



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

May 2024

Committee Members

D. Mack, Co-Chair

J. Barbas, Co-Chair

A. Albert

N. Brown

M. Joshi

J. Samuelsen

L. Sorin

V. Tessitore

M. Valdivia

Bridges & Tunnels Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Monday, 5/20/2024
9:00 - 9:30 AM ET

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes - March 2024, April 2024

B&T Committee Minutes - March 2024, April 2024 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 11

5. Report on Operations

B&T Report on Operations - March 2024 - Page 17

6. Safety Report

B&T Safety Report - March 2024 - Page 29

7. Financial Report

B&T Financial Report- April 2024 - Page 34

8. Final Review of 2023 Year-End Operating Budget Results

B&T Final Review of 2023 Year-End Operating Budget Results - Page 46

9. Information Item

B&T Information Item - May 2024 - Page 64

10. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting March 2024 April 2024



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

March 25, 2024

9:00 a.m.

In attendance were the Honorable:

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

Also in Attendance:
Gerard Bringmann
Marc Herbst

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems and Tolling
Joyce Brown, Agency Chief Equal Opportunity Officer
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA
Richard Hildebrand, Vice President and Chief of Operations
Robert Jurasic, Director, Safety
Donald E. Look, Vice President and Chief Security Officer
Michael Minunni, Assistant Vice President, Tolling Operations and Customer Service Center Contracts
Rose Pascone, Assistant Director, Government and Community Relations
Sergio Reis, Assistant Vice President, Tolling Technology
Catherine T. Sheridan, P.E., President

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

March 25, 2024

Minutes of TBTA Committee held March 25, 2024 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Murray Bodin about traffic safety.
- Jesse Figueroa about toll violation enforcement.
- Jason Anthony about congestion pricing.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meetings held on January 29, 2024 and February 26, 2024 were approved.

Committee Work Plan

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

President Sheridan's Remarks

President Sheridan stated that TBTA participated in the launch of an inter-agency City and State law enforcement task force, pursuing action against obstructed and fraudulent license plates. Following a targeted operation at the Robert F. Kennedy Bridge, Governor Hochul, Mayor Adams, and MTA Chair and CEO Janno Lieber, along with NYPD Commissioner Caban, New York City Sheriff Miranda, and representatives from the New York State Police, Department of Motor Vehicles, and the Port Authority of New York and New Jersey, convened for a press conference to reinforce the commitment to this timely and important cause. In just two targeted operations, the task force towed more than 130 vehicles, issued more than 600 summonses, and made more than 20 arrests (one for criminal possession of a firearm). For those who were toll violators, they collectively owed more than \$335 thousand dollars. As President Sheridan spoke, another targeted operation was underway at the Queens Midtown Tunnel.

President Sheridan reiterated Chair Lieber's statement that persistent toll evaders cost the MTA money that could be reinvested into the transit system. The message is clear -- do not obstruct license plates to avoid paying tolls.

Shifting to a more celebratory note, President Sheridan acknowledged Women's History Month by congratulating TBTA Maintainer Yvette Morera, the first female employee to attain the Level-Three Maintainer rank in TBTA's 90-year history, for being honored along with other MTA employees during a recent Empowering Women in Transportation event.

Life of a TBTA Toll Transaction

Intelligent Transportation Systems and Tolling Vice President Nichola Angel, Assistant Vice President of Tolling Technology Sergio Reis, and Assistant Vice President of Tolling Operations Michael Minunni, gave a presentation on how TBTA's bridge and tunnel crossing toll transactions are captured and processed.

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

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

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

April 29, 2024

9:00 a.m.

In attendance were the Honorable:

Jamey Barbas, Co-Chair
Andrew Albert
Norman Brown
Lisa Sorin
Midori Valdivia (Virtual)

Also in Attendance:
Randolph Glucksman
Gerard Bringmann

In Person:

Joyce Brown, Agency Chief Equal Opportunity Officer
Pashko Camaj, Acting Vice President and Chief Safety Officer
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA
Lynn Gore, Deputy Chief Procurement Officer
Richard Hildebrand, Vice President and Chief of Operations
Joseph Keane, P.E., Senior Vice President and Chief Engineer – TBTA, MTA Construction
& Development
Donald E. Look, Vice President and Chief Security Officer
Rose Pascone, Assistant Director, Government and Community Relations
Charles J. Passarella, Vice President of Maintenance and Operations Support
Catherine T. Sheridan, P.E., President

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

April 29, 2024

Minutes of TBTA Committee held April 29, 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:

- Michael Cohen about pedestrian and bicycle access.
- Matty W. Buchys-Hyland about toll evasion.
- Jack Nierenberg about congestion pricing.
- Jason Anthony about congestion pricing and toll evasion.
- Joseph Morales about E-ZPass usage and traffic safety.
- Murray Bodin about traffic safety.
- Aleta Dupree about toll evasion and E-ZPass usage.
- Jesse Figueroa about toll evasion.
- Michael Ring about the New York City marathon.

Minutes

Co-Chair Barbas postponed the approval of the minutes of the Committee Meeting held on March 25, 2024 because a quorum of the Committee was not in attendance.

Committee Work Plan

President Sheridan stated that there are no changes to the TBTA Committee Work Plan, noting that the Fourth Quarter 2023 Diversity Report for TBTA is included in this month's Committee materials and that there will be an MTA-wide Diversity Report provided at the Diversity Committee later that day.

President Sheridan's Remarks

Following up on Commissioner Tessitore's request at the end of last month's meeting as to the matter of future agency staffing needs, specifically related to enforcement, President Sheridan stated that it is premature to have that discussion at this time, as there is no comprehensive update. Last month, the agency opted in to a 20-year retirement plan for both the officers and supervisors unions, but the impacts of that are yet unknown. TBTA has been working with the New York City retirement system to offer guidance to eligible employees, but none have taken advantage of the opportunity yet. TBTA has gained flexibility with the supervisors union, and has increased the frequency and intensity of enforcement activities against toll evasion, via TBTA's own targeted operations as well as participation in the joint-task force with City and State partners.

President Sheridan stated that, as seen on the news, TBTA continues its dynamic inter-agency law enforcement partnership, in the crackdown on the use of covered or fraudulent license plates and persistent toll evaders. In the past month TBTA has had eight targeted joint-operations, resulting in the interdiction of 425 vehicles, more than 3,000 summonses issued, and 89 arrests. For those who were TBTA toll violators, they owed more than \$1.8 million. President Sheridan congratulated TBTA's Bridge and Tunnel officers, as well as TBTA's task force partners.

President Sheridan reported that TBTA had its first-time presence at the New York Auto Show held at the Jacob Javits Center. TBTA's display area, which featured one of TBTA's fully equipped patrol vehicles as part of the Hometown Heroes presentation, was a big hit with visitors of all ages. Employees who staffed the booth also sold almost 100 E-ZPass on-the-go tags, provided agency information at an on-site Career Fair, and answered questions about TBTA's facilities, tolling operations, and congestion pricing.

Shifting to a historic note, President Sheridan recounted that 85 years ago today marked the opening of the Bronx-Whitestone Bridge. The bridge was constructed in just under two years, and opened on April 29, 1939. Bridge images and artifacts are currently on display in the Vanderbilt Passage window space in Grand Central Terminal. President Sheridan thanked TBTA's Metro North colleagues for facilitating this installation, working with TBTA's Central Maintenance Carpentry crew and the TBTA Special Archive. President Sheridan also acknowledged the customer services provided by TBTA's Facility Teams.

President Sheridan noted that TBTA customers can now subscribe to notifications for bridges and tunnels, as part of MTA's upgraded email and text alert system, to stay informed of traffic impacts and planned closures at TBTA facilities. The system enables subscribers to easily set up service alerts for any of TBTA's nine crossings, and tailor the days and times to individual preferences. People can sign up for this enhanced information tool online at mta.info.

Bronx-Whitestone Bridge

Senior Vice President and TBTA Chief Engineer Joe Keane gave a presentation on the history of capital improvements to the Bronx-Whitestone Bridge.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation.

Procurements

For April 2024, Deputy Chief Procurement Officer (DCPO) Lynn Gore stated that there is one (1) procurement action.

Non-Competitive Procurements

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

Competitive Procurements

DCPO Gore stated that there is one (1) procurement action sought for Board approval to award three competitively solicited miscellaneous estimated quantity procurement contracts to: (1) Neology, Inc.; (2) Transcore, LP; and (3) Star Systems America, LLC, to provide electronic transponders and related equipment and services for the E-ZPass Electronic Toll Collection System in the aggregate not-

to-exceed amount of \$25 million over a period of five years, as follows:

Miscellaneous Procurement Contracts

Neology, Inc. Contract No. 24-IAG-2988A Five Years with two 1-year options	TBTA is seeking Board approval to award three competitively solicited miscellaneous procurement Contracts -- one to Neology, Inc., the second to Transcore, LP and the third to Star Systems America, LLC -- to provide transponders and related services for the E-ZPass Electronic Toll Collection System.	\$25,000,000 (Aggregate A, B & C)
Transcore, LP Contract No. 24-IAG-2988B Five years with two 1-year options		
Star Systems America, LLC Contract No. 24-IAG-2988C Five years with two 1-year options		

President Sheridan deferred the approval of the procurement to the April Board meeting because a quorum of the Committee was not in attendance.

Retirement of Deputy Chief Procurement Officer Lynn Gore

President Sheridan stated that longtime colleague Lynn Gore is retiring after an impressive 38 years of service to the MTA and TBTA. President Sheridan attested to his boundless professionalism and institutional knowledge, as well as his patience, reassuring manner, and sense of humor. TBTA wishes him well in his retirement.

Adjournment

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

Respectfully submitted,



Paul L. Friman
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

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

May 2024

Final Review of 2023 Year-End Operating
Budget Results

Office of Management &
Budget

June 2024

No items scheduled

July 2024

No items scheduled

August 2024

No meeting scheduled

September 2024

2025 Preliminary Budget

Office of Management &
Budget

October 2024

2025 Preliminary Budget

Office of Management &
Budget

November 2024

No items scheduled

December 2024

2025 Proposed Committee Work Plan
2025 Proposed Final Budget

Committee Chair & Members
Office of Management &
Budget

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 – 4th Quarter 2024

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

MAY 2024

Final Review of 2023 Year-End Operating Budget Results

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

JUNE 2024

No items scheduled

JULY 2024

No items scheduled

AUGUST 2024

No meeting scheduled

SEPTEMBER 2024

2025 Preliminary Budget

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

OCTOBER 2024

2025 Preliminary Budget

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

NOVEMBER 2024

No items scheduled

DECEMBER 2024

2025 Proposed Committee Work Plan

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

2025 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd 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 – 4th Quarter 2024

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



Bridges and Tunnels

Report on Operations March 2024



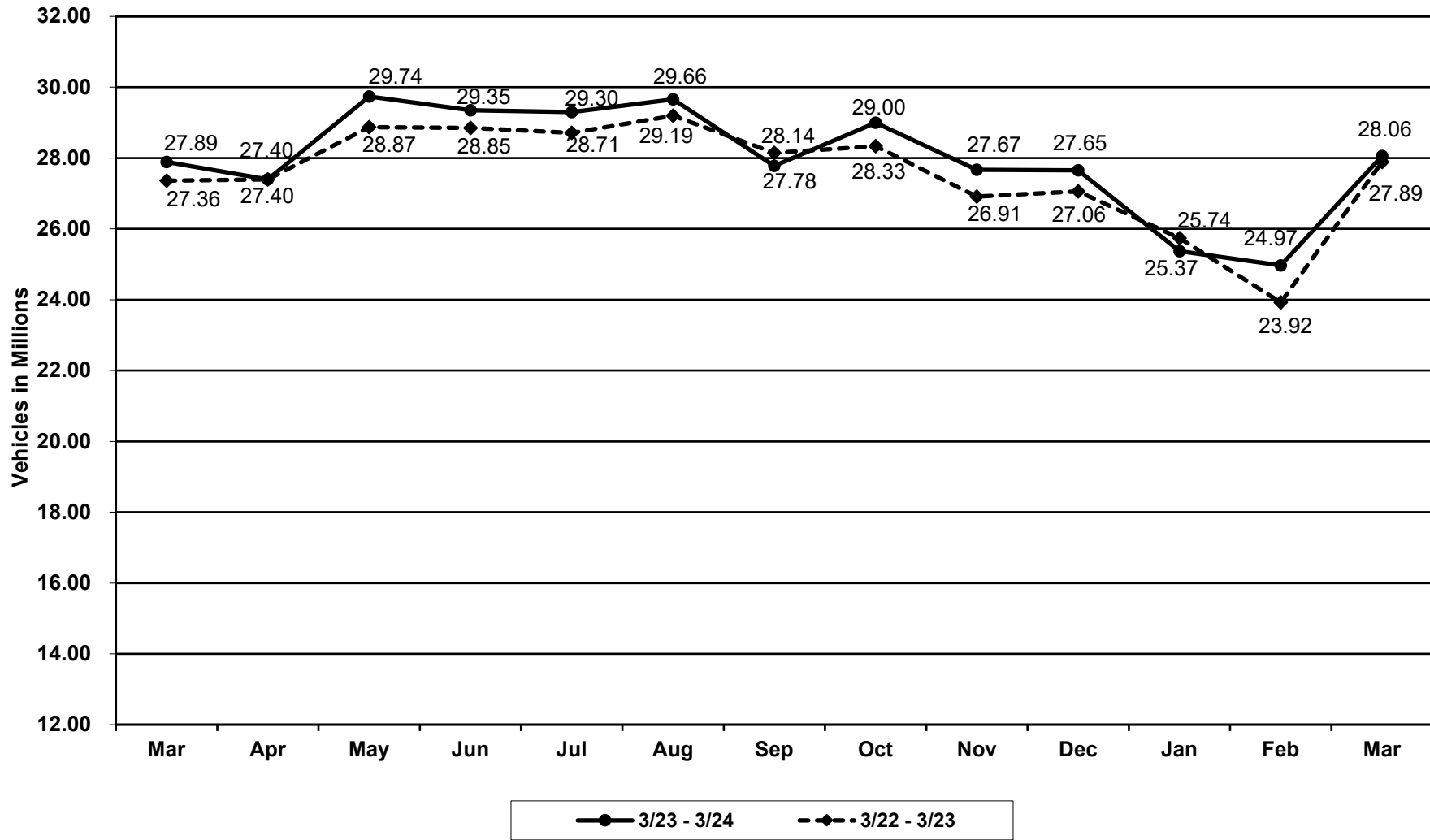
MTA Bridges and Tunnels March 2024 Traffic Trends

Summary

B&T's total paid traffic for March was 28.1 million, an increase of 0.6% compared to 27.9 million crossings in March 2023. Compared to March 2022, B&T paid traffic was 2.5% higher with an increase of 0.7 million crossings.

Weather conditions were not a significant factor on March traffic.

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



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

All B&T Facilities by Method of Payment				
	March 2024	March 2023	March 2022	2024 YTD
E-ZPass1	25,987,144	26,503,500	26,182,243	72,672,525
Tolls by Mail1	2,069,747	1,381,976	1,178,836	5,722,804
Total	28,056,891	27,885,476	27,361,079	78,395,329
E-ZPass Market Share:				
Total	92.6%	95.0%	95.7%	92.7%
Cars	92.4%	94.9%	95.6%	92.5%
Trucks	95.5%	96.5%	97.3%	95.7%

Facility	Average Weekday ²			E-ZPass Market Share					Average Weekend ²			E-ZPass Market Share				
	Total	March 2024		Mar 2024	Mar 2023	Mar 2022	2024 vs 2023	2024 vs 2022	Total	March 2024		Mar 2024	Mar 2023	Mar 2022	2024 vs 2023	2024 vs 2022
		E-ZPass	TBM							E-ZPass	TBM					
Bronx-Whitestone Bridge	133,864	121,711	12,153	90.9%	94.0%	94.7%	-3.1%	-3.8%	129,089	115,666	13,423	89.5%	92.6%	93.4%	-3.1%	-3.9%
Cross Bay Bridge	21,798	20,505	1,293	93.4%	95.6%	96.1%	-2.2%	-2.8%	16,306	15,173	1,132	93.0%	95.4%	95.8%	-2.5%	-2.8%
Henry Hudson Bridge	71,760	67,252	4,508	93.4%	95.2%	95.6%	-1.8%	-2.2%	58,372	54,114	4,259	92.4%	94.7%	95.2%	-2.2%	-2.7%
Hugh L. Carey Tunnel	65,068	61,626	3,442	94.5%	96.2%	96.7%	-1.7%	-2.2%	56,835	53,124	3,711	93.6%	95.3%	95.9%	-1.7%	-2.3%
Marine Parkway Bridge	21,627	20,664	962	95.2%	96.7%	97.0%	-1.6%	-1.8%	16,102	15,228	873	94.5%	96.5%	96.8%	-2.1%	-2.4%
Queens Midtown Tunnel	84,097	79,525	4,572	94.4%	96.1%	96.5%	-1.7%	-2.1%	78,544	73,630	4,914	93.3%	95.4%	95.7%	-2.1%	-2.5%
Robert F. Kennedy Bridge	191,051	175,612	15,439	91.8%	94.2%	95.2%	-2.4%	-3.4%	171,899	156,028	15,871	90.5%	93.4%	94.3%	-2.9%	-3.8%
Throgs Neck Bridge	117,230	107,578	9,652	91.6%	93.9%	94.9%	-2.3%	-3.3%	117,221	106,158	11,063	90.5%	93.0%	93.9%	-2.4%	-3.4%
Verrazzano-Narrows Bridge	219,996	207,249	12,747	93.8%	95.6%	96.1%	-1.8%	-2.3%	203,544	189,295	14,249	92.9%	94.9%	95.4%	-2.0%	-2.5%
All Facilities	926,490	861,722	64,768	92.8%	94.9%	95.6%	-2.1%	-2.8%	847,911	778,416	69,495	91.7%	94.1%	94.8%	-2.4%	-3.1%

Notes:

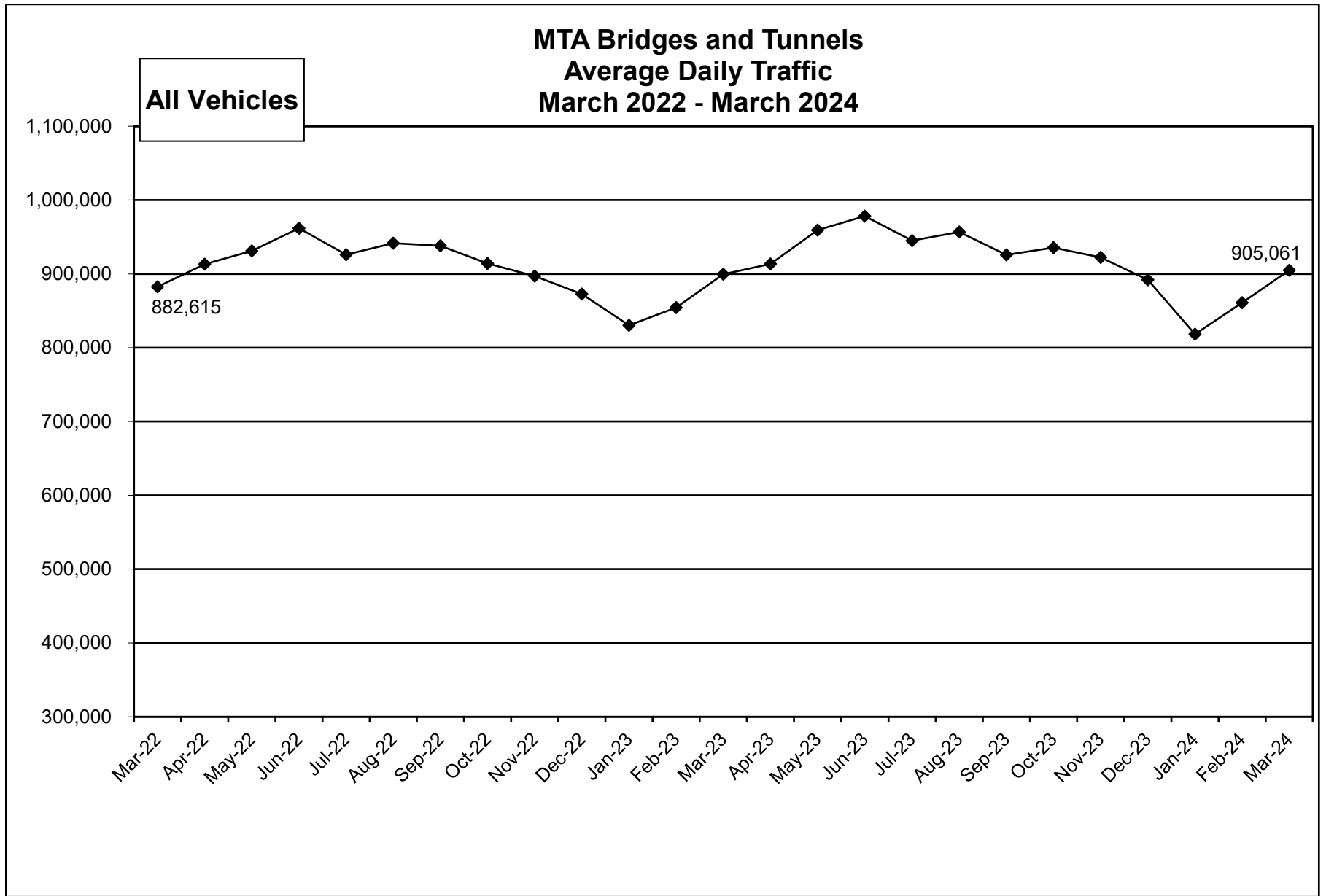
- NOTE: As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.
- Average traffic and market share figures exclude holidays.

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

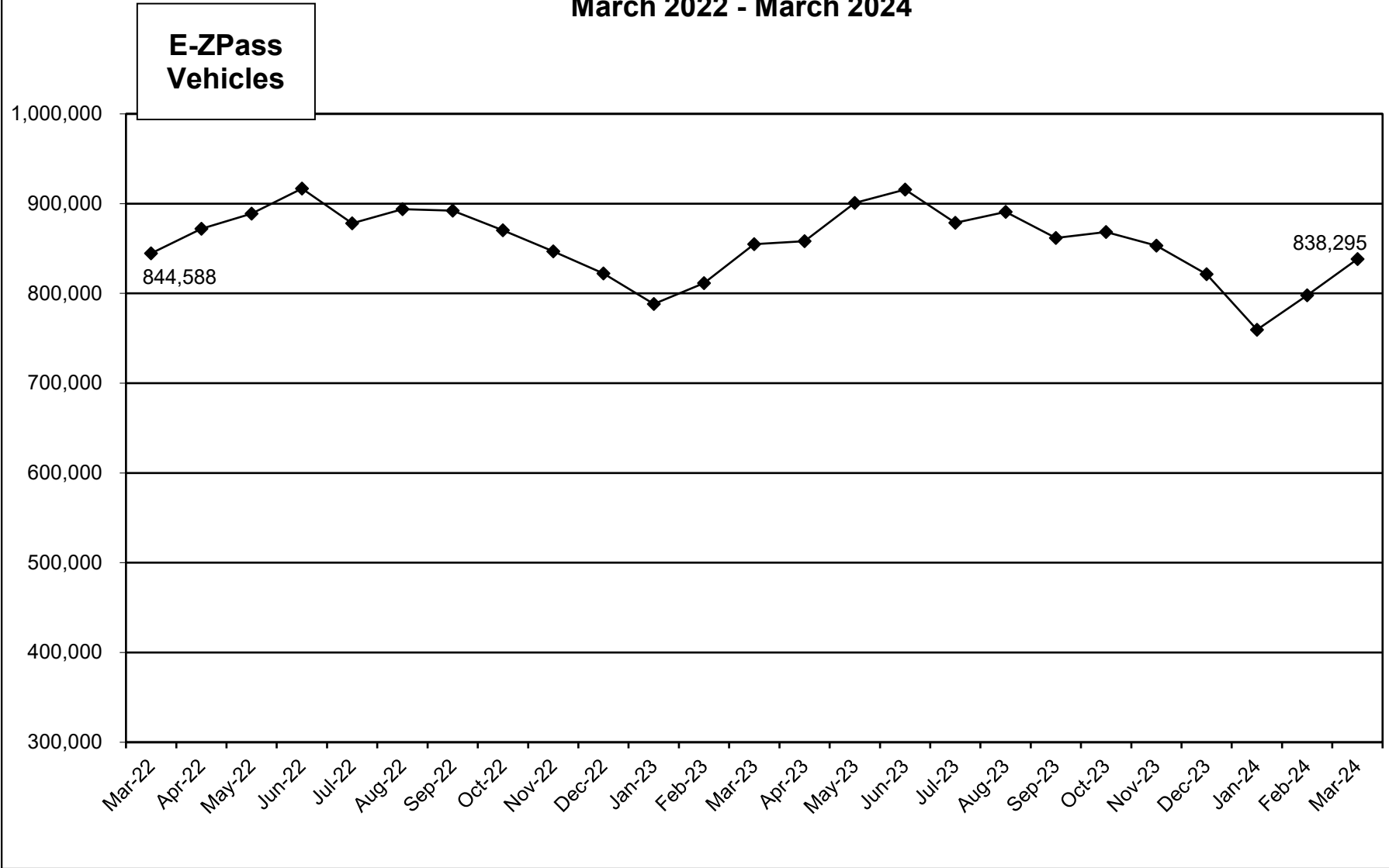
Distribution by Facility & Time Period			
Facility	March 2024		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Robert F. Kennedy Bridge	23.9%	21.5%	54.5%
Bronx Whitestone	22.3%	22.8%	54.9%
Henry Hudson Bridge	23.7%	28.7%	47.6%
Marine Parkway Bridge	26.1%	26.5%	47.4%
Cross Bay Bridge	25.5%	24.4%	50.1%
Queens Midtown Tunnel	21.0%	22.3%	56.7%
Hugh L. Carey Tunnel	24.4%	23.9%	51.7%
Throgs Neck Bridge	23.6%	23.1%	53.3%
Verrazano-Narrows Bridge	23.1%	23.6%	53.3%
All Facilities	23.3%	23.4%	53.3%

Payment Method by Facility (Transactions)			
Facility	March 2024		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.5%	5.0%	9.5%
Cross Bay Bridge	92.3%	1.5%	6.2%
Henry Hudson Bridge	82.6%	10.8%	6.6%
Hugh L. Carey Tunnel	88.5%	5.9%	5.6%
Marine Parkway Bridge	92.4%	2.9%	4.7%
Queens Midtown Tunnel	88.8%	5.5%	5.7%
Robert F. Kennedy Bridge	85.4%	6.2%	8.4%
Throgs Neck Bridge	83.7%	7.7%	8.6%
Verrazano-Narrows Bridge	83.4%	10.4%	6.2%
All Facilities	85.3%	7.3%	7.4%

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.

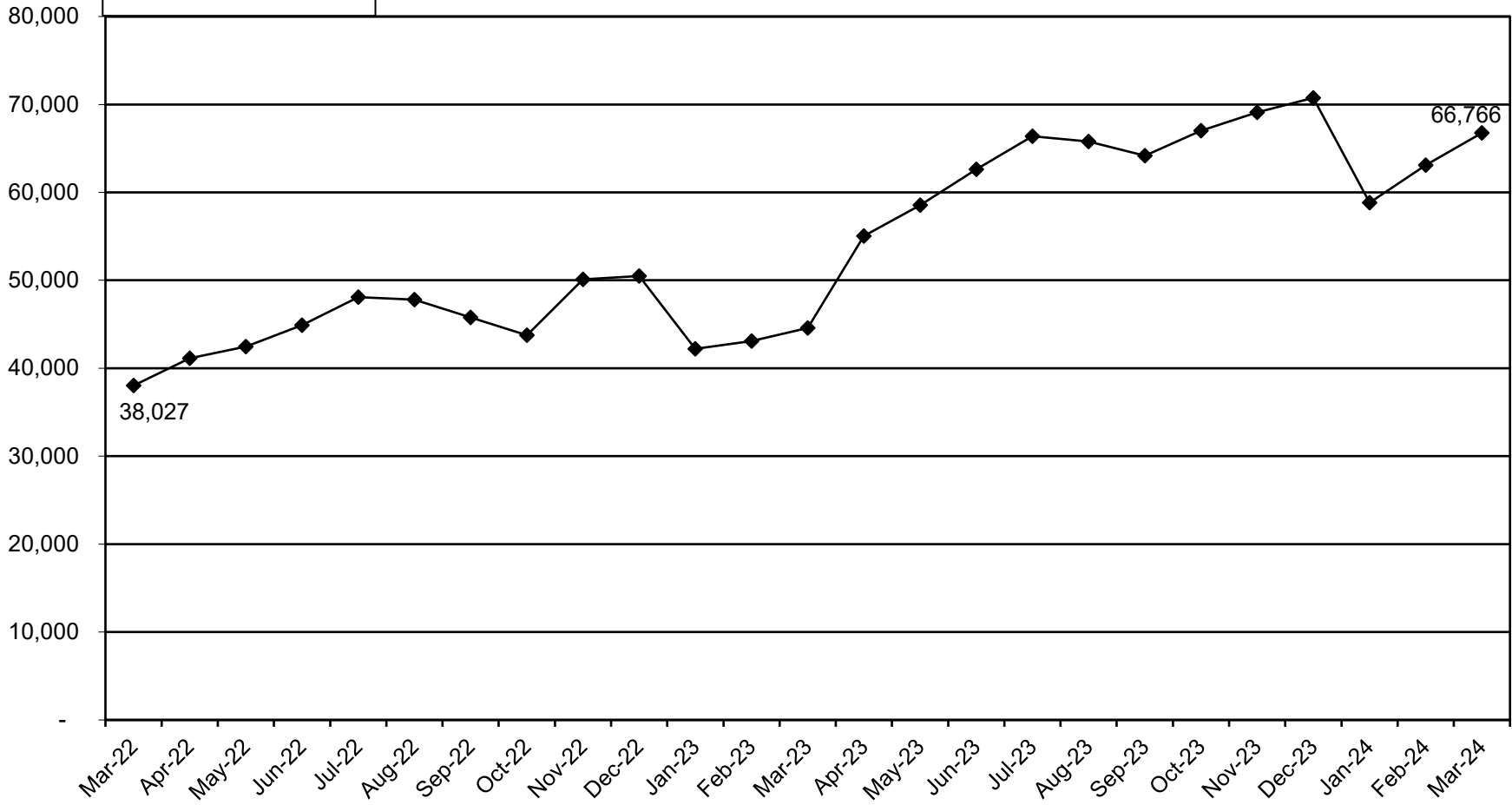


MTA Bridges and Tunnels Average Daily Traffic March 2022 - March 2024

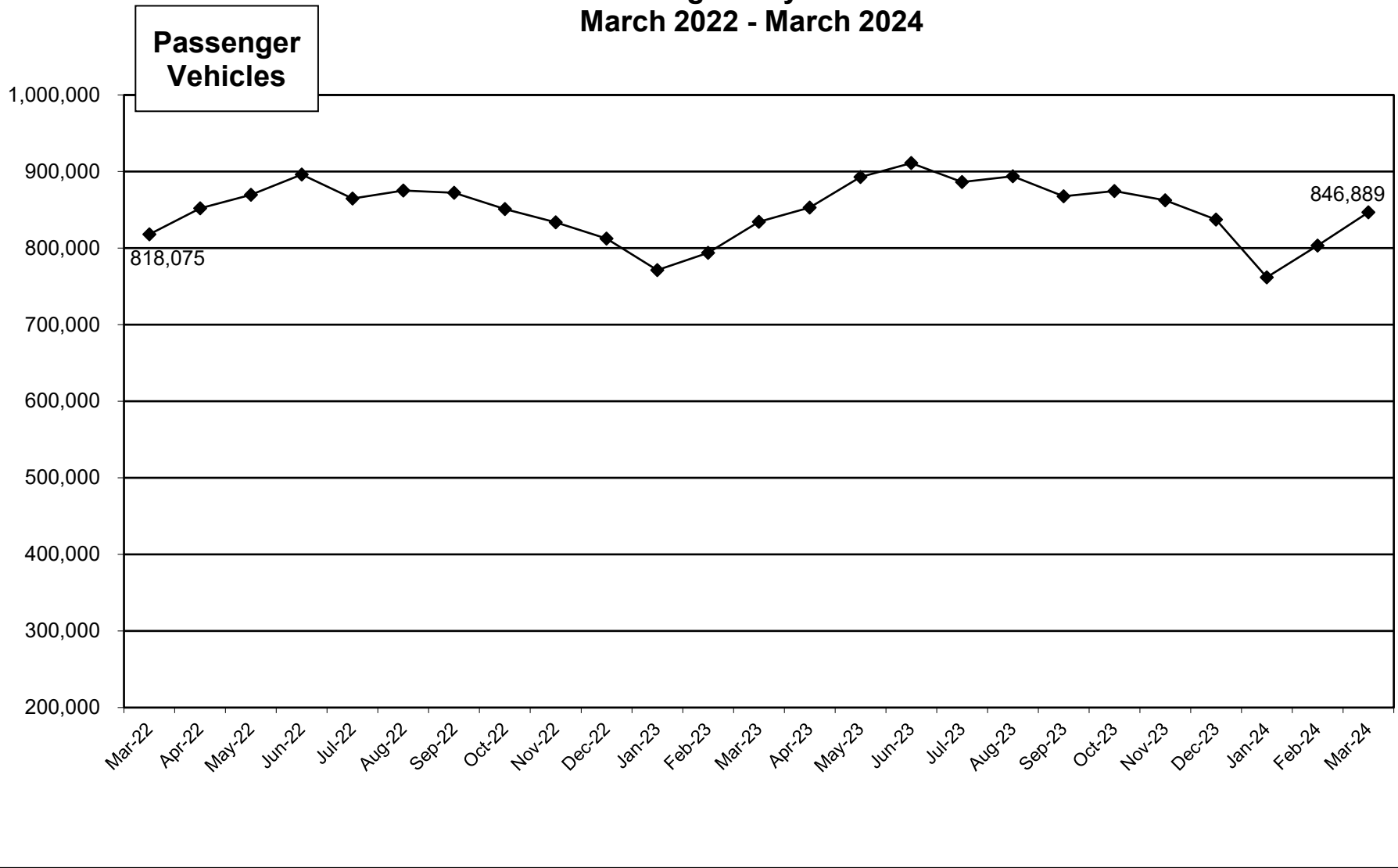


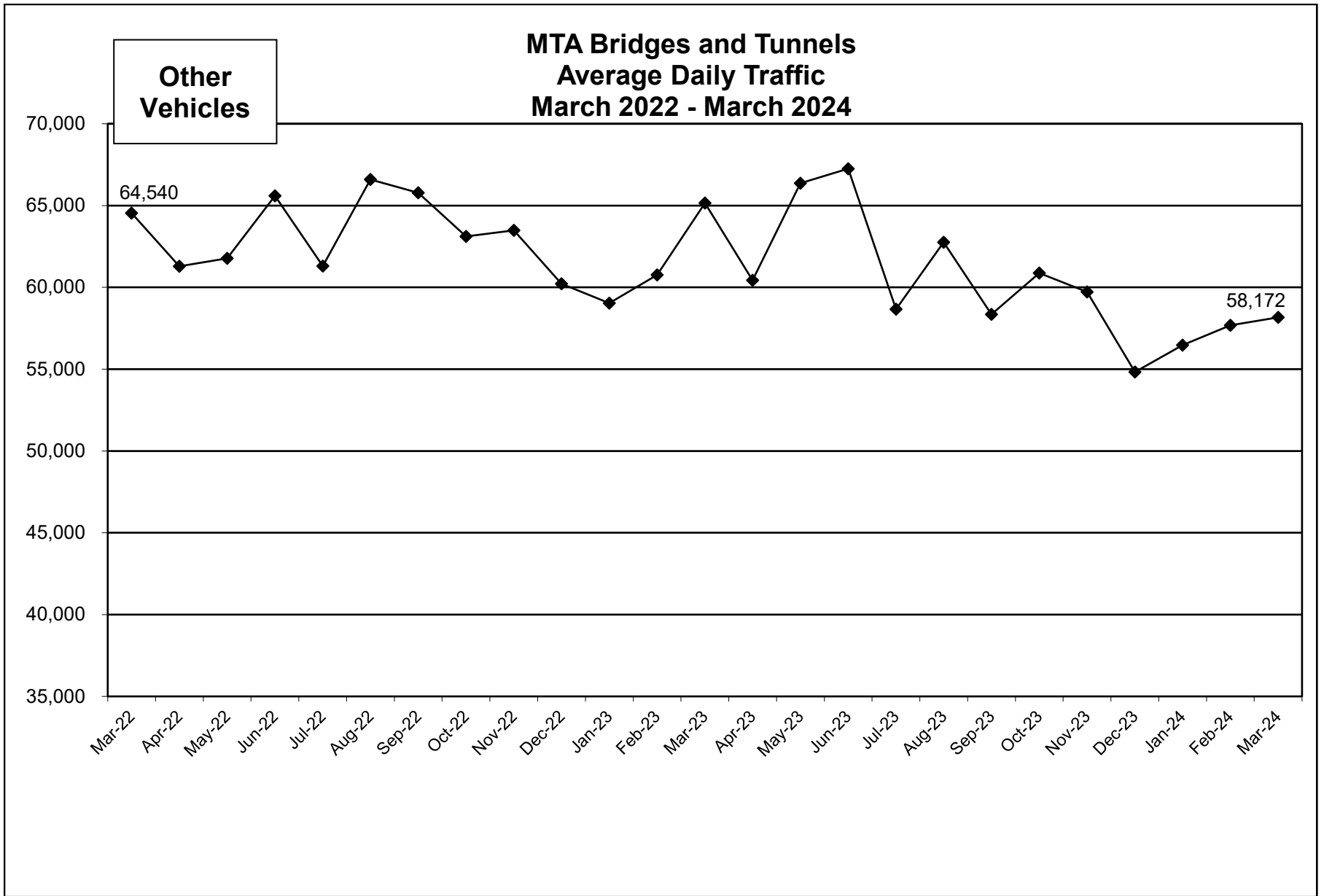
**Tolls by Mail
Vehicles**

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



MTA Bridges and Tunnels Average Daily Traffic March 2022 - March 2024





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

Corridor	Toll Media	Mar(1)	3 Months(2) (Jan-Mar)	6 Months(3) (Oct-Mar)	9 Months(4) (July-Mar)	12 Months(5) (Mar-Mar)
All Facilities	Total Vehicles	0.6%	0.0%	1.2%	1.1%	1.2%
	E-ZPass	-1.9%	-2.4%	-1.1%	-1.2%	-0.9%
	Tolls by Mail	49.8%	45.2%	44.2%	42.3%	41.1%
RFK Bridge	Total Vehicles	1.8%	2.2%	3.0%	2.6%	2.7%
	E-ZPass	-1.2%	-0.7%	0.2%	-0.1%	0.2%
	Tolls by Mail	53.6%	50.6%	48.6%	47.3%	45.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.4%	-0.3%	1.1%	0.8%	0.6%
	E-ZPass	-2.3%	-2.1%	-0.7%	-0.9%	-1.0%
	Tolls by Mail	48.9%	43.4%	44.0%	42.3%	41.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.0%	0.3%	1.5%	0.8%	1.7%
	E-ZPass	-1.2%	-2.6%	-1.3%	-1.3%	-0.8%
	Tolls by Mail	50.8%	44.7%	42.2%	41.1%	39.5%
Verrazzano-Narrows Bridge	Total Vehicles	-0.4%	-0.6%	0.8%	0.8%	1.2%
	E-ZPass	-2.4%	-2.5%	-1.3%	-1.1%	-0.7%
	Tolls by Mail	46.8%	42.9%	44.1%	42.4%	41.7%
Henry Hudson Bridge	Total Vehicles	-0.6%	-3.3%	-1.2%	-1.5%	-1.0%
	E-ZPass	-2.6%	-5.2%	-3.1%	-3.3%	-2.8%
	Tolls By Mail	41.0%	37.2%	37.0%	34.2%	33.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.2%	-2.6%	-0.9%	-1.5%	-2.1%
	E-ZPass	-4.2%	-4.6%	-2.9%	-3.3%	-3.7%
	Tolls by Mail	53.3%	52.0%	51.7%	44.5%	38.7%

(1) February 2024 vs. February 2023

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

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

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

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

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

Corridor	Toll Media	Mar(1)	3 Months(2) (Jan-Mar)	6 Months(3) (Oct-Mar)	9 Months(4) (July-Mar)	12 Months(5) (Mar-Mar)
All Facilities	Total Vehicles	0.6%	0.0%	1.2%	1.1%	1.2%
	Passenger	1.5%	0.5%	1.8%	1.7%	1.6%
	Other	-10.7%	-6.9%	-6.5%	-6.7%	-4.3%
RFK Bridge	Total Vehicles	1.8%	2.2%	3.0%	2.6%	2.7%
	Passenger	3.1%	3.1%	3.9%	3.4%	3.3%
	Other	-12.5%	-8.5%	-7.9%	-7.7%	-4.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.4%	-0.3%	1.1%	0.8%	0.6%
	Passenger	0.6%	0.5%	1.9%	1.5%	1.1%
	Other	-13.7%	-11.2%	-11.0%	-10.1%	-6.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.0%	0.3%	1.5%	0.8%	1.7%
	Passenger	3.1%	0.9%	2.1%	1.3%	2.3%
	Other	-9.7%	-5.7%	-5.0%	-6.4%	-4.8%
Verrazzano-Narrows Bridge	Total Vehicles	-0.4%	-0.6%	0.8%	0.8%	1.2%
	Passenger	0.3%	-0.3%	1.1%	1.2%	1.4%
	Other	-9.2%	-4.4%	-4.4%	-4.4%	-2.1%
Henry Hudson Bridge	Total Vehicles	-0.6%	-3.3%	-1.2%	-1.5%	-1.0%
	Passenger	-0.5%	-3.2%	-1.1%	-1.4%	-1.0%
	Other	-8.3%	-7.1%	-7.8%	-9.2%	-4.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.2%	-2.6%	-0.9%	-1.5%	-2.1%
	Passenger	-1.8%	-2.3%	-0.5%	-1.1%	-1.9%
	Other	-8.6%	-6.4%	-6.8%	-7.3%	-4.5%

(1) February 2024 vs. February 2023

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

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

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

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



Bridges and Tunnels

Safety Report March 2024



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	April 2021 - March 2022	April 2022 - March 2023	April 2023 - March 2024	
Customer Collisions Rate per Million Vehicles	3.92	3.92	3.35	
Customer Injury Collisions Rate per Million Vehicles	0.69	0.84	0.83	
Employee Accident Reports	142	114	134	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.0	5.1	4.3	
Leading Indicators				
Roadway Safety	2023		2024	
	March	Year End	March	Year to Date
Workforce Development (# of Participants)	3	1065	0	121
Fleet Preventative Maintenance Insp.	141	1434	151	369
* Safety Taskforce Inspections	3	14	3	3
Fire Safety	March	Year End	March	Year to Date
* Fire Code Audits Completed	3	14	3	3
** FDNY Liaison Visits	7	28	0	0

* 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.

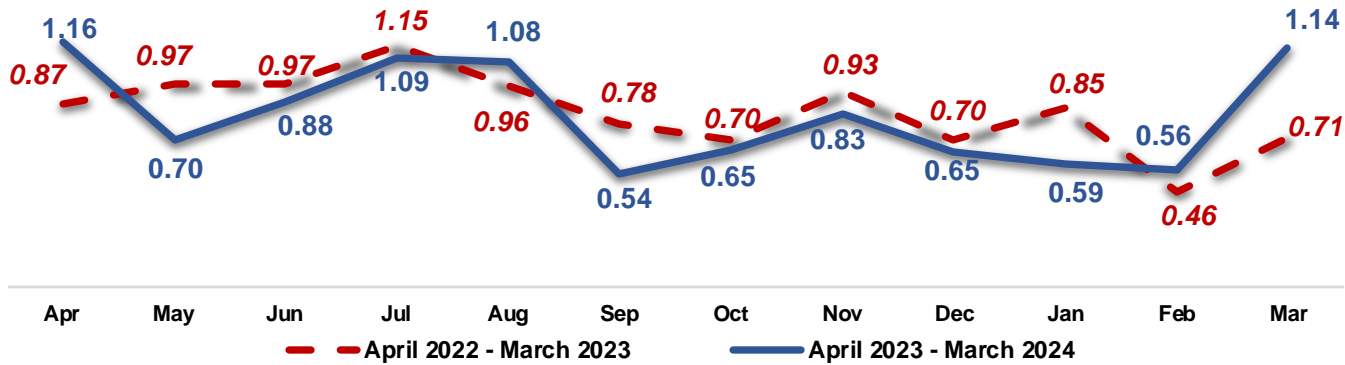
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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.

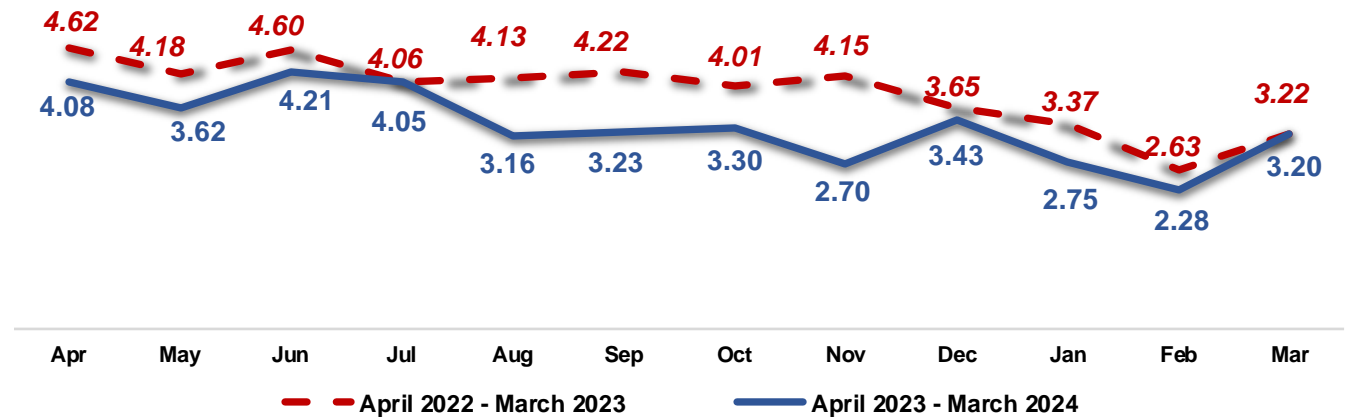


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



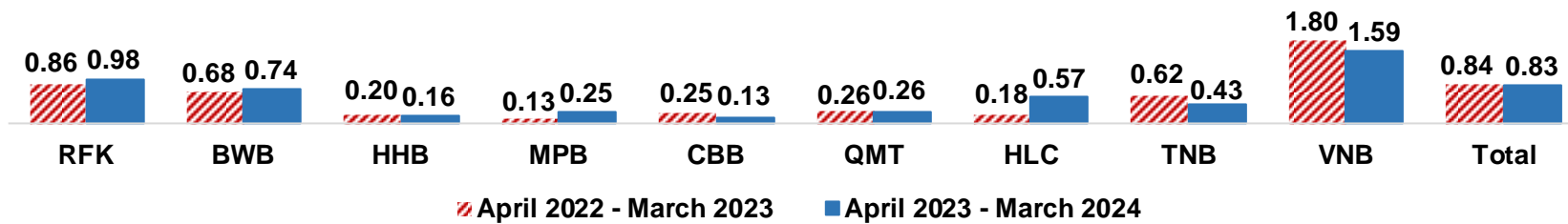
Total Collisions per Million Vehicles



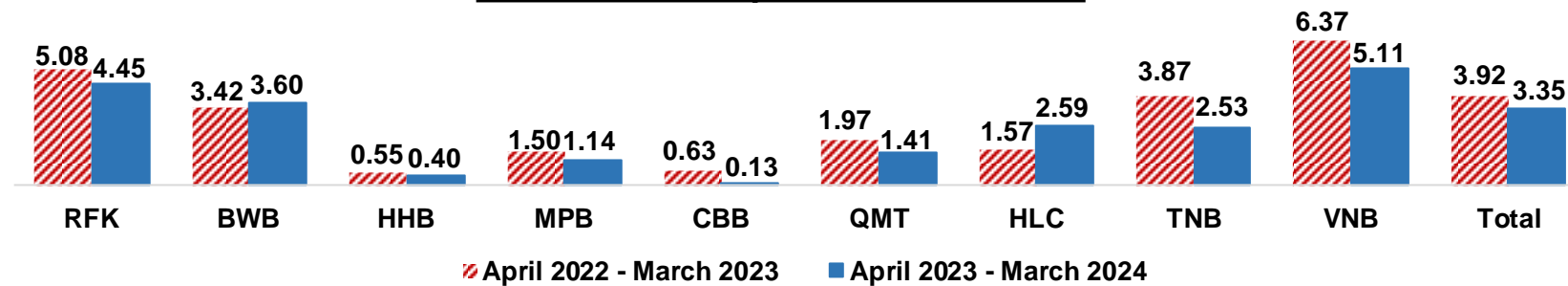


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: March 2023 – March 2024

	23-Mar	23-Apr	23-May	23-Jun	23-Jul	23-Aug	23-Sep	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar
RFK	3.00	5.57	5.40	5.55	5.45	3.99	4.77	4.72	3.17	3.56	4.02	2.52	4.34
BWB	2.39	2.18	3.89	5.78	4.96	3.11	4.79	2.10	2.67	4.66	3.22	3.00	2.66
TNB	3.16	3.38	1.81	3.12	2.29	1.53	3.05	2.68	3.05	1.96	3.63	2.15	1.90
VNB	6.53	6.52	5.66	6.37	6.84	4.96	3.19	5.26	4.11	5.73	2.90	3.13	6.11
QMT	0.77	2.80	0.75	1.92	0.39	2.29	1.95	1.83	0.40	0.40	1.72	0.86	1.56
HLC	2.05	4.89	2.02	1.02	2.70	3.57	2.63	3.44	3.16	3.66	1.15	2.31	0.51
HHB	0.47	0.47	1.29	0.00	0.48	0.46	0.00	0.00	0.47	0.98	0.57	0.00	0.00
MPB	1.60	0.00	2.77	2.71	0.00	1.28	1.49	1.53	0.00	0.00	0.00	1.91	1.62
CBB	0.00	0.00	0.00	0.00	1.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	3.22	4.08	3.62	4.21	4.05	3.16	3.23	3.30	2.70	3.43	2.75	2.28	3.20



Bridges and Tunnels

Financial Report April 2024



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

As of April 30, 2024

(in thousands)

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

Cash-Unrestricted	59,391
Investments:	
Unrestricted	652,835
Restricted	3,533,971
Accrued interest receivable	-244,415
Accounts receivable	563,305
Accounts receivable-Other	33,834
Less allowance for uncollectible accounts	-522,605
Tolls due from other agencies	44,630
Loan receivable from MTA	13,320,642
Prepaid expenses	6,189
	<hr/>
Total current assets	17,447,777

NONCURRENT ASSETS:

Investments:	
Unrestricted	158,092
Restricted	-
Facilities, less acc.dep of \$2,674,780	7,937,254
Capital lease 2 Broadway net acc. dep.	52,564
Derivative Hedge Assets	3,254
	<hr/>
Total noncurrent assets	8,151,163

TOTAL ASSETS:

25,598,940**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	63,474
Deferred outflow of resources related to other post-employment benefits	193,228
Deferred outflow of resources related to capital Lease	12,491
Accumulated decreases in fair value of derivative instruments	71,358
Defeasance costs	73,045
	<hr/>

TOTAL DEFERRED OUTFLOWS OF RESOURCES:

413,596**TOTAL ASSETS AND DEFERRED OUTFLOWS
OF RESOURCES**

26,012,536

MTA BRIDGES & TUNNELS
STATEMENT OF NET POSITION

As of April 30, 2024
(in thousands)

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	2,658,100
Interest Payable	473,752
Accounts Payable	131,557
Accrued Pension Payable	0
Payable to MTA-CAP	36,002
Due to MTA-Operating Expenses	3,302
Due to NYCTA-Operating Expenses	40
Accrued salaries	5,476
Accrued Vac & Sick Benefits	18,616
Current portion of estimated liability arising from injury	7,359
Due to New York City Transit Authority	83,369
Due to Metropolitan Transportation Authority	92,504
Unearned Toll Revenue	241,155
Tolls due to other agencies	74,577
E-ZPass Airport Toll Liability	348
	3,826,157
Total current liabilities	3,826,157

NONCURRENT LIABILITIES:

Long term debt	22,932,657
Post Employment Benefits Other than Pensions	872,112
Estimated liability arising from injury	53,002
Capital lease obligations	84,944
Other long-term liabilities	-
Derivative Hedge Liabilities	34,012
Due (to)/from MTA - change in fair value of derivative	40,599
Net Pension Liability	143,873
Security deposits-Contra	-
	24,161,198
Total noncurrent liabilities	24,161,198

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	11,393

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 28,307,136

NET POSITION -2,294,600

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET 26,012,536

*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
ACCUAL STATEMENT of OPERATIONS by CATEGORY
April 2024
(\$ 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	205.333	218.767	13.434	6.5	0.000	0.000	0.000	-	205.333	218.767	13.434	6.5
Other Operating Revenue	1.517	1.723	0.207	13.6	0.000	0.000	0.000	-	1.517	1.723	0.207	13.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.759	9.087	7.328	*	1.759	9.087	7.328	*
Investment Income	1.084	(0.087)	(1.171)	*	0.000	0.000	0.000	-	1.084	(0.087)	(1.171)	*
Total Revenue	\$207.933	\$220.403	\$12.469	6.0	\$1.759	\$9.087	\$7.328	*	\$209.692	\$229.490	\$19.798	9.4
Expenses												
<i>Labor:</i>												
Payroll	\$10.861	\$6.837	\$4.025	37.1	\$0.588	\$3.237	(\$2.649)	*	11.449	\$10.073	\$1.376	12.0
Overtime	2.708	2.083	0.625	23.1	\$0.078	0.264	(0.186)	*	2.786	2.347	0.439	15.8
Health and Welfare	2.896	1.618	1.278	44.1	\$0.141	0.702	(0.561)	*	3.037	2.320	0.718	23.6
OPEB Current Payment	2.635	2.889	(0.255)	(9.7)	0.000	0.000	0.000	-	2.635	2.889	(0.255)	(9.7)
Pensions	2.153	1.400	0.752	34.9	0.134	0.818	(0.684)	*	2.287	2.219	0.068	3.0
Other Fringe Benefits	1.927	0.719	1.208	62.7	0.068	0.387	(0.319)	*	1.995	1.106	0.889	44.6
Reimbursable Overhead	(0.749)	(3.679)	2.930	*	0.749	3.679	(2.930)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$22.431	\$11.866	\$10.564	47.1	\$1.759	\$9.087	(\$7.328)	*	\$24.189	\$20.954	\$3.236	13.4
<i>Non-Labor:</i>												
Electric Power	\$0.523	\$0.510	\$0.013	2.4	\$0.000	\$0.000	\$0.000	-	\$0.523	\$0.510	\$0.013	2.4
Fuel	0.220	0.081	0.139	63.2	0.000	0.000	0.000	-	0.220	0.081	0.139	63.2
Insurance	1.342	0.927	0.415	30.9	0.000	0.000	0.000	-	1.342	0.927	0.415	30.9
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	9.821	3.838	5.982	60.9	0.000	0.000	0.000	-	9.821	3.838	5.982	60.9
Professional Service Contracts	1.840	1.440	0.400	21.8	0.000	0.000	0.000	-	1.840	1.440	0.400	21.8
Materials & Supplies	0.344	0.040	0.303	88.3	0.000	0.000	0.000	-	0.344	0.040	0.303	88.3
Other Business Expenses	1.298	8.551	(7.253)	*	0.000	0.000	0.000	-	1.298	8.551	(7.253)	*
Total Non-Labor Expenses	\$15.388	\$15.388	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$15.388	\$15.388	\$0.000	0.0
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
¹ Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$37.818	\$27.254	\$10.564	27.9	\$1.759	\$9.087	(\$7.328)	*	\$39.577	\$36.341	\$3.236	8.2
Depreciation	\$16.874	\$19.580	(\$2.706)	(16.0)	\$0.000	\$0.000	\$0.000	-	16.874	\$19.580	(\$2.706)	(16.0)
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	0.417	(0.223)	*	0.000	0.000	0.000	-	0.194	0.417	(0.223)	*
GASB_96_SBITA_Adjustment	0.000	(0.000)	0.000	-	0.000	0.000	0.000	-	0.000	(0.000)	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$54.886	\$47.250	\$7.636	13.9	\$1.759	\$9.087	(\$7.328)	*	\$56.645	\$56.338	\$0.308	0.5
Less: Depreciation	\$16.874	\$19.580	(\$2.706)	(16.0)	\$0.000	\$0.000	\$0.000	-	\$16.874	\$19.580	(\$2.706)	(16.0)
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	0.417	(0.223)	*	0.000	0.000	0.000	-	0.194	0.417	(0.223)	*
Less: GASB_96_SBITA_Adjustment	0.000	(0.000)	0.000	-	0.000	0.000	0.000	-	0.000	(0.000)	0.000	-
Total Expenses	\$37.818	\$27.254	\$10.564	27.9	\$1.759	\$9.087	(\$7.328)	*	\$39.577	\$36.341	\$3.236	8.2
Net Surplus/(Deficit)	\$170.115	\$193.149	\$23.034	13.5	\$0.000	\$0.000	\$0.000	-	\$170.115	\$193.149	\$23.034	13.5

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
April 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
Net Income/(Deficit)								\$170.115	\$193.149	\$23.034	13.5	
Less: Capitalized Assets								0.112	0.033	0.079	70.7	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$170.003	\$193.116	\$23.113	13.6	
Less: Debt Service								55.121	53.115	2.006	3.6	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$114.882	\$140.001	\$25.119	21.9	
Distributable To:												
MTA - Investment Income								1.084	(0.087)	(1.171)	*	
MTA - Distributable Income								60.107	71.761	11.654	19.4	
NYCTR - Distributable Income								53.692	68.328	14.636	27.3	
Total Distributable Income								\$114.882	\$140.001	\$25.119	21.9	
Support to Mass Transit:												
Total Revenues								209.692	229.490	19.798	9.4	
Less: Total Operating Expenses								<u>39.577</u>	<u>36.341</u>	<u>3.236</u>	8.2	
Net Operating Income/(Deficit)								\$170.115	\$193.149	\$23.034	13.5	
Deductions from Net Operating Income:												
Capitalized Assets								0.112	0.033	0.079	70.7	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								32.980	38.360	(5.380)	(16.3)	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$33.092	\$38.393	(\$5.301)	(16.0)	
Total Support to Mass Transit								\$137.023	\$154.756	\$17.733	12.9	

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2024 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	770.234	807.968	37.733	4.9	0.000	0.000	0.000	-	770.234	807.968	37.733	4.9
Other Operating Revenue	5.753	8.276	2.524	43.9	0.000	0.000	0.000	-	5.753	8.276	2.524	43.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	6.992	5.404	(1.587)	(22.7)	6.992	5.404	(1.587)	(22.7)
Investment Income	4.112	4.619	0.508	12.4	0.000	0.000	0.000	-	4.112	4.619	0.508	12.4
Total Revenue	\$780.099	\$820.864	\$40.765	5.2	\$6.992	\$5.404	(\$1.587)	(22.7)	\$787.090	\$826.268	\$39.178	5.0
Expenses												
<i>Labor:</i>												
Payroll	\$43.575	\$34.940	\$8.635	19.8	2.301	\$1.965	\$0.336	14.6	45.876	\$36.905	\$8.971	19.6
Overtime	11.183	10.314	0.868	7.8	0.412	0.128	0.284	69.0	11.595	10.442	1.153	9.9
Health and Welfare	12.124	9.712	2.412	19.9	0.552	0.397	0.156	28.2	12.676	10.109	2.568	20.3
OPEB Current Payment	11.861	11.542	0.319	2.7	0.000	0.000	0.000	-	11.861	11.542	0.319	2.7
Pensions	8.622	9.378	(0.757)	(8.8)	0.526	0.528	(0.002)	(0.3)	9.148	9.906	(0.758)	(8.3)
Other Fringe Benefits	8.644	6.031	2.613	30.2	0.267	0.238	0.030	11.1	8.911	6.268	2.643	29.7
Reimbursable Overhead	(2.934)	(2.150)	(0.784)	(26.7)	2.934	2.150	0.784	26.7	0.000	0.000	0.000	-
Total Labor Expenses	\$93.075	\$79.767	\$13.308	14.3	\$6.992	\$5.404	\$1.587	22.7	\$100.067	\$85.172	\$14.895	14.9
<i>Non-Labor:</i>												
Electric Power	\$1.647	\$1.631	\$0.016	1.0	0.000	\$0.000	\$0.000	-	\$1.647	\$1.631	\$0.016	1.0
Fuel	0.821	0.922	(0.101)	(12.3)	0.000	0.000	0.000	-	0.821	0.922	(0.101)	(12.3)
Insurance	5.368	4.342	1.026	19.1	0.000	0.000	0.000	-	5.368	4.342	1.026	19.1
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	41.329	30.727	10.602	25.7	0.000	0.000	0.000	-	41.329	30.727	10.602	25.7
Professional Service Contracts	9.443	5.753	3.690	39.1	0.000	0.000	0.000	-	9.443	5.753	3.690	39.1
Materials & Supplies	1.373	0.831	0.542	39.5	0.000	0.000	0.000	-	1.373	0.831	0.542	39.5
Other Business Expenses	5.248	21.488	(16.240)	*	0.000	0.000	0.000	-	5.248	21.488	(16.240)	*
Total Non-Labor Expenses	\$65.230	\$65.693	(\$0.464)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$65.230	\$65.693	(\$0.464)	(0.7)
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Gap Closing Actions:												
¹ Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$158.305	\$145.461	\$12.844	8.1	\$6.992	\$5.404	\$1.587	22.7	\$165.297	\$150.865	\$14.431	8.7
Depreciation	\$67.497	\$73.949	(\$6.452)	(9.6)	0.000	\$0.000	\$0.000	-	67.497	\$73.949	(\$6.452)	(9.6)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	0.775	2.287	(1.512)	*	0.000	0.000	0.000	-	0.775	2.287	(1.512)	*
GASB_96_SBITA_Adjustment	0.000	0.036	(0.036)	-	0.000	0.000	0.000	-	0.000	0.036	(0.036)	-
Total Expenses after Non-Cash Liability Adjs.	\$226.577	\$221.732	\$4.845	2.1	\$6.992	\$5.404	\$1.587	22.7	\$233.568	\$227.136	\$6.432	2.8
Less: Depreciation	\$67.497	\$73.949	(\$6.452)	(9.6)	0.000	\$0.000	\$0.000	-	\$67.497	\$73.949	(\$6.452)	(9.6)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	0.775	2.287	(1.512)	*	0.000	0.000	0.000	-	0.775	2.287	(1.512)	*
Less: GASB_96_SBITA_Adjustment	0.000	0.036	(0.036)	-	0.000	0.000	0.000	-	0.000	0.036	(0.036)	-
Total Expenses	\$158.305	\$145.461	\$12.844	8.1	\$6.992	\$5.404	\$1.587	22.7	\$165.297	\$150.865	\$14.431	8.7
Net Surplus/(Deficit)	\$621.794	\$675.403	\$53.609	8.6	\$0.000	\$0.000	\$0.000	-	\$621.794	\$675.403	\$53.609	8.6

Results are preliminary and subject to audit review.
Differences are due to rounding.
¹Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2024 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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
Net Income/(Deficit)								\$621.794	\$675.403	\$53.609	8.6	
Less: Capitalized Assets								2.221	0.573	\$1.648	74.2	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$619.572	\$674.830	\$55.258	8.9	
Less: Debt Service								220.483	211.672	8.811	4.0	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$399.089	\$463.159	\$64.069	16.1	
Distributable To:												
MTA - Investment Income								4.112	4.619	0.508	12.4	
MTA - Distributable Income								210.319	236.074	25.755	12.2	
NYCTR - Distributable Income								184.659	222.465	37.806	20.5	
Total Distributable Income								\$399.089	\$463.159	\$64.069	16.1	
Support to Mass Transit:												
Total Revenues								787.090	826.268	39.178	5.0	
Less: Total Operating Expenses								<u>165.297</u>	<u>150.865</u>	<u>14.431</u>	8.7	
Net Operating Income/(Deficit)								\$621.794	\$675.403	\$53.609	8.6	
Deductions from Net Operating Income:												
Capitalized Assets								2.221	0.573	1.648	74.2	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								131.919	152.980	(21.061)	(16.0)	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$134.141	\$153.553	(\$19.412)	(14.5)	
Total Support to Mass Transit								\$487.653	\$521.850	\$34.197	7.0	

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		April 2024	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	13.434	6.5%	Favorable results are due to higher than budgeted traffic volume and higher average toll revenue per vehicle. The higher average toll revenue per vehicle is in part due to a write-off of uncollected tolls, which reduced the reserve contribution for uncollected revenue resulting in an increase in toll revenue.	37.733	4.9%	Favorable results are due to higher than budgeted traffic volume and higher average toll revenue per vehicle. The higher average toll revenue per vehicle is in part due to a write-off of uncollected tolls, which reduced the reserve contribution for uncollected revenue resulting in an increase in toll revenue.
Other Operating Revenue	0.207	13.6%	Higher revenue primarily due to the timing of income from administrative fees.	2.524	43.9%	Higher revenue primarily due to the timing of income from administrative fees.
Investment Income	(1.171)	*	Lower than anticipated short-term investment returns on fund balances.	0.508	12.4%	Higher than anticipated short-term investment returns on fund balances.
Payroll	4.025	37.1%	Lower payroll expenses primarily due to vacancies, partially offset by higher payroll costs associated with recently settled collective bargaining agreements and non-represented wage increases.	8.635	19.8%	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	0.625	23.1%	Lower overtime mainly due to management efficiencies, and improved scheduling and deployment practices, partially offset by vacancy coverage.	0.868	7.8%	Lower overtime mainly due to management efficiencies, and improved scheduling and deployment practices, partially offset by vacancy coverage.
Health and Welfare	1.278	44.1%	Lower expenses primarily due to timing of medical expenses against the adopted budget allocation.	2.412	19.9%	Lower expenses primarily due to timing of medical expenses against the adopted budget allocation as well as vacancies.
OPEB Current Payment	(0.255)	-9.7%	Higher expenses primarily due to timing against the adopted budget allocation for retiree expenses.	0.319	2.7%	Lower expenses primarily due to timing against the adopted budget allocation for retiree expenses.
Pensions	0.752	34.9%	Lower expenses primarily due to the timing against the adopted budget allocation.	(0.757)	-8.8%	Higher expenses primarily due to the timing against the adopted budget allocation.
Other Fringe Benefits	1.208	62.7%	Lower expenses primarily due to lower FICA costs associated with vacancy levels.	2.613	30.2%	Lower expenses primarily due to lower FICA costs associated with vacancy levels.
Electric Power	0.013	2.4%	Slightly lower expenses primarily due to timing against the adopted budget allocation.	0.016	1.0%	Slightly lower expenses primarily due to timing against the adopted budget allocation.
Fuel	0.139	63.2%	Lower expenses primarily due to an decrease in gasoline prices for non-revenue vehicles, and heating fuel costs.	(0.101)	-12.3%	Higher expenses primarily due to an higher-than-budgeted gasoline prices for non-revenue vehicles and heating fuel costs.
Insurance	0.415	30.9%	Lower expenses primarily due to lower-than-budgeted property and liability insurance premiums and the timing against the adopted budget allocation.	1.026	19.1%	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	5.982	60.9%	Lower expenses are mainly due to the timing against the adopted budget allocation for the E-ZPass Customer Service Center (\$4.163 Mill) costs and maintenance of E-ZPass equipment (\$1.265 Mill.), partially offset by higher costs and timing for Major Maintenance & Painting (\$0.421 Mill).	10.602	25.7%	Lower expenses are mainly due to the timing against the adopted budget allocation for the E-ZPass Customer Service Center (\$7.707 Mill), maintenance of E-ZPass equipment (\$2.067 Mill), and E-ZPass tag costs (\$1.264 Mill), partially offset by the timing of expenses for real estate rentals (\$0.0946 Mill) and Major Maintenance & Painting (\$0.697 Mill).
Professional Service Contracts	0.400	21.8%	Lower expenses are primarily due to the favorable timing against the monthly adopted budget allocation for engineering services (\$0.261 Mill), and professional service Contracts (\$0.239 Mill).	3.690	39.1%	Lower expenses are primarily due to the favorable timing against the monthly adopted budget allocation for professional and other professional service contracts (\$1.801 Mill), bond issuance costs (\$0.835 Mill), engineering services (\$0.396 Mill), and planning studies (\$0.284 Mill).
Materials & Supplies	0.303	88.3%	Higher expenses across a variety of small equipment and supply categories, due to timing, against the adopted budget allocation.	0.542	39.5%	Lower expenses across a variety of small equipment and supply categories, due to timing, against the adopted budget allocation.
Other Business Expense	(7.253)	*	Higher expenses primarily due to the timing of credit card processing fees.	(16.240)	*	Higher expenses primarily due to the timing of credit card processing fees.
Depreciation	(2.706)	-16.0%	Higher depreciation expense primarily due to timing against the adopted budget allocation.	(6.452)	-9.6%	Higher depreciation expense primarily due to timing against the adopted budget allocation.
Reimbursable						
Capital and Other Reimbursements	7.328	*	Higher capital reimbursements due to the timing against the adopted budget allocation..	(1.587)	*	Lower capital reimbursements due to the timing against the adopted budget allocation..
Payroll	(2.649)	*	Higher capital reimbursements due to the timing against the adopted budget allocation..	0.336	*	Lower capital reimbursements due to the timing against the adopted budget allocation..
Overtime	(0.186)	*	Higher capital reimbursements due to the timing against the adopted budget allocation..	0.284	*	Lower capital reimbursements due to the timing against the adopted budget allocation..
Health and Welfare	(0.561)	*	Higher capital reimbursements due to the timing against the adopted budget allocation..	0.156	*	Lower capital reimbursements due to the timing against the adopted budget allocation..
Pensions	(0.684)	*	Higher capital reimbursements due to the timing against the adopted budget allocation..	(0.002)	*	Higher capital reimbursements due to the timing against the adopted budget allocation..
Other Fringe Benefits	(0.319)	*	Higher capital reimbursements due to the timing against the adopted budget allocation..	0.030	*	Lower capital reimbursements due to the timing against the adopted budget allocation..
Reimbursable Overhead	(2.930)	*	Higher capital reimbursements due to the timing against the adopted budget allocation..	0.784	*	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 April

Year to date ending April 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>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
4.1	\$32.8	4.1	\$36.2	-0.8%	10.4%	Bronx-Whitestone	15.8	\$125.7	15.6	\$132.9	-1.5%	5.8%
0.6	1.7	0.6	1.8	-0.4%	9.6%	Cross Bay	2.4	6.4	2.3	6.8	-1.9%	5.6%
2.1	8.3	2.1	9.5	2.0%	13.3%	Henry Hudson	7.9	30.7	7.8	33.1	-1.1%	7.7%
1.8	12.9	1.8	14.0	0.2%	8.6%	Hugh L. Carey	7.2	49.8	7.2	53.0	0.7%	6.2%
0.6	1.6	0.6	1.7	1.9%	11.6%	Marine Parkway	2.3	6.0	2.3	6.4	0.0%	6.6%
2.5	18.7	2.5	20.5	0.2%	9.1%	Queens Midtown	9.6	71.7	9.7	76.2	0.6%	6.3%
5.6	43.0	5.7	48.3	2.5%	12.3%	RFK	21.1	162.9	21.8	178.3	3.1%	9.4%
3.5	32.2	3.6	36.5	1.7%	13.3%	Throgs Neck	13.3	120.6	13.8	133.5	4.3%	10.7%
6.6	46.7	6.5	50.3	-0.5%	7.8%	Verrazzano-Narrows	25.4	176.7	25.5	187.8	0.2%	6.3%
27.4	\$197.9	27.6	\$218.8	0.7%	10.6%	Total	104.9	\$750.5	106.0	\$808.0	1.0%	7.7%
	\$7.221		\$7.930		9.8%	Revenue Per Vehicle		\$7.151		\$7.623		6.6%

1) Toll increase implemented August 6, 2023

2) Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

<u>April Budget</u>		<u>April Actual</u>		<u>Percentage Change</u>			<u>YTD Budget</u>		<u>YTD Actual</u>		<u>Percentage Change</u>	
<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>		<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>	<u>Traffic</u>	<u>Revenue</u>
27.1	\$205.3	27.6	\$218.8	1.6%	6.5%	Total All	102.2	\$770.2	106.0	\$808.0	3.7%	4.9%
	\$7.565		\$7.930		4.8%	Revenue Per Vehicle		\$7.535		\$7.623		1.2%

3) 2024 April traffic is 0.2 M above April 2023 traffic, an increase of 0.7% and revenue is \$20.9M above April 2023, an increase of 10.6%.

4) 2024 April YTD traffic is 1.0M above above April YTD 2023, an increase of 1.0% and April YTD revenue is \$57.7M above April 2023, an increase 7.7% .

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

Facility	Revenue Collection Rate April 2024
Henry Hudson Bridge	94.2%
Hugh L. Carey Tunnel	95.1%
Queens Midtown Tunnel	96.3%
Marine Parkway Bridge	95.3%
Cross Bay Bridge	93.2%
Robert F. Kennedy Bridge	93.0%
Verrazzano-Narrows Bridge	92.7%
Bronx-Whitestone Bridge	92.8%
Throgs Neck Bridge	93.8%
All Facilities	93.5%

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

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

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	15	10	5	5 Managerial vacancies
Law ⁽¹⁾	12	5	7	2 Managerial and 5 Professional vacancies
Budget & Finance ⁽²⁾	17	10	7	5 Managerial and 2 Professional vacancies
Administration ⁽³⁾	34	26	8	5 Managerial and 3 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	79	51	28	
Operations				
ITS & Tolling	70	75	(5)	11 Professional overrun partially offset by 6 Managerial vacancies
Central Business District Tolling Program	48	9	39	5 Managerial and 34 Professional vacancies
Operations (Non-Security)	54	32	22	30 Managerial vacancies partially offset by 8 overrun in Professional
Total Operations	172	116	56	
Maintenance				
Maintenance	205	194	11	5 Managerial and 7 in Hourly partially offset by 1 overrun in Professional
Operations - Maintainers	183	154	29	30 Maintainer vacancies offset by 1 overrun in Professional
Total Maintenance	388	348	40	
Engineering/Capital				
Engineering & Construction	123	94	29	5 Managerial and 24 Professional vacancies
Health & Safety	9	7	2	2 Managerial vacancies
Law ⁽¹⁾	18	9	9	3 Managerial and 6 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	116	42	
Public Safety				
Operations (Security)	375	344	31	35 Operational vacancies partially offset by 4 Managerial
Internal Security - Operations	45	32	13	5 Managerial and 8 Professional vacancies
Total Public Safety	420	376	44	
Total Positions	1,217	1,007	210	
Non-Reimbursable	1,086	902	184	
Reimbursable	131	105	26	
Total Full-Time	1,217	1,007	210	

(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
April 2024

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	30	13	17	5 vacancies in Administration, 5 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	38	11	5 vacancies in Law, 3 in Administration, 2 in Budget & Finance, 1 in EEO
Operational Hourlies	-	-	-	
Total Administration	79	51	28	
Operations				
Managers/Supervisors	73	32	41	6 vacancies in ITS & Tolling, 5 in CBDTP, and 30 in Operations
Professional, Technical, Clerical	99	84	15	34 vacancies in CBDTP, partially offset by 8 overrun in Operations, and 11 overrun in ITS & Tolling
Operational Hourlies	-	-	-	
Total Operations	172	116	56	
Maintenance				
Managers/Supervisors	27	22	5	5 vacancies in Maintenance
Professional, Technical, Clerical	11	13	(2)	1 overrun in Maintenance & 1 overrun in Operations
Operational Hourlies ⁽¹⁾	350	313	37	27 vacancies in Operations & 10 vacancies in Maintenance
Total Maintenance	388	348	40	
Engineering/Capital				
Managers/Supervisors	34	23	11	5 vacancies in Engineering, 3 in Law, 2 in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical	124	93	31	24 vacancies in Engineering, 6 in Law, and 1 in Capital Budget
Operational Hourlies	-	-	-	
Total Engineering/Capital	158	116	42	
Public Safety				
Managers/Supervisors	117	116	1	5 vacancies in Internal Security and 4 overrun in Operations
Professional, Technical, Clerical	36	28	8	8 vacancies in Internal Security
Operational Hourlies ⁽²⁾	267	232	35	35 BTO vacancies in Operations
Total Public Safety	420	376	44	
Total Positions				
Managers/Supervisors	281	206	75	
Professional, Technical, Clerical	319	256	63	
Operational Hourlies	617	545	72	
Total Positions	1,217	1,007	210	

(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

Final Review of 2023 Year-End Operating Results



MTA BRIDGES & TUNNELS
2023 YEAR-END REPORT
SUMMARY

MTA Bridges & Tunnels (B&T) financial performance compared to the 2023 Final Estimate was favorable, with non-reimbursable expenses before non-cash liabilities of \$482.6 million favorable by \$51.7 million and Operating Revenues of \$2,459.4 million favorable by \$32.0.

B&T's Net Surplus of \$1,976.7 million was \$83.7 million higher than the Final Estimate, primarily due to lower labor expenses due to vacancies and associated Fringe Benefits, and lower non-labor expenses driven by lower Professional Services and Maintenance Contracts expenses. These were partially offset by higher Insurance expenses. In 2023, B&T generated \$1,581.5 million in Support to Mass Transit, which was \$92.2 million above the Final Estimate of \$1,489.3 million.

Total Non-Reimbursable Revenues were \$32.0 million higher than the Final Estimate comprising higher Toll Revenue of \$18.6 million due to higher than estimated traffic volume and higher average toll revenue per vehicle, Other Operating Revenue of \$9.3 million due to higher than planned income from E-ZPass administrative fees, and higher Investment Income of \$4.1 million due to higher short-term investment returns on fund balances. Overall, traffic volume was 2.7% higher than the 2022 traffic volume. Traffic volume of 335.1 million, which is the highest annual volume recorded by B&T was 1.3 million or 0.4% higher than the Final Estimate.

Total Non-Reimbursable Expenses Before Depreciation and Other were \$51.7 million lower than the Final Estimate.

Labor expenses of \$225.8 million were \$21.7 million lower than the Final Estimate primarily due to the vacant positions and associated fringe costs, and lower Health & Welfare primarily due to vacancies. These results were partially offset by higher OPEB Current Payment due to higher than planned retirees.

Non-labor expenses of \$256.8 million were \$30.0 million lower than the Final Estimate primarily due to lower bond issuance costs and other Professional Services, lower major maintenance and painting projects and other maintenance contracts expenses, and lower Fuel and Electric Power expenses due to lower than planned usage. These results were partially offset by higher insurance costs due to a higher-than-estimated actuarial adjustment to the auto and general liability reserves.

Reimbursable revenues and expenses were each \$19.3 million. In both cases, this was \$1.8 million above the 2023 Final Estimate due to higher projects eligible for reimbursement from Capital Programs.

Deductions from Income, which include Debt Service and Capitalized Assets, totaled \$395.3 million. This was \$8.5 million below the Final Estimate primarily due to lower Capitalized Assets expenses.

Debt Service of \$669.9 million was \$12.1 million below the 2023 Final Estimate. B&T's portion of debt service was \$379.9 million, which was \$0.3 million below the Final Estimate.

MTA BRIDGES & TUNNELS
2023 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS

2023 Final Estimate vs. Actual

Non-Reimbursable

Revenue:

- **Toll Revenue** was \$18.6 million or 0.8% favorable versus the Final Estimate due to higher than estimated traffic volume and higher average toll revenue per vehicle. Traffic volume of 335.1 million was 0.4% favorable versus the Final Estimate.
- **Other Operating Revenue** was \$9.3 million or 49.1% favorable to the Final Estimate primarily due to higher than planned income from E-ZPass administrative fees.
- **Investment Income** was \$4.1 million or 50.1% favorable to the Final Estimate due to higher than anticipated short-term investment returns on fund balances.

Expenses:

- **Payroll** was \$10.1 million or 8.8% favorable to the Final Estimate primarily due to vacant positions in both administrative and uniformed personnel.
- **Overtime** was \$0.2 million or 0.9% unfavorable to the Final Estimate primarily mainly due to unfilled vacancies.
- **Health & Welfare** was \$5.3 million or 16.5% favorable to the Final Estimate primarily due to vacancies.
- **OPEB Current Payment** was \$1.4 million or 4.5% unfavorable to the Final Estimate due to higher retirees/beneficiaries than estimated.
- **Pensions** was \$1.0 million or 3.7% favorable to the Final Estimate primarily due to lower expenses than estimated actuarial assumptions provided by NYCERS, as well as capital reimbursement offsets and vacancies.
- **Other Fringe Benefits** was \$5.2 million or 23.4% favorable to Final Estimate primarily due to lower than estimated FICA expenses due to vacancies.
- **Reimbursable Overhead** was \$1.7 million or 26.0% favorable to the Final Estimate, resulting in higher credits due to increased project activity.
- **Electric Power** was \$0.7 million or 15.5% favorable to the Final Estimate primarily due to lower than planned consumption.
- **Fuel** was \$0.9 million or 30.0% favorable to the Final Estimate primarily due to lower than planned consumption.
- **Insurance** was \$5.4 million or 41.9% unfavorable to the Final Estimate due to a higher than estimated actuarial adjustment to the auto and general liability reserves.

- **Maintenance and Other Operating Contracts** was \$14.6 million or 8.7% favorable to the Final Estimate primarily due to lower than estimated costs for major maintenance projects, maintenance of E-Z Pass equipment expenses, E-ZPass tags, security and surveillance equipment, and numerous underruns across a variety of routine maintenance contracts.
- **Professional Service Contracts** was \$15.7 million or 40.1% favorable to the Final Estimate, primarily due to lower than estimated bond issuance costs, legal fees, advertising and marketing, planning studies, engineering services, professional service contracts, and other outside services.
- **Materials & Supplies** was \$2.3 million or 44.2% favorable to the Final Estimate due to lower than planned de-icing material expenses and lower expenses across a variety of small equipment and supply categories.
- **Other Business Expenses** was \$1.2 million or 2.2% favorable to the Final Estimate primarily due to lower than planned expenses across a variety of categories, including debit/credit card processing fees.
- **Depreciation** was \$2.9 million or 1.4% unfavorable to the Final Estimate due to a year-end review of capital assets reaching beneficial use.
- **GASB 75 OPEB Expense Adjustment** was \$14.3 million favorable to the Final Estimate pending the latest actuarial report.
- **GASB 68 Pension Adjustment** was \$1.7 million unfavorable to the Final Estimate based on the latest actuarial estimate.
- **GASB 87 Lease Adjustment** was \$3.3 million unfavorable to the Final Estimate pending the latest actuarial estimate.

Reimbursable:

Total reimbursable revenues and operating expenses were each \$19.3 million, which was \$1.8 million above the 2023 Final Estimate. The variance resulted from higher than estimated capital project activity.

2023 Adopted Budget vs. Actual

B&T's financial performance compared to the 2023 Adopted Budget was favorable. This favorable result was due to the actual 2023 non-reimbursable expenses before non-cash liabilities of \$482.6 million, which were \$93.2 million lower than the Adopted Budget, and Operating Revenues of \$2,459.4 million, which were \$116.4 million above the Adopted Budget.

Non-Reimbursable

Revenue:

- **Toll Revenue** was \$96.0 million or 4.1% favorable to the Adopted Budget due to higher than budgeted traffic volume and higher average toll revenue per vehicle. Traffic volume of 335.1 million was 2.5% above the Adopted Budget.
- **Other Operating Revenue** was \$9.3 million or 49.1% favorable to the Adopted Budget primarily due to higher than planned income from E-ZPass administrative fees.

- **Investment Income** was \$11.1 million favorable to the Adopted Budget due to higher than anticipated short-term investment returns on fund balances.

Expenses:

- **Payroll** was \$23.3 million or 18.3% favorable to the Adopted Budget primarily due to vacancies in both administrative and uniformed personnel.
- **Overtime** was \$2.5 million or 10.3% unfavorable to the Adopted Budget primarily due to unfilled vacancies.
- **Health & Welfare** was \$8.9 million or 24.8% favorable to the Adopted Budget primarily due to the existence of vacant positions.
- **OPEB Current Payment** was \$0.4 million or 1.2% unfavorable to the Adopted Budget due to higher retirees/beneficiaries than estimated.
- **Pensions** was \$15.3 million or 36.2% favorable to the Adopted Budget primarily due to revised actuarial assumptions provided by NYCERS, as well as vacancies.
- **Other Fringe Benefits** was \$6.6 million or 28.1% favorable to the Adopted Budget primarily due to vacancies and a lower than estimated social security contribution.
- **Reimbursable Overhead** was \$0.2 million or 2.6% unfavorable to the Adopted Budget, resulting in lower credits due to decreased project activity.
- **Electric Power** was \$4.7 million or 56.0% favorable to the Adopted Budget primarily due to lower than planned usage.
- **Fuel** was \$3.7 million or 63.1% favorable to the Adopted Budget primarily due to a mild winter and lower usage.
- **Insurance** was \$3.3 million or 22.3% unfavorable to the Adopted Budget due to higher than planned auto and general liability expenses.
- **Maintenance and Other Operating Contracts** was \$13.4 million or 8.1% favorable to the Adopted Budget primarily due to lower than estimated costs for major maintenance projects, maintenance of E-Z Pass equipment expenses, E-ZPass tags, and numerous underruns across a variety of routine maintenance contracts.
- **Professional Service Contracts** was \$22.1 million or 48.6% favorable to the Adopted Budget, primarily due to lower than estimated bond issuance costs, legal fees, advertising and marketing, planning studies, engineering services, professional service contracts, and other outside services.
- **Materials & Supplies** was \$0.4 million or 12.4% favorable to the Adopted Budget due to higher than planned de-icing material expenses and lower than planned expenses across a variety of small equipment and supply categories.
- **Other Business Expenses** was \$1.3 million or 2.4% favorable to the Adopted Budget primarily due to lower than planned debit/credit card processing fees.

- **Depreciation** was \$9.8 million or 4.8% unfavorable to the Adopted Budget due to a year-end review of capital assets reaching beneficial use.
- **GASB 75 OPEB Expense Adjustment** was \$23.9 million favorable to the Adopted Budget based on the latest actuarial report.
- **GASB 68 Pension Adjustment** was \$26.3 million unfavorable to the Adopted Budget based on the latest actuarial estimate.
- **GASB 87 Lease Adjustment** was \$3.3 million unfavorable to the Adopted Budget based on the latest actuarial estimate.

Reimbursable:

Total reimbursable revenues and operating expenses were each \$11.9 million below the 2023 Adopted Budget. The variance resulted from lower than estimated capital project activity.

Non-Reimbursable and Reimbursable

Deductions from Income include B&T Debt Service, Capitalized Assets and Prepaid Expenses. Capitalized Assets were \$66.3 million favorable to the Adopted Budget mainly due to lower than planned B&T Debt Services and the rescheduling of some capital projects.

Debt Service totaled \$669.9 million in 2023, which was \$112.6 million favorable to the Adopted Budget. B&T's portion of total debt service was \$379.9 million, which was \$54.3 million favorable to the Budget.

Total Support to Mass Transit was \$1,581.5 million in 2023, which was \$275.9 million favorable to the Adopted Budget of \$1,305.6 million primarily due to higher revenues and lower expenses.

MTA BRIDGES AND TUNNELS
2023 YEAR-END REPORT
2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE

	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	\$2,322.793	\$2,400.165	\$2,418.755	\$95.962	4.1	\$18.590	0.8
Other Operating Revenue	18.936	18.936	28.234	9.298	49.1	9.298	49.1
Capital and Other Reimbursements	-	0.000	-	-	-	0.000	-
Investment Income	1.240	8.240	12.369	11.129	*	4.129	50.1
Total Revenue	\$2,342.969	\$2,427.341	\$2,459.358	\$116.389	5.0	\$32.017	1.3
Expenses							
Labor:							
Payroll	\$127.089	\$113.891	\$103.824	\$23.265	18.3	\$10.067	8.8
Overtime	24.562	\$26.849	27.084	(2.522)	(10.3)	(0.235)	(0.9)
Health and Welfare	35.766	\$32.214	26.889	8.877	24.8	5.325	16.5
OPEB Current Payment	31.823	\$30.820	32.215	(0.392)	(1.2)	(1.395)	(4.5)
Pensions	42.214	\$27.980	26.937	15.277	36.2	1.043	3.7
Other Fringe Benefits	23.628	\$22.180	16.988	6.640	28.1	5.192	23.4
Reimbursable Overhead	(8.356)	(\$6.459)	(8.139)	(0.217)	(2.6)	1.680	26.0
Total Labor Expenses	\$276.726	\$247.475	\$225.798	\$50.928	18.4	\$21.677	8.8
Non-Labor:							
Electricity - Non-Traction	\$8.339	\$4.345	\$3.673	\$4.667	56.0	\$0.672	15.5
Fuel	5.858	3.086	2.159	3.699	63.1	0.927	30.0
Insurance	14.887	12.831	18.202	(3.315)	(22.3)	(5.371)	(41.9)
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	165.620	166.823	152.247	13.373	8.1	14.576	8.7
Professional Service Contracts	45.496	39.041	23.378	22.117	48.6	15.663	40.1
Materials & Supplies	3.339	5.243	2.925	0.413	12.4	2.317	44.2
Other Business Expenses	55.577	55.452	54.231	1.346	2.4	1.221	2.2
Total Non-Labor Expenses	\$299.115	\$286.822	\$256.815	\$42.300	14.1	\$30.006	10.5
Total Expenses before Depreciation & GASB Adj.	\$575.841	\$534.296	\$482.613	\$93.227	16.2	\$51.683	9.7
Depreciation	\$202.491	\$209.397	\$212.272	(\$9.781)	(4.8)	(\$2.874)	(1.4)
GASB 75 OPEB Expense Adjustments	38.777	29.203	14.865	23.912	61.7	14.337	49.1
GASB 68 Pension Adjustment	(43.995)	(19.406)	(17.709)	(26.286)	(59.7)	(1.697)	(8.7)
Environmental Remediation	0.000	0.000	-	0.000	-	-	-
GASB 87 Net Adjustment	2.324	2.324	5.616	(3.292)	*	(3.292)	*
GASB_96_SBITA_Adjustment	0.000	0.000	0.002	(0.002)	-	(0.002)	-
Total Expenses after Depreciation & GASB Adj.	\$775.438	\$755.814	\$697.660	\$77.778	13.3	\$58.155	48.7
Less: Depreciation	\$202.491	\$209.397	\$212.272	(\$9.781)	(4.8)	(\$2.874)	(1.4)
Less: GASB 75 OPEB Expense Adjustments	38.78	29.20	14.87	23.91	61.67	14.34	49.1
Less: GASB 68 Pension Adjustment	(44.00)	(19.41)	(17.71)	(26.29)	(59.75)	(1.70)	(8.7)
Less: Environmental Remediation	-	-	-	-	-	-	-
Less: GASB 87 Net Adjustment	2.324	2.324	5.616	(3.292)	*	(3.292)	*
Less: GASB_96_SBITA_Adjustment	-	-	0.002	(0.002)	-	(0.002)	-
Total Expenses	\$575.841	\$534.296	\$482.613	\$93.227	16.2	\$51.683	9.7
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$1,767.129	\$1,893.045	\$1,976.745	\$209.616	11.9	\$83.700	4.4

Totals may not add due to rounding
* Variance exceeds 100%.

MTA BRIDGES AND TUNNELS
2023 YEAR-END REPORT
2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

REIMBURSABLE

	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	31.189	17.422	19.257	(11.932)	(38.3)	1.835	10.5
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$31.189	\$17.422	\$19.257	(\$11.932)	(38.3)	\$1.835	10.5
Expenses							
Labor:							
Payroll	\$13.259	\$6.242	\$6.385	\$6.874	51.8	(\$0.143)	(2.3)
Overtime	1.985	\$0.824	1.008	0.977	49.2	(0.184)	(22.3)
Health and Welfare	2.746	\$1.489	1.532	1.214	44.2	(0.043)	(2.9)
OPEB Current Payment	0.000	\$0.000	-	0.000	-	0.000	-
Pensions	3.333	\$1.645	1.460	1.873	56.2	0.185	11.3
Other Fringe Benefits	1.511	\$0.763	0.733	0.777	51.5	0.029	3.8
Reimbursable Overhead	8.356	\$6.459	8.139	0.217	2.6	(1.680)	(26.0)
Total Labor Expenses	\$31.189	\$17.422	\$19.257	\$11.932	38.3	(\$1.835)	(10.5)
Non-Labor:							
Electricity - Non-Traction	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Gap Closing Actions							
Additional Actions for Budget Balance: Expense Impact	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation & GASB Adj.	\$31.189	\$17.422	\$19.257	\$11.932	38.3	(\$1.835)	(10.5)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
GASB 75 OPEB Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 87 Net Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Depreciation & GASB Adj.	\$31.189	\$17.422	\$19.257	\$11.932	38.3	(\$1.835)	(10.5)
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$31.189	\$17.422	\$19.257	\$11.932	38.3	(\$1.835)	(10.5)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2023 YEAR-END REPORT
2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE
(Page 1 of 2)

	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Vehicle Toll Revenue	\$2,322.793	\$2,400.165	\$2,418.755	\$95.962	4.1	\$18.590	0.8
Other Operating Revenue	18.936	18.936	28.234	9.298	49.1	9.298	49.1
Capital and Other Reimbursements	31.189	17.422	19.257	(11.932)	(38.3)	1.835	10.5
Investment Income	1.240	8.240	12.369	11.129	*	4.129	50.1
Total Revenue	\$2,374.159	\$2,444.764	\$2,478.616	\$104.457	4.4	\$33.852	1.4
Expenses							
Labor:							
Payroll	140.349	120.134	\$110.209	\$30.139	21.5	\$9.924	8.3
Overtime	26.546	27.672	\$28.091	(1.545)	(5.8)	(0.419)	(1.5)
Health and Welfare	38.512	33.703	28.421	10.091	26.2	5.281	15.7
OPEB Current Payment	31.823	30.820	32.215	(0.392)	(1.2)	(1.395)	(4.5)
Pensions	45.546	29.625	28.397	17.150	37.7	1.228	4.1
Other Fringe Benefits	25.139	22.943	17.722	7.417	29.5	5.221	22.8
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$307.915	\$264.897	\$245.055	\$62.860	20.4	\$19.842	7.5
Non-Labor:							
Electricity - Non-Traction	8.339	\$4.345	\$3.673	\$4.667	56.0	\$0.672	15.5
Fuel	5.858	3.086	2.159	3.699	63.1	0.927	30.0
Insurance	14.887	12.831	18.202	(3.315)	(22.3)	(5.371)	(41.9)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	165.620	166.823	152.247	13.373	8.1	14.576	8.7
Professional Service Contracts	45.496	39.041	23.378	22.117	48.6	15.663	40.1
Materials & Supplies	3.339	5.243	2.925	0.413	12.4	2.317	44.2
Other Business Expenses	55.577	55.452	54.231	1.346	2.4	1.221	2.2
Total Non-Labor Expenses	\$299.115	\$286.822	\$256.815	\$42.300	14.1	\$30.006	10.5
Total Expenses before Depreciation & GASB Adj.	\$607.030	\$551.719	\$501.871	\$105.160	17.3	\$49.848	9.0
Depreciation	202.491	\$209.397	212.272	(\$9.781)	(4.8)	(\$2.874)	(1.4)
GASB 75 OPEB Expense Adjustments	38.777	29.203	14.865	23.912	61.7	14.337	49.1
GASB 68 Pension Adjustment	(43.995)	(19.406)	(17.709)	(26.286)	(59.7)	(1.697)	(8.7)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 87 Net Adjustment	2.324	2.324	5.616	(3.292)	*	(3.292)	*
GASB_96_SBITA_Adjustment	0.000	0.000	0.002	(0.002)	-	(0.002)	-
Total Expenses after Depreciation & GASB Adj.	\$806.627	\$773.237	\$716.917	\$89.710	11.1	\$56.320	7.3
Less: Depreciation	\$202.491	\$209.397	\$212.272	(\$9.781)	(4.8)	(\$2.874)	(1.4)
Less: GASB 75 OPEB Expense Adjustments	38.777	29.203	14.865	23.912	61.7	14.337	49.1
Less: GASB 68 Pension Adjustment	(43.995)	(19.406)	(17.709)	(26.286)	(59.7)	(1.697)	(8.7)
Less: Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 87 Net Adjustment	2.324	2.324	5.616	(3.292)	*	(3.292)	*
Less: GASB_96_SBITA_Adjustment	0.000	0.000	0.002	(0.002)	-	(0.002)	-
Total Expenses	\$607.030	\$551.719	\$501.871	\$105.160	17.3	\$49.848	9.0
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$1,767.129	\$1,893.045	\$1,976.745	\$209.616	11.9	\$83.700	4.4

Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2023 YEAR-END REPORT
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE (Page 2 of 2)

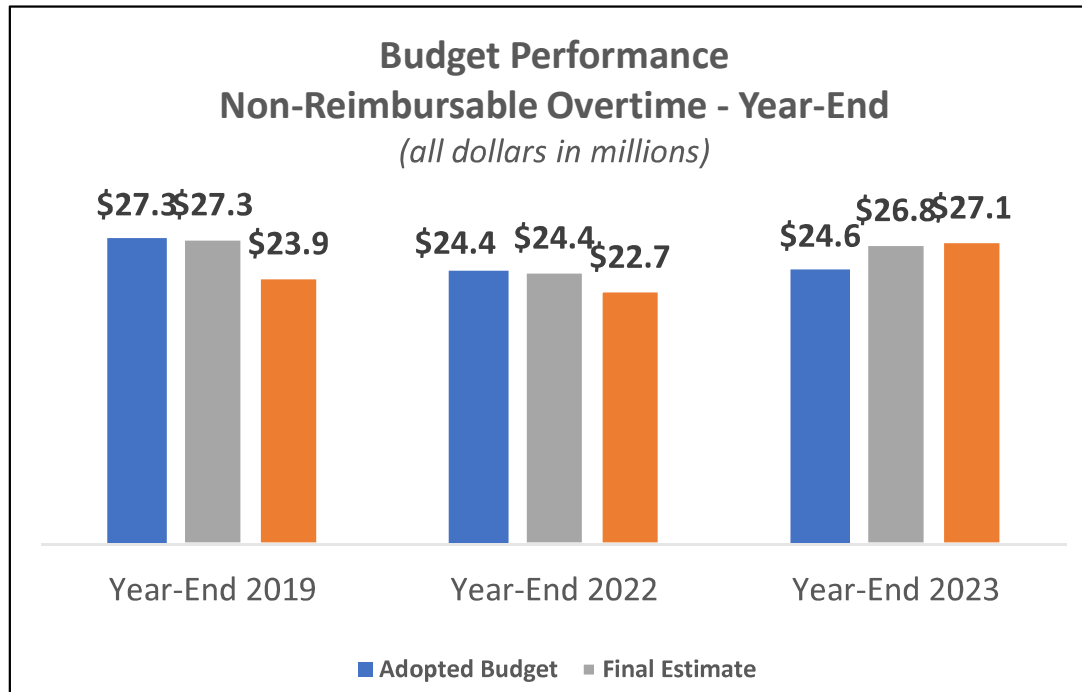
	2023			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Net Surplus/(Deficit)	\$1,767.129	\$1,893.045	\$1,976.745	\$209.616	11.9	\$83.700	4.4
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$27.431	\$23.600	\$15.114	\$12.317	44.9	\$8.486	36.0
Reserves and Prepaid Expenses	0.000	0.000	0.296	(0.296)	-	(0.296)	-
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
Adjusted Baseline Net Surplus/(Deficit)	\$1,739.697	\$1,869.445	\$1,961.335	\$221.638	12.7	\$91.891	4.9
Less: Debt Service	782.555	682.041	669.919	112.636	14.4	12.121	1.8
Less: Contribution to the Capital Program	0.000	0.000	0.000	0.000	-	0.000	-
Income Available for Distribution	\$957.142	\$1,187.404	\$1,291.416	\$334.274	34.9	\$104.012	8.8
<u>Distributable To:</u>							
MTA - Investment Income	1.240	8.240	12.369	11.129	*	4.129	50.1
MTA - Distributable Income	529.944	633.418	679.395	149.451	28.2	45.976	7.3
NYCT - Distributable Income	425.958	545.746	599.652	173.694	40.8	53.906	9.9
Total Distributable Income:	\$957.142	\$1,187.404	\$1,291.416	\$334.274	34.9	\$104.012	8.8
<u>Actual Cash Transfers:</u>							
MTA - Investment Income	1.376	3.718	3.718	2.341	170.1	0.000	0.0
MTA - Transfers	536.853	672.163	670.246	133.394	24.8	(1.917)	(0.3)
NYCT - Transfers	433.584	576.178	585.975	152.391	35.1	9.796	1.7
Total Cash Transfers:	\$971.813	\$1,252.059	\$1,259.939	\$288.126	29.6	\$7.879	0.6
<u>SUPPORT TO MASS TRANSIT:</u>							
Total Revenues	\$2,374.159	\$2,444.764	\$2,478.616	104.457	4.4	33.852	1.4
Less: Net Operating Expenses	607.030	551.719	501.871	105.160	17.3	49.848	9.0
Net Surplus/(Deficit)	\$1,767.129	\$1,893.045	\$1,976.745	\$209.616	11.9	\$83.700	4.4
<u>Deductions from Operating Income:</u>							
B&T Debt Service	\$434.132	\$380.184	\$379.855	54.277	12.5	0.329	0.1
Capitalized Assets	27.431	23.600	15.114	12.317	44.9	8.486	36.0
Contribution to Capital Program	0.000	0.000	0.000	0.000	-	0.000	-
Reserves and Prepaid Expenses	0.000	0.000	0.296	(0.296)	-	(0.296)	-
GASB Reserve	0.000	0.000	0.000	0.000	-	0.000	-
Total Deductions from Operating Inc.	\$461.563	\$403.784	\$395.264	\$66.298	14.4	\$8.520	2.1
Total Support to Mass Transit:	\$1,305.566	\$1,489.261	\$1,581.480	\$275.915	21.1	\$92.220	6.2
Totals may not add due to rounding							
* Variance exceeds 100%.							

BRIDGES AND TUNNELS

NON-REIMBURSABLE OVERTIME

OVERVIEW

- Increase in spending of \$2.5M vs 2023 Adopted Budget, and \$0.2M vs 2023 Final Estimate was due to increased employee salaries pursuant to collective bargaining agreements where non-reimbursable overtime spending in hours remained consistent with previous years.
- Increase in spending of \$3.2M vs YE 2019 and \$4.4M vs YE 2022 was due to increased employee salaries pursuant to collective bargaining agreements, increased attrition of employees without staffing replenishment, unfavorable arbitration decision resulting in mandatory coverage of critical assignments, failure of negotiation to provide staffing flexibility, and sustained delivery of service in a year with a record-high number of vehicle crossings.



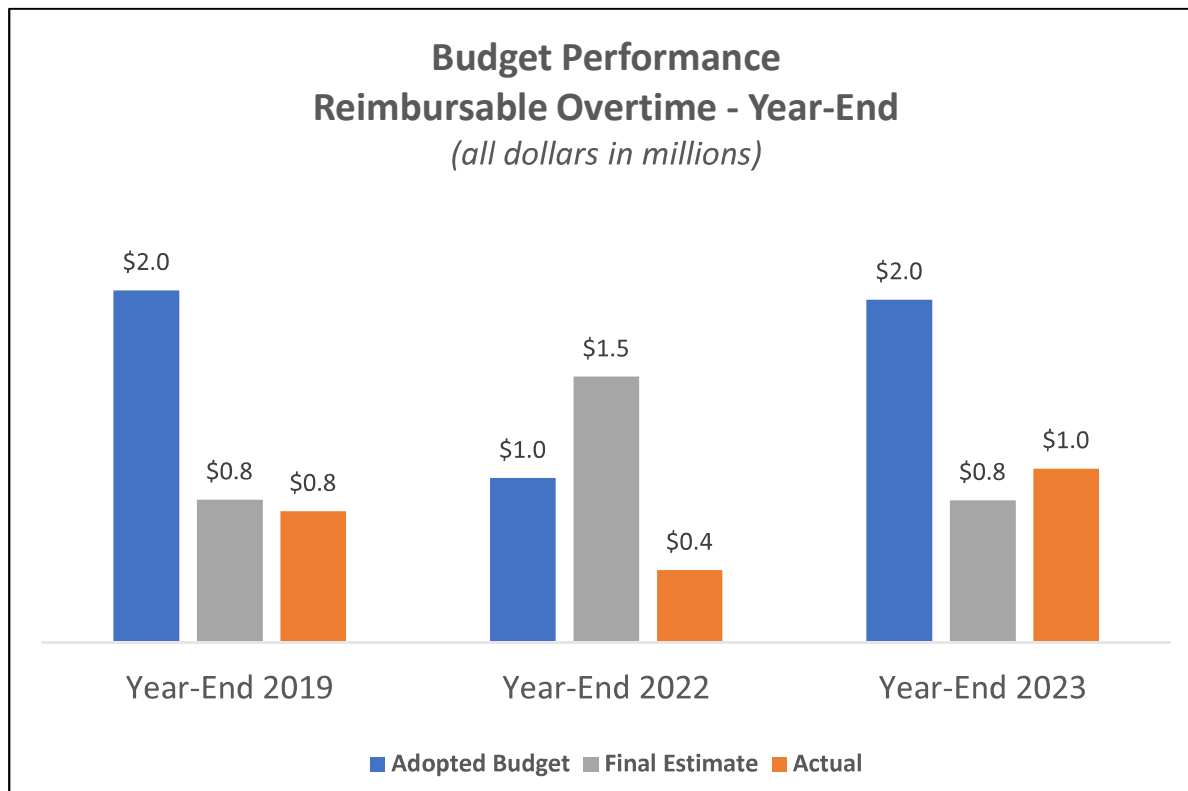
Notes: - 2023 year-end overtime amounts reflect the most recent accounting adjustments.

BRIDGES AND TUNNELS

REIMBURSABLE OVERTIME

OVERVIEW

- Increase in spending of \$0.2M vs 2023 Final Estimate was mainly due to the timing of capital project activity.



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

Comparison 2023 vs. 2022

	2022 Year		2023 Year*		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	50.9	\$401.9	50.1	\$399.5	-1.6%	-0.6%
Cross Bay	7.9	21.6	7.7	21.3	-2.0%	-1.6%
Henry Hudson	24.9	97.6	25.2	100.9	1.2%	3.4%
Hugh L. Carey	21.9	152.4	22.6	158.2	3.2%	3.8%
Marine Parkway	7.9	21.2	7.9	21.2	-0.1%	-0.1%
Queens Midtown	29.8	221.5	30.3	226.9	1.5%	2.4%
RFK	65.2	503.5	67.9	525.7	4.1%	4.4%
Throgs Neck	39.6	368.1	43.3	394.3	9.3%	7.1%
Verrazzano-Narrows	78.2	544.5	80.3	570.7	2.6%	4.8%
Total	326.3	\$2,332.4	335.1	\$2,418.8	2.7%	3.7%
Revenue Per Vehicle		\$7.148		\$7.218		1.0%

Comparison Actual vs. 2023 Adopted Budget and Final Estimate

	Adopted Budget	Final Estimate	Actual	Percentage Change	
				Adopted Budget	Final Estimate
Traffic	327.0	333.9	335.1	2.5%	0.4%
Toll Revenue	\$2,322.8	\$2,400.2	\$2,418.8	4.1%	0.8%
Revenue Per Vehicle	\$7.103	\$7.189	\$7.218	1.6%	0.4%

1) Numbers may not add due to rounding.

2) 2023 December YTD traffic and revenue is 5.7M and \$345.4M above December YTD 2019, an increase of 1.7% and 16.7% respectively

MTA BRIDGES & TUNNELS
2023 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME/ (UTILIZATION)

2023 Final Estimate vs. Actual

Paid traffic totaled 335.1 million crossings, which was 0.4% above the Final Estimate of 333.9 million due to slightly higher traffic volume in November and December, primarily due to mild weather conditions in the fourth quarter. Traffic was 2.7% higher than 2022.

2023 Adopted Budget vs. Actual

Paid traffic totaled 335.1 million crossings, which was 8.1 million crossings, or 2.5% above the Adopted Budget, primarily due to favorable economic conditions and mild weather conditions in the fourth quarter. Traffic was 2.7% higher than 2022.

MTA BRIDGES AND TUNNELS
2023 YEAR-END REPORT
2023 Final Estimate vs. Actual

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

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
Executive	17	11	6
Law ⁽¹⁾	12	5	7
Budget & Finance ⁽²⁾	17	10	7
Administration ⁽³⁾	38	26	12
EEO	1	-	1
Total Administration	85	52	33
Operations			
ITS & Tolling	64	73	(9)
Central Business District Tolling Program	47	10	37
Operations (Non-Security)	54	35	19
Total Operations	165	118	47
Maintenance			
Maintenance	205	199	6
Operations - Maintainers	183	152	31
Total Maintenance	388	351	37
Engineering/Capital			
Engineering & Construction	123	99	24
Health & Safety	9	7	2
Law ⁽¹⁾	18	9	9
Planning & Budget Capital	8	6	2
Total Engineering/Capital	158	121	37
Public Safety			
Operations (Security)	375	364	11
Internal Security - Operations	45	29	16
Total Public Safety	420	393	27
Total Positions	1,216	1,035	181
Non-Reimbursable	1,085	904	181
Reimbursable	131	131	-
Total Full-Time	1,216	1,035	181

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

**MTA BRIDGES AND TUNNELS
2023 YEAR-END REPORT
EXPLANATIONS OF VARIANCES on POSITIONS
By FUNCTION and DEPARTMENT
NON-REIMBURSABLE/ REIMBURSABLE and FULL-TIME/ FULL-TIME EQUIVALENTS**

2023 Final Estimate vs. Actual

At year-end, B&T had 1,035 total employees which consisted of 904 non-reimbursable and 131 reimbursable employees. Staffing was 181 positions, or 14.9%, below the Final Estimate of 1,216 positions.

There were vacancies across all departments, including Operations, Engineering/Capital, Maintenance, Administrative, and Public Safety.

MTA BRIDGES AND TUNNELS
2023 YEAR-END REPORT
2023 Final Estimate vs. Actual
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
December 2023

	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	32	13	19
Professional, Technical, Clerical	53	39	14
Operational Hourlies	-	-	-
Total Administration	85	52	33
Operations			
Managers/Supervisors	73	34	39
Professional, Technical, Clerical	92	84	8
Operational Hourlies	-	-	-
Total Operations	165	118	47
Maintenance			
Managers/Supervisors	27	20	7
Professional, Technical, Clerical	11	9	2
Operational Hourlies ⁽¹⁾	350	322	28
Total Maintenance	388	351	37
Engineering/Capital			
Managers/Supervisors	34	24	10
Professional, Technical, Clerical	124	97	27
Operational Hourlies	-	-	-
Total Engineering/Capital	158	121	37
Public Safety			
Managers/Supervisors	117	110	7
Professional, Technical, Clerical	36	25	11
Operational Hourlies ⁽²⁾	267	258	9
Total Public Safety	420	393	27
Total Positions			
Managers/Supervisors	283	201	82
Professional, Technical, Clerical	316	254	62
Operational Hourlies	617	580	37
Total Positions	1,216	1,035	181

(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 h

MTA BRIDGES & TUNNELS
2023 YEAR-END REPORT
EXPLANATIONS of VARIANCES on POSITIONS
By FUNCTION AND OCCUPATIONAL GROUP

2023 Final Estimate vs. Actual

At year-end, B&T had 1,035 total employees, which was 181 positions or 14.9% below the Final Estimate of 1,216 positions. Overall, there were 82 Managerial/Supervisor vacancies (19 in Administration, 39 in Operations, 7 in Maintenance, 10 in Engineering/Capital, and 7 in Public Safety); 62 Professional/Technical/Clerical vacancies (14 in Administration, 8 in Operations, 2 in Maintenance, 27 in Engineering/Capital, and 11 in Public Safety); and 37 Operational Hourly vacancies (28 in Maintenance and 9 in Public Safety).

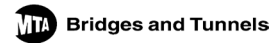


Bridges and Tunnels

Toll Violation Enforcement (Information Item)



Staff Summary



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

Date	May 14, 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	5/20/24		X	
2	Board	5/22/24		X	

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>[Signature]</i> 5/16/2024		VP Procurement
	General Counsel		VP Operations
2	Chief Operating Officer ALCC		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>[Signature]</i>
	Chief Information Officer		Chief Health & Safety Officer		Affirmative Action		Other

PURPOSE: To inform the Committee and the Board of the following initiation by Authority staff of the preliminary steps required for the consideration, but not implementation, of changes to its system of toll payment and enforcement of toll violation fees. Those requisite administrative procedures included filing the required notice on May 14, 2024. The required notice is scheduled for publication in the *State Register* on May 29, 2024, soliciting public comments. Only after the 60-day public comment period that follows publication of the required notice will specific proposed toll violation enforcement changes be submitted to the Board on July 31, 2024 for approval. Implementation of such changes is scheduled for September 1, 2024.

DISCUSSION: Before beginning its all-electronic tolling (AET) pilot program at the Henry Hudson Bridge in January 2011, the Authority adopted a regulation imposing a \$50.00 toll violation fee upon the owner of any vehicle crossing a bridge or tunnel without paying the prescribed crossing charge by means of a properly mounted and valid E-ZPass Tag or by fare media other than E-ZPass at the place and time and in the manner established by the Authority for the collection of such toll. Then in March 2017, in anticipation of putting gantry based, cashless, all-electronic Open Road Tolling (ORT) systems into revenue service at all Authority facilities, the Authority adopted a regulation strengthening toll violation enforcement procedures by increasing the toll violation fee to \$100.00 at its major bridge and tunnel facilities while continuing to impose a toll violation fee of \$50.00 at its minor bridge facilities, and by establishing a meaningful process to both deter toll evasion and encourage payment of delinquent tolls.

Recently, new measures that balance enhanced enforcement with making it easier for people to pay owed tolls have been enacted into law. With better tools for enforcement on the most egregious toll scofflaws available, the Authority proposes to lower the \$100.00 administrative toll violation fee at its major bridge and tunnel facilities back down to \$50.00 and to prescribe a uniform administrative toll violation fee amount of \$50.00 per violation across all of its tolled bridge and tunnel facilities. The Authority also proposes to establish the same administrative toll violation fee in the amount of \$50.00 per violation of its Central Business District Tolling Program toll regulations.

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