



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## November 2024

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### **Committee Members**

D. Mack, Chair

A. Albert

N. Brown

R. Glucksman

M. Joshi

J. Samuelsen

L. Sorin

V. Tessitore

M. Valdivia

**Bridges & Tunnels Committee Meeting**

**2 Broadway, 20th Floor**

**New York, NY 10004**

**Monday, 11/18/2024**

**9:00 - 11:00 AM ET**

**1. Summary of Actions - None**

**2. Public Comments Period**

**3. Approval of Minutes**

*B&T Committee Minutes - July 2024, October 2024, September 2024 - Page 3*

**4. Committee Work Plan**

*B&T Committee Work Plan - Page 15*

**5. Report on Operations**

*B&T Operations Report - September 2024 - Page 21*

**6. Safety Report**

*B&T Safety Report - September 2024 - Page 33*

**7. Financial Report**

*B&T Financial Report - October 2024 - Page 38*

**8. Procurements - None**



# Bridges and Tunnels

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## Minutes of Committee Meeting July 2024



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

**July 29, 2024**

**12:30 p.m.**

In attendance were the Honorable:

David S. Mack, Co-Chair  
Andrew Albert  
Randolph Glucksman  
Lisa Sorin  
Midori Valdivia

Also in Attendance:  
Gerard Bringmann  
David R. Jones

In Person:

Joyce Brown, Agency Chief Equal Opportunity Officer  
Pashko Camaj, Acting Vice President and Chief Safety Officer  
Nick Fasano, Assistant Director, Government and Community Relations  
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA  
Edwin T. King, Executive Vice President  
Donald E. Look, Senior Vice President, Internal Affairs & Security Advisor  
Michael Minunni, Assistant Vice President, Tolling Operations and Customer Service Center Contracts  
Charles J. Passarella, Vice President of Maintenance  
Catherine T. Sheridan, P.E., President  
Marlene Thompson, Chief of Staff/Chief Administrative Officer

## MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

July 29, 2024

Minutes of TBTA Committee held July 29, 2024 at 12:30 p.m. A list of those in attendance is attached.

### Public Speakers

The following speaker commented during the public speakers' session:

- David Kupferberg about congestion pricing.

### Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on June 24, 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 recounted that earlier in the month, TBTA marked a notable milestone for its inter-agency law enforcement partnership in the ongoing crackdown of ghost plates and persistent toll evaders. TBTA's twenty-fifth joint operation was held at the Bronx-Whitestone Bridge, followed by a press conference where President Sheridan was proud to join Chair Lieber and leadership from the NYPD, New York State Police, Department of Motor Vehicles, New York City Sheriff, MTA PD, Taxi and Limousine Commission Police, and Port Authority Police. TBTA was privileged to have numerous officers from across all the participating agencies in attendance. These are the people who have been out there in force, conducting these frequent operations since this vital partnership was established in March. President Sheridan added that TBTA Bridge and Tunnel officers continue this pursuit every single day at TBTA facilities. The message remains stronger than ever: don't cover, obstruct, or alter your plate; pay your fair share.

Turning to preparations for hurricane and tropical storm season, President Sheridan stated that TBTA's Special Operations Division conducted a tabletop exercise centered around a hypothetical storm and potential impact to one of TBTA's tunnels. Representatives from all TBTA departments, as well as Construction & Development engineering partners, were engaged throughout the prep, response, and recovery phases, relative to their areas of responsibility. It was a valuable team exercise in TBTA's annual lead-up to a season of unpredictable weather conditions.

And as reported recently in the news, storm season prep also includes a critically important operation at TBTA's two tunnels, with flood door testing at the Hugh L. Carey and Queens Midtown Tunnels. These doors were installed in 2017 as part of the Agency's long-term resiliency program. MTA Construction and Development engineers and contractors, assisted by TBTA Maintenance crews, conduct these overnight tests of the 20-ton doors designed to prevent water from flooding the tunnels and causing damage.

### Peregrine Falcon Preservation Presentation

Vice President of Maintenance Charles Passarella provided an insider perspective on how TBTA's Maintenance Department has continued for more than four decades to play a key role in the

environmental success story of protecting peregrine falcons, an endangered species. These efforts include facilitating the hatching and banding of peregrine falcon chicks in nest boxes constructed and installed atop the Marine Parkway, Throgs Neck and Verrazzano-Narrows bridge towers, in partnership with the New York City Department of Environmental Protection. Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation.

### **Procurements**

President Sheridan stated that there are no procurements.

### **Toll Violation Enforcement – Action Item**

TBTA General Counsel and Corporate Secretary Paul L. Friman presented an Action Item asking the Committee to approve and move to the Board for adoption the revised toll violation enforcement regulations that had been presented to the Committee and Board in May 2024, and for authorization of TBTA's completion of all steps necessary and desirable to establish and implement them. Among other things, the revised regulations would reduce the toll violation fee to \$50 at the Bronx-Whitestone, RFK, Throgs Neck, and Verrazzano-Narrows Bridges, as well as the Queens Midtown and Hugh L. Carey Tunnels, and establish a \$50 violation fee for the Congestion Relief Zone.

Upon a motion duly made and seconded, the Toll Violation Enforcement Action Item was approved and moved to the Board.

A copy of the Staff Summary of the above Action Item is in the Report of the TBTA Committee for the meeting held this day.

### **Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary



# Bridges and Tunnels

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## Minutes of Committee Meeting October 2024



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

**October 28, 2024**

**9:00 a.m.**

In attendance were the Honorable:

David S. Mack, Chair  
Andrew Albert  
Randolph Glucksman  
Vincent Tessitore, Jr.

In Person:

Joyce Brown, Agency Chief Equal Opportunity Officer  
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA  
Diane Kenneally, Chief of Staff/Chief Administrative Officer  
Edwin T. King, Executive Vice President  
Stephen Knapp, Senior Vice President, Tolling Management  
Donald E. Look, Senior Vice President, Internal Affairs & Security Advisor  
Rose Pascone, Assistant Director, Government and Community Relations  
Catherine T. Sheridan, P.E., President  
Marlene Thompson, Senior Vice President, Facility Management

Virtual:

Nichola Angel, Vice President, Tolling Strategy



# MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

**October 28, 2024**

Minutes of TBTA Committee held October 28, 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.
- Matty W. Buchys-Hyland about congestion pricing.

## **Minutes**

Chair Mack postponed the approval of the minutes of the Committee Meetings held on July 29, 2024 and September 23, 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.

## **President Sheridan's Remarks**

President Sheridan reported that TBTA anticipates another round of record revenue surplus this year due to a combination of increased toll revenue and lower expenses. Specifically, \$10 million in recurring savings will begin in 2025. This includes reducing areas of under-spending, future efficiencies in non-labor areas, and the elimination of vacancies primarily due to revised staffing requirements. Ongoing efforts include future controls on procurement credit cards to ensure the best pricing for purchases and a review of facility space needs. An independent needs analysis by MTA Construction & Development to meet the current and future operating environment was recently completed and implementation strategies are underway. Additionally, 2024 year-to-date total overtime is 8.5% (\$2.2 million) favorable from the mid-year forecast. This is attributed to continued management efficiencies and improved scheduling and staff deployment.

## **Cargo Vessel Coordinated Safe Passage Presentation**

President Sheridan and U.S. Coast Guard Sector New York, Commander Dan McQuate gave a presentation about the successful coordinated safe passage under the Verrazzano-Narrows Bridge of a cargo vessel carrying four tall container cranes enroute to Port Liberty Bayonne Terminal on October 19th.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation, Commissioners' questions, and President Sheridan and Commander McQuate's responses.

Well on the way to achieving TBTA's goal of realigning its leadership and departments, President Sheridan gave an update on TBTA's reorganized executive and senior leadership team and organizational structure.

## **Procurements**

President Sheridan stated that there are no procurements.

**Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary



# Bridges and Tunnels

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## Minutes of Committee Meeting September 2024



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

**September 23, 2024**

**10:15 a.m.**

In attendance were the Honorable:

David S. Mack, Chair  
Norman Brown  
Randolph Glucksman

Also in Attendance:  
Gerard Bringmann

In Person:

Sophia-LaFrance Brooks, Assistant Director, Government and Community Relations  
Joyce Brown, Agency Chief Equal Opportunity Officer  
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA  
Joseph Keane, P.E., Senior Vice President and Chief Engineer – TBTA, MTA Construction  
& Development  
Diane Kenneally, Chief of Staff/Chief Administrative Officer  
Edwin T. King, Executive Vice President  
Stephen Knapp, Senior Vice President, Tolling Management  
Donald E. Look, Senior Vice President, Internal Affairs & Security Advisor  
Catherine T. Sheridan, P.E., President  
Marlene Thompson, Senior Vice President, Facility Management  
Jamie Torres-Springer, President, MTA Construction & Development

Virtual:

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

# MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

**September 23, 2024**

Minutes of TBTA Committee held September 23, 2024 at 10:15 a.m. A list of those in attendance is attached.

## **Public Speakers**

The following speaker commented during the public speakers' session:

- Matty W. Buchys-Hyland about toll signage.
- Murray Bodin about traffic safety.
- Jason Anthony about toll evasion deterrence.

## **Minutes**

Chair Mack postponed the approval of the minutes of the Committee Meeting held on July 29, 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 and noted that the Second Quarter Diversity Report for TBTA would be discussed at the Diversity Committee Meeting later that day.

## **President Sheridan's Remarks**

President Sheridan recounted that on September 4th, there was an incident at the Queens Midtown Tunnel (QMT) where the South Tube exhaust duct was breached by a drill rig from a barge on the East River. This emergency began around noon and required the full closure of the tunnel on a busy weekday. Initially, there was an urgent need to assess the situation, understand the cause of the leak, prevent further damage, and, most importantly, ensure the safety of customers and employees. Once the cause and location of the leak was determined, the North Tube was reopened around 1 pm for two-way traffic. The swift reactions and expertise of the TBTA and MTA Construction & Development (C&D) teams allowed a temporary repair to be completed and the South Tube to be reopened shortly after 5:30 pm.

President Sheridan commended the strategic coordination of TBTA's leadership team, the actions of QMT facility staff and all TBTA departments; TBTA's partners at MTA Headquarters, C&D, and MTA Police Department; as well as Posillico Civil, HNTB, the US Coast Guard, and the Army Corps of Engineers. The permanent repair commenced immediately thereafter and was completed on September 6th, just two days after the initial incident had occurred. Engineers continue to monitor the repair and will for a period of time to ensure the condition does not change.

Turning to summer traffic and revenue, President Sheridan reported that both are exceeding 2023 levels and are anticipated to continue to do so through the end of the year.

Previewing next month's meeting, President Sheridan stated that TBTA's new leadership team and organizational structure will be presented, in accomplishment of TBTA's goal this year to realign leadership and departments to better position TBTA for the future.

## **2025-29 TBTA Capital Plan Presentation**

President Sheridan and C&D Senior Vice President and TBTA Chief Engineer Joe Keane presented the 2025-29 TBTA Capital Plan.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation, Commissioner Glucksman's questions, President Sheridan and Chief Engineer Keane's responses, and Chair Mack's comments.

### **Procurements**

President Sheridan stated that there are no procurements.

### **Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES & TUNNELS COMMITTEE WORK PLAN

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## I. RECURRING AGENDA ITEMS

### TOPIC

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

Procurements  
Action Items (if any)

### Responsibility

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

## II. SPECIFIC AGENDA ITEMS

### November 2024

No items scheduled

### December 2024

2025 Proposed Committee Work Plan  
2025 Proposed Final Budget

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

### Responsibility

Committee Chair & Members  
Office of Management &  
Budget  
EEO

### January 2025

Approval of 2025 Work Plan

Committee Chair & Members

### February 2025

2025 Adopted Budget/Financial Plan 2025-2028

2024 B&T Operating Surplus  
2024 Customer Environment Report

Office of Management &  
Budget  
Controller  
Operations

### March 2025

No items scheduled

### April 2025

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

EEO

### May 2025

Final Review of 2024 Year-End Operating  
Budget Results

Office of Management &  
Budget



June 2025

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

EEO

July 2025

No items scheduled

August 2025

No meeting scheduled

September 2025

2026 Preliminary Budget

Office of Management &  
Budget

2025 Mid-Year Forecast

Office of Management &  
Budget

Diversity Report – 2<sup>nd</sup> Quarter 2025

EEO

October 2025

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**

### **NOVEMBER 2024**

No items scheduled

### **DECEMBER 2024**

#### 2025 Proposed Committee Work Plan

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

#### 2025 Proposed Final Budget

The Committee will recommend action to the Board.

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

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

### **JANUARY 2025**

#### Approval of Work Plan for 2025

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

### **FEBRUARY 2025**

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

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

#### 2024 B&T Operating Surplus

The Committee will recommend action to the Board.

#### 2024 Customer Environment Report

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

### **MARCH 2025**

No items scheduled

### **APRIL 2025**

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

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

## **MAY 2025**

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

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

## **JUNE 2025**

No items scheduled

## **JULY 2025**

No items scheduled

## **AUGUST 2025**

No meeting scheduled

## **SEPTEMBER 2025**

### 2026 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2026 Preliminary Budget.

### 2025 Mid-Year Budget

The agency will provide the 2024 Mid-Year Forecast financial information for revenue and expense by month.

### Diversity Report – 2<sup>nd</sup> Quarter 2025

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

## **OCTOBER 2025**

### 2026 Preliminary Budget

Agency will present highlights of the Preliminary Budget to the Committee. Public comment will be accepted on the 2026 Preliminary Budget.



# Bridges and Tunnels

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## Report on Operations September 2024



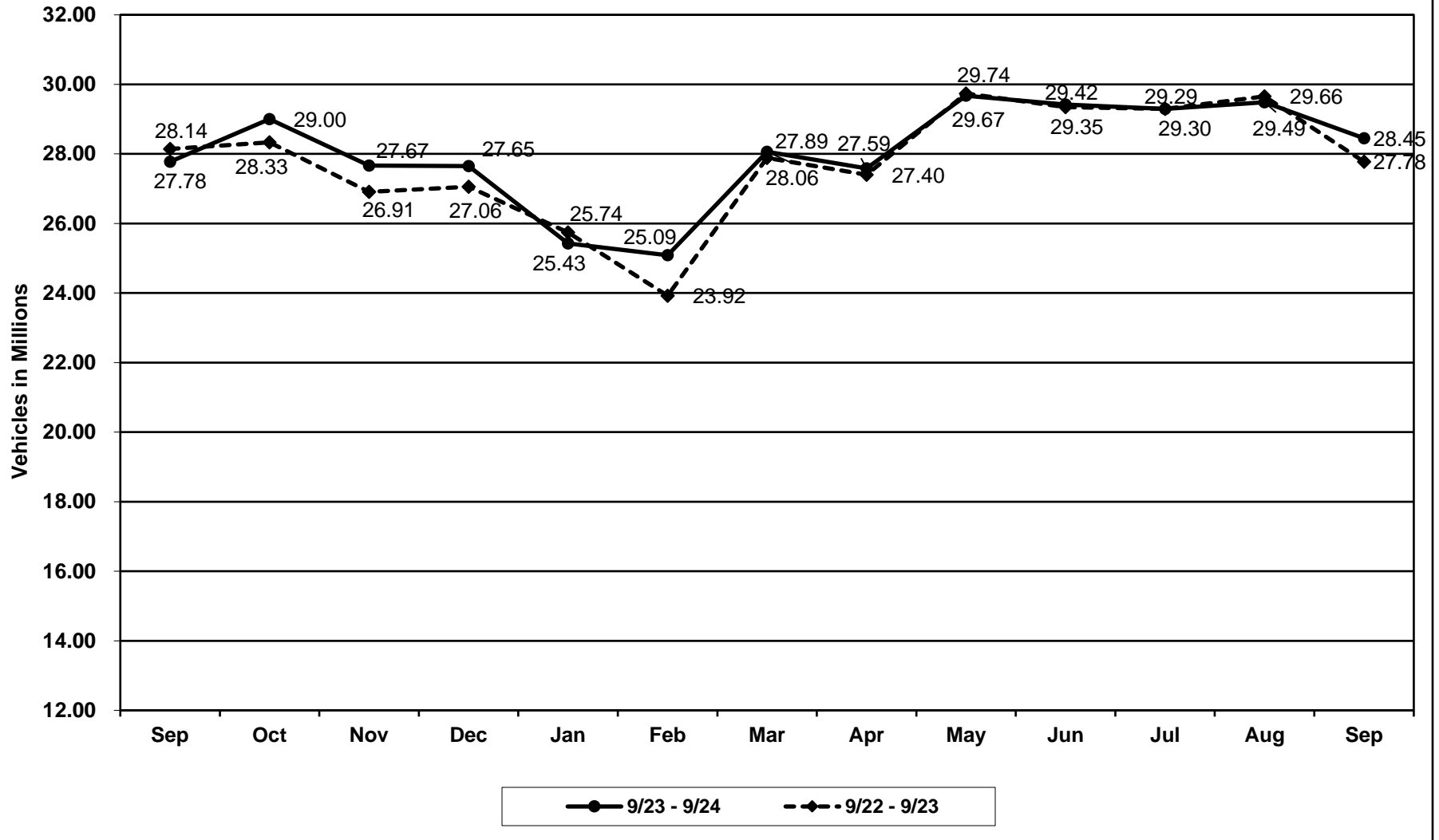
## **MTA Bridges and Tunnels September 2024 Traffic Trends**

### **Summary**

B&T's total paid traffic for September was 28.45 million, an increase of 2.4% compared to 27.78 million crossings in September 2023. Compared to September 2022, B&T paid traffic was 1.1% higher with an increase of 0.3 million crossings.

Weather conditions were not a significant factor on September traffic.

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



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

All B&T Facilities by Method of Payment				
	September 2024	September 2023	September 2022	2024 YTD
E-ZPass <sup>1</sup>	26,324,434	25,853,475	26,768,785	234,666,530
Tolls by Mail <sup>1</sup>	2,123,460	1,924,639	1,372,875	17,820,324
<b>Total</b>	<b>28,447,894</b>	<b>27,778,114</b>	<b>28,141,660</b>	<b>252,486,854</b>
E-ZPass Market Share:				
Total	92.5%	93.1%	95.1%	92.9%
Cars	92.3%	92.9%	95.0%	92.7%
Trucks	95.6%	95.8%	96.9%	95.8%

Facility	Average Weekday <sup>2</sup>					Average Weekend <sup>2</sup>										
	September 2024			E-ZPass Market Share					September 2024			E-ZPass Market Share				
	Total	E-ZPass	TBM	September 2024	September 2023	September 2022	2024 vs 2023	2024 vs 2022	Total	E-ZPass	TBM	September 2024	September 2023	September 2022	2024 vs 2023	2024 vs 2022
Bronx-Whitestone Bridge	137,871	125,486	12,385	91.0%	91.9%	94.4%	-0.9%	-3.3%	143,751	128,858	14,894	89.6%	90.5%	92.9%	-0.8%	-3.2%
Cross Bay Bridge	23,097	21,717	1,380	93.4%	95.6%	96.1%	-2.2%	-2.8%	18,882	17,557	1,325	93.0%	93.1%	95.1%	-0.1%	-2.1%
Henry Hudson Bridge	75,048	70,315	4,733	93.4%	95.2%	95.6%	-1.8%	-2.2%	67,115	61,974	5,142	92.3%	92.7%	94.3%	-0.3%	-1.9%
Hugh L. Carey Tunnel	65,570	62,051	3,518	94.5%	96.2%	96.7%	-1.7%	-2.2%	58,927	55,000	3,928	93.3%	93.5%	95.1%	-0.2%	-1.7%
Marine Parkway Bridge	23,810	22,739	1,071	95.2%	96.7%	97.0%	-1.6%	-1.8%	20,346	19,259	1,087	94.7%	94.7%	96.3%	0.0%	-1.6%
Queens Midtown Tunnel	83,617	78,952	4,666	94.4%	96.1%	96.5%	-1.7%	-2.1%	85,404	79,866	5,538	93.5%	94.1%	95.3%	-0.6%	-1.8%
Robert F. Kennedy Bridge	198,466	182,418	16,048	91.8%	94.2%	95.2%	-2.4%	-3.4%	187,874	170,327	17,547	90.7%	91.4%	93.6%	-0.7%	-3.0%
Throgs Neck Bridge	124,643	114,180	10,464	91.6%	93.9%	94.9%	-2.3%	-3.3%	131,138	118,595	12,543	90.4%	91.2%	93.2%	-0.7%	-2.7%
Verrazano-Narrows Bridge	228,225	214,971	13,254	93.8%	95.6%	96.1%	-1.8%	-2.3%	218,227	202,576	15,651	92.8%	92.9%	94.8%	-0.1%	-1.8%
<b>All Facilities</b>	<b>960,347</b>	<b>892,829</b>	<b>67,518</b>	<b>92.8%</b>	<b>94.9%</b>	<b>95.6%</b>	<b>-2.1%</b>	<b>-2.8%</b>	<b>931,665</b>	<b>854,012</b>	<b>77,653</b>	<b>91.7%</b>	<b>92.2%</b>	<b>94.1%</b>	<b>-0.5%</b>	<b>-2.4%</b>

Notes:

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



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

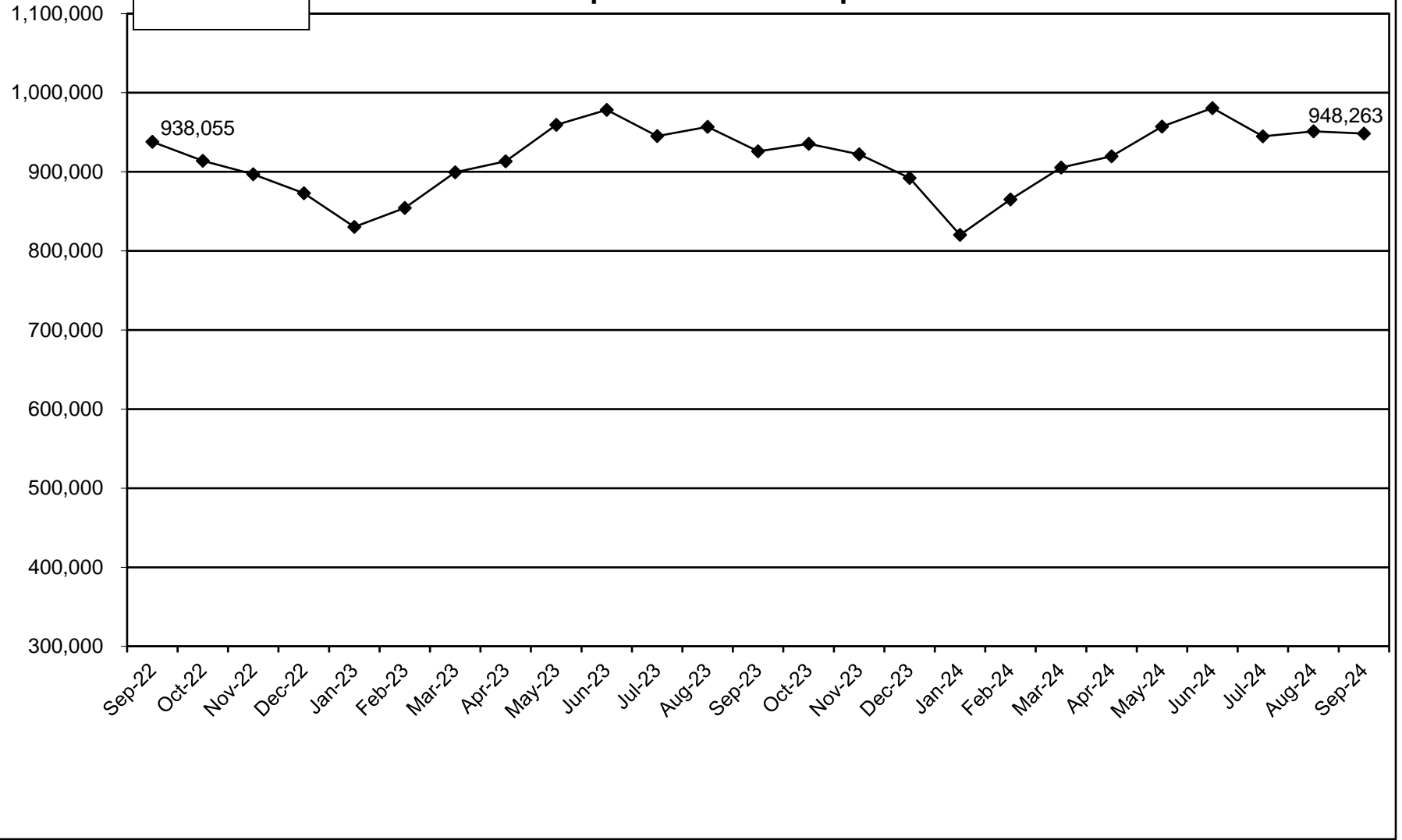
<b>Distribution by Facility &amp; Time Period</b>			
Facility	September 2024		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Robert F. Kennedy Bridge	23.1%	21.8%	55.2%
Bronx Whitestone	21.5%	22.9%	55.6%
Henry Hudson Bridge	23.8%	29.0%	47.1%
Marine Parkway Bridge	25.4%	26.4%	48.2%
Cross Bay Bridge	24.6%	24.6%	50.8%
Queens Midtown Tunnel	20.8%	22.0%	57.2%
Hugh L. Carey Tunnel	23.8%	24.2%	52.0%
Throgs Neck Bridge	22.9%	23.1%	53.9%
Verrazano-Narrows Bridge	22.8%	23.6%	53.6%
<b>All Facilities</b>	<b>22.8%</b>	<b>23.5%</b>	<b>53.8%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	September 2024		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.5%	5.0%	9.4%
Cross Bay Bridge	92.1%	1.6%	6.3%
Henry Hudson Bridge	82.5%	10.8%	6.7%
Hugh L. Carey Tunnel	88.1%	6.1%	5.8%
Marine Parkway Bridge	91.9%	3.4%	4.7%
Queens Midtown Tunnel	88.3%	5.9%	5.8%
Robert F. Kennedy Bridge	85.2%	6.3%	8.5%
Throgs Neck Bridge	83.6%	7.6%	8.8%
Verrazano-Narrows Bridge	82.9%	10.8%	6.3%
<b>All Facilities</b>	<b>85.1%</b>	<b>7.5%</b>	<b>7.4%</b>

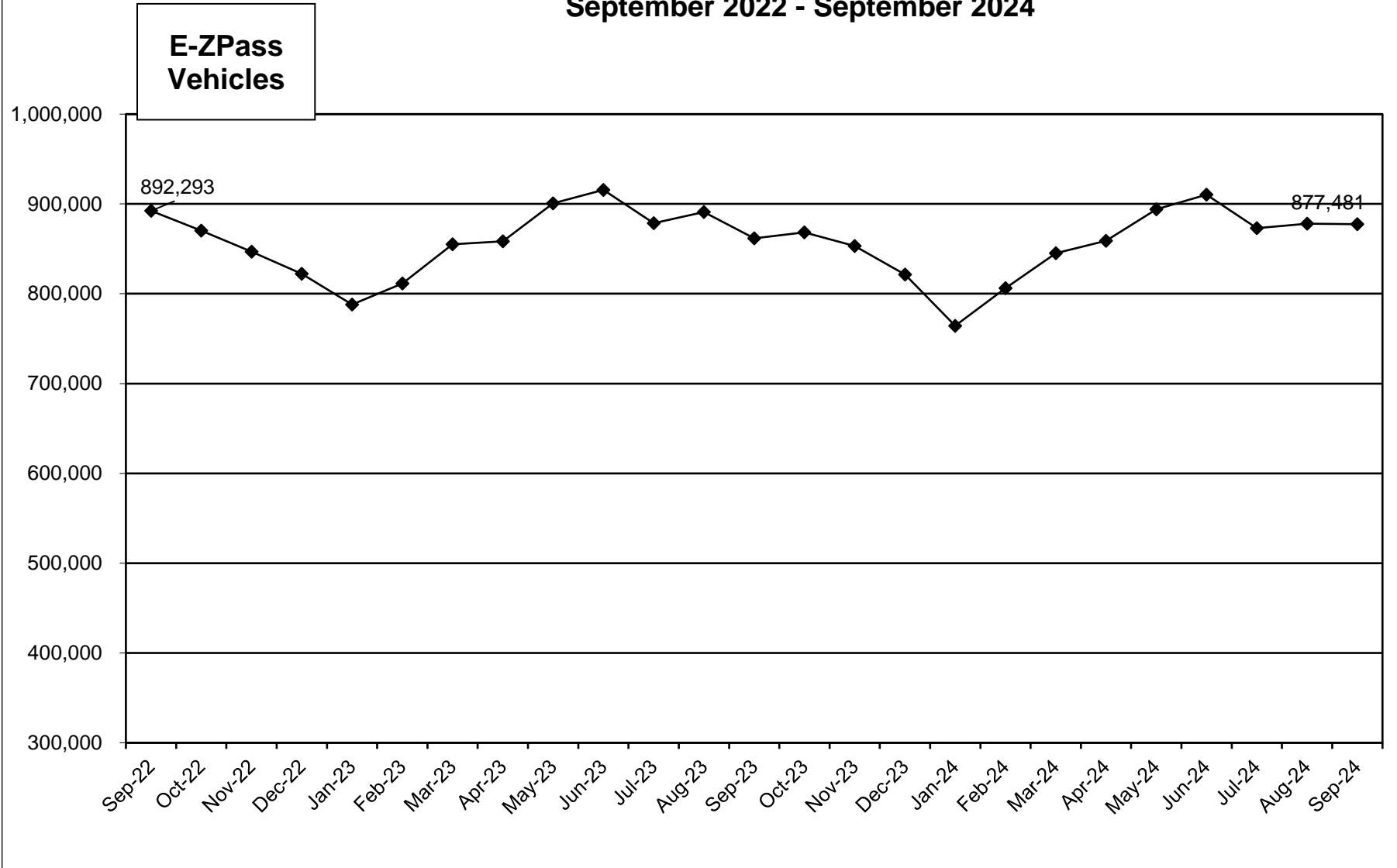
NOTE: As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.

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

All Vehicles

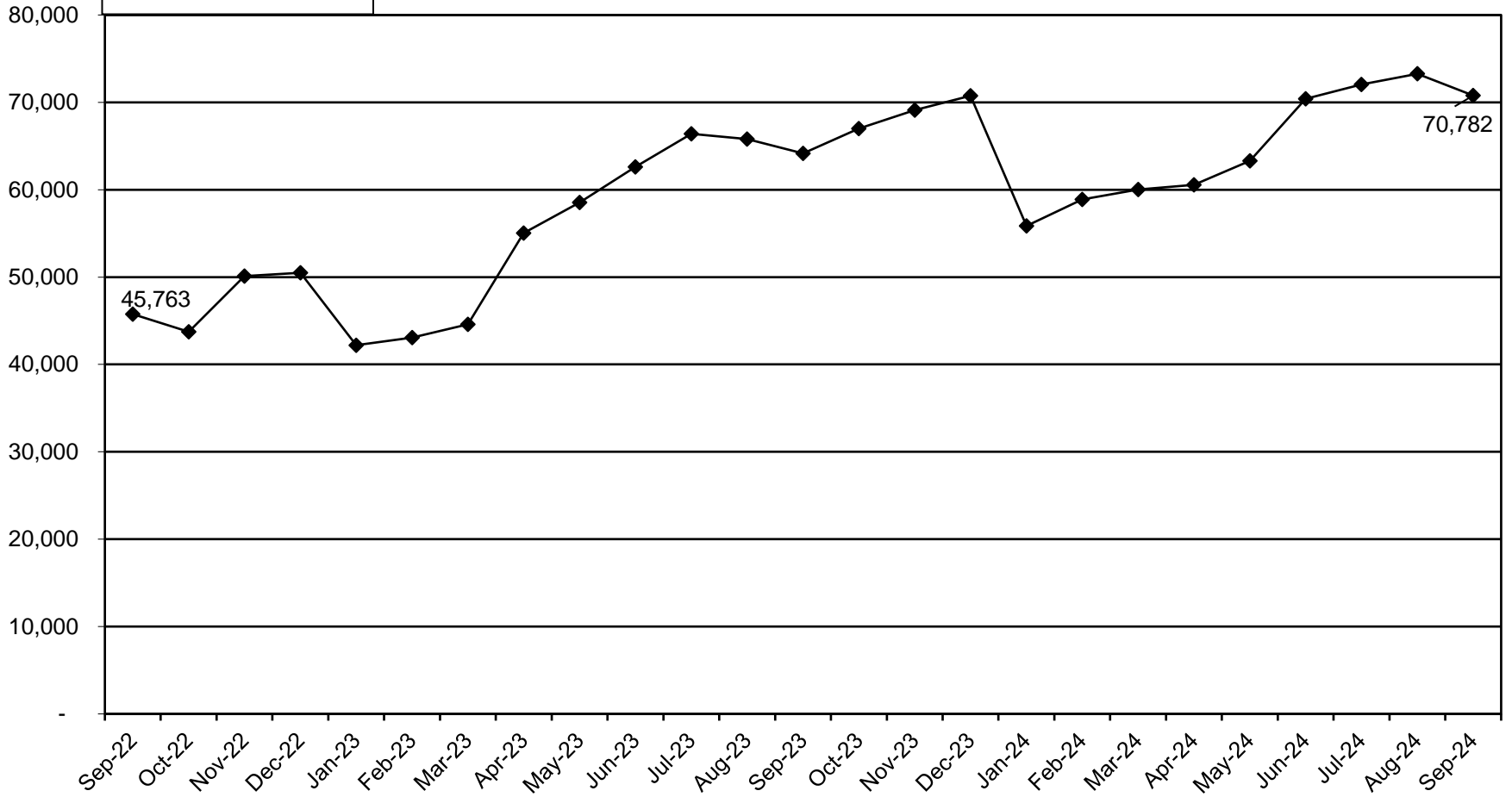


### MTA Bridges and Tunnels Average Daily Traffic September 2022 - September 2024

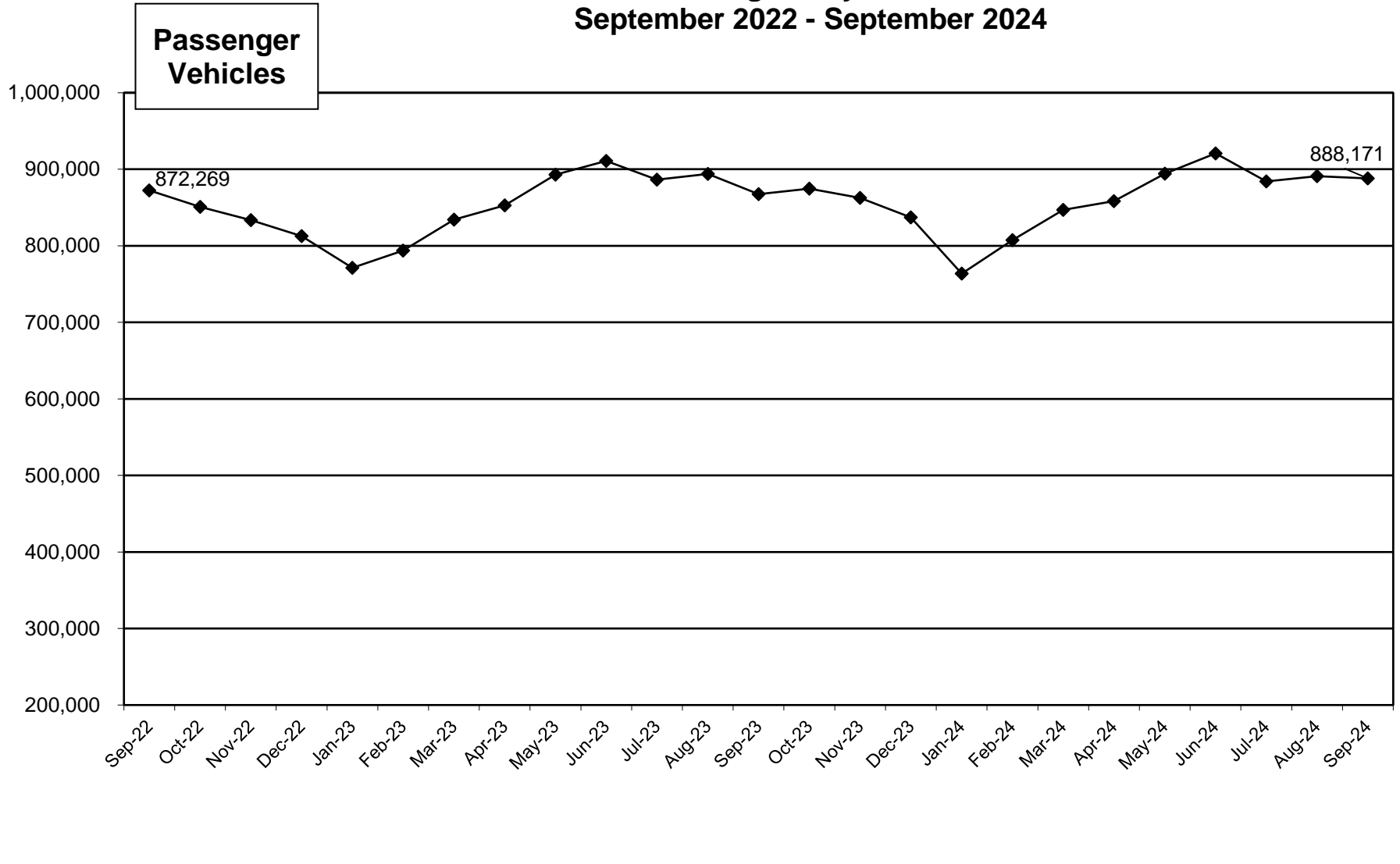


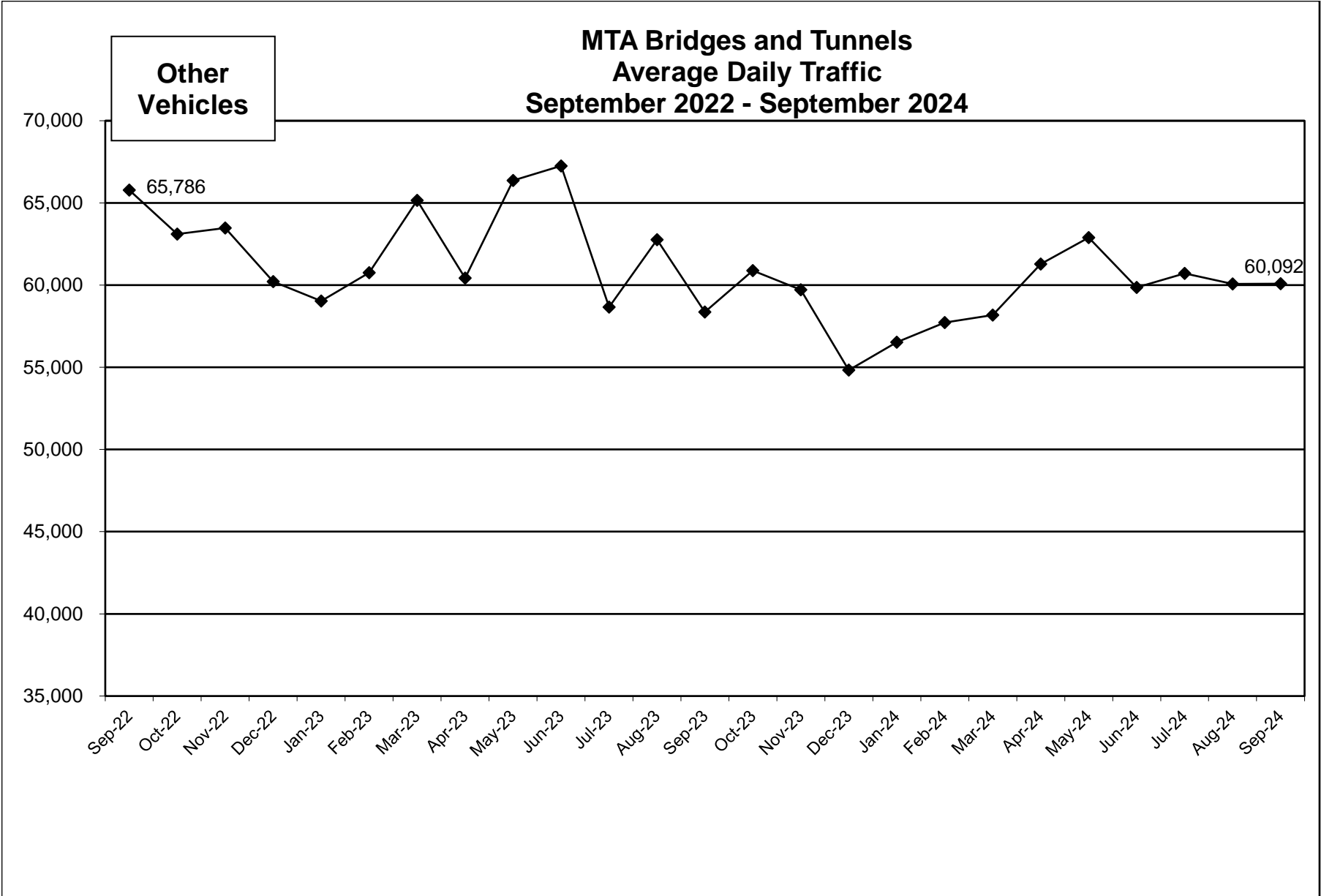
### MTA Bridges and Tunnels Average Daily Traffic September 2022- September 2024

Tolls by Mail  
Vehicles



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





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

Corridor	Toll Media	September(1)	3 Months(2) (Jul-Sep)	6 Months(3) (Apr-Sep)	9 Months(4) (Jan-Sep)	12 Months(5) (Oct-Sep)
All Facilities	Total Vehicles	2.4%	0.6%	0.4%	0.3%	0.8%
	E-ZPass	1.8%	-0.1%	-0.3%	-0.7%	-0.5%
	Tolls by Mail	10.3%	10.1%	10.1%	16.3%	22.4%
RFK Bridge	Total Vehicles	3.4%	2.0%	1.6%	1.8%	2.3%
	E-ZPass	2.6%	1.1%	0.8%	0.5%	0.7%
	Tolls by Mail	13.0%	12.3%	12.1%	18.6%	24.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.7%	-1.9%	-0.8%	-0.7%	0.1%
	E-ZPass	-1.2%	-2.4%	-1.3%	-1.4%	-0.9%
	Tolls by Mail	7.2%	6.7%	7.9%	13.6%	20.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.8%	1.3%	0.7%	301.1%	1.2%
	E-ZPass	1.8%	0.3%	-0.2%	207.0%	-0.5%
	Tolls by Mail	13.5%	12.2%	11.7%	52.7%	23.3%
Verrazzano-Narrows Bridge	Total Vehicles	2.5%	0.5%	-0.1%	-0.3%	0.3%
	E-ZPass	2.4%	-0.1%	-0.6%	-1.1%	-0.8%
	Tolls by Mail	5.2%	8.7%	7.9%	13.8%	20.8%
Henry Hudson Bridge	Total Vehicles	5.0%	0.5%	-0.1%	-0.8%	-0.4%
	E-ZPass	4.7%	0.1%	-0.5%	-1.5%	-1.4%
	Tolls By Mail	9.6%	6.1%	6.6%	11.6%	17.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.8%	-0.8%	0.6%	-0.2%	0.0%
	E-ZPass	1.6%	-1.1%	0.1%	-1.0%	-1.1%
	Tolls by Mail	5.7%	4.0%	10.3%	16.3%	23.7%

(1) September 2024 vs. September 2023  
(2) August 2023 to September 2024 vs. August 2022 to September 2023  
(3) April 2024 to September 2024 vs. April 2023 to September 2023  
(4) January 2024 to September 2024 vs. January 2023 to September 2023  
(5) October 2023 to September 2024 vs. October 2022 to September 2023

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

Corridor	Toll Media	September(1)	3 Months(2) (Jul-Sep)	6 Months(3) (Apr-Sep)	9 Months(4) (Jan-Sep)	12 Months(5) (Oct-Sep)
All Facilities	Total Vehicles	2.4%	0.6%	0.4%	0.3%	0.8%
	Passenger	2.4%	0.6%	0.6%	0.6%	1.2%
	Other	3.0%	0.6%	-2.4%	-3.9%	-4.4%
RFK Bridge	Total Vehicles	3.4%	2.0%	1.6%	1.8%	2.3%
	Passenger	3.3%	1.9%	1.8%	2.2%	2.8%
	Other	4.7%	2.4%	-1.6%	-3.9%	-4.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.7%	-1.9%	-0.8%	-0.7%	0.1%
	Passenger	-0.8%	-1.8%	-0.6%	-0.2%	0.7%
	Other	0.8%	-2.6%	-4.6%	-6.8%	-7.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	2.8%	1.3%	0.7%	301.1%	1.2%
	Passenger	2.9%	1.3%	0.9%	0.4%	1.6%
	Other	0.8%	0.9%	-1.6%	-3.8%	-3.3%
Verrazzano-Narrows Bridge	Total Vehicles	2.5%	0.5%	-0.1%	-0.3%	0.3%
	Passenger	2.4%	0.5%	0.1%	0.0%	0.6%
	Other	4.3%	0.1%	-3.5%	-3.8%	-4.0%
Henry Hudson Bridge	Total Vehicles	5.0%	0.5%	-0.1%	-0.8%	-0.4%
	Passenger	4.9%	0.5%	-0.1%	-0.8%	-0.3%
	Other	13.1%	5.1%	2.2%	-1.1%	-3.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.8%	-0.8%	0.6%	-0.2%	0.0%
	Passenger	1.4%	-1.0%	0.7%	-0.1%	0.2%
	Other	9.5%	2.0%	-0.2%	-2.2%	-3.5%

(1) September 2024 vs. September 2023

(2) August 2023 to September 2024 vs. August 2022 to September 2023

(3) April 2024 to September 2024 vs. April 2023 to September 2023

(4) January 2024 to September 2024 vs. January 2023 to September 2023

(5) October 2023 to September 2024 vs. October 2022 to September 2023





# Bridges and Tunnels

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## Safety Report September 2024



## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	October 2021 - September 2022	October 2022 - September 2023	October 2023 - September 2024
Customer Collisions Rate per Million Vehicles	3.96	3.63	3.04
Customer Injury Collisions Rate per Million Vehicles	0.82	0.82	0.78
Employee Accident Reports	114	135	142
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.4	4.8	4.0

Leading Indicators				
Roadway Safety	2023		2024	
	September	Year End	September	Year to Date
Workforce Development (# of Participants)	13	1065	13	353
Fleet Preventative Maintenance Inspections	124	1434	184	1152
* Employee Safety Taskforce Inspections	1	14	1	10
Fire Safety	September	Year End	September	Year to Date
* Fire Code Audits Completed	2	14	2	10
** FDNY Liaison Visits	0	28	4	22

\* Employee 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 vehicle safety. Inspections identify potential defects in any of our Fleet vehicles and equipment, and corrective actions are implemented to remedy any deficiencies.

**Employee Safety Taskforce Inspections** are conducted by the joint Labor and Management Committee on a rotating basis throughout the year. The inspections consists of review of previous accident and incident reports, as well as facility safety records, as well as environmental, safety and industrial hygiene issues with corrective actions. The Taskforce meets with location management and union representatives before taking a comprehensive site tour of the facility. Representatives from Safety, Operations, and Maintenance groups, as well as each union, make up the Taskforce.

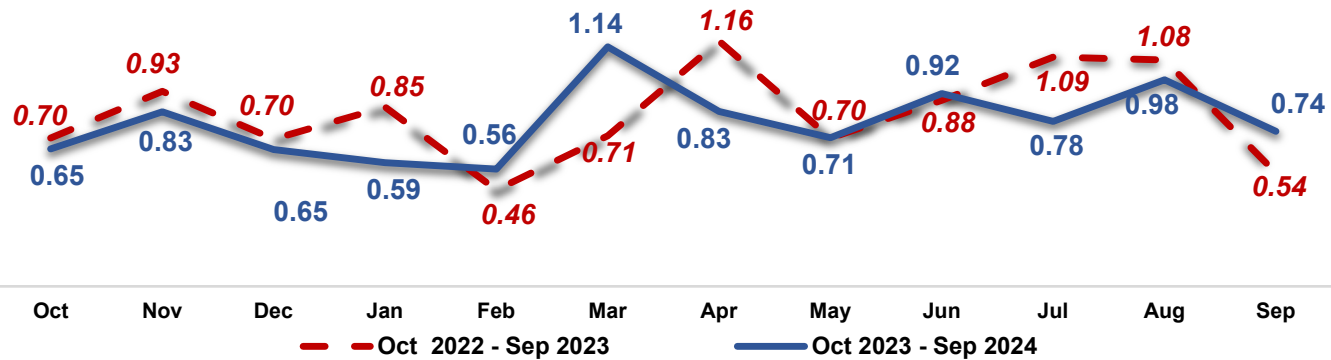
**Fire Code Audits** are conducted by the Safety and Health Department to perform fire safety and/or property maintenance inspections of existing buildings and structures as required by the NYS Uniform Fire Prevention and Building Code.

**FDNY Liaison Visits:** FDNY Local fire companies visit and tour the facilities on a regular basis (usually twice a year) to become familiar with the buildings and structures as well as the fire equipment provided. Visits are scheduled by the local responding authorities and usually take place during the spring and fall seasons. This makes creating plans for putting out fires and handling emergencies easier. Furthermore, specific training exercises and drills are carried out to practice communications and emergency rescue procedures.

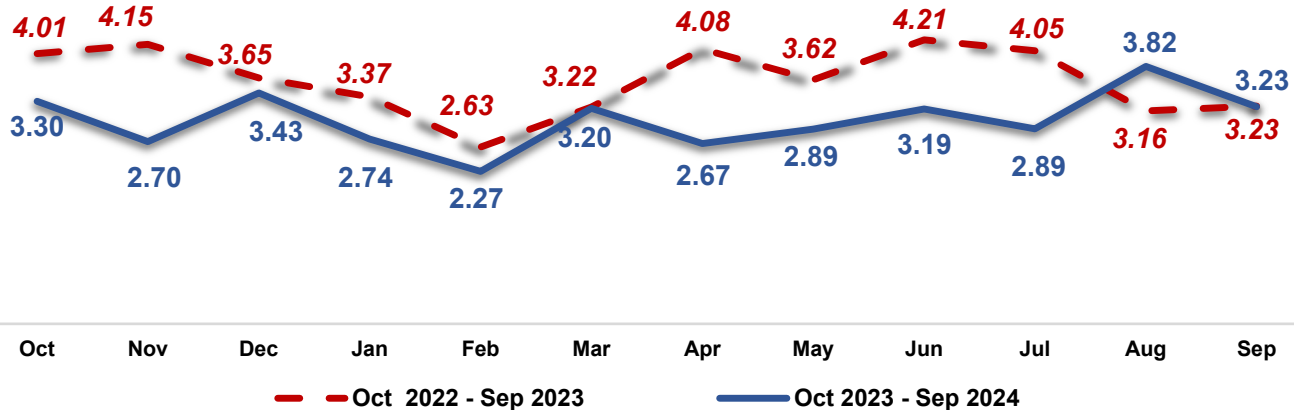


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

### Collisions with Injuries per Million Vehicles



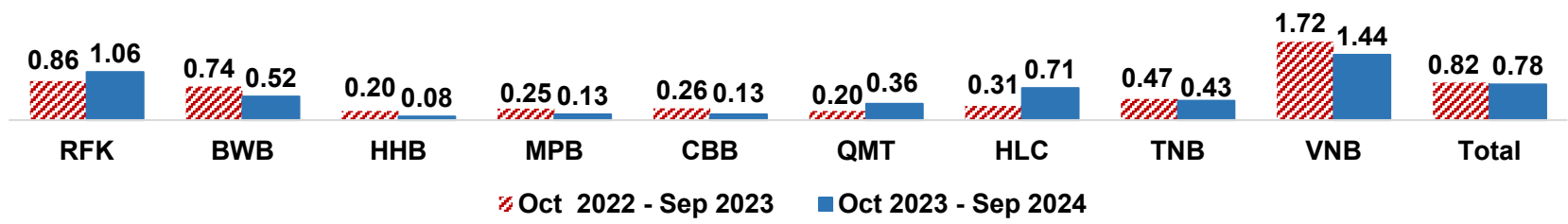
### Total Collisions per Million Vehicles



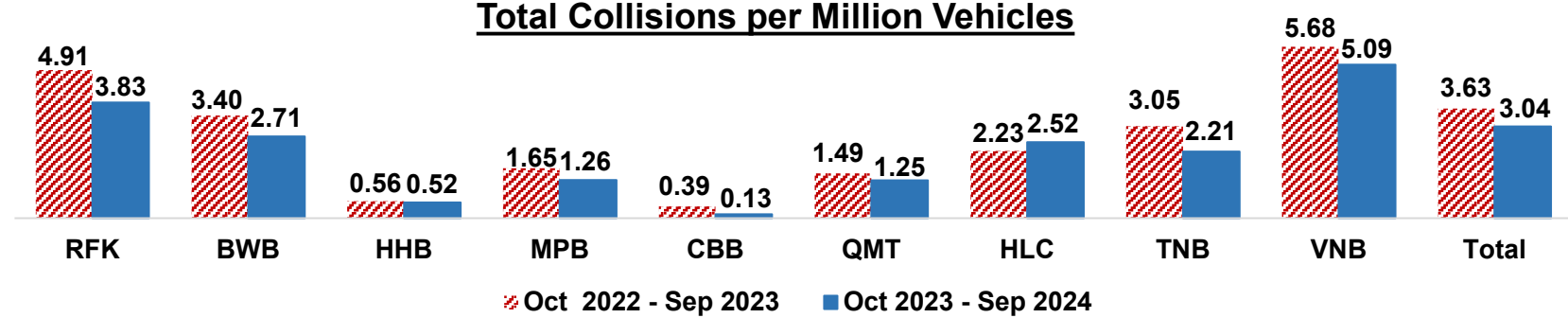


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

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

	23-Sep	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep
<b>RFK</b>	4.77	4.72	3.17	3.56	4.02	2.52	4.34	4.56	2.78	3.99	3.68	3.96	4.61
<b>BWB</b>	4.79	2.10	2.67	4.66	3.17	2.97	2.66	2.20	1.64	2.33	2.50	3.58	2.15
<b>TNB</b>	3.05	2.68	3.05	1.96	3.63	2.15	1.90	1.38	1.79	2.29	1.25	3.23	1.31
<b>VNB</b>	3.19	5.26	4.11	5.73	2.90	3.13	6.11	4.12	6.41	5.00	6.02	6.69	5.04
<b>QMT</b>	1.95	1.83	0.40	0.40	1.72	0.86	1.56	0.00	0.37	3.46	0.00	1.57	2.77
<b>HLC</b>	2.63	3.44	3.16	3.66	1.15	2.31	0.51	3.25	2.97	2.63	1.63	2.68	2.63
<b>HHB</b>	0.00	0.00	0.47	0.98	0.57	0.00	0.00	0.47	0.44	0.46	0.96	0.47	1.39
<b>MPB</b>	1.49	1.53	0.00	0.00	0.00	1.91	1.62	0.00	2.80	1.26	0.00	2.59	2.90
<b>CBB</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.42	0.00
<b>Total</b>	3.23	3.30	2.70	3.43	2.74	2.27	3.20	2.67	2.89	3.19	2.89	3.82	3.23



# Bridges and Tunnels

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## Financial Report October 2024



**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of October 31, 2024**  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	131,014
Investments:	
Unrestricted	905,581
Restricted	2,704,004
Accrued interest receivable	-353,822
Accounts receivable	600,736
Accounts receivable-Other	29,033
Less allowance for uncollectible accounts	-542,670
Tolls due from other agencies	43,069
Loan receivable from MTA	11,525,250
Prepaid expenses	8,227
	15,050,423
Total current assets	15,050,423

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	79,799
Restricted	-
Facilities, less acc.dep of \$2,674,780	7,829,248
Capital lease 2 Broadway net acc. dep.	52,957
Derivative Hedge Assets	3,254
	7,965,257
Total noncurrent assets	7,965,257

**TOTAL ASSETS:** 23,015,680

**DEFERRED OUTFLOWS OF RESOURCES:**

Deferred outflows of resources related to pension	55,287
Deferred outflow of resources related to other post-employment benefits	193,228
Deferred outflow of resources related to capital Lease	10,604
Accumulated decreases in fair value of derivative instruments	55,685
Defeasance costs	66,939
	381,743

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 381,743

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** 23,397,423

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

**As of October 31, 2024**

(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	495,660
Interest Payable	486,075
Accounts Payable	156,098
Accrued Pension Payable	9,485
Payable to MTA-CAP	72,549
Due to MTA-Operating Expenses	2,819
Due to NYCTA-Operating Expenses	63
Accrued salaries	627
Accrued Vac & Sick Benefits	18,616
Current portion of estimated liability arising from injury	5,151
Due to New York City Transit Authority	115,378
Due to Metropolitan Transportation Authority	147,104
Unearned Toll Revenue	237,123
Tolls due to other agencies	72,014
E-ZPass Airport Toll Liability	4,705
	<hr/>
Total current liabilities	1,823,468
	<hr/>

**NONCURRENT LIABILITIES:**

Long term debt	25,113,295
Post Employment Benefits Other than Pensions	872,112
Estimated liability arising from injury	55,494
Capital lease obligations	86,475
Other long-term liabilities	-
Derivative Hedge Liabilities	16,733
Due (to)/from MTA - change in fair value of derivative	42,205
Net Pension Liability	143,873
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	26,330,185
	<hr/>

**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	10,973

**TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES** 28,473,014

**NET POSITION** 

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-5,075,591

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

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23,397,423

\*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**  
**JULY FINANCIAL PLAN - 2024 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**October 2024**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	222.293	230.457	8.164	3.7	0.000	0.000	0.000	-	222.293	230.457	8.164	3.7
Other Operating Revenue	2.353	2.116	(0.237)	(10.1)	0.000	0.000	0.000	-	2.353	2.116	(0.237)	(10.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.801	1.011	(1.790)	(63.9)	2.801	1.011	(1.790)	(63.9)
Investment Income	1.078	0.926	(0.151)	(14.0)	0.000	0.000	0.000	-	1.078	0.926	(0.151)	(14.0)
<b>Total Revenue</b>	<b>\$225.724</b>	<b>\$233.499</b>	<b>\$7.776</b>	<b>3.4</b>	<b>\$2.801</b>	<b>\$1.011</b>	<b>(\$1.790)</b>	<b>(63.9)</b>	<b>\$228.524</b>	<b>\$234.510</b>	<b>\$5.986</b>	<b>2.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$8.138	\$7.613	\$0.526	6.5	\$1.053	\$0.378	\$0.675	64.1	9.191	7.991	\$1.200	13.1
Overtime	2.836	2.935	(0.099)	(3.5)	\$0.123	0.048	0.075	60.9	2.959	2.983	(0.024)	(0.8)
Health and Welfare	2.275	2.244	0.031	1.4	\$0.253	0.077	0.175	69.4	2.527	2.321	0.206	8.2
OPEB Current Payment	3.047	2.911	0.137	4.5	0.000	0.000	0.000	-	3.047	2.911	0.137	4.5
Pensions	2.137	3.072	(0.935)	(43.8)	0.241	0.100	0.140	58.3	2.377	3.172	(0.795)	(33.4)
Other Fringe Benefits	1.634	1.186	0.448	27.4	0.122	0.045	0.077	63.1	1.756	1.231	0.525	29.9
Reimbursable Overhead	(1.009)	(0.369)	(0.639)	(63.4)	1.009	0.369	0.639	63.4	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$19.057</b>	<b>\$19.590</b>	<b>(\$0.533)</b>	<b>(2.8)</b>	<b>\$2.801</b>	<b>\$1.019</b>	<b>\$1.782</b>	<b>63.6</b>	<b>\$21.858</b>	<b>\$20.609</b>	<b>\$1.249</b>	<b>5.7</b>
<i>Non-Labor:</i>												
Electric Power	\$0.255	\$0.470	(\$0.215)	(84.3)	\$0.000	\$0.000	\$0.000	-	\$0.255	\$0.470	(\$0.215)	(84.3)
Fuel	0.155	0.092	0.062	40.4	0.000	0.000	0.000	-	0.155	0.092	0.062	40.4
Insurance	1.687	0.985	0.702	41.6	0.000	0.000	0.000	-	1.687	0.985	0.702	41.6
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	11.332	11.475	(0.143)	(1.3)	0.000	0.000	0.000	-	11.332	11.475	(0.143)	(1.3)
Professional Service Contracts	1.994	(2.432)	4.427	*	0.000	0.000	0.000	-	1.994	(2.432)	4.427	*
Materials & Supplies	0.359	0.389	(0.030)	(8.4)	0.000	0.000	0.000	-	0.359	0.389	(0.030)	(8.4)
Other Business Expenses	4.741	5.297	(0.556)	(11.7)	0.000	0.000	0.000	-	4.741	5.297	(0.556)	(11.7)
<b>Total Non-Labor Expenses</b>	<b>\$20.523</b>	<b>\$16.277</b>	<b>\$4.246</b>	<b>20.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$20.523</b>	<b>\$16.277</b>	<b>\$4.246</b>	<b>20.7</b>
<b>Other Expense Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$39.580</b>	<b>\$35.867</b>	<b>\$3.714</b>	<b>9.4</b>	<b>\$2.801</b>	<b>\$1.019</b>	<b>\$1.782</b>	<b>63.6</b>	<b>\$42.381</b>	<b>\$36.886</b>	<b>\$5.495</b>	<b>13.0</b>
Depreciation	\$17.834	\$18.755	(\$0.921)	(5.2)	\$0.000	\$0.000	\$0.000	-	17.834	18.755	(\$0.921)	(5.2)
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	0.000	0.673	(0.673)	-	0.000	0.000	0.000	-	0.000	0.673	(0.673)	-
GASB_96_SBITA_Adjustment	0.000	0.021	(0.021)	-	0.000	0.000	0.000	-	0.000	0.021	(0.021)	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$57.415</b>	<b>\$55.315</b>	<b>\$2.099</b>	<b>3.7</b>	<b>\$2.801</b>	<b>\$1.019</b>	<b>\$1.782</b>	<b>63.6</b>	<b>\$60.215</b>	<b>\$56.334</b>	<b>\$3.881</b>	<b>6.4</b>
Less: Depreciation	\$17.834	\$18.755	(\$0.921)	(5.2)	\$0.000	\$0.000	\$0.000	-	\$17.834	\$18.755	(\$0.921)	(5.2)
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	0.000	0.673	(0.673)	-	0.000	0.000	0.000	-	0.000	0.673	(0.673)	-
Less: GASB_96_SBITA_Adjustment	0.000	0.021	(0.021)	-	0.000	0.000	0.000	-	0.000	0.021	(0.021)	-
<b>Total Expenses</b>	<b>\$39.580</b>	<b>\$35.867</b>	<b>\$3.714</b>	<b>9.4</b>	<b>\$2.801</b>	<b>\$1.019</b>	<b>\$1.782</b>	<b>63.6</b>	<b>\$42.381</b>	<b>\$36.886</b>	<b>\$5.495</b>	<b>13.0</b>
<b>Net Surplus/(Deficit)</b>	<b>\$186.143</b>	<b>\$197.633</b>	<b>\$11.489</b>	<b>6.2</b>	<b>\$0.000</b>	<b>(\$0.008)</b>	<b>(\$0.008)</b>	<b>-</b>	<b>\$186.143</b>	<b>\$197.624</b>	<b>\$11.481</b>	<b>6.2</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2024 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**October 2024**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$186.143</b>	<b>\$197.624</b>	<b>\$11.481</b>	<b>6.2</b>
Less: Capitalized Assets									0.308	0.002	0.307	99.5
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$185.835</b>	<b>\$197.623</b>	<b>\$11.788</b>	<b>6.3</b>
Less: Debt Service									50.250	53.625	(3.375)	(6.7)
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
<b>Income Available for Distribution</b>									<b>\$135.585</b>	<b>\$143.998</b>	<b>\$8.413</b>	<b>6.2</b>
Distributable To:												
MTA - Investment Income									1.078	0.926	(0.151)	(14.0)
MTA - Distributable Income									69.125	79.363	10.238	14.8
NYCTR - Distributable Income									65.366	60.502	(4.864)	(7.4)
<b>Total Distributable Income</b>									<b>\$135.568</b>	<b>\$140.791</b>	<b>\$5.223</b>	<b>3.9</b>
<b>Support to Mass Transit:</b>												
Total Revenues									228.524	234.510	5.986	2.6
Less: Total Operating Expenses									<u>42.381</u>	<u>36.886</u>	<u>5.495</u>	13.0
<b>Net Operating Income/(Deficit)</b>									<b>\$186.143</b>	<b>\$197.624</b>	<b>\$11.481</b>	<b>6.2</b>
Deductions from Net Operating Income:												
Capitalized Assets									0.308	0.002	0.307	99.5
Reserves									0.000	0.000	0.000	-
B&T Debt Service									34.642	1.716	32.925	95.0
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$34.950</b>	<b>\$1.718</b>	<b>\$33.232</b>	<b>95.1</b>
<b>Total Support to Mass Transit</b>									<b>\$151.193</b>	<b>\$195.906</b>	<b>\$44.713</b>	<b>29.6</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2024 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**October 2024 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	2,153.437	2,155.132	1.695	0.1	0.000	0.000	0.000	-	2,153.437	2,155.132	1.695	0.1
Other Operating Revenue	22.393	22.048	(0.345)	(1.5)	0.000	0.000	0.000	-	22.393	22.048	(0.345)	(1.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	16.511	14.547	(1.964)	(11.9)	16.511	14.547	(1.964)	(11.9)
Investment Income	11.085	9.699	(1.386)	(12.5)	0.000	0.000	0.000	-	11.085	9.699	(1.386)	(12.5)
<b>Total Revenue</b>	<b>\$2,186.916</b>	<b>\$2,186.879</b>	<b>(\$0.036)</b>	<b>(0.0)</b>	<b>\$16.511</b>	<b>\$14.547</b>	<b>(\$1.964)</b>	<b>(11.9)</b>	<b>\$2,203.426</b>	<b>\$2,201.426</b>	<b>(\$2.000)</b>	<b>(0.1)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$85.346	\$87.730	(\$2.384)	(2.8)	5.521	4.037	\$1.484	26.9	90.867	91.767	(\$0.900)	(1.0)
Overtime	27.488	25.485	2.003	7.3	0.874	0.743	0.131	15.0	28.362	26.227	2.135	7.5
Health and Welfare	23.997	24.090	(0.094)	(0.4)	1.276	0.820	0.455	35.7	25.272	24.910	0.362	1.4
OPEB Current Payment	29.826	28.981	0.845	2.8	0.000	0.000	0.000	-	29.826	28.981	0.845	2.8
Pensions	22.857	28.034	(5.177)	(22.7)	1.313	1.078	0.235	17.9	24.170	29.112	(4.942)	(20.4)
Other Fringe Benefits	16.128	13.737	2.391	14.8	0.646	0.452	0.194	30.0	16.775	14.189	2.585	15.4
Reimbursable Overhead	(6.881)	(5.622)	(1.259)	(18.3)	6.881	5.622	1.259	18.3	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$198.761</b>	<b>\$202.435</b>	<b>(\$3.675)</b>	<b>(1.8)</b>	<b>\$16.511</b>	<b>\$12.752</b>	<b>\$3.759</b>	<b>22.8</b>	<b>\$215.271</b>	<b>\$215.187</b>	<b>\$0.084</b>	<b>0.0</b>
<i>Non-Labor:</i>												
Electric Power	\$3.162	\$4.008	(\$0.845)	(26.7)	0.000	0.000	\$0.000	-	\$3.162	\$4.008	(\$0.845)	(26.7)
Fuel	1.847	1.728	0.119	6.4	0.000	0.000	0.000	-	1.847	1.728	0.119	6.4
Insurance	8.616	9.987	(1.371)	(15.9)	0.000	0.000	0.000	-	8.616	9.987	(1.371)	(15.9)
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	112.476	112.942	(0.466)	(0.4)	0.000	0.000	0.000	-	112.476	112.942	(0.466)	(0.4)
Professional Service Contracts	20.190	17.282	2.908	14.4	0.000	0.000	0.000	-	20.190	17.282	2.908	14.4
Materials & Supplies	2.415	4.175	(1.760)	(72.9)	0.000	0.000	0.000	-	2.415	4.175	(1.760)	(72.9)
Other Business Expenses	50.025	51.987	(1.962)	(3.9)	0.000	0.000	0.000	-	50.025	51.987	(1.962)	(3.9)
<b>Total Non-Labor Expenses</b>	<b>\$198.731</b>	<b>\$202.109</b>	<b>(\$3.378)</b>	<b>(1.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$198.731</b>	<b>\$202.109</b>	<b>(\$3.378)</b>	<b>(1.7)</b>
<b>Other Expense Adjustments</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$397.492</b>	<b>\$404.544</b>	<b>(\$7.053)</b>	<b>(1.8)</b>	<b>\$16.511</b>	<b>\$12.752</b>	<b>\$3.759</b>	<b>22.8</b>	<b>\$414.002</b>	<b>\$417.296</b>	<b>(\$3.294)</b>	<b>(0.8)</b>
Depreciation	\$180.955	\$188.088	(\$7.133)	(3.9)	\$0.000	\$0.000	\$0.000	-	\$180.955	\$188.088	(\$7.133)	(3.9)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	4.678	6.141	(1.463)	(31.3)	0.000	0.000	0.000	-	4.678	6.141	(1.463)	(31.3)
GASB_96_SBITA_Adjustment	0.036	0.066	(0.030)	(85.1)	0.000	0.000	0.000	-	0.036	0.066	(0.030)	(85.1)
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$583.160</b>	<b>\$598.839</b>	<b>(\$15.679)</b>	<b>(2.7)</b>	<b>\$16.511</b>	<b>\$12.752</b>	<b>\$3.759</b>	<b>22.8</b>	<b>\$599.671</b>	<b>\$611.591</b>	<b>(\$11.920)</b>	<b>(2.0)</b>
Less: Depreciation	\$180.955	\$188.088	(\$7.133)	(3.9)	\$0.000	\$0.000	\$0.000	-	\$180.955	\$188.088	(\$7.133)	(3.9)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	4.678	6.141	(1.463)	(31.3)	0.000	0.000	0.000	-	4.678	6.141	(1.463)	(31.3)
Less: GASB_96_SBITA_Adjustment	0.036	0.066	(0.030)	(85.1)	0.000	0.000	0.000	-	0.036	0.066	(0.030)	(85.1)
<b>Total Expenses</b>	<b>\$397.492</b>	<b>\$404.544</b>	<b>(\$7.053)</b>	<b>(1.8)</b>	<b>\$16.511</b>	<b>\$12.752</b>	<b>\$3.759</b>	<b>22.8</b>	<b>\$414.002</b>	<b>\$417.296</b>	<b>(\$3.294)</b>	<b>(0.8)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,789.424</b>	<b>\$1,782.335</b>	<b>(\$7.089)</b>	<b>(0.4)</b>	<b>\$0.000</b>	<b>\$1.795</b>	<b>\$1.795</b>	<b>-</b>	<b>\$1,789.424</b>	<b>\$1,784.130</b>	<b>(\$5.294)</b>	<b>(0.3)</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2024 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**October 2024 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
<b>Net Income/(Deficit)</b>									<b>\$1,789.424</b>	<b>\$1,784.130</b>	<b>(\$5.294)</b>	<b>(0.3)</b>
Less: Capitalized Assets									7.414	2.732	\$4.682	63.1
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$1,782.010</b>	<b>\$1,781.398</b>	<b>(\$0.612)</b>	<b>(0.0)</b>
Less: Debt Service									520.371	532.382	(12.011)	(2.3)
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
<b>Income Available for Distribution</b>									<b>\$1,261.639</b>	<b>\$1,249.016</b>	<b>(\$12.623)</b>	<b>(1.0)</b>
Distributable To:												
MTA - Investment Income									11.085	9.699	(1.386)	(12.5)
MTA - Distributable Income									647.939	635.496	(12.443)	(1.9)
NYCTR - Distributable Income									602.304	584.977	(17.327)	(2.9)
<b>Total Distributable Income</b>									<b>\$1,261.327</b>	<b>\$1,230.172</b>	<b>(\$31.156)</b>	<b>(2.5)</b>
<b>Support to Mass Transit:</b>												
Total Revenues									2,203.426	2,201.426	(2.000)	(0.1)
Less: Total Operating Expenses									<u>414.002</u>	<u>417.296</u>	<u>(3.294)</u>	<u>(0.8)</u>
<b>Net Operating Income/(Deficit)</b>									<b>\$1,789.424</b>	<b>\$1,784.130</b>	<b>(\$5.294)</b>	<b>(0.3)</b>
Deductions from Net Operating Income:												
Capitalized Assets									7.414	2.732	4.682	63.1
Reserves									0.000	0.000	0.000	-
B&T Debt Service									344.490	343.965	0.525	0.2
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Total Deductions From Operating Income</b>									<b>\$351.904</b>	<b>\$346.697</b>	<b>\$5.207</b>	<b>1.5</b>
<b>Total Support to Mass Transit</b>									<b>\$1,437.520</b>	<b>\$1,437.433</b>	<b>(\$0.087)</b>	<b>(0.0)</b>

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

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2024 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Oct-24	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$	%	Reason for Variance	\$	%	Reason for Variance
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	8.164	3.7%	Favorable results are primarily due to higher than-forecasted traffic volume and higher average toll revenue per vehicle.	1.695	0.1%	Favorable results are mainly due to higher average toll revenue per vehicle.
Other Operating Revenue	(0.237)	-10.1%	Slightly lower revenue than forecast due to the timing of FEMA recoveries, and lower administrative fees and income.	(0.345)	-1.5%	Slightly lower revenue primarily due to the timing of FEMA recoveries, partially offset by higher leasing fees & E-ZPass lost/stolen tag fees, and favorable Battery Park Garage revenue.
Investment Income	(0.151)	-14.0%	Lower than anticipated short-term investment returns on fund balances.	(1.386)	-12.5%	Lower than anticipated short-term investment returns on fund balances.
Payroll	0.526	6.5%	Lower payroll expenses primarily due to vacancies, partially offset by higher payroll costs associated with managers and assistant managers.	(2.384)	-2.8%	Higher payroll expenses primarily due to delayed booking of reimbursable expenses and retroactive wage payments, partially offset by vacancies.
Overtime	(0.099)	-3.5%	Slightly higher overtime in Public Safety operations.	2.003	7.3%	Lower overtime mainly due to management efficiencies, and improved scheduling and deployment practices, partially offset by vacancy coverage.
Health and Welfare	0.031	1.4%	Lower expenses primarily due to the timing of medical expenses against the mid-year forecast allocation.	(0.094)	-0.4%	Higher expenses primarily due to the timing of medical expenses against the mid-year forecast allocation.
OPEB Current Payment	0.137	4.5%	Lower expenses primarily due to timing against the mid-year forecast allocation for retiree expenses.	0.845	2.8%	Lower expenses primarily due to timing against the mid-year forecast allocation for retiree expenses.
Pensions	(0.935)	-43.8%	Higher expenses primarily due to the timing against the mid-year forecast allocation.	(5.177)	-22.7%	Higher expenses primarily due to the timing against the mid-year forecast allocation.
Other Fringe Benefits	0.448	27.4%	Lower expenses primarily due to lower FICA costs associated with vacancy levels.	2.391	14.8%	Lower expenses primarily due to lower FICA costs associated with vacancy levels.
Electric Power	(0.215)	-84.3%	Slightly higher expenses in part due to timing against the mid-year forecast allocation and higher-than-forecasted usage..	(0.845)	-26.7%	Slightly higher expenses in part due to timing against the mid-year forecast allocation and higher-than-forecasted usage..
Fuel	0.062	40.4%	Lower expenses primarily due to lower-than-forecasted gasoline prices for non-revenue vehicles, and heating fuel costs.	0.119	6.4%	Lower expenses primarily due to lower-than-forecasted gasoline prices for non-revenue vehicles, and heating fuel costs.
Insurance	0.702	*	Lower expenses primarily due to the timing of property and liability insurance premiums against the mid-year forecast allocation.	(1.371)	-15.9%	Higher expenses primarily due to the timing of property and liability insurance premiums against the mid-year forecast allocation.
Maintenance and Other Operating Contracts	(0.143)	-1.3%	Slightly higher expenses are mainly due to the timing against the mid-year forecast allocation for E-Zpass Customer Service Center (\$2.883 Mill) and E-ZPass tags expenses (\$0.223 Mill), partially offset by lower Major Maintenance & Painting (\$2.769 Mill.)	(0.466)	-0.4%	Higher expenses are due to the timing against the mid-year forecast allocation for higher Major Maintenance & Painting (\$2.370 Mill), Maintenance E-ZPass Equipment (\$1.530 Mill), & Real Estate Rentals (\$0.677 Mill), partially offset by lower Security and Surveillance expenses (\$1.168 Mill), Security Services (\$0.445 Mill), and Facility Services (\$0.398 Mill).
Professional Service Contracts	4.427	*	Lower expenses are primarily due to the timing against the monthly mid-year forecast allocation for legal fees (\$2.202 Mill), other outside services (\$1.304 Mill), bond issuance costs (\$0.527 Mill.), and engineering services (\$0.321 Mill.).	2.908	14.4%	Lower expenses are primarily due to the timing against the monthly mid-year forecast allocation for legal fees (\$2.044 Mill), other outside services (\$1.208 Mill), and engineering services (\$0.971 Mill.) partially offset by higher professional service contracts (\$0.832 Mill.), and other professional service contracts (\$0.681 Mill.).
Materials & Supplies	(0.030)	-8.4%	Higher expenses across a variety of small equipment and supply categories due to timing against the mid-year forecast allocation.	(1.760)	-72.9%	Higher expenses are primarily due to higher-than-forecasted costs for roadway equipment (\$0.726 Mill.) and automotive parts & supplies (\$0.434 Mill.) along with a variety of small equipment and supply categories due to timing against the mid-year forecast allocation.
Other Business Expense	(0.556)	-11.7%	Higher expenses primarily due to higher credit card processing fees (\$0.524 Mill) and debt collection services fees (\$0.098 Mill).	(1.962)	-3.9%	Higher expenses primarily due to higher credit card processing fees (\$1.715 Mill) and higher debt collection services fees (\$0.219 Mill).
Depreciation	(0.921)	-5.2%	Higher depreciation expense primarily due to timing against the mid-year forecast allocation.	(7.133)	-3.9%	Higher depreciation expense primarily due to timing against the mid-year forecast allocation.
<b>Reimbursable</b>						
Capital and Other Reimbursements	(1.790)	-63.9%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.	(1.964)	-11.9%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.
Payroll	0.675	64.1%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.	1.484	26.9%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.
Overtime	0.075	60.9%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.	0.131	15.0%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.
Health and Welfare	0.175	69.4%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.	0.455	35.7%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.
Pensions	0.140	58.3%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.	0.235	17.9%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.
Other Fringe Benefits	0.077	63.1%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.	0.194	30.0%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.
Reimbursable Overhead	0.639	63.4%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.	1.259	18.3%	Lower capital reimbursements due to the timing against the mid-year forecast allocation.

\*Variance exceeds 100%

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

**Month of October**

**Year to date ending October 2024**

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

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.3	\$36.2	4.4	\$38.2	1.8%	5.5%	Bronx-Whitestone	41.9	\$338.2	41.6	\$353.9	-0.6%	4.6%
0.6	1.7	0.7	2.0	1.4%	15.7%	Cross Bay	6.5	18.1	6.5	19.1	-0.1%	5.3%
2.2	9.2	2.3	9.9	1.9%	7.9%	Henry Hudson	21.0	84.8	21.0	89.3	-0.2%	5.3%
2.0	14.9	2.0	14.8	-3.3%	-0.5%	Hugh L. Carey	18.8	133.4	18.7	138.0	-0.7%	3.5%
0.6	1.8	0.7	1.9	1.2%	5.9%	Marine Parkway	6.7	18.2	6.7	18.9	0.6%	3.9%
2.7	21.4	2.7	21.6	-1.4%	1.0%	Queens Midtown	25.3	192.4	25.2	199.9	-0.4%	3.9%
5.9	48.1	6.0	50.6	1.5%	5.3%	RFK	56.6	444.2	57.7	473.9	2.1%	6.7%
3.7	36.0	3.9	38.8	5.0%	7.7%	Throgs Neck	36.1	333.4	37.4	359.8	3.5%	7.9%
6.8	51.1	6.9	52.6	0.4%	2.9%	Verrazzano-Narrows	66.9	480.5	67.0	502.3	0.1%	4.5%
<b>29.0</b>	<b>\$220.4</b>	<b>29.3</b>	<b>\$230.5</b>	<b>1.1%</b>	<b>4.6%</b>	<b>Total</b>	<b>279.8</b>	<b>\$2,043.2</b>	<b>281.8</b>	<b>\$2,155.1</b>	<b>0.7%</b>	<b>5.5%</b>
	<u><b>\$7.600</b></u>		<u><b>\$7.858</b></u>		<u><b>3.4%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$7.303</b></u>		<u><b>\$7.647</b></u>		<u><b>4.7%</b></u>

1) Toll increase implemented August 6, 2023

2) Numbers may not add due to rounding.

**Comparison Actual vs. Mid-Year Forecast:**

October Budget		October Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
29.0	\$222.3	29.3	\$230.5	1.1%	3.7%	<b>Total All</b>	<b>281.9</b>	<b>\$2,153.4</b>	<b>281.8</b>	<b>\$2,155.1</b>	<b>0.0%</b>	<b>0.1%</b>
	<u><b>\$7.660</b></u>		<u><b>\$7.858</b></u>		<u><b>2.6%</b></u>	<b>Revenue Per Vehicle</b>		<u><b>\$7.639</b></u>		<u><b>\$7.647</b></u>		<u><b>0.1%</b></u>

3) 2024 October traffic is above October 2023 traffic, an increase of 1.1% and revenue is \$10.1M above October 2023, an increase of 4.6%.

4) 2024 October YTD traffic is 2.0M above October YTD 2023, an increase of 0.7%, and October YTD revenue is \$111.9M above October 2023, an increase 5.5% .

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

Facility	Revenue Collection Rate October 2024
Henry Hudson Bridge	93.2%
Hugh L. Carey Tunnel	94.5%
Queens Midtown Tunnel	95.4%
Marine Parkway Bridge	94.5%
Cross Bay Bridge	92.0%
Robert F. Kennedy Bridge	92.2%
Verrazzano-Narrows Bridge	91.9%
Bronx-Whitestone Bridge	91.9%
Throgs Neck Bridge	92.8%
<b>All Facilities</b>	<b>92.7%</b>

1. Represents total revenue collections from transactions October 2022 through September 2023

**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2024 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**October 2024**

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	17	13	4	6 Managerial vacancies partially offset by 2 professional overrun
Law <sup>(1)</sup>	12	5	7	2 Managerial and 5 Professional vacancies
Budget & Finance <sup>(2)</sup>	17	10	7	5 Managerial and 2 Professional vacancies
Administration <sup>(3)</sup>	38	25	13	5 Managerial and 8 Professional vacancies
EEO	1	-	1	1 Professional vacancy
<b>Total Administration</b>	<b>85</b>	<b>53</b>	<b>32</b>	
<b>Operations</b>				
ITS & Tolling	63	70	(7)	12 Professional overrun partially offset by 5 Managerial vacancies
Operations (Non-Security)	54	29	25	33 Managerial vacancies partially offset by 8 overrun in Professional
<b>Total Operations</b>	<b>117</b>	<b>99</b>	<b>18</b>	
<b>Maintenance</b>				
Maintenance	205	197	8	6 Managerial and 8 in Hourly partially offset by 6 overrun in Professional
Operations - Maintainers	183	152	31	32 Maintainer vacancies partially offset by 1 overrun in Professional
<b>Total Maintenance</b>	<b>388</b>	<b>349</b>	<b>39</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	123	94	29	5 Managerial and 24 Professional vacancies
Health & Safety	9	7	2	2 Managerial vacancies
Law <sup>(1)</sup>	18	4	14	6 Managerial and 8 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
<b>Total Engineering/Capital</b>	<b>158</b>	<b>111</b>	<b>47</b>	
<b>Public Safety</b>				
Operations (Security)	360	312	48	42 Operational vacancies and 6 Managerial vacancies
Internal Security - Operations	45	29	16	6 Managerial and 10 Professional vacancies
<b>Total Public Safety</b>	<b>405</b>	<b>341</b>	<b>64</b>	
<b>Total Positions</b>	<b>1,153</b>	<b>953</b>	<b>200</b>	
Non-Reimbursable	<b>1,022</b>	<b>848</b>	<b>174</b>	
Reimbursable	131	105	26	
<b>Total Full-Time</b>	<b>1,153</b>	<b>953</b>	<b>200</b>	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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



**MTA BRIDGES AND TUNNELS**  
**JULY FINANCIAL PLAN - 2024 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**October 2024**

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	32	14	18	5 vacancies in Administration, 6 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	53	39	14	5 vacancies in Law, 8 in Administration, 2 in Budget & Finance, 1 in EEO, partially offset by 2 overrun in Executive
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>85</b>	<b>53</b>	<b>32</b>	
<b>Operations</b>				
Managers/Supervisors	62	24	38	5 vacancies in ITS & Tolling and 33 in Operations
Professional, Technical, Clerical	55	75	(20)	Overruns of 8 in Operations and 12 in ITS & Tolling
Operational Hourlies	-	-	-	
<b>Total Operations</b>	<b>117</b>	<b>99</b>	<b>18</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical	11	18	(7)	6 overrun in Maintenance and 1 overrun in Operations
Operational Hourlies <sup>(1)</sup>	350	310	40	32 vacancies in Operations and 8 vacancies in Maintenance
<b>Total Maintenance</b>	<b>388</b>	<b>349</b>	<b>39</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	34	20	14	5 vacancies in Engineering, 6 in Law, 2 in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical	124	91	33	24 vacancies in Engineering, 8 in Law, and 1 in Capital Budget
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>158</b>	<b>111</b>	<b>47</b>	
<b>Public Safety</b>				
Managers/Supervisors	117	105	12	6 vacancies in Internal Security, 6 in Operations
Professional, Technical, Clerical	36	26	10	10 vacancies in Internal Security
Operational Hourlies <sup>(2)</sup>	252	210	42	42 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>405</b>	<b>341</b>	<b>64</b>	
<b>Total Positions</b>				
Managers/Supervisors	272	184	88	
Professional, Technical, Clerical	279	249	30	
Operational Hourlies	602	520	82	
<b>Total Positions</b>	<b>1,153</b>	<b>953</b>	<b>200</b>	

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

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