



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

July 2023

Committee Members

D. Mack, Chair

A. Albert

J. Barbas

N. Brown

R. Glucksman

F. Miranda

J. Samuelson

L. Sorin

V. Tessitore

M. Valdivia

Bridges & Tunnels Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Monday, 7/17/2023
9:00 - 9:30 AM ET

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes - May 2023, June 2023

B&T Committee Minutes - May 2023, June 2023 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 14

5. Report on Operations - May 2023

B&T Report on Operations - May 2023 - Page 20

6. Safety Report - May 2023

B&T Safety Report - May 2023 - Page 32

7. Financial Report - June 2023 (to be distributed end of month)

8. Procurements - None



Bridges and Tunnels

Minutes of Committee Meeting May 2023 June 2023



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

May 22, 2023

9:00 a.m.

In attendance were the Honorable:

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

In Person:

Nichola Angel, Vice President of Intelligent Transportation Systems
Joyce Brown, Agency Chief Equal Opportunity Officer
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA
Richard Hildebrand, Vice President and Chief of Operations
Donald E. Look, Vice President and Chief Security Officer
Eric Osnes, Vice President and Chief Safety Officer
Charles J. Passarella, Vice President of Maintenance and Operations Support
Catherine T. Sheridan, P.E., Interim President

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

May 22, 2023

Minutes of TBTA Committee held May 22, 2023 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Murray Bodin about roadway lines.
- Charlton D'souza about congestion pricing.
- Jason Anthony about congestion pricing.
- Iris Kelly about Long Island Rail Road.
- Aleta Dupree about congestion pricing.
- Jack Nierenberg about congestion pricing.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on April 24, 2023 was approved.

Committee Work Plan

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

Interim President Sheridan's Remarks

Interim President Sheridan stated that the TD Five-Boro Bike Tour, held on Sunday May 7th, drew nearly 30,000 cyclists, who ultimately crossed the Verrazzano-Narrows Bridge into Staten Island at the end of their 40-mile journey through New York City. It is the type of public event which brings New Yorkers together and TBTA is pleased to participate in its success. She commended TBTA's Maintenance and Operations personnel and the many other TBTA employees involved in preparation and on-site management for the safety and security of participants. The Bike Tour is one of the larger events which touch down on TBTA facilities. This and other high-profile events like the NYC Marathon require substantial time and effort on TBTA's part -- largely behind-the-scenes -- as will be detailed later in the meeting by TBTA's department leaders.

Interim President Sheridan continued that TBTA expertly handles these major events, but also works closely with some smaller local events. She was pleased to have spent some time that past Saturday with TBTA Maintainers and TBTA's Fleet Operations team on Randall's Island for the Randall's Island Park Alliance's annual "Big Truck Day." Visitors including children and adults braved the rain and toured the many working vehicles from different agencies and learned about their functions and features. Chief among the crowd-pleasers were TBTA's "Vac Truck" and "Tunnel-washing Truck" -- both impressive to see and learn about. She thanked TBTA's Maintenance and Fleet teams for making the day special.

Finally, Interim President Sheridan stated that -- with Mothers' Day just past and Memorial Day weekend ahead -- this traditionally signals TBTA's busy summer travel season. It is especially satisfying that TBTA's crossings served as a means of linking family and friends across the five boroughs and beyond, as evidenced by the uptick in crossings over the Mothers' Day weekend. While travel patterns can vary and evolve with each season, TBTA's field personnel are engaged and prepared, closely monitoring traffic conditions and ongoing construction projects at TBTA facilities, to

ensure a safe and smooth crossing for TBTA customers.

As she had mentioned last month, Interim President Sheridan stated that going forward TBTA is turning attention to various efforts that TBTA's leaders and staff are engaged in, rather than the operations and safety data reported on in the past and still included in the Committee Books. The theme of this month's presentation is TBTA's coordinated approach to large public events.

Coordinated Approach to Large Public Events

Introducing a slideshow, Vice President and Chief of Operations Richard Hildebrand stated that the first Sunday in May brought the 45th iteration of the New York City-permitted TD Five-Boro Bike Tour to TBTA's service area. Cyclists began their journey in Lower Manhattan, pedaling through the streets of four of the five boroughs of New York City before finally crossing the lower level of the Verrazzano-Narrows Bridge, which was closed to motorists, toward the finish line in Fort Wadsworth on Staten Island. Months in advance, TBTA's Emergency Management and Planning Section began working in coordination with Bike New York, the event organizer, and various New York City agencies to develop plans to ensure a safe, secure, and fun event for all involved. The planning period resulted in a comprehensive event action plan detailing the operation to take place at the Verrazzano-Narrows Bridge. The objectives were to have effective customer messaging regarding facility closures, to render the bridge safe and secure for event participants, and to restore traffic efficiently upon completion of event operations. Two days prior to the event, all TBTA departments met to perform a final walkthrough of the facility.

Maintenance (Planning & Conversion) --

Vice President of Maintenance and Operations Support, Charlie Passarella, stated that prior to any outside special event that impacts TBTA facilities, a joint assessment team representing Maintenance, Operations, Internal Security, and Safety & Health gathers for a walkthrough. The team conducted a security and safety check, inspected perimeter integrity, contractor work areas, and roadway modifications. A readiness drill was also performed to test critical systems and protocols for event-day operations, to ensure the return to normal operations would go smoothly. Readiness of life-saving equipment such as the Automated External Defibrillator (AED) is also critical should there be a cardiac emergency during the event. As a part of TBTA's walkthrough, this on-site equipment was checked and readied for use.

Vice President Passarella stated that next came the job of converting the Lower Level from a vehicular crossing into the final two miles of the Five Boro Bike Tour. TBTA Maintenance crews began to implement the closure of the lower level from all access points. Once the roadway was closed, crews cleaned all areas to be used by cyclists. Roadway sweepers passed over approach ramps, bridge roadways, and the path into Fort Wadsworth to remove debris and other materials that could present a hazard to event participants.

Vice President Passarella continued that as night turned to morning, the Maintainers began the labor-intensive task of covering the finger-joints at both bridge towers. Heavy rubber matting was laid over the joints to prevent bicycle wheels from falling through gaps that would otherwise not pose a risk during the crossing of a car, truck, or motorcycle. These mats were secured to the roadway and monitored by TBTA's crews throughout the event. Next was the barrier placement required to safely contain and route event participants, followed by the deployment of event timing mats and directional signage by Bike New York officials under escort of TBTA employees.

Operations --

Underscoring TBTA's coordinated approach to large public events, Vice President Hildebrand expressed his appreciation on behalf of Operations to all other TBTA departments for their cooperation necessary for Operations to have successfully performed its event steps. First, the ramp from the RFK Bridge to the southbound FDR Drive was closed as lead cyclists approached that location. Once the tour entered the Gowanus Expressway in Brooklyn, traffic exiting the Hugh L. Carey Tunnel was routed via Hamilton Avenue at an off-property diversion point. Finally, the closure of the entire Gowanus Expressway by NYPD prevented all vehicular traffic from accessing the Staten Island-bound Upper and Lower Levels of the Verrazzano. The Staten Island bound Upper Level of the bridge remained open to traffic from the Belt Parkway and the local streets of Bay Ridge in Brooklyn.

Vice President Hildebrand continued that TBTA awaited the NYPD Highway District lead escort with the first of the cyclists. It was then time for the cyclists to make the tough climb to midspan and then the smooth descent onto Staten Island. Throughout the event, uniformed TBTA personnel were posted strategically around the facility for the safety and security of cyclists during their crossings. TBTA Officers routinely respond to many different types of incidents and emergencies, rendering aid and assistance as needed. As the afternoon progressed, the stream of cyclists began to diminish until the last participant crossed the bridge. After the operations portion of the event concluded, a shift was then made to restore the bridge to its normal state.

Maintenance (Demobilization & Reopening) --

Vice President Passarella stated that for demobilization, TBTA crews had already begun preparing the lower level roadway for reopening as the last vehicle in the event convoy passed key locations. Ramps were checked, temporary protections were removed, and the large mats covering roadway joints were dismantled. Event materials such as directional signage and timing mats were also removed. The roadways were checked for debris and a final security sweep was done. The reopening of all roadways was coordinated with TBTA's regional partners through the Event Operations Center and Transcom to ensure that off-property connecting roadways were also ready to receive live traffic. The first post-event vehicles were led over the bridge by TBTA patrol cars and Maintenance tow trucks for a smooth reopening.

In conclusion, Vice President Passarella stated that planning never ceases, and right after the event TBTA's team was already incorporating lessons learned and best practices for 2024. For the Bike Tour -- and for all outside special events -- the TBTA team rises to the challenges, and looks at all angles for improvement opportunities. The bottom line is always safety, and the timely restoration of TBTA facilities to its customers.

In response to Commissioner Albert's question as to whether additional enforcement was placed on local streets because of the closure of the Gowanus Expressway to traffic, Vice President Hildebrand confirmed that part of the planning is coordination with the local precincts around the entrance points to assist with traffic flow. Responding to Commissioner Albert's follow up question, Vice President Hildebrand clarified that when the Gowanus was closed there was not a significant increase in Belt Parkway traffic because the Belt Parkway goes through South Brooklyn and the Gowanus goes over North Brooklyn, but as the day went on traffic did build up on the Belt Parkway as well.

In response to Commissioner Glucksman's question, Vice President Passarella confirmed that the process for the Bike Tour is similar to what TBTA does for the NYC Marathon. Responding to Commissioner Glucksman's follow up question as to who pays for that process, Interim President Sheridan stated that TBTA does get reimbursed for the additional staff time so TBTA gets reimbursed for any paid overtime.

Procurements

Interim President Sheridan stated that there are no procurements.

Adjournment

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

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Paul L. Friman".

Paul L. Friman
General Counsel and Corporate Secretary

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

June 26, 2023

9:00 a.m.

In attendance were the Honorable:

Jamey Barbas, Acting Chair
Andrew Albert
Norman Brown
Randolph Glucksman
Lisa Sorin
Vincent Tessitore, Jr.

Also in Attendance:
Haeda Mihaltses

In Person:

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

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

June 26, 2023

Minutes of TBTA Committee held June 26, 2023 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session conducted in two parts:

- Murray Bodin about safety and roadway lines.
- Aleta Dupree about congestion pricing, E-ZPass at the Atlantic Beach Bridge, and toll recovery methods.

Minutes

Acting Chair Barbas postponed the approval of the minutes of the Committee Meeting held on May 22, 2023 because a quorum of the Committee was not in attendance.

Committee Work Plan

Interim President Sheridan stated that there are no changes to the TBTA Committee Work Plan and noted that the First Quarter 2023 Diversity Report for TBTA would be discussed at the Diversity Committee later that day.

Interim President Sheridan's Remarks

Introducing a presentation on TBTA's coordinated approach to hurricane and seasonal storm preparation, Interim President Sheridan stated that in the transportation business, weather is never far from mind. The possibility of extreme conditions requires diligent planning and preparation. As soon as TBTA puts away its snow-fighting equipment each spring, it's time to gear up for Hurricane Season. Lessons learned from past severe storm events inform TBTA's approach. The priority is always safety for customers and employees, protecting TBTA's facilities, which are such critical links in the regional network, and ensuring business continuity.

Interim President Sheridan recounted that several weeks earlier, she was pleased to have spent some time late into the night at the Hugh L. Carey Tunnel to witness a highly coordinated test of TBTA's tunnel portal flood doors. This joint effort among MTA's Construction & Development engineers and contractors, TBTA Maintainers, and other TBTA staff was a testament to MTA's commitment to resiliency and protection of TBTA's assets. Impressed by seeing up-close the preparation and movement of the 20-ton flood door, Interim President Sheridan commended the entire team for all the work they put into this operation, repeated seven more times for each portal at the Hugh L. Carey and Queens Midtown tunnels. It is just one recent example of mostly behind-the-scenes activities in TBTA's annual lead-up to the months of increasingly unpredictable weather conditions.

Coordinated Approach to Hurricane and Seasonal Storm Preparation

Continuing the presentation, Vice President and Chief of Operations Richard Hildebrand stated that each year during the seasonal transition from winter to spring and then to summer, TBTA undertakes a shift in preparedness as coastal storm season approaches and brings with it the potential for severe tropical weather or hurricanes to impact TBTA's service area. First, TBTA looks at all related policies and procedures to ensure they are up to date and in line with emerging trends.

For example, this year TBTA made adjustments to both its Wind Restriction and Coastal and Severe Storm protocols. The adjustments were based on structural changes at the Verrazzano-Narrows Bridge, allowing trucks carrying cargo to safely traverse the upper level at certain wind speeds. This, along with a modernization of TBTA's preparedness, response, and recovery policy for severe storms, enables TBTA to operate more dynamically as a coordinated team during harsh conditions.

Vice President Hildebrand stated that every spring, TBTA holds an all-hands meeting that includes a recap of last year's storms, reminders about applicable policies and procedures, and a look ahead at the forecasted storm season. All TBTA departments are represented, plus MTA consolidated partners in Construction & Development, Labor Relations, IT, Procurement, and Human Resources, as well as TBTA's regional colleagues with the New York State Police, New York National Guard, and Transcom.

Operations --

Vice President Hildebrand continued that following the annual meeting, TBTA's Emergency Management and Planning Section leads an internal, executive level tabletop exercise to ensure that everyone understands their role in storm prep, response, mitigation, and recovery. The exercise plays out as if an actual coastal storm is threatening TBTA's service area and all involved are expected to speak to their department's role during each phase of storm response.

TBTA's Command Center is constantly monitoring weather conditions and forecasts and works closely with its emergency management partners at MTA HQ as well as New York City Emergency Management for the earliest possible activation of preparedness activities, and coordinates the role TBTA's facilities play within the larger region related to evacuation routes if necessary.

Once a forecast provides a sufficient level of certainty, TBTA will begin to convene video conference calls to communicate weather updates, potential impacts, and a general timeline. The discussion covers readiness plans for security of work locations, facilities, and continued delivery of service to the region for as long as possible while maintaining the safety of TBTA's customers and employees. Incident Command Structure plays a large role in all TBTA does and especially in a storm scenario where TBTA operates under the guidelines of the National Incident Management System.

Maintenance --

Turning to storm prep action taken out in the field, Vice President of Maintenance and Operations Support, Charles Passarella, stated that every spring TBTA's Maintenance personnel conduct rapid mitigation exercises to familiarize all levels of its team with set-up and deployment of pre-planned protection measures in the event of a tropical storm or hurricane.

Central Maintenance crews participated in the annual Tunnel Portal Flood Door testing with TBTA's Construction & Development partners. Each tunnel entrance is sealed by a 20-ton steel door approximately 29-feet wide by 14-feet high, and nearly 2 feet thick. In the event of a real coastal storm these doors provide the last line of defense, preventing water from infiltrating TBTA's tunnels and causing extensive damage, as was seen during Superstorm Sandy in 2012.

Another exercise involves the annual deployment of Water Inflated Property Protector flood barriers also known as "WIPPs." While originally part of TBTA's tunnel rapid mitigation measures, they are now utilized at selected building facilities. TBTA has a total of 11 WIPPs, measuring 4 feet high by 9 feet wide, and ranging from 35 feet to 85 feet in length. The WIPP system provides effective flood protection and can help prevent costly damage to TBTA's service buildings and other

assets. The WIPP barriers are available for deployment at any of TBTA's facilities. In actual deployment, the flood barriers are filled with water, but Maintainers engaged in a drill depicting "start-to-finish" actions of a mock deployment use air instead of water to inflate the barrier. This saves time as well as water, and provides the same level of confidence that the barriers are in good condition and perform as designed.

Finally, Vice President Passarella discussed the permanent deployable measures at TBTA's two tunnels designed to a flood elevation 4 feet higher than what had occurred during Superstorm Sandy -- the stop log system at the Queens Midtown Tunnel and the Aqua Fence system at the Hugh L. Carey Tunnel. These systems are also tested annually in May by TBTA's C&D partners and contractors.

Safety --

Vice President and Chief Safety Officer Eric Osnes stated that as TBTA may be more prone to strong winds generated by tropical storms, hurricanes, and other severe weather events due to the effects of climate change, managing TBTA's bridges during coastal wind events is crucial for the safety of TBTA's customers and the integrity of TBTA's infrastructure. During these events, identifying storm characteristics both from the perspective of forecast models and real time detection and monitoring equipment is vital to how the TBTA management teams determine the necessary actions to reduce risk of exposure to people and property.

TBTA's wind detection and atmospheric monitoring systems play a significant role in TBTA's decision making. These systems consist of an array of sensors strategically placed on and around a bridge to measure wind speed, wind direction, roadway temperatures, traction or grip, and other relevant parameters. Accurate and timely data on wind behavior allows TBTA's engineers and management team to assess the potential risks in real-time. By continuously monitoring the wind conditions, TBTA's team can make informed decisions by determining whether wind speeds exceed established thresholds per TBTA's procedures, triggering the appropriate response.

Vice President Osnes continued that wind deflectors are installed on the upper level of the Verrazzano-Narrows Bridge adjacent to the towers. These translucent elements are designed to diffuse wind pressure and mitigate impacts to crossing traffic. They also reduce the wind load that may affect vulnerable vehicles such as empty tractor-trailers. TBTA is constantly striving for improvements in technology, active monitoring, and engineering solutions to protect TBTA's infrastructure and customers.

Intelligent Transportation Systems and Tolling --

Continuing the presentation, Chief Operating Officer Allison L. C. de Cerreño stated that -- supporting TBTA Operations, Maintenance, and Safety -- the Intelligent Transportation Systems and Tolling (ITST) department, under the leadership of Nichola Angel, has critical systems related to TBTA's operations and revenue collection. In advance of impending storms, the ITST team reviews these systems and performs checks, including but not limited to individual weather stations at all TBTA bridge facilities and variable message signs (VMS). The ITST team provides diagnostic and technical support 24 hours a day for any issues that might arise.

ITST is also responsible for TBTA's toll collection systems and operations, including roadway technology and infrastructure, and back-office systems and operations. In preparation for any major storm, and similar to other areas around the agency, the department provides coverage from internal staff and contractors.

Prior to an anticipated storm, ITST's Tolling Technology staff inspects the tolling and related

equipment at every facility, checking on generator readiness and security of systems and equipment, including the overhead gantries, cameras, toll equipment buildings and cabinets. ITST's Tolling Operations staff involved with back-office operations confirm the readiness of the E-ZPass New York Customer Service Center to continue administering E-ZPass and Tolls by Mail customer service and account management functions. If a safety-related decision is made to limit service center business hours due to hazardous conditions, the team works jointly with the vendor and the New York tolling agency partners -- the New York State Thruway Authority and Port Authority of New York and New Jersey -- to communicate to TBTA's customers through the Tolls NY mobile app, text alerts, email notifications, and updates to the E-ZPass New York website.

During the storm event, staff closely monitor equipment, systems, and back office operations so any issues are dealt with as quickly as possible. Once it is deemed safe to respond, ITST staff coordinate with other TBTA departments and contractors as appropriate to assess whether any repairs or cleaning are needed.

Post-storm review activity also includes a review of transaction processing for the timely and complete processing of toll transactions during the storm event. For the most severe conditions that result in bridge and tunnel closings and/or evacuation measures, a full review of plaza traffic levels is undertaken to evaluate the impact of the loss of toll revenue on TBTA finances; this information is also used for potential business interruption recovery of toll loss.

In conclusion, Chief Operating Officer C. de Cerreño stated that the ITST team stands with all TBTA departments to support the mission of TBTA through extreme weather events, providing safety above all, and protecting the critical systems that support TBTA's business operations.

In response to Commissioner Albert's question as to whether TBTA has a direct contact with someone at the National Weather Service to get the latest information on current and anticipated weather conditions, Vice President Hildebrand confirmed that TBTA maintains such contact through its emergency management partners and is continually in communication with them about the latest forecast, adding that TBTA monitors the National Oceanic and Atmospheric Administration (NOAA) website for ongoing emergency alerts to be in lockstep with the National Incident Management System.

Procurements

Interim President Sheridan stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Paul L. Friman
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2023

No items scheduled

August 2023

No meeting scheduled

September 2023

2024 Preliminary Budget

Planning & Budget

October 2023

2024 Preliminary Budget

Planning & Budget

November 2023

No items scheduled

December 2023

2024 Proposed Committee Work Plan
2024 Proposed Final Budget

Committee Chair & Members
Planning & Budget

January 2024

Approval of 2024 Work Plan

Committee Chair & Members

February 2024

2024 Adopted Budget/Financial Plan 2024-2027
2023 B&T Operating Surplus
2023 Customer Environment Report

Planning & Budget
Controller
Operations

March 2024

Annual Procurement Contracts Report

Procurement & Materials/
Finance

April 2024

No items scheduled

May 2024

Final Review of 2023 Year-End Operating Results

Planning & Budget

June 2024

No items scheduled

BRIDGES & TUNNELS COMMITTEE WORK PLAN

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

Report on Operations

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

Safety Report

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

Financial Report

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

Procurements

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

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

II. SPECIFIC AGENDA ITEMS

JULY 2023

No items scheduled

AUGUST 2023

No meeting scheduled

SEPTEMBER 2023

2024 Preliminary Budget

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

OCTOBER 2023

2024 Preliminary Budget

Public comment will be accepted on the 2024 Preliminary Budget.

NOVEMBER 2023

No items scheduled

DECEMBER 2023

2024 Proposed Committee Work Plan

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

2024 Proposed Final Budget

The Committee will recommend action to the Board.

JANUARY 2024

Approval of Work Plan for 2024

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

FEBRUARY 2024

2024 Adopted Budget and February Financial Plan 2024-2027

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

2023 B&T Operating Surplus

The Committee will recommend action to the Board.

2023 Customer Environment Report

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

MARCH 2024

Annual Procurement Contracts Report

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

APRIL 2024

No items scheduled

MAY 2024

Final Review of 2023 Year-End Operating Results

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

JUNE 2024

No items scheduled



Bridges and Tunnels

Report on Operations May 2023



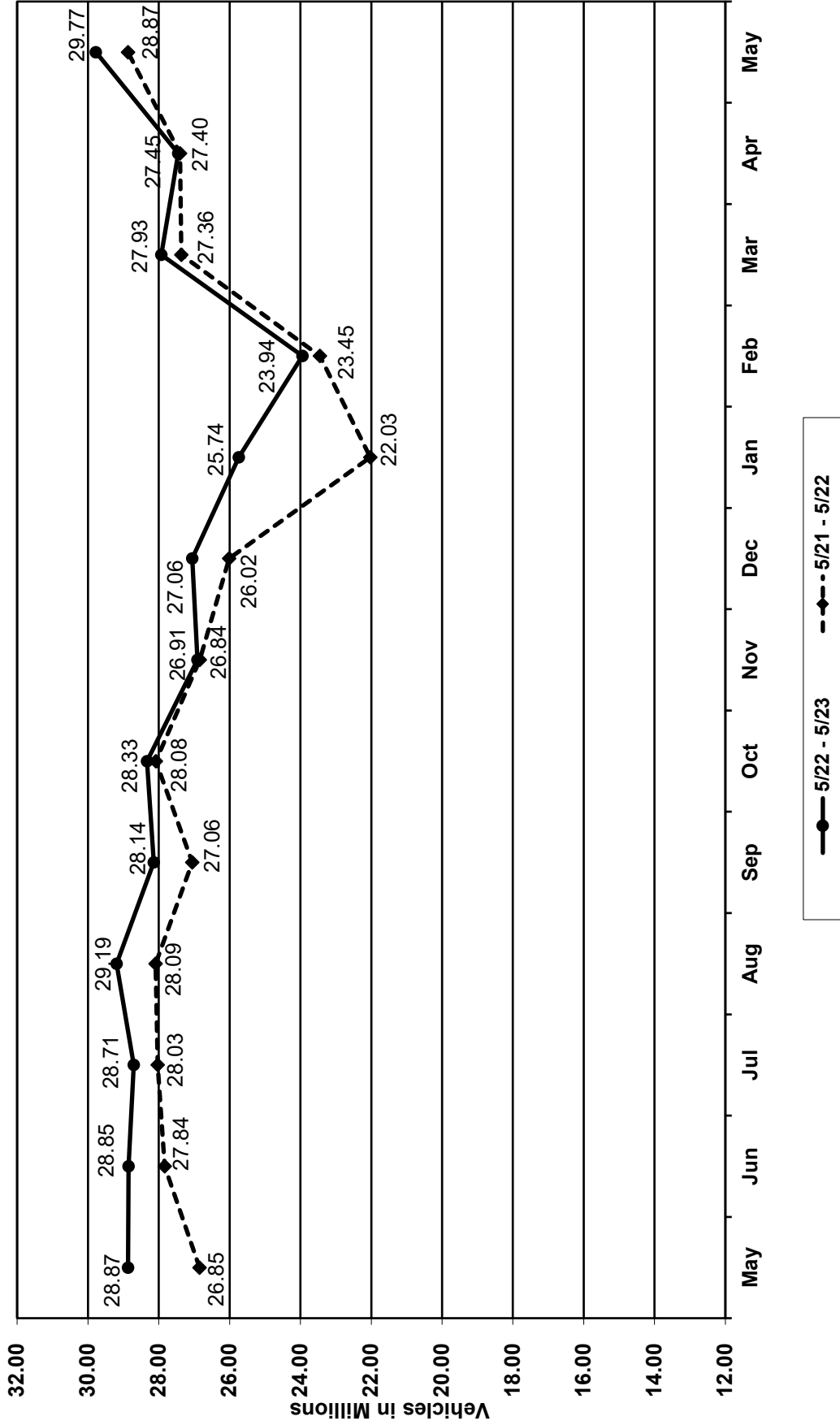
MTA Bridges and Tunnels May 2023 Traffic Trends

Summary

B&T's total paid traffic for May was 29.8 million, an increase of 3.1% compared to 28.9 million crossings in May 2022. Compared to May 2021, B&T paid traffic was 10.9% higher with an increase of 2.9 million crossings. E-ZPass market share was 93.0% in May, lower than both last year and two years ago.

Gasoline prices increased slightly in May to an average of \$3.70 per gallon, which is \$1.13 lower than May 2022, but \$0.66 higher than two years ago. Gasoline prices and weather conditions were not significant factors on May traffic.

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



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

All B&T Facilities by Method of Payment	2023 YTD		
	May 2023	May 2022	May 2021
E-ZPass ¹	27,699,866	27,554,331	25,521,523
Tolls by Mail ²	2,074,699	1,315,944	1,326,604
Total	29,774,565	28,870,275	26,848,127
E-ZPass Market Share ³ :			
Total	93.0%	95.4%	95.1%
Cars	92.9%	95.3%	94.9%
Trucks	95.0%	97.6%	97.0%

Facility	Average Weekday ³				Average Weekend ³				E-ZPass Market Share					
	Total		E-ZPass		Total		E-ZPass		May 2023		May 2022		May 2021	
	Toll	TBM	Toll	TBM	Toll	TBM	Toll	TBM	2023 vs 2022	2023 vs 2021	2023 vs 2022	2023 vs 2021	2023 vs 2022	2023 vs 2021
Bronx-Whitestone Bridge	140,151	128,693	11,557	11,557	144,330	130,001	14,329	14,329	91.8%	94.4%	94.7%	94.4%	90.1%	93.1%
Cross Bay Bridge	23,899	22,574	1,325	1,325	19,765	18,444	1,321	1,321	94.5%	96.2%	96.3%	96.2%	93.3%	95.1%
Henry Hudson Bridge	77,941	73,274	4,668	4,668	70,075	64,824	5,251	5,251	94.0%	95.8%	96.0%	95.8%	92.5%	94.9%
Hugh L. Carey Tunnel	66,543	63,228	3,315	3,315	57,175	53,437	3,738	3,738	95.0%	96.7%	97.0%	96.7%	93.5%	95.5%
Marine Parkway Bridge	24,107	23,101	1,006	1,006	20,405	19,310	1,095	1,095	95.8%	97.1%	97.1%	97.1%	94.6%	96.3%
Queens Midtown Tunnel	87,759	83,253	4,506	4,506	80,610	75,422	5,188	5,188	94.9%	96.0%	97.0%	96.0%	93.6%	95.8%
Robert F. Kennedy Bridge	200,671	185,949	14,722	14,722	188,820	171,989	16,830	16,830	92.7%	95.4%	95.4%	95.1%	91.1%	94.0%
Throgs Neck Bridge	120,945	111,592	9,353	9,353	134,585	122,322	12,263	12,263	92.3%	95.2%	95.2%	95.2%	90.9%	93.7%
Verrazano-Narrows Bridge ¹	230,397	217,326	13,070	13,070	222,084	206,030	16,054	16,054	94.3%	96.4%	96.4%	96.0%	92.8%	94.9%
All Facilities¹	972,414	908,990	63,523	63,523	937,848	861,778	76,070	76,070	93.5%	95.5%	95.9%	95.5%	91.9%	94.4%

Notes:

- At the Verrazano-Narrows Bridge (VNB), tolls were only collected in the westbound direction prior to December 1, 2020.
- As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.
- Average traffic and market share figures exclude holidays.

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

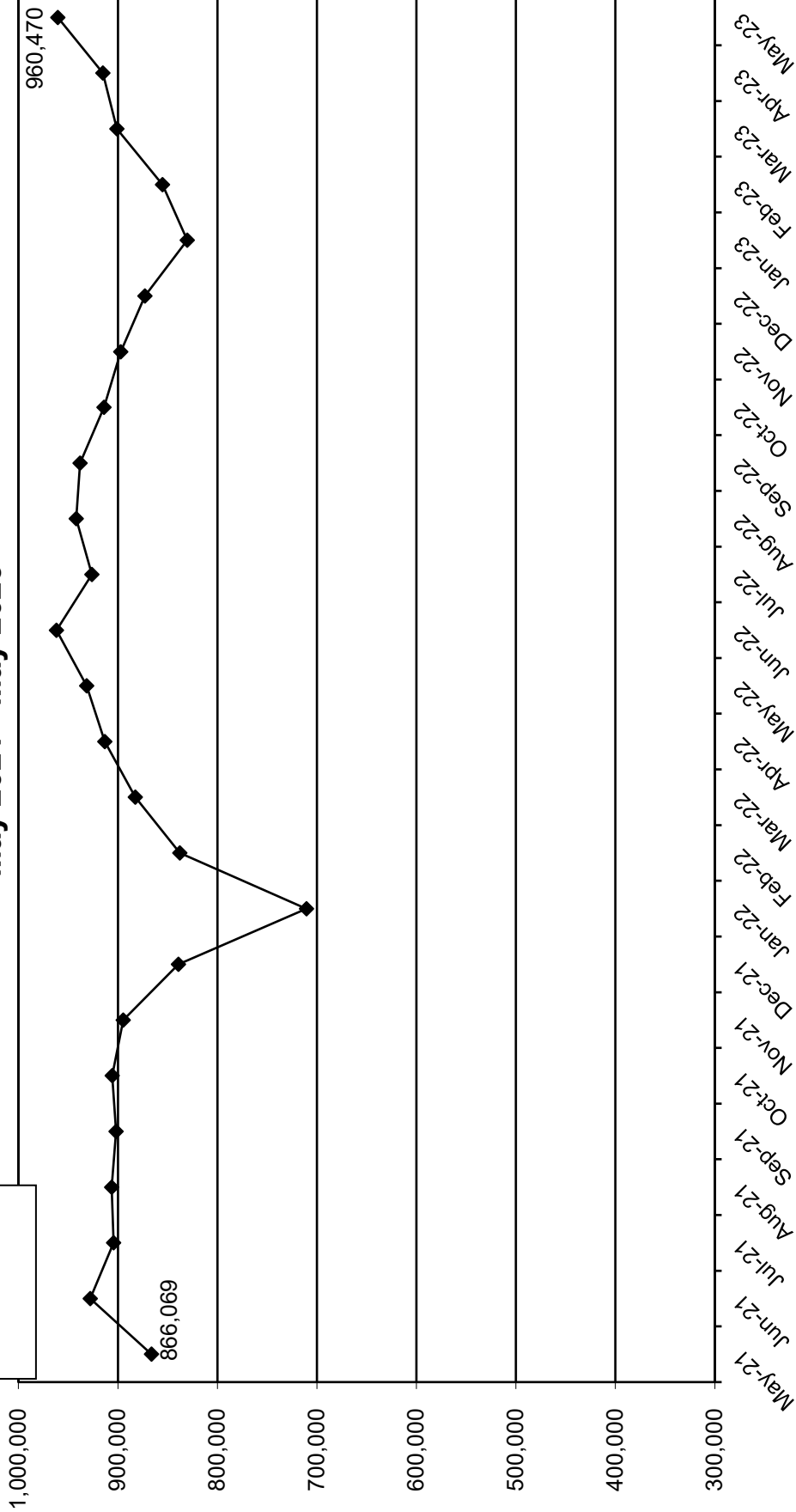
Distribution by Facility & Time Period			
Facility	May 2023		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.3%	23.8%	53.8%
Cross Bay Bridge	24.3%	24.9%	50.8%
Henry Hudson Bridge	23.0%	28.3%	48.7%
Hugh L. Carey Tunnel	24.1%	24.0%	51.9%
Marine Parkway Bridge	25.0%	27.3%	47.7%
Queens Midtown Tunnel	20.6%	22.3%	57.2%
Robert F. Kennedy Bridge	23.3%	21.0%	55.7%
Throgs Neck Bridge	22.8%	23.2%	54.0%
Verrazzano-Narrows Bridge	<u>22.8%</u>	<u>23.5%</u>	<u>53.7%</u>
All Facilities	22.8%	23.4%	53.7%

Payment Method by Facility (Transactions)¹			
Facility	May 2023		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	86.1%	5.2%	8.7%
Cross Bay Bridge	92.4%	1.7%	5.9%
Henry Hudson Bridge	82.9%	10.7%	6.4%
Hugh L. Carey Tunnel	88.3%	6.3%	5.4%
Marine Parkway Bridge	92.3%	3.1%	4.5%
Queens Midtown Tunnel	88.6%	5.9%	5.5%
Robert F. Kennedy Bridge	85.8%	6.5%	7.7%
Throgs Neck Bridge	83.8%	8.0%	8.2%
Verrazzano-Narrows Bridge	<u>83.1%</u>	<u>10.8%</u>	<u>6.1%</u>
All Facilities	85.4%	7.6%	7.0%

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

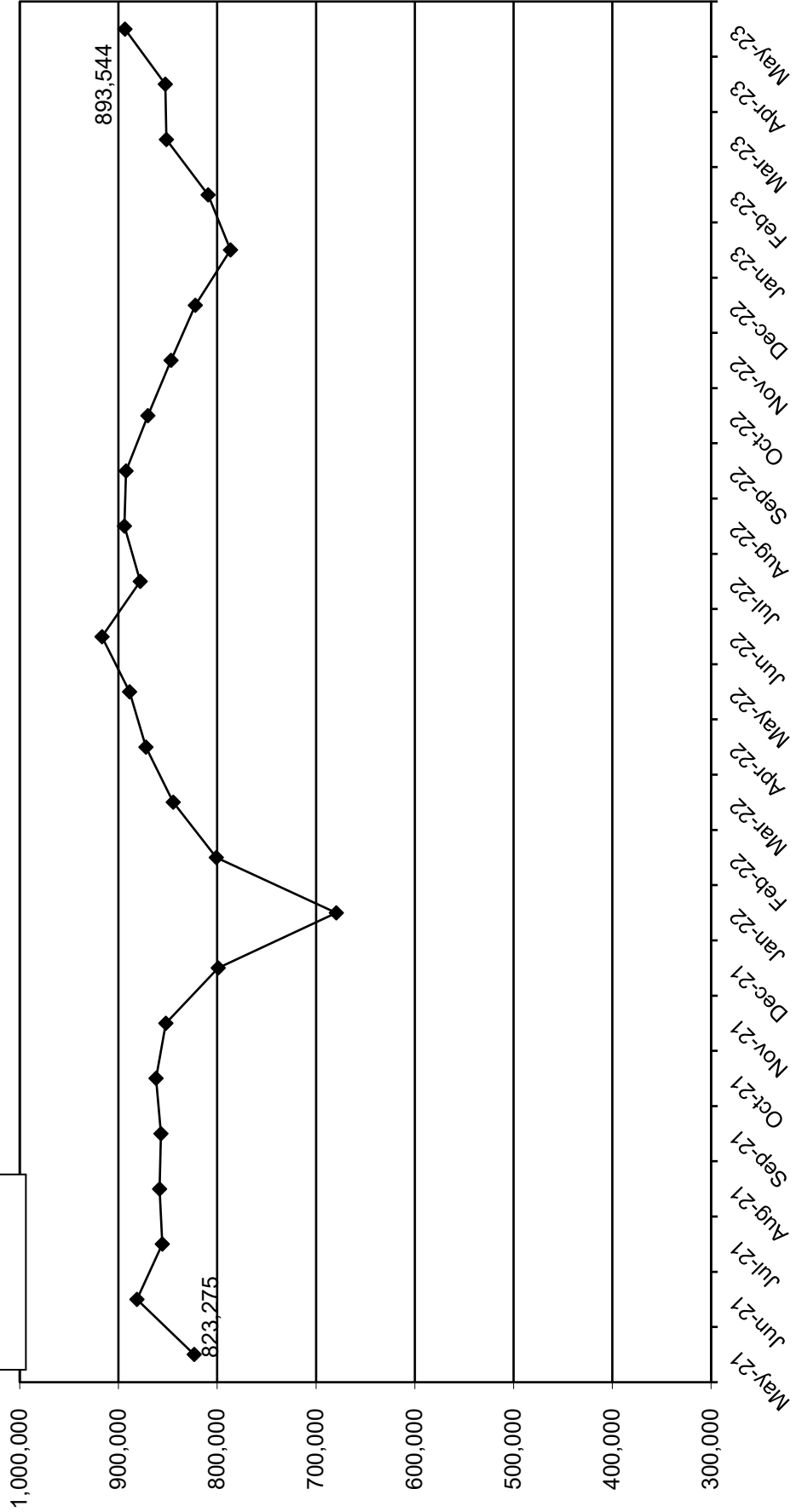
**MTA Bridges and Tunnels
Average Daily Traffic
May 2021 - May 2023**

All Vehicles



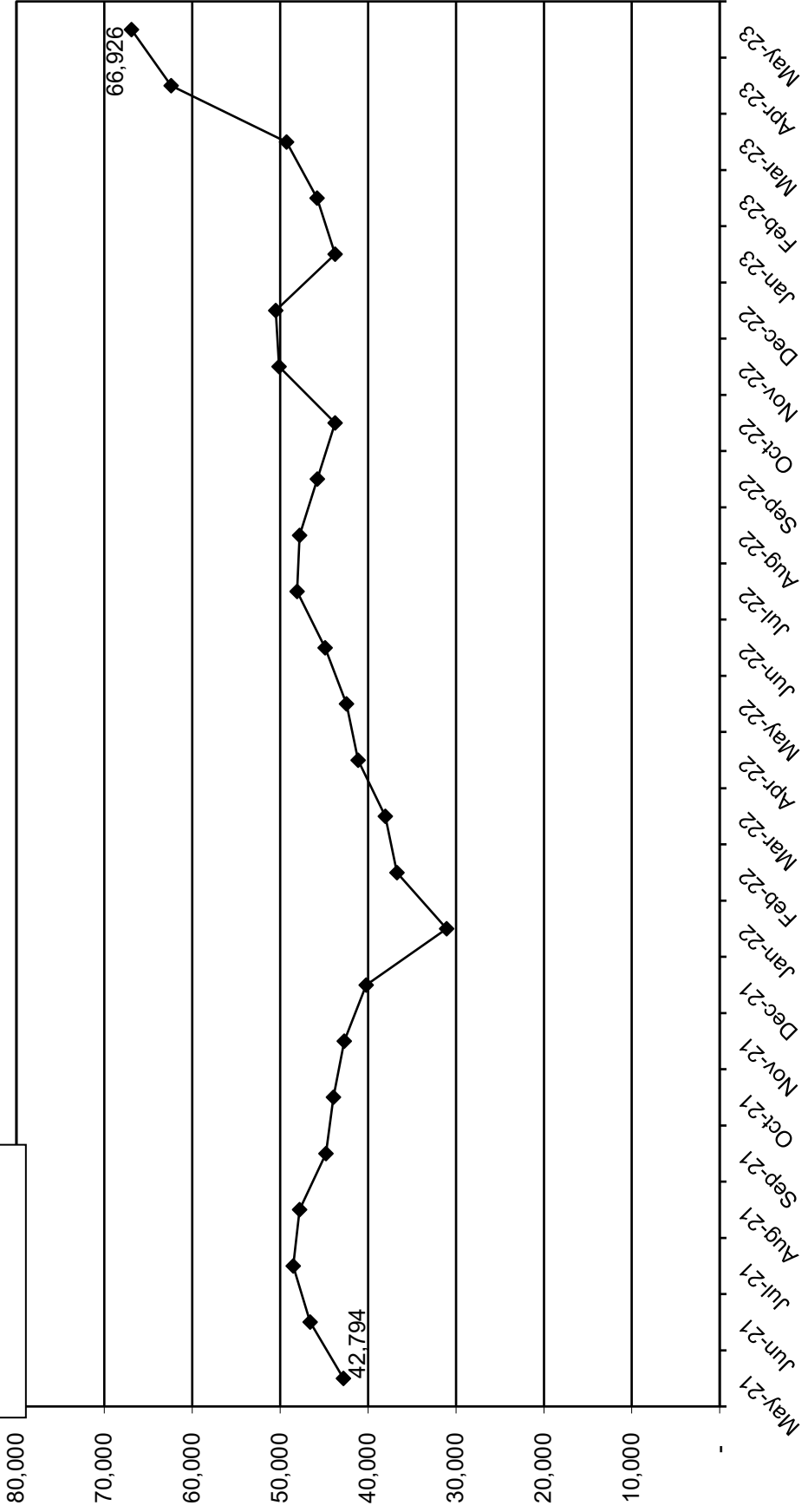
**MTA Bridges and Tunnels
Average Daily Traffic
May 2021 - May 2023**

**E-ZPass
Vehicles**



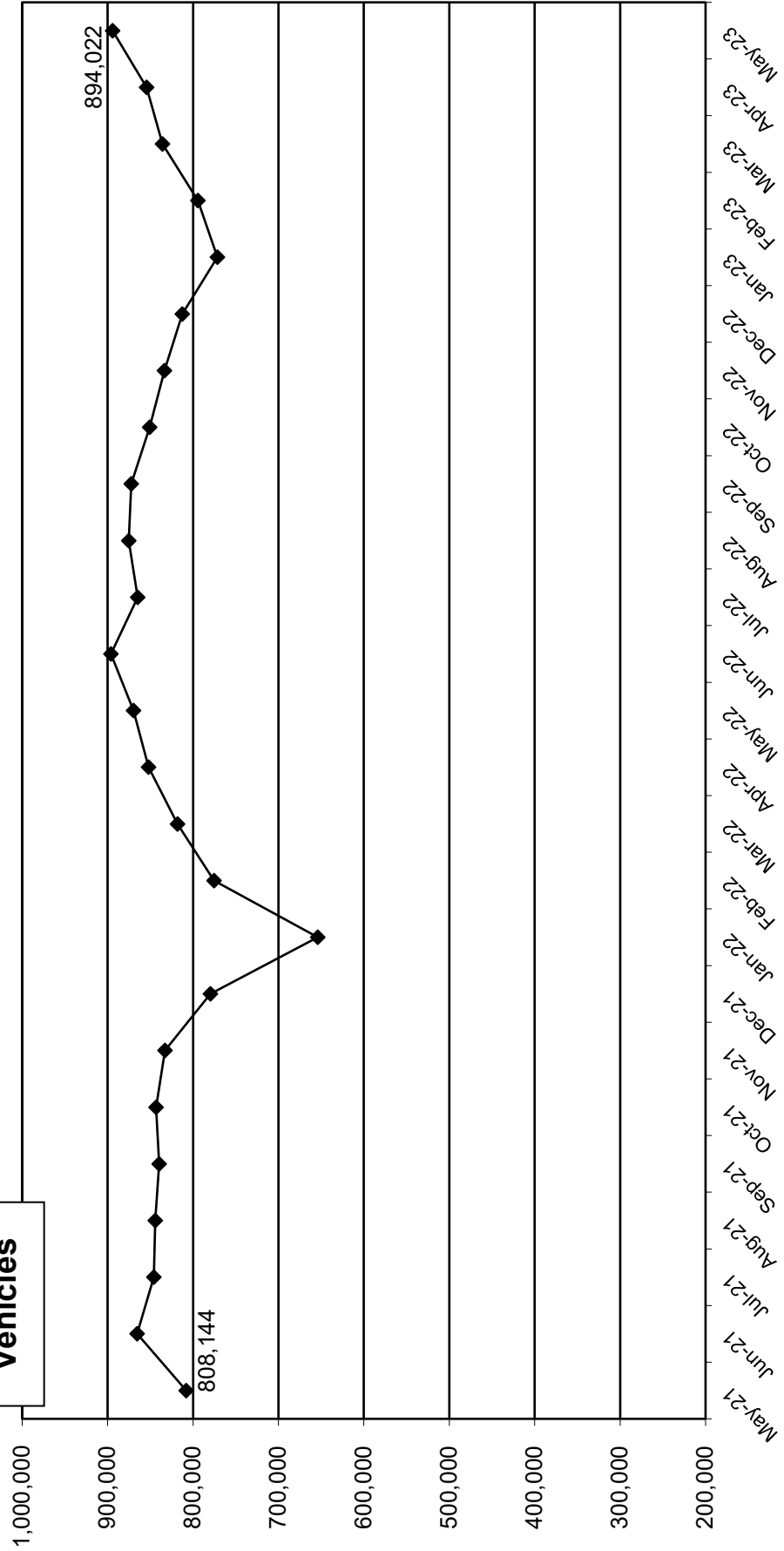
**MTA Bridges and Tunnels
Average Daily Traffic
May 2021 - May 2023**

**Tolls by Mail
Vehicles**



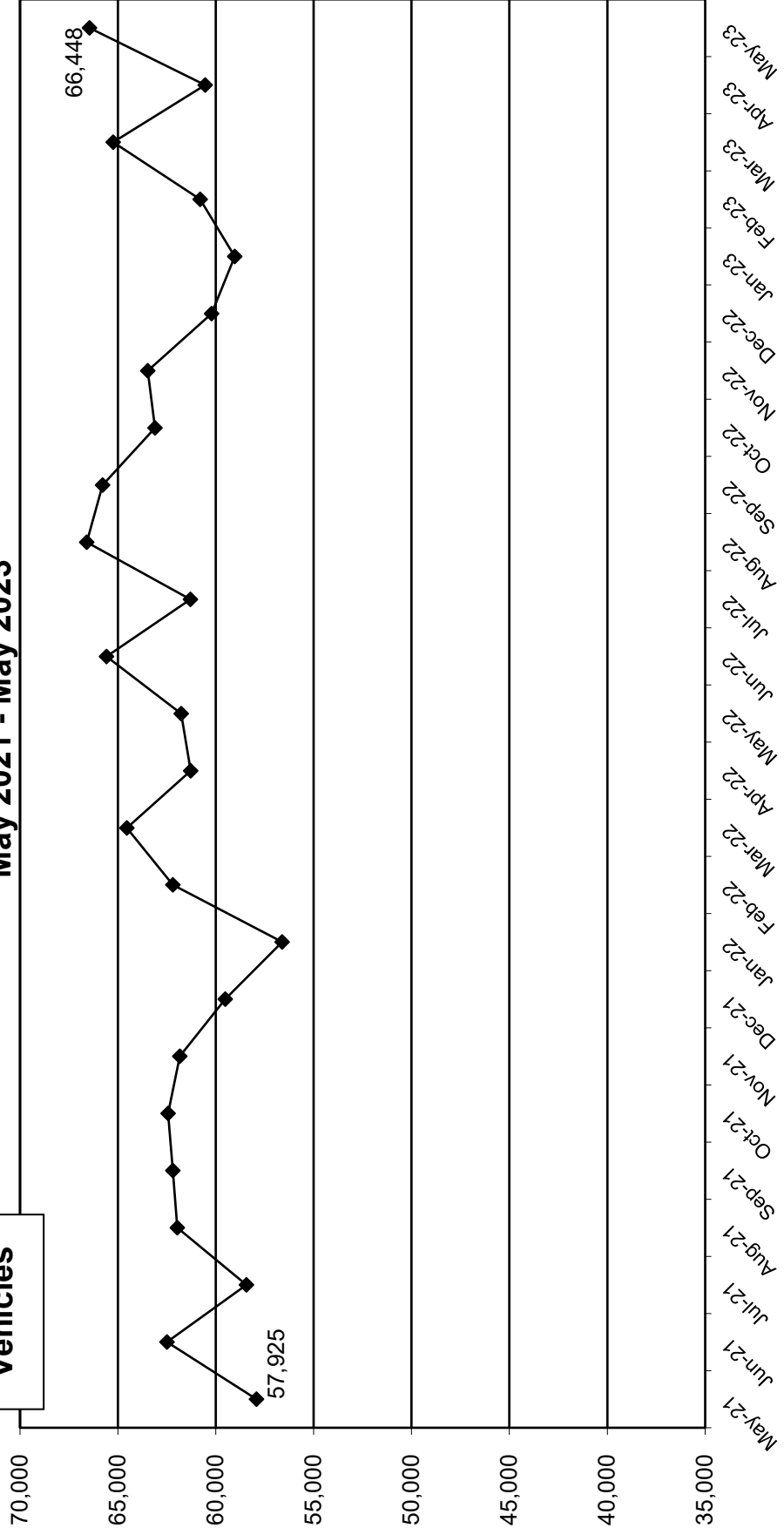
**MTA Bridges and Tunnels
Average Daily Traffic
May 2021 - May 2023**

**Passenger
Vehicles**



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

**Other
Vehicles**



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

Corridor	Toll Media	May(1)	3 Months(2) (Mar-May)	6 Months(3) (Dec -May)	9 Months(4) (Sep-May)	12 Months(5) (Jun-May)
All Facilities	Total Vehicles	3.1%	1.8%	4.4%	3.4%	3.4%
	E-ZPass	0.5%	-0.3%	2.7%	2.3%	2.6%
	Tolls by Mail	57.7%	46.8%	38.9%	27.0%	18.9%
RFK Bridge	Total Vehicles	5.3%	2.8%	5.9%	5.2%	4.6%
	E-ZPass	2.2%	0.5%	4.0%	3.8%	3.6%
	Tolls by Mail	62.8%	48.3%	43.1%	31.8%	23.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	1.9%	0.6%	4.4%	4.5%	6.1%
	E-ZPass	-0.3%	-1.1%	3.1%	3.7%	5.6%
	Tolls by Mail	64.0%	50.5%	41.4%	28.7%	20.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.3%	2.5%	4.5%	3.5%	3.3%
	E-ZPass	0.2%	-0.1%	2.5%	2.4%	2.2%
	Tolls by Mail	56.7%	47.0%	39.0%	26.4%	20.6%
Verrazzano-Narrows Bridge	Total Vehicles	3.3%	2.3%	4.1%	3.1%	2.6%
	E-ZPass	1.0%	0.4%	2.8%	2.2%	2.1%
	Tolls by Mail	56.1%	47.5%	37.3%	24.1%	14.7%
Henry Hudson Bridge	Total Vehicles	2.8%	0.6%	3.5%	1.2%	1.0%
	E-ZPass	0.6%	-1.1%	2.2%	0.4%	0.4%
	Tolls By Mail	51.1%	39.3%	32.6%	20.0%	13.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.5%	-2.3%	-0.5%	-1.8%	-1.4%
	E-ZPass	-4.1%	-3.6%	-1.5%	-2.4%	-1.8%
	Tolls by Mail	39.7%	35.4%	27.6%	15.2%	7.9%

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

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

Corridor	Toll Media	May(1)	3 Months(2) (Mar-May)	6 Months(3) (Dec-May)	9 Months(4) (Sep-May)	12 Months(5) (Jun-May)
All Facilities	Total Vehicles	3.1%	1.8%	4.4%	3.4%	3.4%
	Passenger	2.8%	1.8%	4.6%	3.5%	3.4%
	Other	7.6%	2.5%	1.8%	2.3%	3.2%
RFK Bridge	Total Vehicles	5.3%	2.8%	5.9%	5.2%	4.6%
	Passenger	4.9%	2.6%	6.0%	5.2%	4.6%
	Other	10.5%	5.4%	4.9%	5.0%	5.0%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	1.9%	0.6%	4.4%	4.5%	6.1%
	Passenger	1.4%	0.4%	4.4%	4.4%	6.0%
	Other	9.4%	4.4%	4.7%	6.0%	7.7%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.3%	2.5%	4.5%	3.5%	3.3%
	Passenger	3.2%	2.8%	5.1%	3.6%	3.6%
	Other	4.0%	-0.9%	-1.5%	1.9%	0.2%
Verrazzano-Narrows Bridge	Total Vehicles	3.3%	2.3%	4.1%	3.1%	2.6%
	Passenger	2.9%	2.2%	4.3%	3.2%	2.6%
	Other	8.3%	3.2%	1.4%	1.6%	2.0%
Henry Hudson Bridge	Total Vehicles	2.8%	0.6%	3.5%	1.2%	1.0%
	Passenger	2.6%	0.5%	3.4%	1.0%	0.8%
	Other	20.3%	10.2%	11.4%	17.7%	19.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-2.5%	-2.3%	-0.5%	-1.8%	-1.4%
	Passenger	-3.2%	-2.7%	-0.8%	-2.3%	-1.9%
	Other	8.7%	4.0%	4.4%	5.5%	6.4%

(1) May 2023 vs. May 2022
(2) March 2023 to May 2023 vs. March 2022 to May 2022
(3) December 2022 to May 2023 vs. December 2021 to May 2022
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Bridges and Tunnels

Safety Report May 2023



Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	June 2020 - May 2021	June 2021 - May 2022	June 2022 - May 2023
Customer Collisions Rate per Million Vehicles	3.90	4.02	3.83
Customer Injury Collisions Rate per Million Vehicles	0.62	0.74	0.84
Employee Accident Reports	151	124	130
Employee Lost Time Injuries Rate per 200,000 Hours Worked	6.5	5.0	5.2

Leading Indicators				
Roadway Safety	2022		2023	
	May	Year End	May	Year to Date
Workforce Development (# of Participants)	87	486	230	425
Fleet Preventative Maintenance Insp.	137	1531	104	616
* Safety Taskforce Inspections	2	14	0	5
Fire Safety	May	Year End	May	Year to Date
* Fire Code Audits Completed	1	14	1	5
* FDNY Liaison Visits	2	29	0	14

*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: 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.

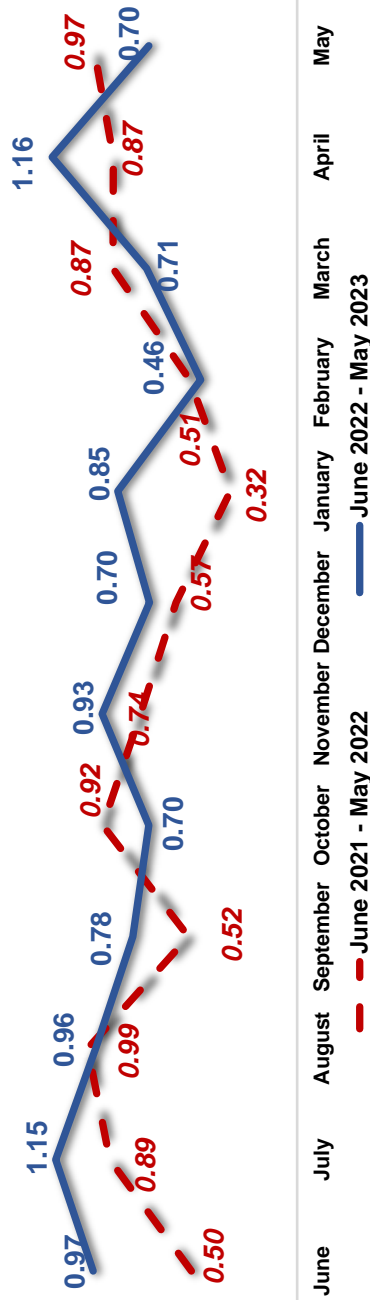
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

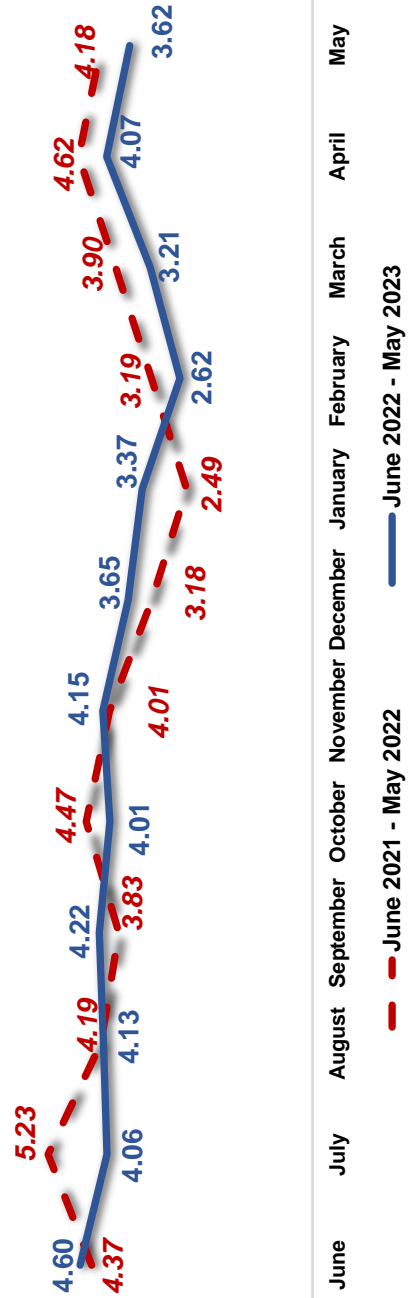


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles

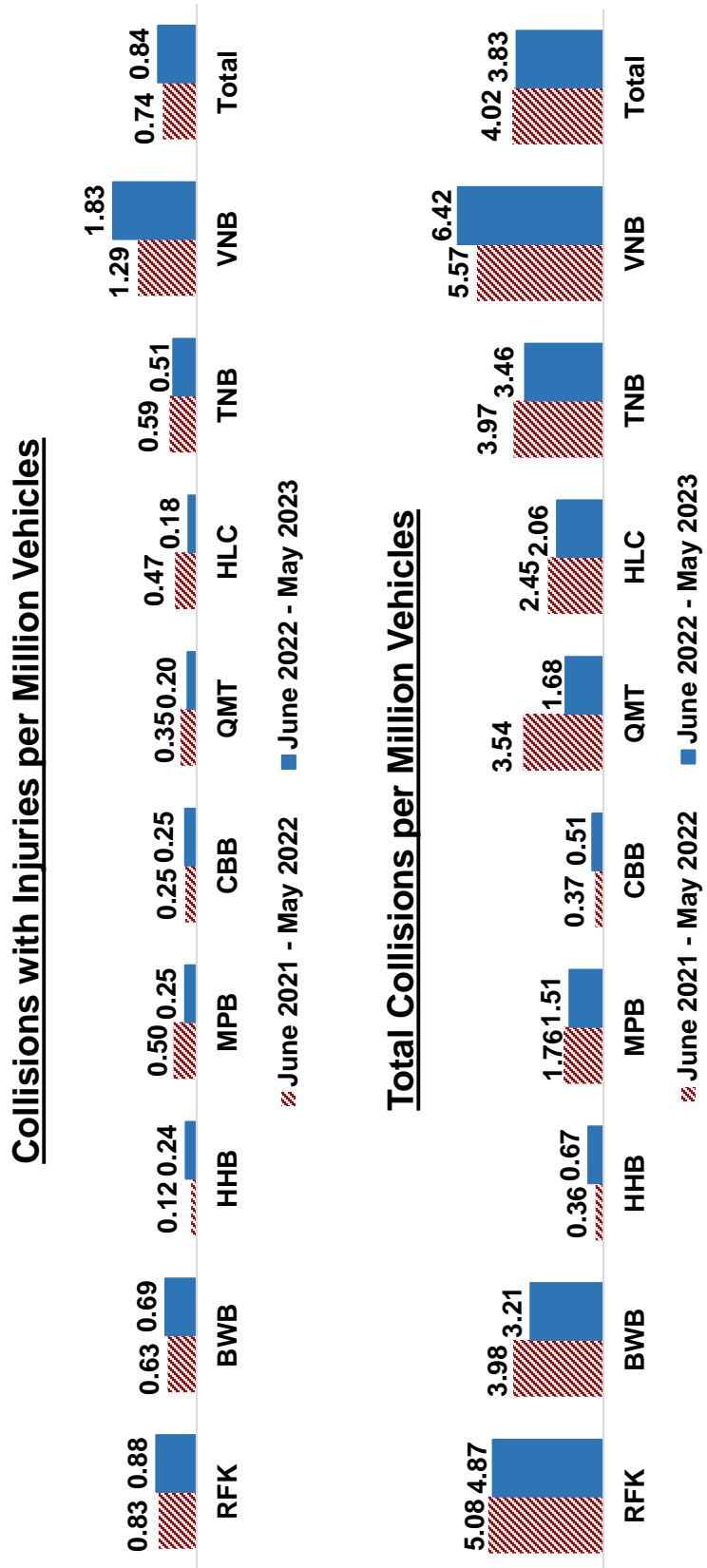


Total Collisions per Million Vehicles





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





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

	22-May	22-Jun	22-Jul	22-Aug	22-Sep	22-Oct	22-Nov	22-Dec	23-Jan	23-Feb	23-Mar	23-Apr	23-May
RFK	6.88	3.65	4.23	5.28	6.17	6.47	6.45	4.22	4.07	3.74	3.00	5.56	5.40
BWB	3.94	5.54	3.47	4.49	2.74	3.01	1.44	1.94	4.56	2.49	2.39	2.18	3.88
TNB	3.51	2.87	3.97	4.24	3.46	3.12	4.79	3.61	3.72	3.64	3.16	3.37	1.81
VNB	5.10	8.60	7.28	6.77	7.49	5.81	6.99	6.74	4.73	3.43	6.52	6.52	5.65
QMT	4.91	3.79	1.56	1.51	1.92	2.60	0.80	1.22	1.28	0.90	0.77	2.79	0.75
HLC	0.00	2.59	3.28	0.52	1.60	1.04	2.19	3.23	0.00	1.20	2.05	4.87	2.02
HHB	0.44	1.34	0.47	0.46	0.00	1.34	0.48	0.49	0.53	0.56	0.47	0.47	1.29
MPB	2.72	0.00	1.19	1.27	1.44	1.59	3.32	1.67	3.49	0.00	1.60	0.00	2.77
CBB	0.00	0.00	1.29	0.00	1.47	1.53	1.64	0.00	0.00	0.00	0.00	0.00	0.00
Total	4.18	4.60	4.06	4.13	4.22	4.01	4.15	3.65	3.37	2.62	3.21	4.07	3.62