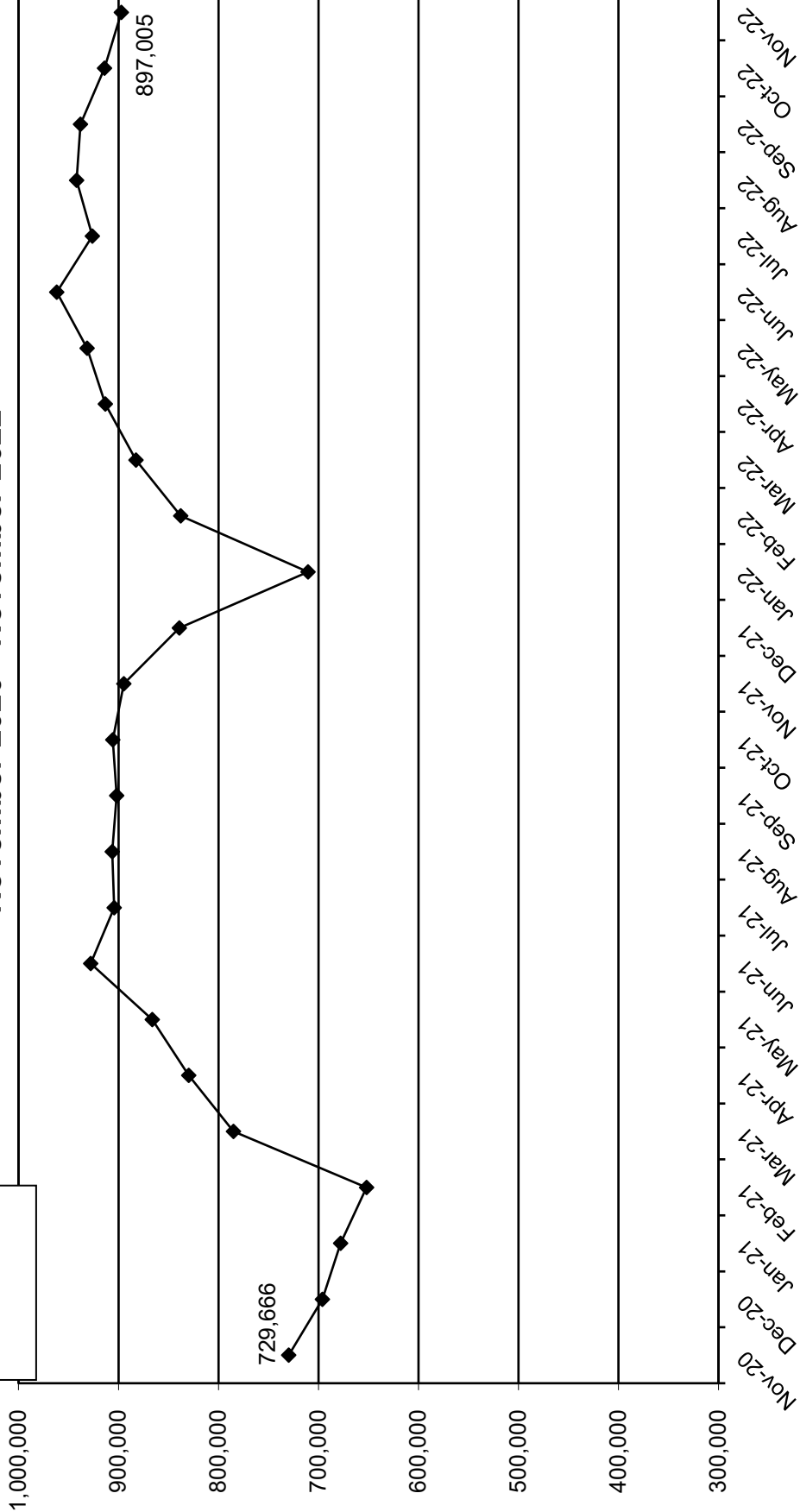
MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
November 2022
Preliminary data subject to final audit

Distribution by Facility & Time Period			
Facility	November 2022		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.2%	22.6%	55.2%
Cross Bay Bridge	25.4%	24.1%	50.5%
Henry Hudson Bridge	23.1%	28.1%	48.8%
Hugh L. Carey Tunnel	24.1%	24.8%	51.1%
Marine Parkway Bridge	26.6%	26.1%	47.3%
Queens Midtown Tunnel	21.0%	22.7%	56.3%
Robert F. Kennedy Bridge	24.1%	21.6%	54.3%
Throgs Neck Bridge	24.6%	23.8%	51.6%
Verrazzano-Narrows Bridge	23.3%	23.7%	53.0%
All Facilities	23.4%	23.5%	53.1%

Payment Method by Facility (Transactions)			
Facility	November 2022		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	87.6%	5.3%	7.1%
Cross Bay Bridge	93.8%	1.6%	4.6%
Henry Hudson Bridge	83.2%	11.6%	5.2%
Hugh L. Carey Tunnel	89.5%	6.3%	4.2%
Marine Parkway Bridge	93.5%	3.0%	3.5%
Queens Midtown Tunnel	90.5%	5.3%	4.2%
Robert F. Kennedy Bridge	87.2%	6.5%	6.3%
Throgs Neck Bridge	85.2%	8.2%	6.6%
Verrazzano-Narrows Bridge	84.4%	10.8%	4.8%
All Facilities	86.8%	7.6%	5.6%

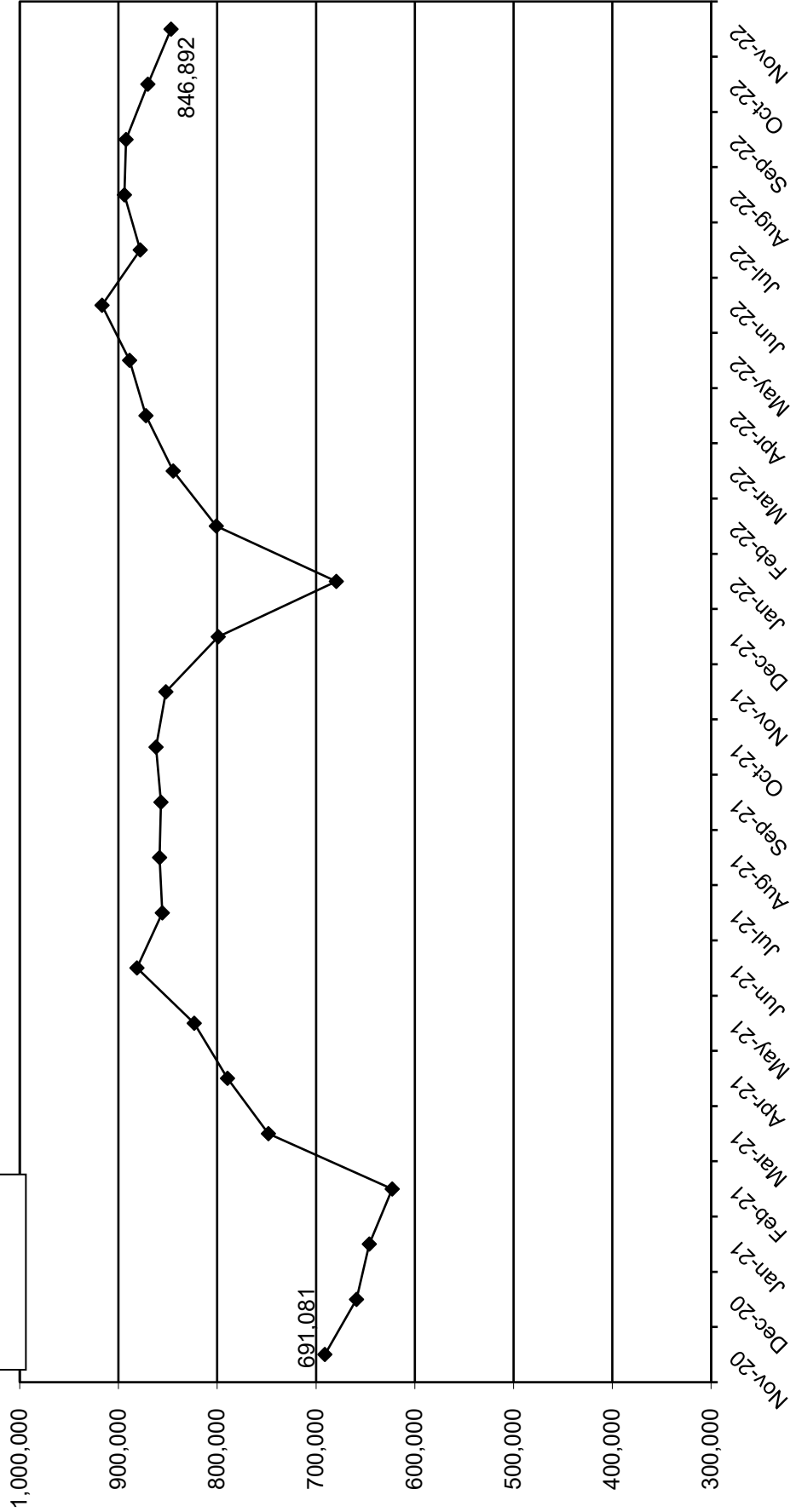
**MTA Bridges and Tunnels
Average Daily Traffic
November 2020 - November 2022**

All Vehicles



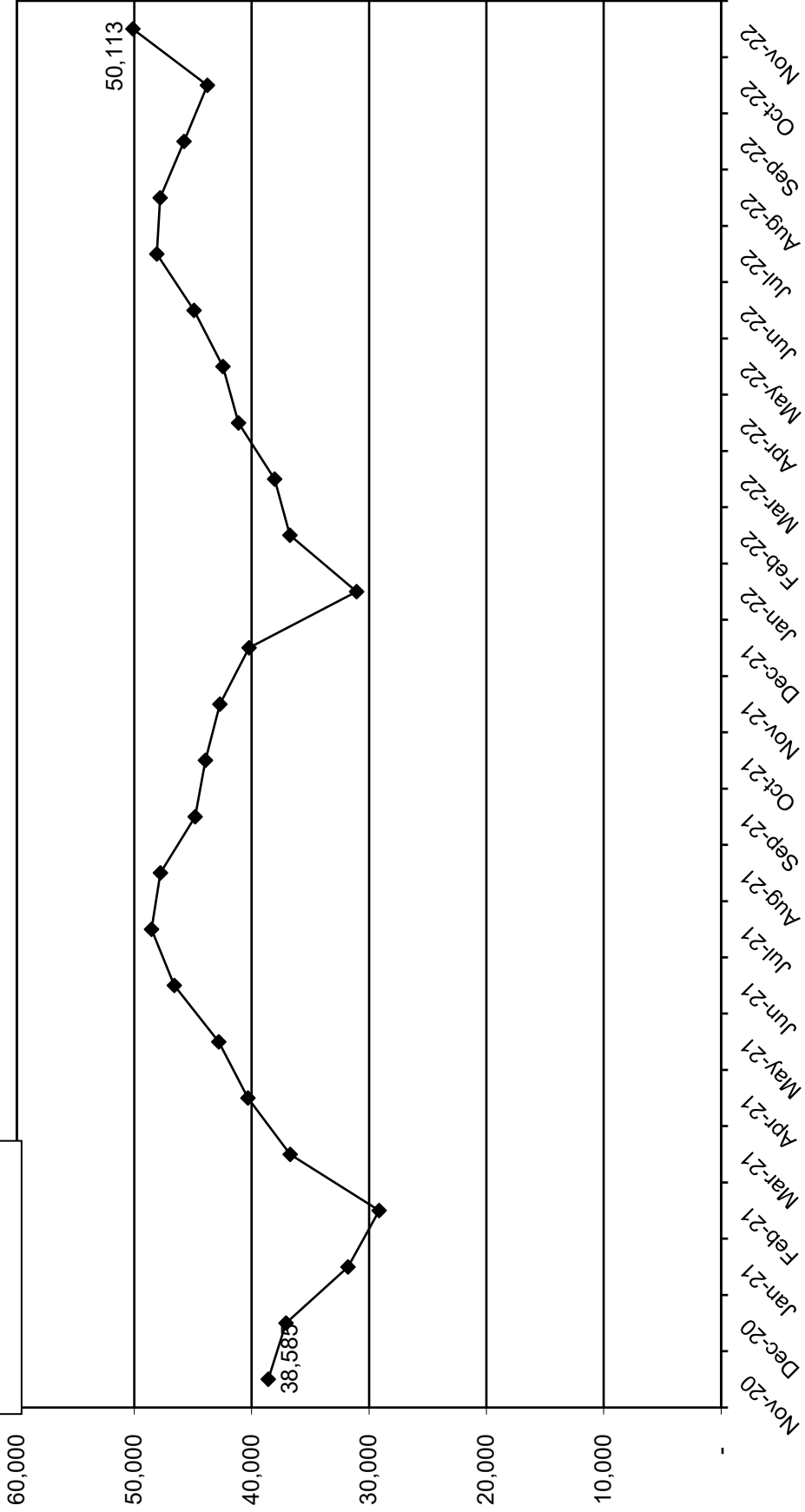
**MTA Bridges and Tunnels
Average Daily Traffic
November 2020 - November 2022**

**E-ZPass
Vehicles**



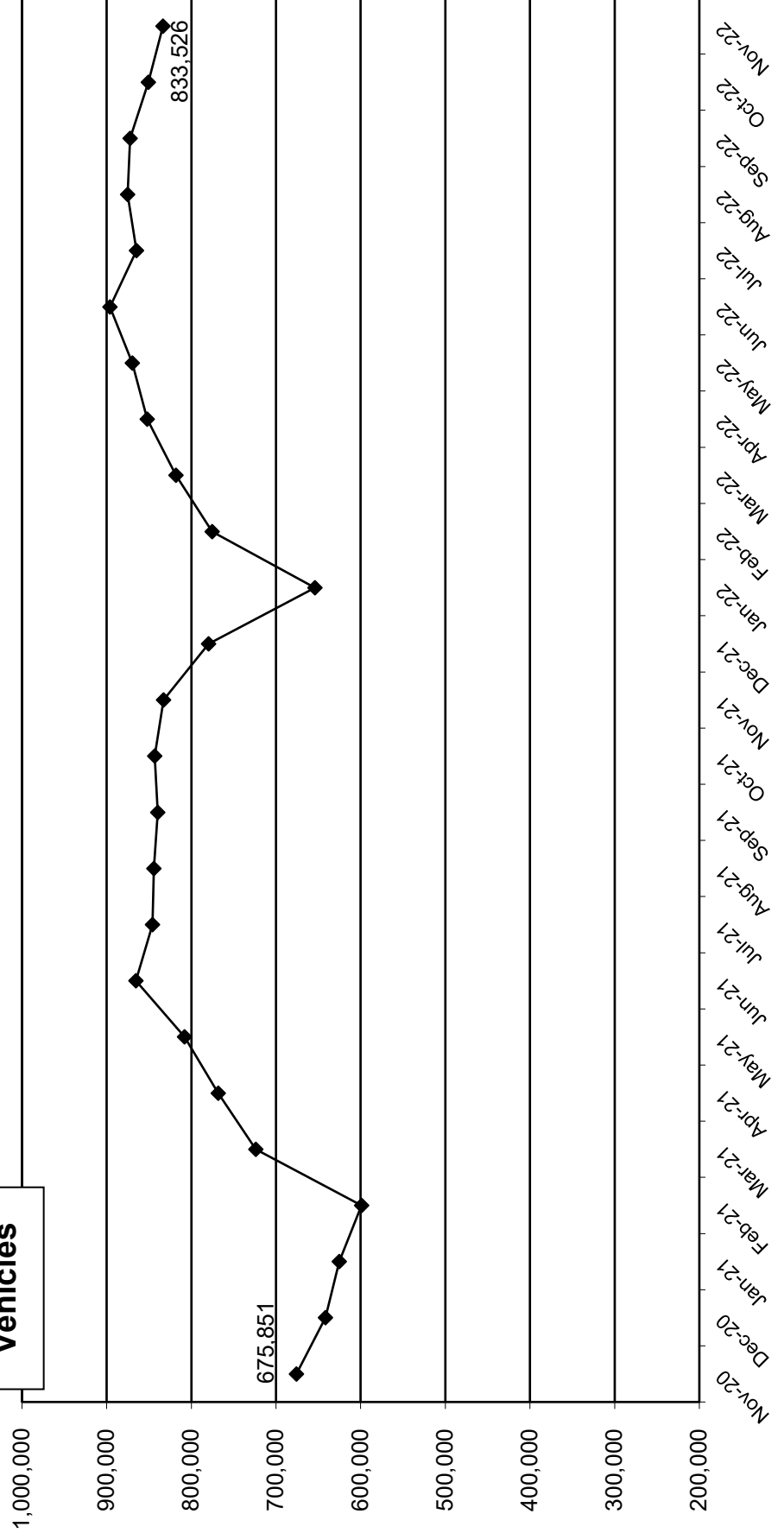
**MTA Bridges and Tunnels
Average Daily Traffic
November 2020- November 2022**

**Tolls by Mail
Vehicles**



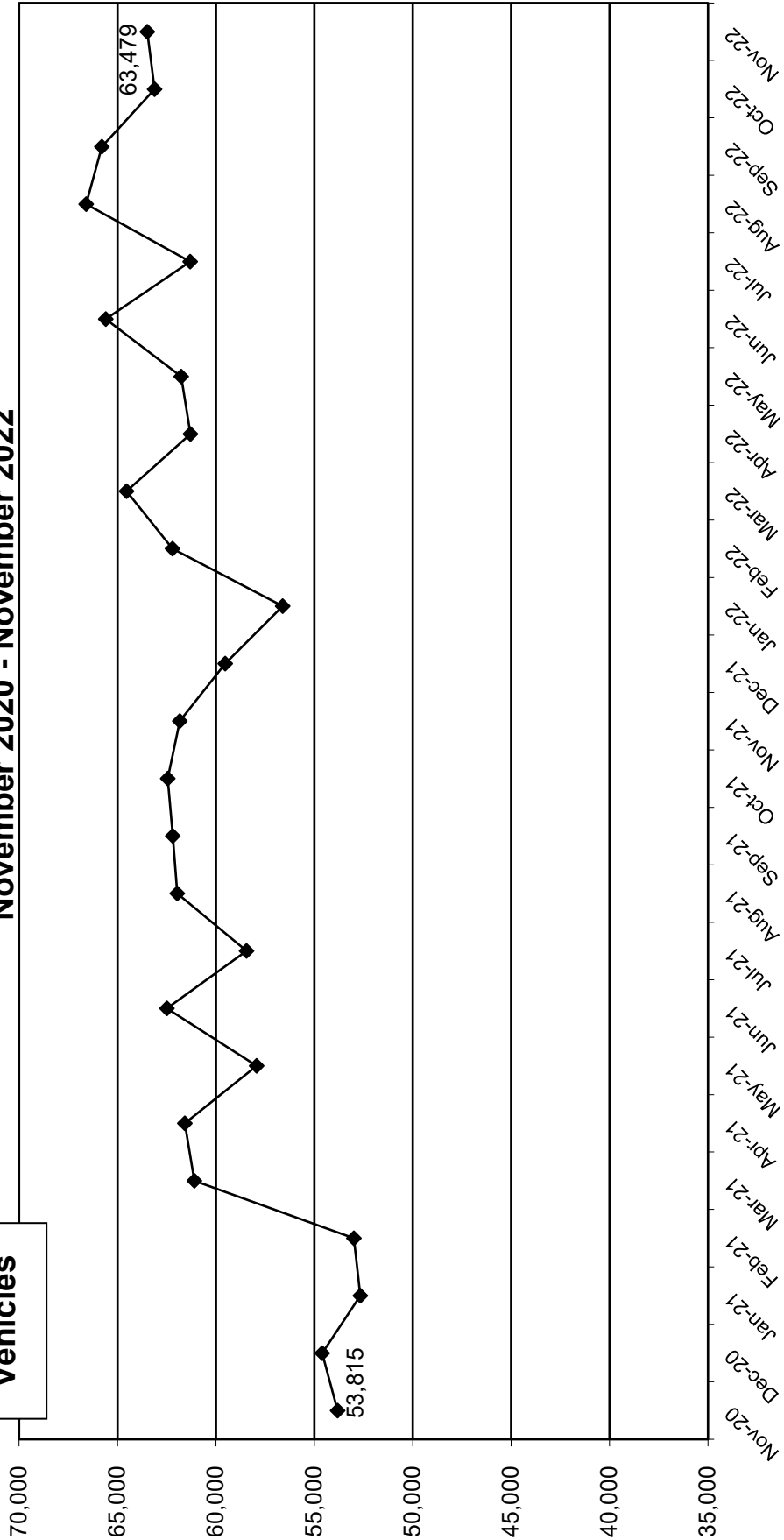
**MTA Bridges and Tunnels
Average Daily Traffic
November 2020 - November 2022**

**Passenger
Vehicles**



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

**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	0.3%	1.7%	2.5%	4.9%	7.4%
	E-ZPass	-0.6%	1.5%	2.6%	5.0%	7.6%
	Tolls by Mail	17.4%	6.2%	2.2%	2.0%	3.5%
RFK Bridge	Total Vehicles	2.9%	3.9%	3.5%	5.5%	7.4%
	E-ZPass	1.7%	3.4%	3.3%	5.5%	7.5%
	Tolls by Mail	25.3%	11.6%	6.3%	5.4%	5.6%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	2.0%	4.8%	7.8%	12.4%	16.2%
	E-ZPass	1.4%	4.8%	8.1%	12.8%	16.7%
	Tolls by Mail	17.1%	6.6%	2.8%	2.4%	4.9%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.2%	1.4%	2.2%	5.1%	6.4%
	E-ZPass	-1.4%	1.0%	2.0%	5.3%	6.5%
	Tolls by Mail	19.3%	8.3%	4.9%	1.5%	5.7%
Verrazano-Narrows Bridge	Total Vehicles	0.0%	1.1%	1.1%	2.8%	4.8%
	E-ZPass	-0.5%	1.0%	1.4%	3.0%	5.1%
	Tolls by Mail	12.4%	1.6%	-3.4%	-3.3%	-1.8%
Henry Hudson Bridge	Total Vehicles	-4.2%	-2.8%	-1.2%	2.0%	6.2%
	E-ZPass	-4.7%	-3.0%	-1.2%	2.1%	6.3%
	Tolls By Mail	6.7%	-0.4%	-1.6%	-0.1%	3.8%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-4.8%	-4.2%	-2.2%	-0.5%	1.9%
	E-ZPass	-5.3%	-4.2%	-2.1%	-0.3%	2.1%
	Tolls by Mail	7.2%	-4.9%	-5.9%	-3.9%	-2.2%

- (1) November 2022 vs. November 2021
- (2) September 2022 to November 2022 vs. September 2021 to November 2021
- (3) June 2022 to November 2022 vs. June 2021 to November 2021
- (4) March 2022 to November 2022 vs. March 2021 to November 2021
- (5) December 2021 to November 2022 vs. December 2020 to November 2021

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	0.3%	1.7%	2.5%	4.9%	7.4%
	Passenger	0.1%	1.6%	2.4%	4.9%	7.5%
	Other	2.7%	3.1%	4.5%	4.3%	5.8%
RFK Bridge	Total Vehicles	2.9%	3.9%	3.5%	5.5%	7.4%
	Passenger	2.7%	3.7%	3.3%	5.6%	7.6%
	Other	5.8%	5.3%	5.1%	4.1%	5.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	2.0%	4.8%	7.8%	12.4%	16.2%
	Passenger	1.6%	4.6%	7.6%	12.5%	16.5%
	Other	8.0%	8.8%	10.9%	10.7%	12.2%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-0.2%	1.4%	2.2%	5.1%	6.4%
	Passenger	-0.1%	1.7%	2.2%	5.2%	6.6%
	Other	-1.4%	-1.0%	1.8%	4.6%	4.1%
Verrazzano-Narrows Bridge	Total Vehicles	0.0%	1.1%	1.1%	2.8%	4.8%
	Passenger	-0.1%	1.0%	1.0%	2.8%	4.9%
	Other	1.2%	2.1%	2.6%	2.3%	3.4%
Henry Hudson Bridge	Total Vehicles	-4.2%	-2.8%	-1.2%	2.0%	6.2%
	Passenger	-4.6%	-3.2%	-1.5%	1.7%	5.9%
	Other	30.9%	31.6%	30.3%	30.0%	36.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-4.8%	-4.2%	-2.2%	-0.5%	1.9%
	Passenger	-5.4%	-4.9%	-2.8%	-0.9%	1.5%
	Other	4.6%	7.9%	8.4%	7.0%	8.9%

- (1) November 2022 vs. November 2021
- (2) September 2022 to November 2022 vs. September 2021 to November 2021
- (3) June 2022 to November 2022 vs. June 2021 to November 2021
- (4) March 2022 to November 2022 vs. March 2021 to November 2021
- (5) December 2021 to November 2022 vs. December 2020 to November 2021



Bridges and Tunnels

Safety Report November 2022



Eric Osnes
Vice President and Chief Safety Officer
Safety and Health

Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	December 2019 - November 2020	December 2020 - November 2021	December 2021 - November 2022	
Customer Collisions Rate per Million Vehicles	4.35	3.99	3.94	
Customer Injury Collisions Rate per Million Vehicles	0.72	0.65	0.82	
Employee Accident Reports	148	140	111	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.0	5.7	5.5	
Leading Indicators				
Roadway Safety	2021		2022	
	November	Year End	November	Year to Date
Workforce Development (# of Participants)	0	0	12	486
Fleet Preventative Maintenance Insp.	121	1559	111	1418
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	1	34	0	29

Definitions:

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

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

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

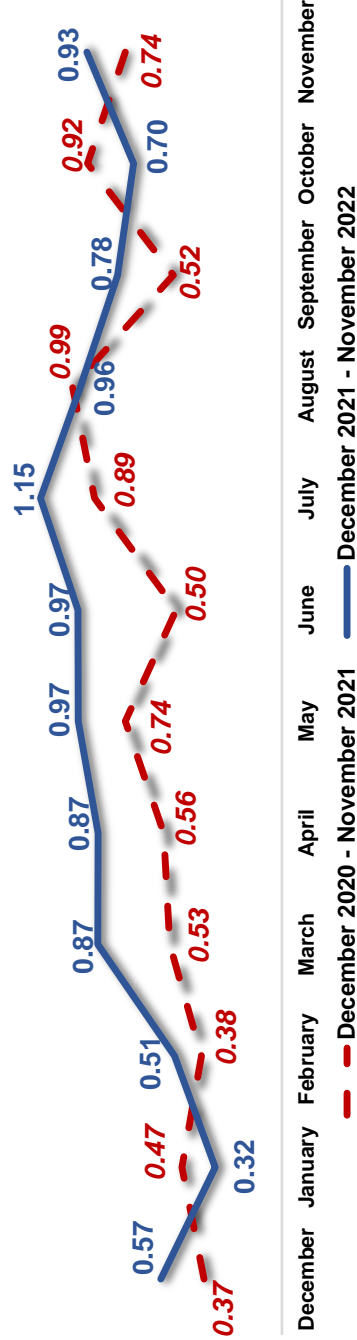
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

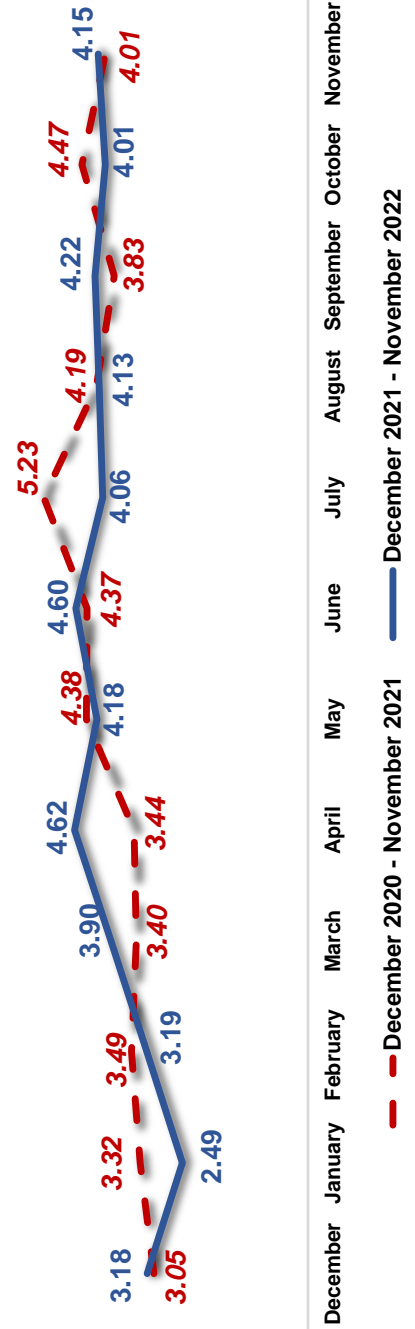


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



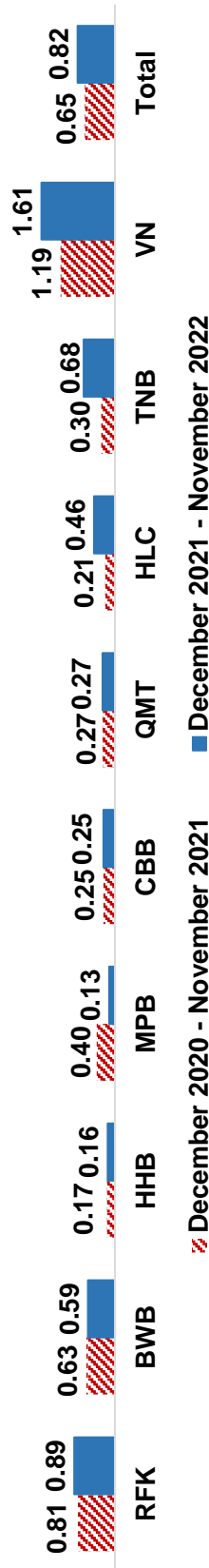
Total Collisions per Million Vehicles



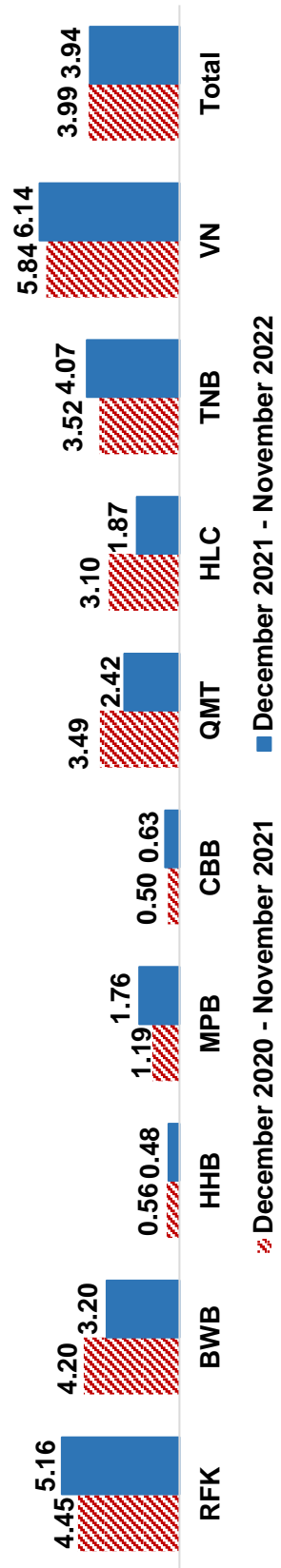


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility
Total Collisions per Million Vehicles: November 2021 – November 2022

	21-Nov	21-Dec	22-Jan	22-Feb	22-Mar	22-Apr	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov
RFK	5.31	3.53	3.23	5.16	3.81	6.48	6.88	3.65	4.23	5.28	6.17	6.47	6.45
BWB	4.24	1.97	1.75	2.82	1.87	4.56	3.94	5.54	3.47	4.49	2.74	3.01	1.44
TNB	3.68	3.74	1.83	2.04	8.41	6.55	3.51	2.87	3.97	4.24	3.46	3.12	4.79
VNB	5.29	4.97	3.95	3.84	5.62	6.42	5.10	8.60	7.28	6.77	7.49	5.81	6.99
QMT	4.16	1.30	2.09	3.72	2.73	1.96	4.91	3.79	1.56	1.51	1.92	2.60	0.80
HLC	2.20	3.39	2.66	2.41	2.07	1.08	0.00	2.59	3.28	0.52	1.60	1.04	2.19
HHB	0.46	0.50	0.00	0.56	0.00	0.00	0.44	1.34	0.47	0.46	0.00	1.34	0.48
MPB	1.58	4.99	0.00	0.00	4.76	0.00	2.72	0.00	1.19	1.27	1.44	1.59	3.32
CBB	0.00	0.00	0.00	0.00	0.00	1.59	0.00	0.00	1.29	0.00	1.47	1.53	1.64
Total	4.01	3.18	2.49	3.19	3.90	4.62	4.18	4.60	4.06	4.13	4.22	4.01	4.15