



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

April 2024

Committee Members

D. Mack, Co-Chair

J. Barbas, Co-Chair

A. Albert

N. Brown

M. Joshi

J. Samuelsen

L. Sorin

V. Tessitore

M. Valdivia

Bridges & Tunnels Committee Meeting
2 Broadway, 20th Floor Board Room
New York, NY 10004
Monday, 4/29/2024
9:00 - 9:30 AM ET

1. Summary of Actions

B&T Summary of Actions - April 2024 - Page 3

2. Public Comments Period

3. Approval of Minutes

B&T Committee Minutes - March 2024 - Page 5

4. Committee Work Plan

B&T Committee Work Plan - Page 9

5. Report on Operations

B&T Report on Operations - February 2024 - Page 15

6. Safety Report

B&T Safety Report - February 2024 - Page 27

7. Financial Report

B&T Financial Report - March 2024 - Page 32

8. Procurements

B&T Procurements - April 2024 - Page 46

9. B&T Diversity Report

B&T Diversity Report - Fourth Quarter 2023 - Page 52



Bridges and Tunnels

Summary of Actions

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

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement	TransCore, LP Neology, Inc. Star Systems America, LLC	\$25,000,000 (aggregate))	<ul style="list-style-type: none"> • Approval to award three (3) Miscellaneous Procurement Contracts • To provide transponders and related equipment and services for the E-ZPass® Electronic Toll Collection System



Bridges and Tunnels

Minutes of Committee Meeting March 2024



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

March 25, 2024

9:00 a.m.

In attendance were the Honorable:

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

Also in Attendance:
Gerard Bringmann
Marc Herbst

In Person:

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

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

March 25, 2024

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

Public Speakers

The following speakers commented during the public speakers' session:

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

Minutes

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

Committee Work Plan

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

President Sheridan's Remarks

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

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

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

Life of a TBTA Toll Transaction

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

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

Procurements

President Sheridan stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Paul L. Friman
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES & TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Procurements
Action Items (if any)

Responsibility

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

II. SPECIFIC AGENDA ITEMS

April 2024

Diversity Report – 4th Quarter 2023

Responsibility

EEO

May 2024

Final Review of 2023 Year-End Operating Results

Office of Management &
Budget

June 2024

No items scheduled

July 2024

No items scheduled

August 2024

No meeting scheduled

September 2024

2025 Preliminary Budget

Office of Management &
Budget

October 2024

2025 Preliminary Budget

Office of Management &
Budget

November 2024

No items scheduled

December 2024

2025 Proposed Committee Work Plan
2025 Proposed Final Budget

Committee Chair & Members
Office of Management &
Budget

January 2025

Approval of 2025 Work Plan

Committee Chair & Members

February 2025

2025 Adopted Budget/Financial Plan 2025-2028

2024 B&T Operating Surplus
2024 Customer Environment Report

Office of Management &
Budget
Controller
Operations

March 2025

No items scheduled

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

APRIL 2024

Diversity Report – 4th Quarter 2023

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

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

JULY 2024

No items scheduled

AUGUST 2024

No meeting scheduled

SEPTEMBER 2024

2025 Preliminary Budget

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

OCTOBER 2024

2025 Preliminary Budget

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

NOVEMBER 2024

No items scheduled

DECEMBER 2024

2025 Proposed Committee Work Plan

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

2025 Proposed Final Budget

The Committee will recommend action to the Board.

Diversity Report – 3rd Quarter 2024

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

JANUARY 2025

Approval of Work Plan for 2025

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

FEBRUARY 2025

2025 Adopted Budget and February Financial Plan 2025-2028

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

2024 B&T Operating Surplus

The Committee will recommend action to the Board.

2024 Customer Environment Report

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

MARCH 2025

No items scheduled



Bridges and Tunnels

Report on Operations February 2024



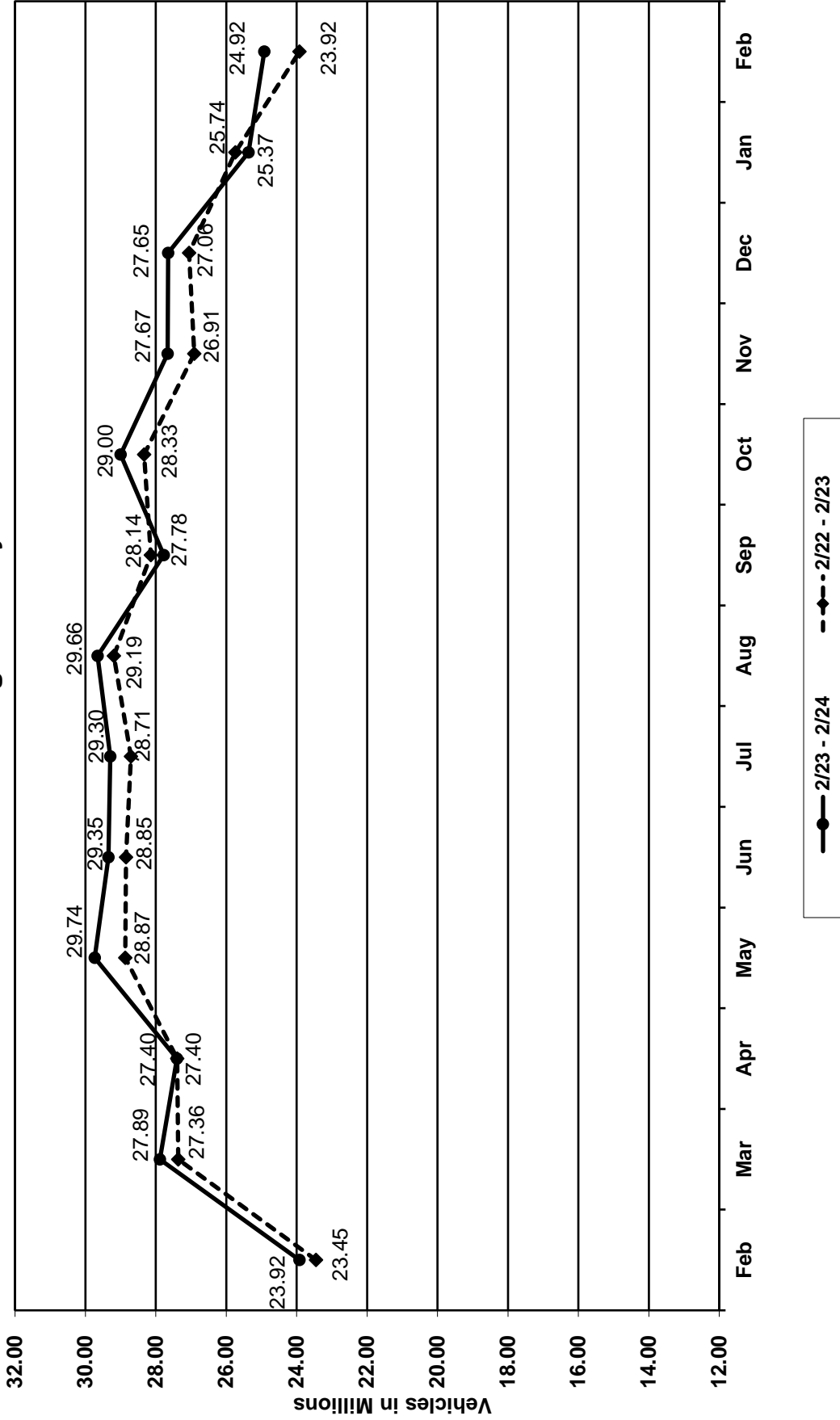
MTA Bridges and Tunnels February 2024 Traffic Trends

Summary

B&T's total paid traffic for February was 24.9 million, an increase of 4.2% compared to 23.9 million crossings in February 2023. Compared to February 2022, B&T paid traffic was 6.3% higher with an increase of 1.5 million crossings.

Weather conditions were not a significant factor on February traffic.

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



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

All B&T Facilities by Method of Payment	February 2024		February 2023		February 2022		2024 YTD	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
E-ZPass ¹	23,089,188	22,717,450	22,425,624	22,425,624	46,564,102	46,564,102	3,729,297	3,729,297
Tolls by Mail ¹	1,854,128	1,206,414	1,028,260	1,028,260	50,293,399	50,293,399		
Total	24,923,316	23,923,864	23,453,884	23,453,884				
E-ZPass Market Share:								
Total	92.6%	95.0%	95.6%	95.6%	92.6%	92.6%	92.4%	92.4%
Cars	92.3%	94.9%	95.5%	95.5%	92.4%	92.4%	95.6%	95.6%
Trucks	95.7%	96.3%	96.6%	96.6%				

Facility	Average Weekday ²				Average Weekend ²				E-ZPass Market Share				E-ZPass Market Share					
	February 2024		February 2023		February 2024		February 2023		Jan 2024		Jan 2023		Jan 2022		Jan 2021		Jan 2020	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
Bronx-Whitestone Bridge	127,221	115,557	11,664	11,664	124,692	111,633	13,059	13,059	90.8%	94.0%	94.8%	94.8%	89.5%	92.6%	93.4%	93.4%	89.5%	92.6%
Cross Bay Bridge	19,354	18,119	1,234	1,234	15,600	14,500	1,100	1,100	93.4%	95.6%	96.1%	96.1%	93.0%	95.4%	95.8%	95.8%	93.0%	95.4%
Henry Hudson Bridge	64,784	60,562	4,222	4,222	53,840	49,761	4,078	4,078	93.4%	95.2%	95.6%	95.6%	92.4%	94.7%	95.2%	95.2%	92.4%	94.7%
Hugh L. Carey Tunnel	62,030	58,680	3,339	3,339	52,382	49,037	3,345	3,345	94.5%	96.2%	96.7%	96.7%	93.6%	95.3%	95.9%	95.9%	93.6%	95.3%
Marine Parkway Bridge	19,700	18,803	897	897	13,978	13,204	775	775	95.2%	96.7%	97.0%	97.0%	94.5%	96.5%	96.8%	96.8%	94.5%	96.5%
Queens Midtown Tunnel	81,105	76,479	4,627	4,627	74,719	69,680	5,039	5,039	94.4%	96.1%	96.5%	96.5%	93.3%	95.4%	95.7%	95.7%	93.3%	95.4%
Robert F. Kennedy Bridge	183,143	167,836	15,207	15,207	164,666	149,082	15,584	15,584	91.8%	94.2%	95.2%	95.2%	90.5%	93.4%	93.4%	93.4%	90.5%	93.4%
Throgs Neck Bridge	111,643	102,852	9,291	9,291	113,269	102,558	10,712	10,712	91.6%	93.9%	94.9%	94.9%	90.5%	93.0%	93.9%	93.9%	90.5%	93.0%
Verrazano-Narrows Bridge	211,944	199,427	12,517	12,517	198,381	184,381	14,000	14,000	93.8%	95.6%	96.1%	96.1%	92.2%	94.9%	95.4%	95.4%	92.2%	94.9%
All Facilities	880,923	817,925	62,998	62,998	811,527	743,836	67,691	67,691	92.8%	94.9%	95.6%	95.6%	91.7%	94.1%	94.8%	94.8%	91.7%	94.1%

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

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

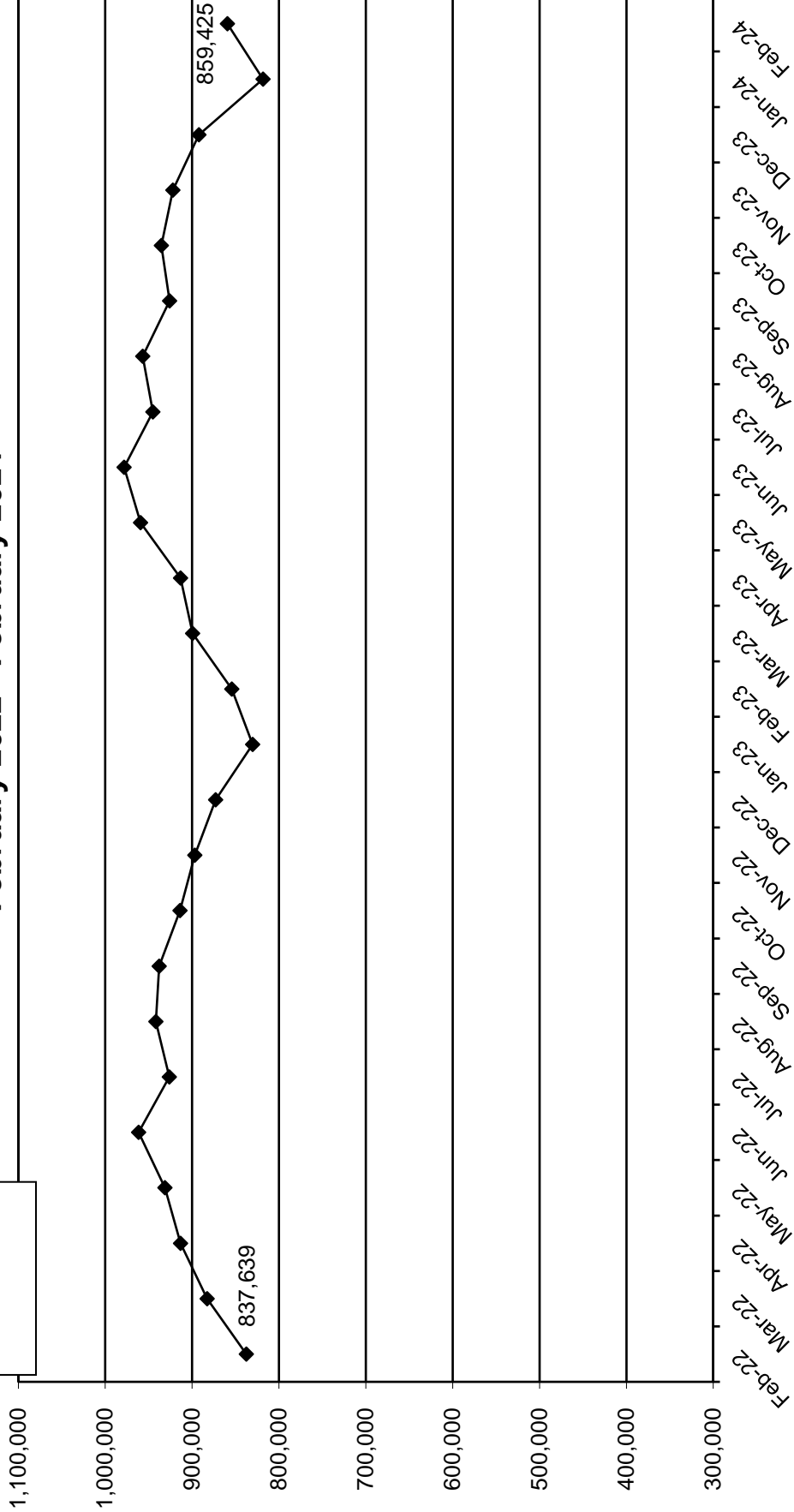
Distribution by Facility & Time Period			
Facility	February 2024		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Bronx-Whitestone Bridge	22.4%	23.1%	54.6%
Cross Bay Bridge	24.8%	24.4%	50.8%
Henry Hudson Bridge	23.4%	29.3%	47.4%
Hugh L. Carey Tunnel	24.4%	24.7%	50.9%
Marine Parkway Bridge	25.9%	26.1%	48.0%
Queens Midtown Tunnel	20.8%	22.7%	56.5%
Robert F. Kennedy Bridge	24.2%	21.4%	54.4%
Throgs Neck Bridge	23.3%	23.3%	53.4%
Verrazzano-Narrows Bridge	23.0%	23.8%	53.2%
All Facilities	23.2%	23.6%	53.2%

Payment Method by Facility (Transactions)			
Facility	February 2024		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.6%	4.9%	9.5%
Cross Bay Bridge	92.1%	1.4%	6.5%
Henry Hudson Bridge	82.6%	10.6%	6.8%
Hugh L. Carey Tunnel	88.7%	5.7%	5.6%
Marine Parkway Bridge	92.5%	2.7%	4.8%
Queens Midtown Tunnel	88.9%	5.2%	6.0%
Robert F. Kennedy Bridge	85.4%	6.0%	8.6%
Throgs Neck Bridge	84.0%	7.4%	8.6%
Verrazzano-Narrows Bridge	84.1%	9.7%	6.2%
All Facilities	85.6%	7.0%	7.5%

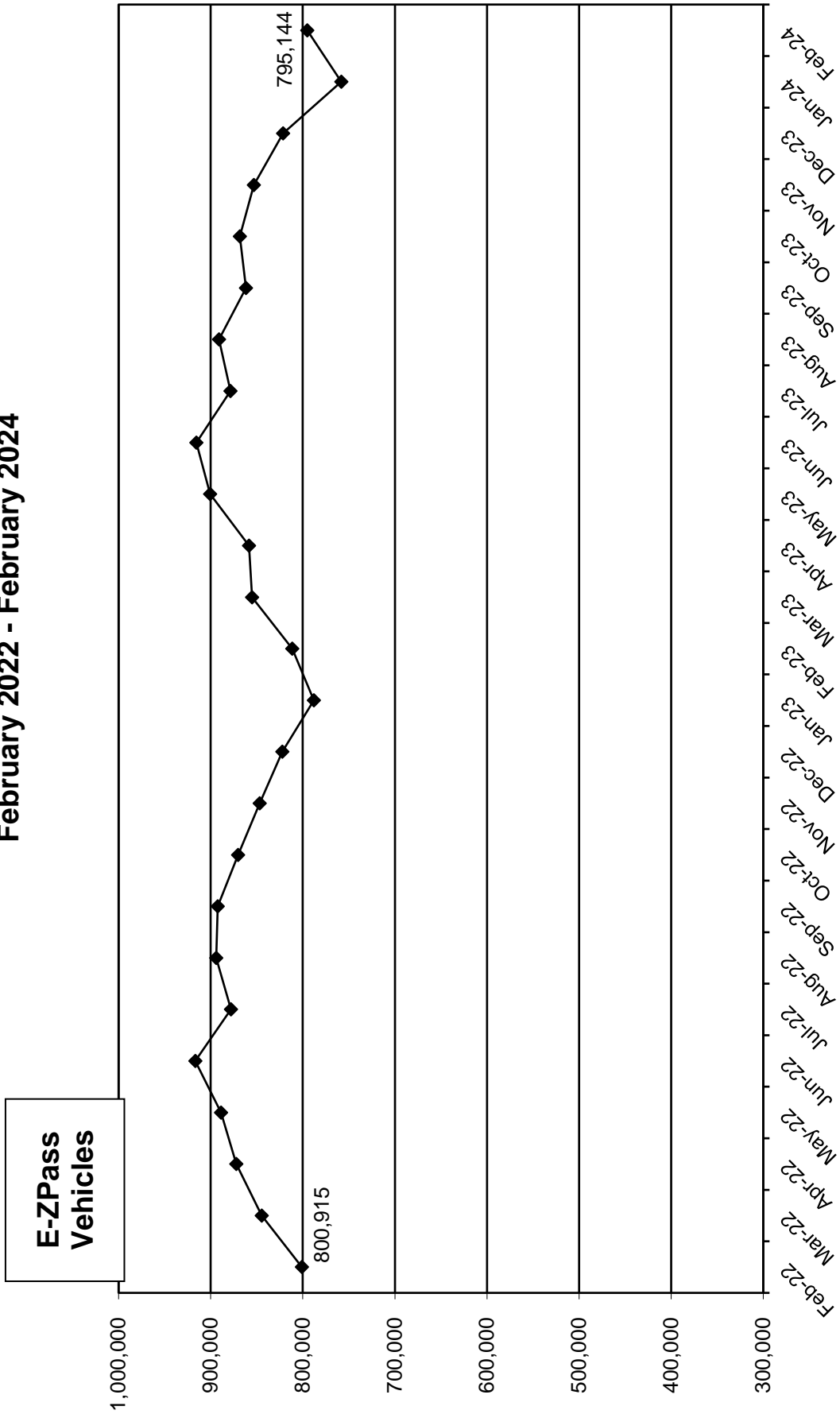
NOTE: As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.

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

All Vehicles

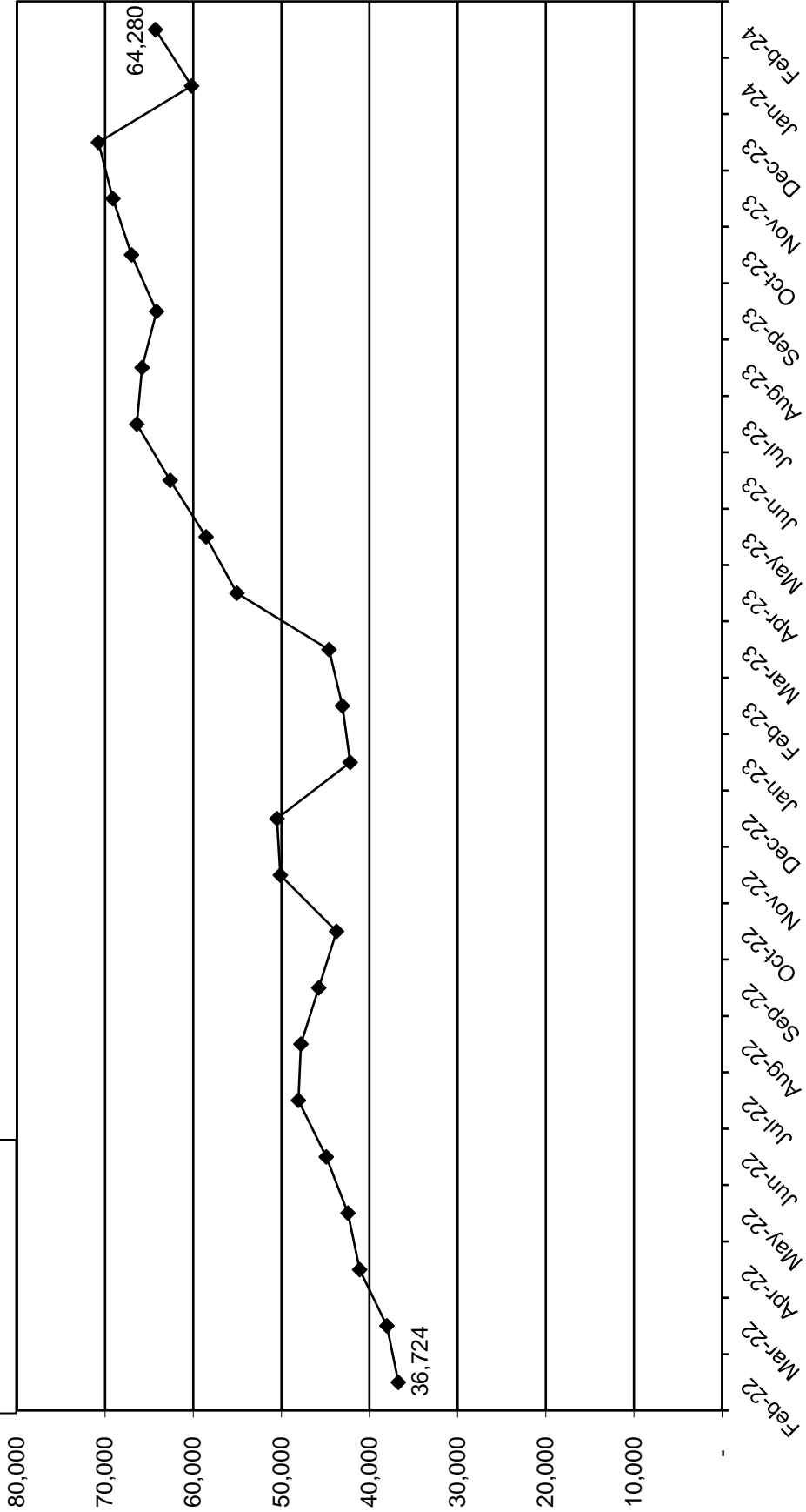


**MTA Bridges and Tunnels
Average Daily Traffic
February 2022 - February 2024**



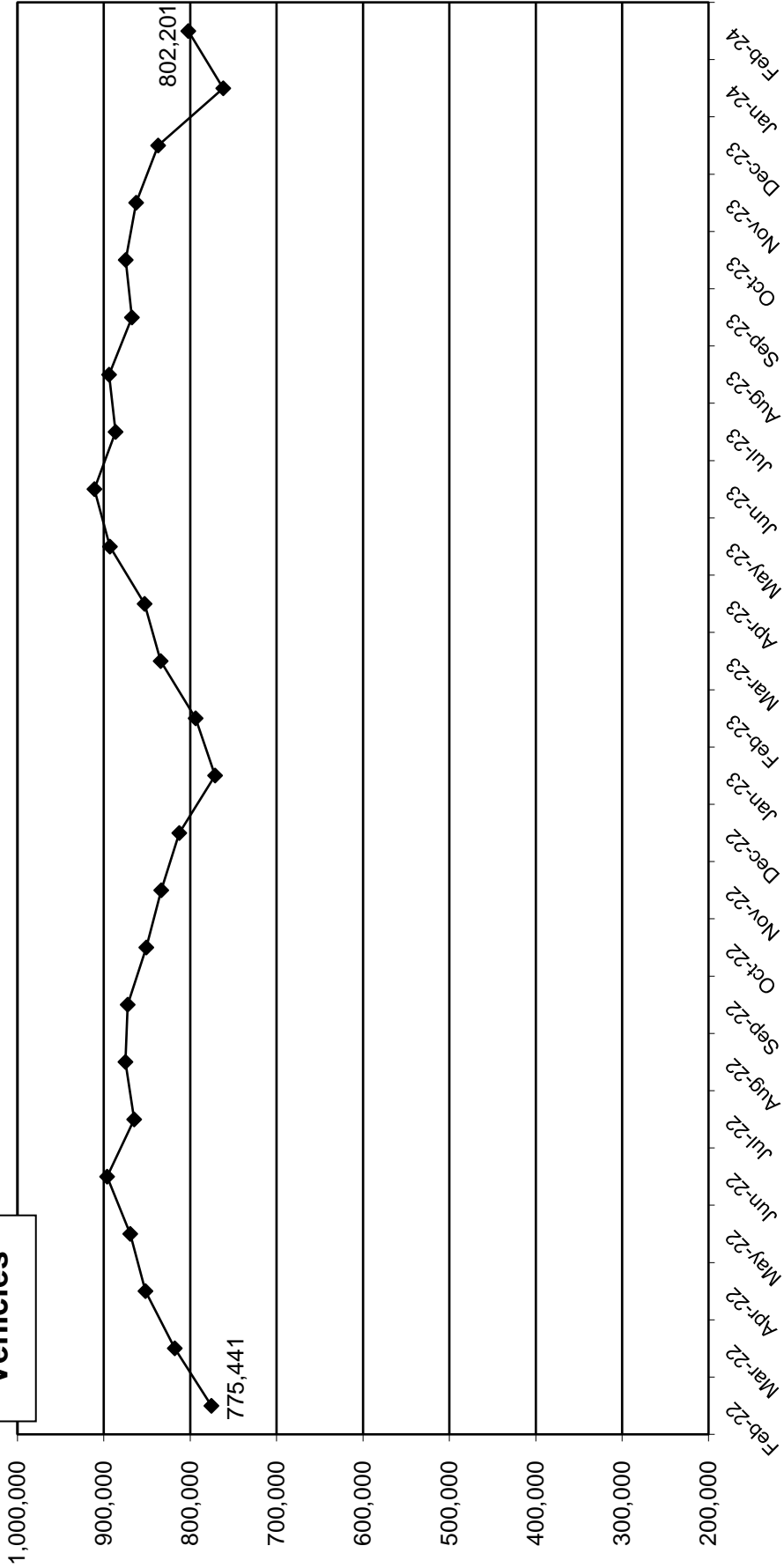
**MTA Bridges and Tunnels
Average Daily Traffic
February 2022- February 2024**

**Tolls by Mail
Vehicles**



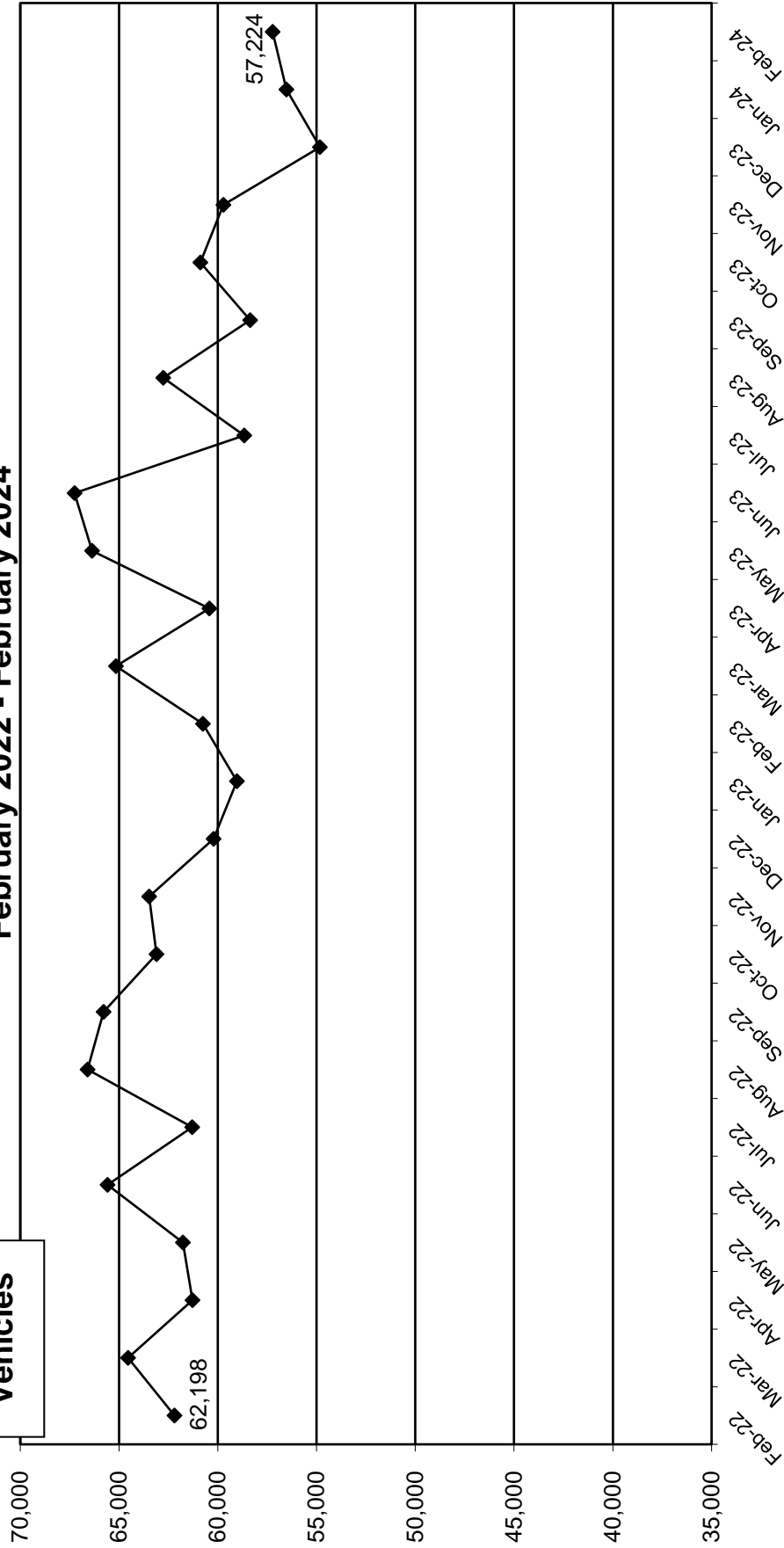
**MTA Bridges and Tunnels
Average Daily Traffic
February 2022 - February 2024**

**Passenger
Vehicles**



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

**Other
Vehicles**



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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (June-Feb)	12 Months(5) (Feb-Feb)
All Facilities	Total Vehicles	0.6%	0.5%	0.9%	1.2%	1.3%
	E-ZPass	-2.0%	-1.9%	-1.5%	-1.0%	-0.7%
	Tolls by Mail	49.2%	43.6%	43.5%	41.8%	39.1%
RFK Bridge	Total Vehicles	3.5%	2.6%	2.6%	2.8%	2.8%
	E-ZPass	0.3%	-0.3%	-0.2%	0.2%	0.4%
	Tolls by Mail	56.1%	48.1%	48.2%	46.9%	43.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.3%	0.3%	1.0%	0.8%	0.7%
	E-ZPass	-2.2%	-1.6%	-0.8%	-0.9%	-0.9%
	Tolls by Mail	46.5%	43.0%	43.9%	42.0%	39.4%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.8%	0.6%	1.0%	0.9%	1.7%
	E-ZPass	-2.3%	-2.3%	-1.7%	-1.2%	-0.6%
	Tolls by Mail	47.5%	41.7%	41.1%	40.5%	37.5%
Verrazano-Narrows Bridge	Total Vehicles	0.2%	0.1%	0.5%	1.1%	1.4%
	E-ZPass	-1.8%	-1.9%	-1.5%	-0.8%	-0.4%
	Tolls by Mail	46.6%	42.7%	43.8%	42.4%	39.9%
Henry Hudson Bridge	Total Vehicles	-3.0%	-2.7%	-2.0%	-1.4%	-0.9%
	E-ZPass	-5.3%	-4.8%	-3.9%	-3.2%	-2.5%
	Tolls By Mail	43.4%	37.1%	35.7%	33.9%	31.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.2%	-1.6%	-1.3%	-1.9%	-2.0%
	E-ZPass	-5.4%	-3.7%	-3.3%	-3.6%	-3.5%
	Tolls by Mail	58.1%	53.1%	50.8%	41.4%	36.1%

- (1) February 2024 vs. February 2023
- (2) December 2023 to February 2024 vs. December 2022 to February 2023
- (3) September 2023 to February 2024 vs. September 2022 to February 2023
- (4) June 2023 to February 2024 vs. June 2022 to February 2023
- (5) March 2023 to February 2024 vs. March 2022 to February 2023

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

Corridor	Toll Media	Feb(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (June-Feb)	12 Months(5) (Feb-Feb)
All Facilities	Total Vehicles	0.6%	0.5%	0.9%	1.2%	1.3%
	Passenger	1.1%	1.0%	1.4%	1.7%	1.7%
	Other	-5.8%	-6.3%	-6.7%	-5.2%	-3.3%
RFK Bridge	Total Vehicles	3.5%	2.6%	2.6%	2.8%	2.8%
	Passenger	4.3%	3.5%	3.4%	3.5%	3.2%
	Other	-6.6%	-7.8%	-7.6%	-5.6%	-2.9%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.3%	0.3%	1.0%	0.8%	0.7%
	Passenger	0.6%	1.1%	1.9%	1.4%	1.1%
	Other	-12.6%	-11.7%	-11.6%	-8.5%	-5.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.8%	0.6%	1.0%	0.9%	1.7%
	Passenger	1.3%	1.1%	1.6%	1.3%	2.3%
	Other	-3.9%	-4.6%	-5.1%	-5.1%	-4.1%
Verrazzano-Narrows Bridge	Total Vehicles	0.2%	0.1%	0.5%	1.1%	1.4%
	Passenger	0.5%	0.4%	0.9%	1.4%	1.6%
	Other	-3.7%	-4.1%	-4.7%	-2.8%	-1.4%
Henry Hudson Bridge	Total Vehicles	-3.0%	-2.7%	-2.0%	-1.4%	-0.9%
	Passenger	-3.1%	-2.7%	-1.9%	-1.3%	-0.9%
	Other	-1.5%	-6.9%	-8.9%	-7.4%	-3.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	-3.2%	-1.6%	-1.3%	-1.9%	-2.0%
	Passenger	-3.0%	-1.3%	-0.9%	-1.6%	-1.9%
	Other	-6.7%	-6.6%	-8.0%	-6.2%	-3.6%

(1) February 2024 vs. February 2023
(2) December 2023 to February 2024 vs. December 2022 to February 2023
(3) September 2023 to February 2024 vs. September 2022 to February 2023
(4) June 2023 to February 2024 vs. June 2022 to February 2023
(5) March 2023 to February 2024 vs. March 2022 to February 2023



Bridges and Tunnels

Safety Report February 2024



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	March 2021 - February 2022	March 2022 - February 2023	March 2023 - February 2024	
Customer Collisions Rate per Million Vehicles	3.88	3.98	3.36	
Customer Injury Collisions Rate per Million Vehicles	0.66	0.86	0.79	
Employee Accident Reports	137	112	140	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.6	5.3	4.7	
Leading Indicators				
Roadway Safety	2023		2024	
	February	Year End	February	Year to Date
Workforce Development (# of Participants)	19	1065	0	121
Fleet Preventative Maintenance Insp.	95	1434	81	218
* Safety Taskforce Inspections	9	14	0	0
Fire Safety	February	Year End	February	Year to Date
* Fire Code Audits Completed	0	14	0	0
** FDNY Liaison Visits	0	28	0	0

* Safety Taskforce Inspections and Fire Code Audits occur annually and commence during the month of March.

** FDNY Liaison Visits are scheduled by the local responding authorities and typically occur seasonally during spring and fall.

Definitions:

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

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

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

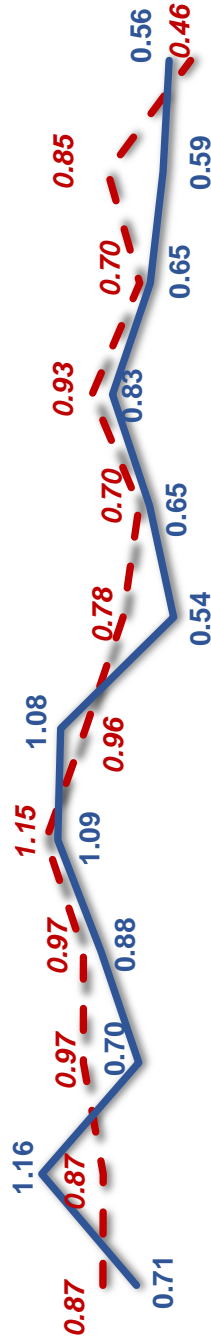
Fire Code Audits are required by the NY'S Uniform Fire Prevention Code. They are conducted by the Safety and Health Department at each building and facility throughout the Agency. They feature a review of fire prevention activities and the condition of fire fighting and suppression equipment.

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

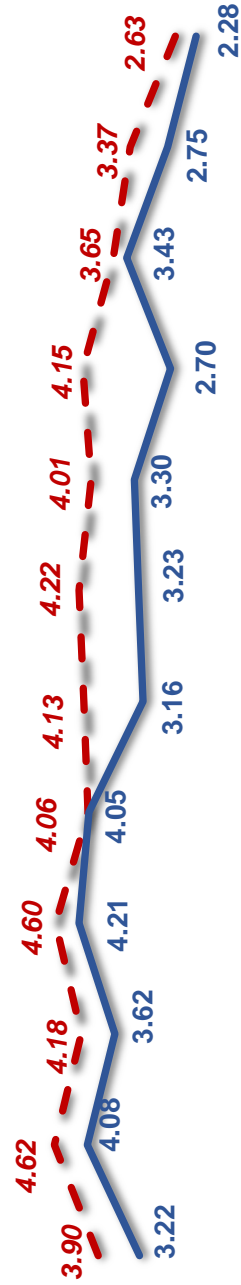


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



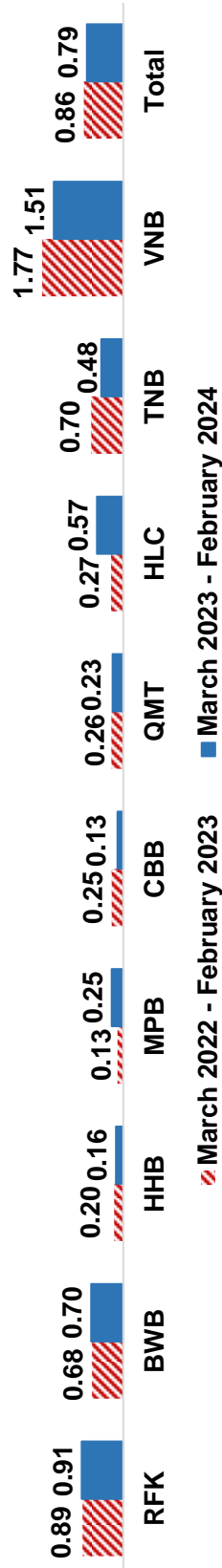
Total Collisions per Million Vehicles



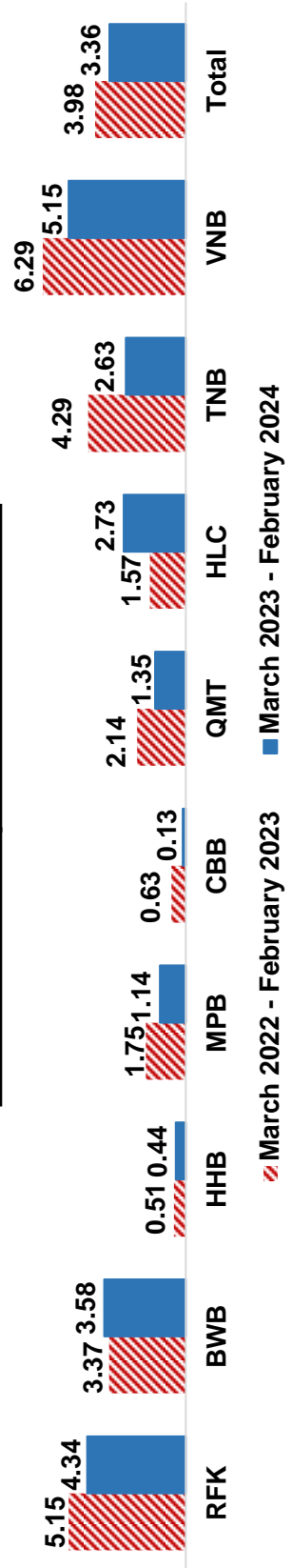


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: January 2023 – January 2024

	23-Feb	23-Mar	23-Apr	23-May	23-Jun	23-Jul	23-Aug	23-Sep	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb
RFK	3.74	3.00	5.57	5.40	5.55	5.45	3.99	4.77	4.72	3.17	3.56	4.02	2.52
BWB	2.49	2.39	2.18	3.89	5.78	4.96	3.11	4.79	2.10	2.67	4.66	3.22	3.00
TNB	3.64	3.16	3.38	1.81	3.12	2.29	1.53	3.05	2.68	3.05	1.96	3.63	2.15
VNB	3.43	6.53	6.52	5.66	6.37	6.84	4.96	3.19	5.26	4.11	5.73	2.90	3.14
QMT	0.90	0.77	2.80	0.75	1.92	0.39	2.29	1.95	1.83	0.40	0.40	1.72	0.87
HLC	1.20	2.05	4.89	2.02	1.02	2.70	3.57	2.63	3.44	3.16	3.66	1.15	2.33
HHB	0.56	0.47	0.47	1.29	0.00	0.48	0.46	0.00	0.00	0.47	0.98	0.57	0.00
MPB	0.00	1.60	0.00	2.77	2.71	0.00	1.28	1.49	1.53	0.00	0.00	0.00	1.91
CBB	0.00	0.00	0.00	0.00	0.00	1.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	2.63	3.22	4.08	3.62	4.21	4.05	3.16	3.23	3.30	2.70	3.43	2.75	2.28



Bridges and Tunnels

Financial Report March 2024



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

ASSETS AND DEFERRED OUTFLOWS OF RESOURCES

CURRENT ASSETS:

Cash-Unrestricted	67,109
Investments:	
Unrestricted	618,427
Restricted	3,679,222
Accrued interest receivable	-258,633
Accounts receivable	563,638
Accounts receivable-Other	53,151
Less allowance for uncollectible accounts	-526,186
Tolls due from other agencies	49,882
Loan receivable from MTA	11,403,159
Prepaid expenses	7,142
	7,142
 Total current assets	 15,656,911

NONCURRENT ASSETS:

Investments:	
Unrestricted	158,092
Restricted	-
Facilities, less acc.dep of \$2,501,244	7,948,170
Capital lease 2 Broadway net acc. dep.	54,190
Derivative Hedge Assets	3,254
	3,254
 Total noncurrent assets	 8,163,706

TOTAL ASSETS: 23,820,617

DEFERRED OUTFLOWS OF RESOURCES:

Deferred outflows of resources related to pension	65,987
Deferred outflow of resources related to other post-employment benefits	193,228
Deferred outflow of resources related to capital Lease	11,293
Accumulated decreases in fair value of derivative instruments	71,358
Defeasance costs	78,345
	78,345

TOTAL DEFERRED OUTFLOWS OF RESOURCES: 420,210

TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES 24,240,827

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

LIABILITIES AND INFLOWS OF RESOURCES

CURRENT LIABILITIES:

Current portion-long term debt	2,658,100
Interest Payable	382,998
Accounts Payable	165,875
Accrued Pension Payable	0
Payable to MTA-CAP	26,311
Due to MTA-Operating Expenses	3,182
Due to NYCTA-Operating Expenses	38
Accrued salaries	4,664
Accrued Vac & Sick Benefits	18,616
Current portion of estimated liability arising from injury	7,727
Due to New York City Transit Authority	-91,034
Due to Metropolitan Transportation Authority	-94,484
Unearned Toll Revenue	252,634
Tolls due to other agencies	78,500
E-ZPass Airport Toll Liability	2,775
	<u>3,415,900</u>
Total current liabilities	<u>3,415,900</u>

NONCURRENT LIABILITIES:

Long term debt	22,949,877
Post Employment Benefits Other than Pensions	872,112
Estimated liability arising from injury	52,610
Capital lease obligations	84,846
Other long-term liabilities	-
Derivative Hedge Liabilities	34,012
Due (to)/from MTA - change in fair value of derivative	40,599
Net Pension Liability	143,873
Security deposits-Contra	-
	<u>24,177,929</u>
Total noncurrent liabilities	<u>24,177,929</u>

DEFERRED INFLOW OF RESOURCES

Deferred Inflow of resources related to Pension	53,083
Deferred Inflow of resources related to other post-employment benefits	255,305
Deferred Inflow of resources related to Capital Lease	11,306

TOTAL LIABILITIES AND DEFERRED INFLOWS OF RESOURCES 27,913,522

NET POSITION -3,672,696 *

TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES & NET 24,240,827

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

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

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent
Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Farebox Revenue	202.080	205.047	2.966	0.000	0.000	0.000	202.080	205.047	2.966
Vehicle Toll Revenue	1.521	2.635	1.113	0.000	0.000	0.000	1.521	2.635	1.113
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital & Other Reimbursements	1.087	1.761	0.674	0.000	0.000	0.000	1.087	1.761	0.674
Investment Income	\$204.689	\$209.442	\$4.753	\$1.711	\$6.136	(\$7.846)	\$206.400	\$203.307	(\$3.093)
Total Revenue			2.3						(1.5)
Expenses									
Labor:									
Payroll	\$10.785	\$10.476	\$0.309	\$0.571	(\$2.120)	\$2.691	11.356	\$8.356	\$3.000
Overtime	2.762	3.072	(0.310)	\$0.078	(0.228)	0.306	2.840	2.845	(0.004)
Health and Welfare	3.130	3.228	(0.098)	\$0.137	(0.508)	0.645	3.267	2.720	0.548
OPEB Current Payment	2.606	2.924	(0.318)	0.000	0.000	0.000	2.606	2.924	(0.318)
Pensions	2.156	3.209	(1.052)	0.131	(0.485)	0.615	2.287	2.724	(0.437)
Other Fringe Benefits	1.930	1.827	0.103	0.066	(0.247)	0.313	1.997	1.580	0.416
Reimbursable Overhead	(0.728)	2.949	(3.277)	0.728	(2.549)	3.277	0.000	0.000	0.000
Total Labor Expenses	\$22.642	\$27.284	(\$4.642)	\$1.711	(\$6.136)	\$7.846	\$24.353	\$21.149	\$3.204
Non-Labor:									
Electric Power	\$0.406	\$0.275	\$0.131	\$0.000	\$0.000	\$0.000	\$0.406	\$0.275	\$0.131
Fuel	0.270	0.404	(0.134)	0.000	0.000	0.000	0.270	0.404	(0.134)
Insurance	1.342	1.139	0.203	0.000	0.000	0.000	1.342	1.139	0.203
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	13.361	12.914	0.447	3.3	0.000	0.000	13.361	12.914	0.447
Professional Service Contracts	3.746	2.917	0.830	0.000	0.000	0.000	3.746	2.917	0.830
Materials & Supplies	0.345	0.515	(0.170)	0.000	0.000	0.000	0.345	0.515	(0.170)
Other Business Expenses	1.326	2.326	(1.000)	0.000	0.000	0.000	1.326	2.326	(1.000)
Total Non-Labor Expenses	\$20.796	\$20.489	\$0.307	\$0.000	\$0.000	\$0.000	\$20.796	\$20.489	\$0.307
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Actions:									
Add'l Actions for Budget Balance: Expense Impact	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$43.438	\$47.773	(\$4.335)	\$1.711	(\$6.136)	\$7.846	\$45.149	\$41.638	\$3.511
Depreciation	\$16.874	\$18.123	(\$1.249)	\$0.000	\$0.000	\$0.000	16.874	\$18.123	(\$1.249)
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Net Adjustment	0.194	0.230	(0.036)	0.000	0.000	0.000	0.194	0.230	(0.036)
GASB_96_SBITA_Adjustment	0.000	0.009	(0.009)	0.000	0.000	0.000	0.000	0.009	(0.009)
Total Expenses after Non-Cash Liability Adjs.	\$60.506	\$66.135	(\$5.629)	\$1.711	(\$6.136)	\$7.846	\$62.217	\$60.000	\$2.217
Less: Depreciation	\$16.874	\$18.123	(\$1.249)	\$0.000	\$0.000	\$0.000	\$16.874	\$18.123	(\$1.249)
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Less: GASB 87 Net Adjustment	0.194	0.230	(0.036)	0.000	0.000	0.000	0.194	0.230	(0.036)
Less: GASB_96_SBITA_Adjustment	0.000	0.009	(0.009)	0.000	0.000	0.000	0.000	0.009	(0.009)
Total Expenses	\$43.438	\$47.773	(\$4.335)	\$1.711	(\$6.136)	\$7.846	\$45.149	\$41.638	\$3.511
Net Surplus/(Deficit)	\$161.251	\$161.669	\$0.418	\$0.000	\$0.000	\$0.000	\$161.251	\$161.669	\$0.418

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

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

	Nonreimbursable			Reimbursable			Total		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
Net Income/(Deficit)				\$161.251	\$161.669	\$0.418			0.3
Less: Capitalized Assets Reserves				0.955	0.264	0.691			72.4
GASB Reserves				0.000	0.000	0.000			-
Adjusted Net Income/(Deficit)				\$160.296	\$161.405	\$1.110			0.7
Less: Debt Service				55.121	52.126	2.995			5.4
Less: Contribution to the Capital Program				0.000	0.000	0.000			-
Income Available for Distribution				\$105.175	\$109.279	\$4.104			3.9
Distributable To:									
MTA - Investment Income				1.087	1.761	0.674			62.0
MTA - Distributable Income				55.251	54.316	(0.936)			(1.7)
NYCTR - Distributable Income				48.836	53.203	4.366			8.9
Total Distributable Income				\$105.175	\$109.279	\$4.104			3.9
Support to Mass Transit:									
Total Revenues				206.400	203.307	(3.093)			(1.5)
Less: Total Operating Expenses				45.149	41.638	3.511			7.8
Net Operating Income/(Deficit)				\$161.251	\$161.669	\$0.418			0.3
Deductions from Net Operating Income:									
Capitalized Assets Reserves				0.955	0.264	0.691			72.4
B&T Debt Service				32.980	43.364	(10.385)			(31.5)
Contribution to the Capital Program				0.000	0.000	0.000			-
GASB Reserves				0.000	0.000	0.000			-
Total Deductions From Operating Income				\$33.935	\$43.628	(\$9.693)			(28.6)
Total Support to Mass Transit				\$127.316	\$118.041	(\$9.275)			(7.3)

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 month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

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

	Nonreimbursable			Reimbursable			Total			
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance		Percent	Actual		Variance	Percent	Actual
Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Farebox Revenue	564.902	24.299	4.3	0.000	0.000	-	564.902	24.299	4.3	
Vehicle Toll Revenue	4.236	2.317	54.7	0.000	0.000	-	4.236	2.317	54.7	
Other Operating Revenue	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-	
Capital & Other Reimbursements	3.028	4.707	155.5	5.233	(8.915)	*	3.028	(8.915)	*	
Investment Income		1.679	55.5	0.000	0.000	-	3.028	4.707	155.5	
Total Revenue	\$572.166	\$28.296	4.9	\$5.233	(\$8.915)	*	\$577.398	\$19.380	3.4	
Expenses										
Non-Labor:										
Payroll	\$32.714	\$4.610	14.1	1.713	(\$1.272)	*	34.427	\$26.831	77.9	
Overtime	8.475	0.243	2.9	0.334	(0.137)	*	8.809	8.095	91.6	
Health and Welfare	9.228	1.134	12.3	0.411	(0.305)	*	9.639	7.789	80.8	
OPEB Current Payment	9.226	0.574	6.2	0.000	0.000	-	9.226	6.652	72.1	
Pensions	6.469	(1.509)	(23.3)	0.392	(0.291)	*	6.861	7.687	(12.0)	
Other Fringe Benefits	6.717	1.405	20.9	0.199	(0.149)	*	6.915	5.163	75.3	
Reimbursable Overhead	(2.184)	(3.713)	*	2.184	(1.529)	*	0.000	0.000	-	
Total Labor Expenses	\$70.645	\$2.744	3.9	\$5.233	(\$3.683)	*	\$75.877	\$11.659	15.4	
Non-Labor:										
Electric Power	\$1.124	\$0.003	0.3	0.000	\$0.000	-	\$1.124	\$1.121	0.3	
Fuel	0.601	(0.240)	(40.0)	0.000	0.000	-	0.601	(0.240)	(40.0)	
Insurance	4.026	0.611	15.2	0.000	0.000	-	4.026	0.611	15.2	
Claims	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	-	
Maintenance and Other Operating Contracts	31.508	26.889	85.0	0.000	0.000	-	31.508	26.889	85.0	
Professional Service Contracts	7.603	4.313	56.7	0.000	0.000	-	7.603	4.313	56.7	
Materials & Supplies	1.030	0.791	76.8	0.000	0.000	-	1.030	0.791	76.8	
Other Business Expenses	3.950	12.937	328.0	0.000	(8.987)	*	3.950	12.937	328.0	
Total Non-Labor Expenses	\$49.842	\$50.306	(0.9)	\$0.000	(\$0.464)	(0.9)	\$49.842	\$50.306	(0.9)	
Other Expense Adjustments										
Other	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-	
Total Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-	
Gap Closing Actions:										
<i>* Add'l Actions for Budget Balance: Expense Impact</i>	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-	
Total Gap Closing Actions	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-	
Total Expenses before Non-Cash Liability Adjs.	\$120.487	\$118.207	1.9	\$5.233	(\$3.683)	*	\$125.719	\$114.524	8.9	
Depreciation	\$50.623	\$54.369	(7.4)	0.000	\$0.000	-	50.623	\$54.369	(7.4)	
OPEB Obligation	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	-	
GASB 68 Pension Adjustment	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	-	
GASB 87 Net Adjustment	0.581	1.870	325.0	0.000	0.000	-	0.581	1.870	325.0	
GASB 96_SBITA_Adjustment	0.000	0.036	0.36	0.000	(0.036)	*	0.000	(0.036)	*	
Total Expenses after Non-Cash Liability Adjs.	\$171.690	\$174.481	(1.6)	\$5.233	(\$2.791)	(1.6)	\$176.923	\$170.798	3.5	
Less: Depreciation	\$50.623	\$54.369	(7.4)	\$0.000	(\$3.746)	(7.4)	\$50.623	\$54.369	(7.4)	
Less: OPEB Obligation	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	-	
Less: GASB 68 Pension Adjustment	0.000	0.000	-	0.000	0.000	-	0.000	0.000	-	
Less: GASB 87 Net Adjustment	0.581	1.870	325.0	0.000	0.000	-	0.581	1.870	325.0	
Less: GASB 96_SBITA_Adjustment	0.000	0.036	0.36	0.000	(0.036)	*	0.000	(0.036)	*	
Total Expenses	\$120.487	\$118.207	1.9	\$5.233	(\$3.683)	*	\$125.719	\$114.524	8.9	
Net Surplus/(Deficit)	\$451.679	\$482.254	6.8	\$0.000	\$0.000	-	\$451.679	\$482.254	6.8	

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

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

	Nonreimbursable			Reimbursable			Total		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
Net Income/(Deficit)									
Less: Capitalized Assets Reserves									
GASB Reserves									
Adjusted Net Income/(Deficit)									
Less: Debt Service									
Less: Contribution to the Capital Program									
Income Available for Distribution									
Distributable To:									
MTA - Investment Income									
MTA - Distributable Income									
NYCTR - Distributable Income									
Total Distributable Income									
Support to Mass Transit:									
Total Revenues									
Less: Total Operating Expenses									
Net Operating Income/(Deficit)									
Deductions from Net Operating Income:									
Capitalized Assets Reserves									
B&T Debt Service									
Contribution to the Capital Program									
GASB Reserves									
Total Deductions From Operating Income									
Total Support to Mass Transit									

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

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

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable			Mar-24			
Vehicle Toll Revenue	2,966	1.5%	Higher than budgeted traffic volume.	24,209	4.3%	Higher than budgeted traffic volume.
Other Operating Revenue	1,113	73.2%	Higher revenue primarily due to the timing of income from administrative fees.	2,317	54.7%	Higher revenue primarily due to the timing of income from administrative fees.
Investment Income	0,674	62.0%	Higher than anticipated short-term investment returns on fund balances.	1,679	55.5%	Higher than anticipated short-term investment returns on fund balances.
Payroll	0,309	2.9%	Lower payroll expenses primarily due to vacancies, partially offset by higher payroll costs associated with recently settled collective bargaining agreements and non-represented wage increases.	4,610	14.1%	Lower payroll expenses primarily due to vacancies, partially offset by higher payroll costs associated with recently settled collective bargaining agreements and non-represented wage increases.
Overtime	(0,310)	-11.2%	Overtime is slightly higher in March largely due to vacancy coverage and higher scheduled overtime against the adopted budget allocation.	0,243	2.9%	Lower overtime mainly due to management efficiencies, and improved scheduling and deployment practices.
Health and Welfare	(0,098)	-3.1%	Higher expenses primarily due to timing of medical expenses against the adopted budget allocation.	1,134	12.3%	Lower expenses primarily due to timing of medical expenses against the adopted budget allocation as well as vacancies.
OPEB Current Payment	(0,318)	-12.2%	Higher expenses primarily due to timing against the adopted budget allocation for retiree expenses.	0,574	6.2%	Lower expenses primarily due to timing against the adopted budget allocation for retiree expenses.
Pensions	(1,052)	-48.8%	Higher expenses primarily due to the timing against the adopted budget allocation.	(1,509)	-23.3%	Higher expenses primarily due to the timing against the adopted budget allocation.
Other Fringe Benefits	0,103	5.4%	Lower expenses primarily due to the timing of FICA costs.	1,405	20.9%	Lower expenses primarily due to the timing of FICA costs.
Electric Power	0,131	32.4%	Lower expenses primarily due to timing against the adopted budget allocation.	0,003	0.3%	Slightly lower expenses primarily due to timing against the adopted budget allocation.
Fuel	(0,134)	-49.7%	Higher expenses primarily due to an increase in gasoline prices for non-revenue vehicles and heating fuel costs.	(0,240)	-40.0%	Higher expenses primarily due to an increase in gasoline prices for non-revenue vehicles and heating fuel costs.
Insurance	0,203	15.1%	Lower expenses primarily due to lower-than-budgeted property and liability insurance premiums and the timing against the adopted budget allocation.	0,611	15.2%	Lower insurance expenses primarily due to lower-than-budgeted property insurance premiums and the timing against the adopted budget allocation.
Maintenance and Other Operating Contracts	0,447	3.3%	Lower expenses are mainly due to the timing against the adopted budget allocation for the E-ZPass Customer Service Center (\$4,297 Mill) costs, partially offset by higher costs and timing for Major Maintenance & Painting (\$1,837 Mill), maintenance of E-ZPass equipment (\$0,740 Mill), facility maintenance (\$0,420 Mill), and security services (\$0,320 Mill).	4,620	14.7%	Lower expenses are mainly due to the timing against the adopted budget allocation for the E-ZPass Customer Service Center (\$3,544 Mill), maintenance of E-ZPass equipment (\$0,802 Mill), and E-ZPass tag costs (\$0,766 Mill), partially offset by the timing of expenses for facility maintenance (\$0,398 Mill).
Professional Service Contracts	0,830	22.1%	Lower expenses are primarily due to the favorable timing against the monthly adopted budget allocation for bond issuance costs (\$0,347 Mill), other outside services (\$0,260 Mill), engineering services (\$0,148 Mill), and planning studies (\$0,137 Mill).	3,290	43.3%	Lower expenses are primarily due to the favorable timing against the monthly adopted budget allocation for other professional service contracts (\$1,110 Mill), bond issuance costs (\$1,006 Mill), professional and other professional services (\$0,703 Mill), and planning studies (\$0,284 Mill).
Materials & Supplies	(0,170)	-49.4%	Higher expenses across a variety of small equipment and supply categories, due to timing against the adopted budget allocation.	0,239	23.2%	Lower expenses across a variety of small equipment and supply categories, due to timing against the adopted budget allocation.
Other Business Expense	(1,000)	*	Higher expenses primarily due to the timing of credit card processing fees and membership dues.	(8,987)	*	Higher expenses primarily due to the timing of credit card processing fees.
Depreciation	(1,249)	-7.4%	Higher depreciation expense primarily due to timing against the adopted budget allocation.	(3,746)	-7.4%	Higher depreciation expense primarily due to timing against the adopted budget allocation.
Reimbursable						
Capital and Other Reimbursements	(7,846)	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.	(8,915)	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.
Payroll	2,691	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.	2,985	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.
Overtime	0,306	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.	0,471	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.
Health and Welfare	0,645	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.	0,716	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.
Pensions	0,615	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.	0,682	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.
Other Fringe Benefits	0,313	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.	0,348	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.
Reimbursable Overhead	3,277	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.	3,713	*	Lower capital reimbursements largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.

*Variance exceeds 100%

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

Year to date ending March 2024

Comparison Current Year vs. Prior Year:

Month of March

Prior Year Traffic	*Current Year		Percentage Change		Prior Year Traffic	*Current Year		Percentage Change	
	Revenue	Traffic	Revenue	Traffic		Revenue	Traffic	Revenue	Traffic
4.2	\$33.1	4.1	\$33.7	-1.1%	11.7	\$92.8	11.5	\$96.7	-1.7%
0.6	1.7	0.6	1.7	-3.2%	1.8	4.8	1.7	5.0	-2.5%
2.1	8.2	2.1	8.5	-0.6%	5.8	22.4	5.6	23.7	-2.2%
1.9	13.3	1.9	13.7	0.0%	5.3	37	5.4	39	0.7%
0.6	1.6	0.6	1.7	-1.1%	1.7	4.5	1.7	4.7	-0.7%
2.6	19.1	2.6	19.4	-0.6%	7.1	52.9	7.2	55.7	0.6%
5.6	43.3	5.7	45.2	1.9%	15.6	119.9	16.1	130	3.3%
3.5	31.7	3.7	33.8	5.7%	9.7	88.4	10.2	97.1	5.3%
6.7	46.4	6.7	47.3	-0.4%	18.8	130	18.9	137.5	0.4%
27.9	\$198.5	28.1	\$205.0	0.6%	77.5	\$552.70	78.4	\$589.20	1.0%
	\$7.118		\$7.306			\$7.127		\$7.519	5.5%

1) Toll increase implemented August 6, 2023
2) Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

March Budget Traffic	March Actual		Percentage Change		YTD Budget Traffic	YTD Actual		Percentage Change	
	Revenue	Traffic	Revenue	Traffic		Revenue	Traffic	Revenue	Traffic
26.8	\$202.1	28.1	\$205.0	4.6%	75.1	\$564.90	78.4	\$589.2	4.4%
	\$7.532		\$7.306			\$7.524		\$7.519	-0.1%

3) 2024 March traffic is 0.2 M above March 2023 traffic, an increase of 0.6% and revenue is \$6.6M above March 2023, an increase of 3.3%.
4) 2024 March YTD traffic is 0.8M above March YTD 2023, an increase of 1.0% and March YTD revenue is \$36.5M above March 2023, an increase 6.6% .

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

Facility	Revenue Collection Rate March 2024
Henry Hudson Bridge	94.4%
Hugh L. Carey Tunnel	95.2%
Queens Midtown Tunnel	96.5%
Marine Parkway Bridge	95.4%
Cross Bay Bridge	93.3%
Robert F. Kennedy Bridge	93.1%
Verrazzano-Narrows Bridge	92.8%
Bronx-Whitestone Bridge	93.0%
Throgs Neck Bridge	94.0%
All Facilities	93.7%

1. Represents total revenue collections from transactions March 2022 through February 2023

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

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	15	10	5	5 Managerial vacancies
Law ⁽¹⁾	12	5	7	2 Managerial and 5 Professional vacancies
Budget & Finance ⁽²⁾	17	10	7	5 Managerial and 2 Professional vacancies
Administration ⁽³⁾	34	26	8	5 Managerial and 3 Professional vacancies
EEO	1	-	1	1 Professional vacancy
Total Administration	79	51	28	
Operations				
ITS & Tolling	70	75	(5)	11 Professional overrun partially offset by 6 Managerial vacancies
Central Business District Tolling Program	48	9	39	5 Managerial and 34 Professional vacancies
Operations (Non-Security)	54	35	19	29 Managerial vacancies partially offset by 10 overrun in Professional
Total Operations	172	119	53	
Maintenance				
Maintenance	205	192	13	5 Managerial and 10 in Hourly partially offset by 2 Professional vacancies
Operations - Maintainers	183	157	26	26 Maintainer vacancies
Total Maintenance	388	349	39	
Engineering/Capital				
Engineering & Construction	123	96	27	4 Managerial and 23 Professional vacancies
Health & Safety	9	7	2	2 Managerial vacancies
Law ⁽¹⁾	18	9	9	3 Managerial and 6 Professional vacancies
Planning & Budget Capital	8	6	2	1 Managerial and 1 Professional vacancy
Total Engineering/Capital	158	118	40	
Public Safety				
Operations (Security)	375	344	31	5 Managerial and 26 Operational vacancies
Internal Security - Operations	45	32	13	5 Managerial and 8 Professional vacancies
Total Public Safety	420	376	44	
Total Positions	1,217	1,013	204	
Non-Reimbursable	1,086	908	178	
Reimbursable	131	105	-	
Total Full-Time	1,217	1,013	204	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

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

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	30	13	17	5 vacancies in Administration, 5 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	49	38	11	5 vacancies in Law, 3 in Administration, 2 in Budget & Finance, 1 in EEO
Operational Hours	-	-	-	
Total Administration	79	51	28	
Operations				
Managers/Supervisors	73	33	40	6 vacancies in ITS & Tolling, 5 in CBDTP, and 29 in Operations
Professional, Technical, Clerical	99	86	13	34 vacancies in CBDTP, partially offset by 10 overrun in Operations, and 11 overrun in ITS & Tolling
Operational Hours	-	-	-	
Total Operations	172	119	53	
Maintenance				
Managers/Supervisors	27	22	5	5 vacancies in Maintenance
Professional, Technical, Clerical	11	14	(3)	2 overrun in Maintenance & 1 overrun in Operations
Operational Hours ⁽¹⁾	350	313	37	27 vacancies in Operations & 10 vacancies in Maintenance
Total Maintenance	388	349	39	
Engineering/Capital				
Managers/Supervisors	34	24	10	4 vacancies in Engineering, 3 in Law, 2 in Health & Safety and 1 in Capital Budget
Professional, Technical, Clerical	124	94	30	23 vacancies in Engineering, 6 in Law, and 1 in Capital Budget
Operational Hours	-	-	-	
Total Engineering/Capital	158	118	40	
Public Safety				
Managers/Supervisors	117	107	10	5 vacancies in Internal Security and 5 in Operations
Professional, Technical, Clerical	36	28	8	8 vacancies in Internal Security
Operational Hours ⁽²⁾	267	241	26	26 BTO vacancies in Operations
Total Public Safety	420	376	44	
Total Positions				
Managers/Supervisors	281	199	82	
Professional, Technical, Clerical	319	260	59	
Operational Hours	617	554	63	
Total Positions	1,217	1,013	204	

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

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

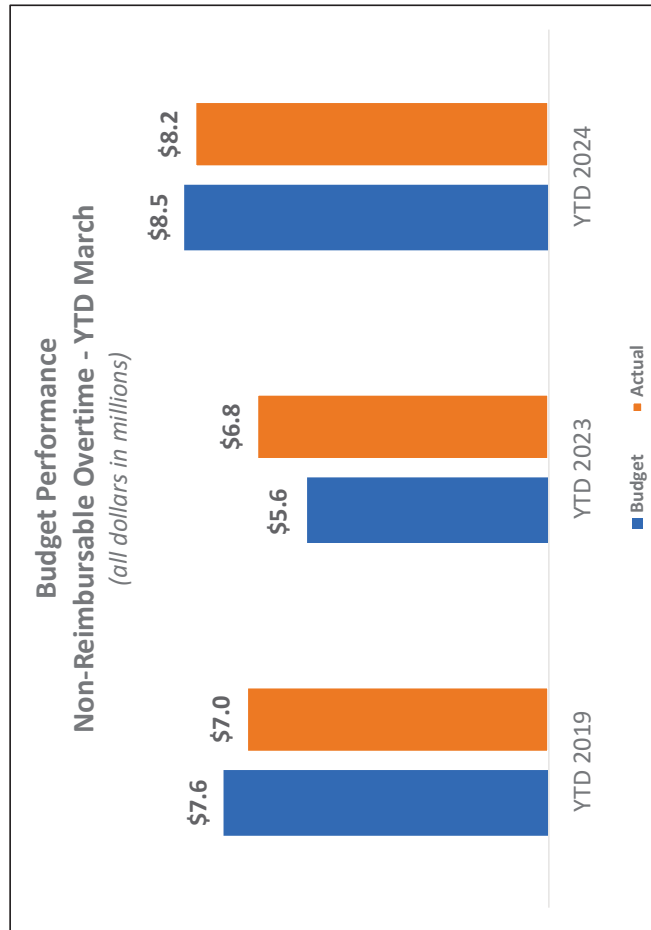
BRIDGES AND TUNNELS - NON-REIMBURSABLE OVERTIME

Overview

- Underspending of \$0.2M (3%) vs Adopted Budget YTD mainly due to management efficiencies, and improved scheduling and deployment of Operations and Maintenance represented workforce.

Agency Detail

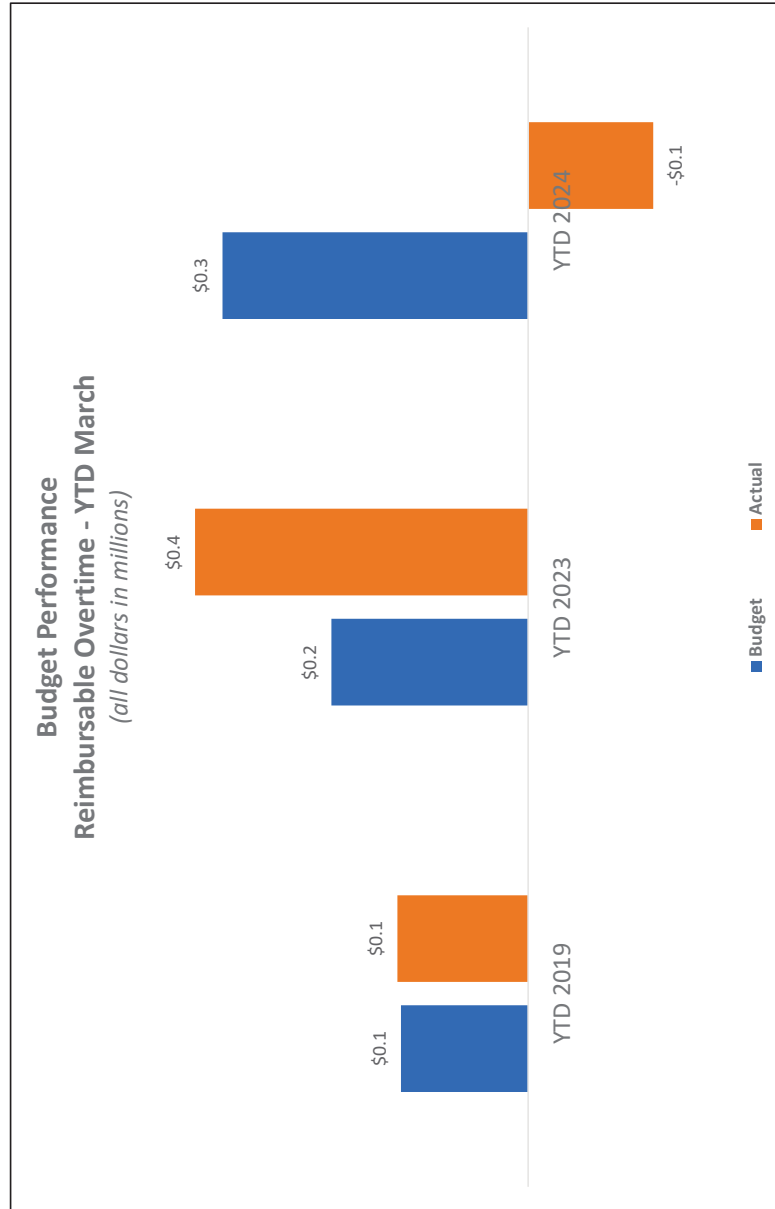
- **Vacancy/Absentee Coverage** B&T's Operations Department Management Team utilizes discretion regarding the use of overtime to cover operationally critical work assignments when applicable. Scheduling strategies remain dynamic with updated schedules developed and implemented as required to ensure protection and recovery of revenue as well as meeting the needs for delivery of service, safety, and security.
- **Maintenance** duties increased as B&T has resumed traditional maintenance duties after moving into the "post COVID era". Costs were partially offset through the use of scheduling efficiencies by shifting some Maintenance personnel to straight-time overnight coverage during the winter months. Due to the mild winter season there was a reduced need for roadway maintenance.
- B&T continues to monitor its dynamic environment and prioritizes overtime needs.



BRIDGES AND TUNNELS - REIMBURSABLE OVERTIME

Overview

- YTD overtime is \$471k lower than the Adopted Budget largely due to Accounting capturing the accrual estimate but will be replaced with actual reimbursement in subsequent months.





Bridges and Tunnels

Procurements April 2024



Staff Summary



Subject: Request for Authorization to Award Procurement
Department: Procurement
Department Head Name: Louis Montanti
Department Head Signature:
Project Manager Name: Various

Date: 4/17/2024
Vendor Name:
Contract Number:
Contract Manager Name:
Table of Contents Ref #:

Board Action					
Order	To	Date	Approval	Info	Other
1	President	4/19/2024		4/22/2024	
2	MTA B&T Committee	4/29/2024			
3	MTA Board	4/30/2024			

Internal Approvals			
Order	Approval	Order	Approval
	President		
	General Counsel & Corporate Secretary PLF		
	MTA Deputy Chief Procurement Officer		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

PURPOSE:

To obtain approval of the Board to award procurement actions and to inform the Bridges and Tunnels Committee of the procurement actions.

DISCUSSION:

MTA B&T proposes to award Non-Competitive procurements in the following categories: None

MTA B&T proposes to award Competitive procurements in the following categories:

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule E: Miscellaneous Procurement Contracts	3	\$25M
SUBTOTAL	3	\$25M

MTA B&T presents the following procurement actions for Ratification: None

TOTAL	3	\$25M
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BUDGET IMPACT:

The purchase/contracts will result in obligating operating funds in the amount listed. Funds are available in the current MTA B&T operating budget for this purpose.

RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

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

**MTA BRIDGES & TUNNELS
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**

WHEREAS, in accordance with Sections §559, §2879 and §1265-a of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

WHEREAS, in accordance with Section §2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

APRIL 2024

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

MTA BRIDGES & TUNNELS

Procurements Requiring Majority Vote:

Schedule E: Miscellaneous Procurement Contracts
(Staff Summaries requiring Board approval)

Staff Summary Attached

1-3.	Neology, Inc.	\$25,000,000	1
	Contract No. 24-IAG-2988A	(Aggregate A, B & C)	
	Five Years with two 1-year options		

Transcore, LP
Contract No. 24-IAG-2988B
Five years with two 1-year options

Star Systems America, LLC
Contract No. 24-IAG-2988C
Five years with two 1-year options

B&T is seeking Board approval to award three competitively solicited miscellaneous procurement contracts one to Neology, Inc., the second to Transcore, LP and the third to Star Systems America, LLC, to provide transponders and related services for the E-ZPass Electronic Toll Collection System.

Schedule E: Miscellaneous Procurement Contracts

Item Number: 1–3

Vendor Names (Locations) Neology, Inc. (Carlsbad, California) Transcore LP (Nashville, Tennessee) Star Systems America, LLC (Dallas, Texas)	Contract Numbers 24-IAG-2988A 24-IAG-2988B 24-IAG-2988C	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Provide Electronic Transponders and Related Equipment and Services for the E-ZPass® Electronic Toll Collection System		
Contract Term May 1, 2024–April 30, 2029		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive		
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
Total Amount: \$25,000,000 (Aggregate, not-to-exceed)		
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Department: ITS & Tolling, Nichola Angel, Vice President		

Discussion:

Bridges and Tunnels (“B&T”) is seeking Board approval under the All-Agency General Contract Procurement Guidelines to award three estimated quantity miscellaneous procurement contracts solicited on a competitive basis to Neology, Inc. (“Neology”); Transcore, LP (“Transcore”); and Star Systems America (“Star Systems”) to provide electronic transponders and related equipment and services for the E-ZPass® Electronic Toll Collection System in the aggregate not-to-exceed amount of \$25 million over a period of five years. This contract also includes two 1-year Options. Should B&T choose to exercise either of these options, Board approval will be obtained prior to execution.

In 1990, seven toll facilities from New York (including MTA B&T), New Jersey, and Pennsylvania joined to form an alliance known as the E-ZPass Interagency Group (“E-ZPass Group”). These agencies represented approximately 40 percent of all U.S. toll transactions and nearly 70 percent of all US toll revenue. The E-ZPass Group’s goal was to implement a regionally interoperable toll collection program that would not only satisfy the divergent toll collection and traffic management needs of the agencies but also provide regional mobility and convenience to its customers. Today, the E-ZPass Group operates the largest, most successful toll interoperability network in the world, with more than 53 million toll transponders in use and collects over \$15.6 billion in annual toll revenues, of which more than \$12.8 billion is collected electronically and over \$6.1 billion is transferred between agencies through B&T’s toll reciprocity programs, according to its website.

As part of the E-ZPass Group interoperable agreement, E-ZPass Group member agencies have agreed to only use toll technology equipment certified by the E-ZPass Group. Toll technology equipment includes interior and exterior transponders (tags) and protocol reader antennas (readers). Since the inception of E-ZPass® technology (1995), the E-ZPass Group has conducted competitive procurement processes to obtain a vendor for this equipment on behalf of its member agencies. One company to date has served as the sole successful vendor under multiple contracts (1995–2022). To improve competition and pricing as well as utilizing multiple providers to satisfy the collective needs, the E-ZPass Group decided to conduct a two-step procurement process to allow for multiple awardees, the subject of this approval request.

In 2022, the North Carolina Turnpike Authority issued a publicly advertised Request for Proposal (“RFP”) for Electronic Toll Collection Equipment and Services on behalf of the E-ZPass member agencies. The RFP allowed for multiple proposers to become qualified vendors, new proposers to join the procurement, and existing qualified vendors to add new equipment, maintenance, and support services during the term of the contract. The selection process was based on proposers meeting the minimum requirements set forth in the RFP, which included Corporate Capabilities; Technical Requirements; Acceptance of Terms and Conditions; and Initial Pricing.

On meeting the minimum requirements, the vendors submitted validation testing results for their equipment for certification by the E-ZPass Technical Committee (the group in charge of testing the equipment to ensure compliance with the contract requirements). Upon equipment certification, the vendor’s pricing is added to the price list for E-ZPass members. As a result of this process, four vendors submitted proposals: Kapsch TrafficCom (“Kapsch”); Star Systems; Transcore; and Neology.

Schedule E: Miscellaneous Procurement Contracts

Currently, all four vendors have been approved by the E-ZPass Group as having certified products and/or services. E-ZPass Group members wishing to purchase certified equipment or services will enter into separate contract(s) with each of the approved vendor(s).

B&T recommended awards to Star Systems, Transcore, and Neology. Kapsch is listed on the NYS Office of General Services (OGS) site of Non-Responsible firms and no award is recommended at this time¹.

Equipment purchases will be based on the lowest price. B&T Project Management estimates procuring more than one million interior and exterior transponders each year. The lowest interior transponder price is \$6.64. Initial pricing contains maximum unit prices for the life of the contract, however, vendors are required to submit annual pricing, which can include lower unit pricing and various discounts. Prices are considered fair and reasonable.

Under the new contracts, B&T plans to slowly migrate to issuing the less expensive interior sticker tags from the current more costly hard-case transponders, which must be waterproof and require a higher-power battery. B&T plans for the migration to sticker tags to commence in 2025.

The contracts have been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. The Authority is working with the vendors to include applicable cybersecurity requirements prior to issuance of the notice of award.

Each selected firm has certified that pursuant Executive Order 16, it is not doing business in Russia.

D/M/WBE Information

The MTA Department of Diversity and Civil Rights (“DDCR”) has established a zero percent DBE goal for this contract. Star Systems, Transcore, and Neology have not completed any MTA contracts with goals; therefore, no assessment of their MWDBE/SDVOB is currently available.

Impact on Funding

Funding in the amount of \$25 million is available in the Operating Budget under GL #713001.

Alternatives

There are no recommended alternatives, as B&T does not possess the resources required to perform these services.

Recommendation

It is recommended that the Board approve the award of miscellaneous procurement contracts to Neology, Transcore, and Star Systems to provide electronic transponders and related equipment and services for the E-ZPass® Electronic Toll Collection System.

¹Kapsch has been deemed Non-Responsible as of September 7, 2023. The MTA, as a state authority, is precluded by EO 192 from awarding the contract to the bidder.



Bridges and Tunnels

Diversity Report Fourth Quarter 2023



MTA Bridges and Tunnels

EEO Report – 4th Quarter 2023

April 29, 2024



EEO 4th Quarter Executive Summary

□ EEO

As of **December 31, 2023**, MTA Bridges and Tunnels' **workforce** consisted of **901** employees of which **females** represented **20% (180)**, **minorities** represented **60% (538)**, **veterans** represented **2% (16)** and employees identifying as a **person with a disability** represented **2% (15)** of the total workforce.

In comparison with the **4th Quarter 2022 (4Q22)**:

- **B&T's 4th Quarter workforce decreased by 4 employees.**
- **Female representation increased by one percentage point with a net change of 7 female employees.**
- **Minority representation increased by two percentage points with a net change of 17 minority employees.**
- There was **1** employee **hired** who self-identified as a **veteran** and **2** employees **separated** that self-identified as a **veteran**.
- B&T handled* a total of 7 EEO complaints; of which 2 were internal and 5 were external (including lawsuits). During 2023, B&T received a total of 6 EEO complaints; of which 2 were internal and 4 were external.
- B&T did not receive any Title VI complaints or lawsuits during this reporting period.

* Complaints handled include incoming 2023 cases and cases that carried over from prior years.



EEO 4th Quarter Executive Summary Cont.

- **D&I in Motion – All Agency Employee Resource Groups Quarterly Highlights**
“Connections in Motion” is our theme for this year. Diversity, equity, inclusion, and belonging are essential components of our daily interactions, work relationships, & communication within the organization. The ERGs events and initiatives will highlight how the MTA leverages diversity to create an equitable and inclusive culture that allows for meaningful connections in the workplace.

- **Black Employees Group for Inclusion & Networking (B.E.G.I.N.) - Umoja Celebration (Post Kwanzaa Celebration) - January 18, 2024.**

Kwanzaa is an annual African American cultural tradition. Its first principle Umoja confirms the importance of togetherness for the family and community. For the second year the B.E.G.I.N. ERG celebrated the end of Kwanzaa with an Umoja after-work networking event.

- **B.E.G.I.N. - Black History Month - February 2024**

B.E.G.I.N. celebrated Black History Month (BHM) with a focus on African American Leaders in Transportation History. This theme was the focal point of the BHM Cultural Celebration on February 22, 2024; an article in MTA Today; and the out-front screens on the subway platforms and bus station stops. BEGIN highlighted the significance of public transportation and its role in civil rights movement. A particular focus was placed on individuals who played significant roles in making public transportation accessible as well as opening employment opportunities in the industry.

- **Empowering Women in Transportation (EWT) – Women’s History Month – March 2024**

Empower Her-Bridging Generations, Building Futures” was the theme for 2024 Women’s History Month celebration. EWT led this year’s celebration with its 2nd annual Soles4Souls Shoe Drive, International Women Day Panel/Book Club Kick Off Event, and the Empower Her Celebration in which 24 women for 2024 were recognized for having shown outstanding dedication to “EmpowerHER” through their role within the MTA.



EEO 4th Quarter Executive Summary Cont.

□ EEO

B&T conducted a utilization analysis of females and minorities in its workforce. The utilization analysis consists of comparing B&T's **December 31, 2023**, workforce percentages for females and minorities to the estimated availability of the females and minorities available within the relevant labor market.

Based on the **utilization analysis**, B&T's 2023 workforce **estimated availability** targets are:

EEO4 Category	Minorities	Females	Black	Hispanic	Asian	Am Ind/Al Nat	NHOPI	2 Races
Officials & Administrators	37.7%	16.2%	17.8%	10.0%	5.8%	0.3%	0.0%	3.8%
Professionals	48.0%	30.5%	18.7%	16.9%	8.0%	0.0%	0.0%	4.4%
Technicians	32.8%	12.2%	17.3%	12.4%	1.3%	0.0%	0.0%	1.8%
Protective Services	43.1%	41.1%	15.2%	22.8%	2.5%	0.1%	0.1%	2.3%
Paraprofessionals	43.0%	71.6%	4.4%	6.4%	24.5%	0.1%	0.0%	7.4%
Administrative Support	24.3%	34.1%	8.9%	10.5%	3.9%	0.1%	0.0%	1.0%
Skilled Craft	62.7%	11.6%	24.7%	27.6%	8.1%	0.1%	0.0%	2.0%
Service Maintenance	72.4%	38.3%	23.6%	41.7%	5.8%	0.1%	0.0%	1.1%



EEO 4th Quarter Executive Summary Cont.

Based on the B&T utilization analysis*, the underrepresentation for females and minorities occurred in the following EEO categories:

All Females:

- Professional - Whites
- Technicians – Blacks
- Protective Services – Hispanics, Asian and Whites
- Paraprofessional – Asian and Whites
- Administrative Support – Whites
- Skilled Craft – Blacks, and Hispanics

Minority Males:

- Technicians – 2+ Races
- Skilled Craft – Blacks, Hispanics and Asians
- Service Maintenance – Hispanics and 2+ Races

*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



EEO 4th Quarter Executive Summary Cont.

- When vacancies occur for EEO job categories, B&T's action strategy to address areas of underutilization will include:
 - Creating unique approaches to attract, promote and retain the specific job group/job title;
 - Forecasting future opportunities for underutilized job groups/titles, in communication with hiring manager, and raising awareness of need to make extra efforts to achieve representation of targeted groups in the candidate pools;
 - Identifying specific job groups/job titles within the underutilized category that present an opportunity for targeted recruitment;
 - Engaging with potential outreach sources relevant to the underutilized groups such as hosting career fairs to attract qualified candidates into the pipeline for non-traditional technical positions.



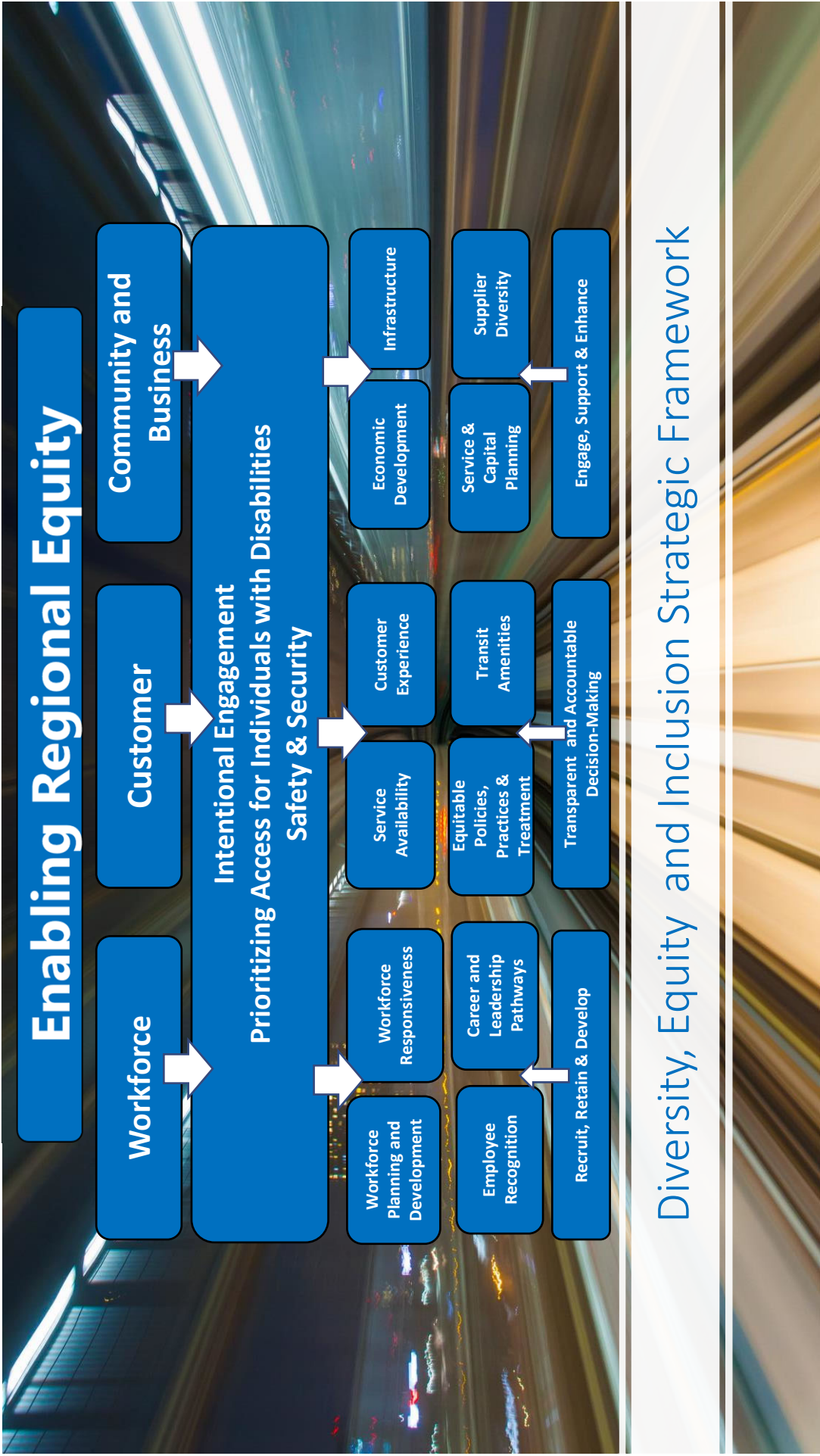
MTA'S Five Year Diversity Equity and Inclusion Strategic Plan



Message from the Chair and CEO

"As the Nation's largest transportation authority, MTA employs nearly 72,000 employees and moves nearly 6 million riders daily. As such, the activities, services, and capital projects led by the MTA are highly visible and serve as conduits for the advancement of diversity, equity, inclusion, and accessibility across our service region. Through this first-ever **MTA Diversity, Equity, & Inclusion Strategic Plan**, we're reaffirming our commitment to actively listen to the voices of our constituents and intentionally engage them as we strive to make meaningful improvements and expansion of our own DEI efforts."





MTA DEI GOALS

Goal 1: DELIVER EQUITABLE PROGRAMS AND SERVICES

Use an equity lens to establish policies, programs, and services, that boost economic vitality of New York State and result in inclusive decisions that improve the quality of life for our employees, customer's, communities, and stakeholders.

Goal 2: RECRUIT, RETAIN, AND DEVELOP A TALENTED WORKFORCE

Attract, recruit, engage, develop and retain a talented workforce capable of using their varied backgrounds and experiences to drive productivity and innovation.

Goal 3: FOSTER AN INCLUSIVE WORKPLACE CULTURE

Create an environment that encourages flexibility, fairness, and individuality by establishing processes, policies, and practices that reflect the diverse needs of the workforce and those we serve.

Goal 4: PROVIDE A PLATFORM FOR COLLABORATIVE AND ADAPTIVE COMMUNICATION AND ENGAGEMENT

By applying an equity lens to our decision-making process, we will collaborate with internal and external constituents to ensure their needs are taken into account. Incorporating stakeholder engagement as a standard practice across the MTA will strengthen the reach of our decisions and our ability to deliver excellent public service.



MTA B&T

Workforce

as of December 31, 2023



Definitions of EEO Job Categories

- ❑ **Officials & Administrators** - Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.
- ❑ **Professionals** - Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.
- ❑ **Technicians** - Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.
- ❑ **Protective Services** - Occupations in which workers are entrusted with public safety, security and protection from destructive forces.
- ❑ **Paraprofessionals** - Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.
- ❑ **Administrative Support** - Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.
- ❑ **Skilled Craft** - Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.
- ❑ **Service Maintenance** - Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



EEO 4th Quarter Executive Summary Cont.

The table below is a snapshot of B&T workforce by race/ethnicity, gender and veterans as of December 31, 2023.

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	122		72	59%	50	41%	34	28%	16	13%	15	12%	0	0%	0	0%	7	6%	3	2%	9	7%
	F 43	35%	32	26%	11	9%	21	17%	5	4%	5	4%	0	0%	0	0%	1	1%	1	1%	6	5%
M 79	65%	40	33%	39	32%	13	11%	11	9%	10	8%	0	0%	0	0%	6	5%	2	2%	3	2%	
Professionals	94		72	77%	22	23%	28	30%	21	22%	13	14%	0	0%	0	0%	10	11%	1	1%	1	1%
	F 46	49%	39	41%	7	7%	20	21%	11	12%	7	7%	0	0%	0	0%	1	1%	0	0%	0	0%
M 48	51%	33	35%	15	16%	8	9%	10	11%	6	6%	0	0%	0	0%	9	10%	1	1%	1	1%	
Technicians	84		39	46%	45	54%	12	14%	20	24%	4	5%	1	1%	0	0%	2	2%	2	2%	0	0%
	F 15	18%	12	14%	3	4%	3	4%	5	6%	1	1%	1	1%	0	0%	2	2%	1	1%	0	0%
M 69	82%	27	32%	42	50%	9	11%	15	18%	3	4%	0	0%	0	0%	0	0%	1	1%	1	1%	
Protective Services	258		171	66%	87	34%	81	31%	70	27%	8	3%	1	0%	0	0%	11	4%	4	2%	2	1%
	F 47	18%	42	16%	5	2%	32	12%	7	3%	0	0%	1	0%	0	0%	2	1%	0	0%	2	1%
M 211	82%	129	50%	82	32%	49	19%	63	24%	8	3%	0	0%	0	0%	9	3%	4	2%	0	0%	
Paraprofessionals	5		4	80%	1	20%	2	40%	1	20%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%
	F 4	80%	3	60%	1	20%	1	20%	1	20%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%
M 1	20%	1	20%	0	0%	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
Administrative Support	14		13	93%	1	7%	8	57%	1	7%	1	7%	0	0%	0	0%	3	21%	1	7%	0	0%
	F 12	86%	12	86%	0	0%	8	57%	1	7%	1	7%	0	0%	0	0%	2	14%	1	7%	0	0%
M 2	14%	1	7%	1	7%	0	0%	0	0%	0	0%	0	0%	0	0%	1	7%	0	0%	0	0%	
Skilled Craft	302		146	48%	156	52%	54	18%	52	17%	11	4%	3	1%	0	0%	26	9%	5	2%	2	1%
	F 5	2%	3	1%	2	1%	1	0%	2	1%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M 297	98%	143	47%	154	51%	53	18%	50	17%	11	4%	3	1%	0	0%	26	9%	5	2%	2	1%	
Service Maintenance	22		21	95%	1	5%	11	50%	9	41%	1	5%	0	0%	0	0%	0	0%	0	0%	1	5%
	F 8	36%	8	36%	0	0%	1	5%	7	32%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M 14	64%	13	59%	1	5%	10	45%	2	9%	1	5%	0	0%	0	0%	0	0%	0	0%	1	5%	
Total	901		538	60%	363	40%	230	26%	190	21%	54	6%	5	1%	0	0%	59	7%	16	2%	15	2%

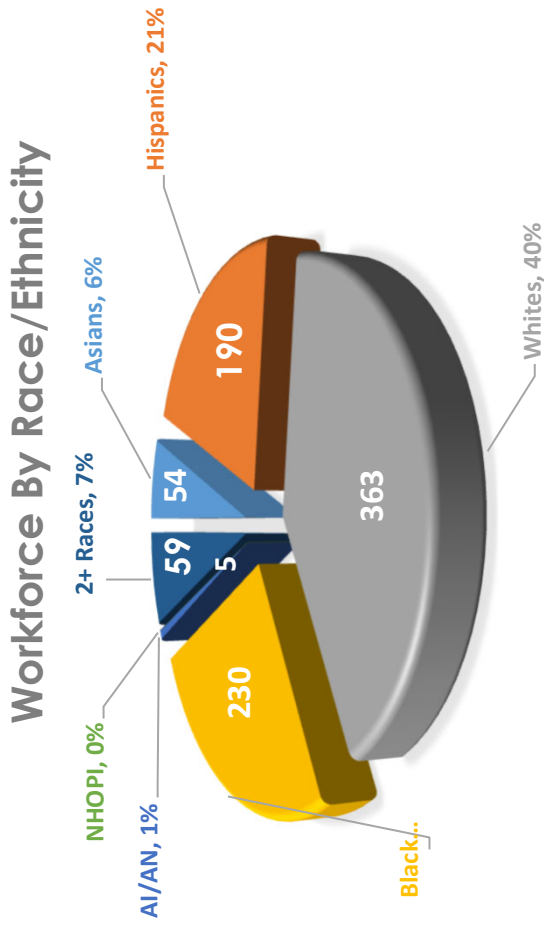
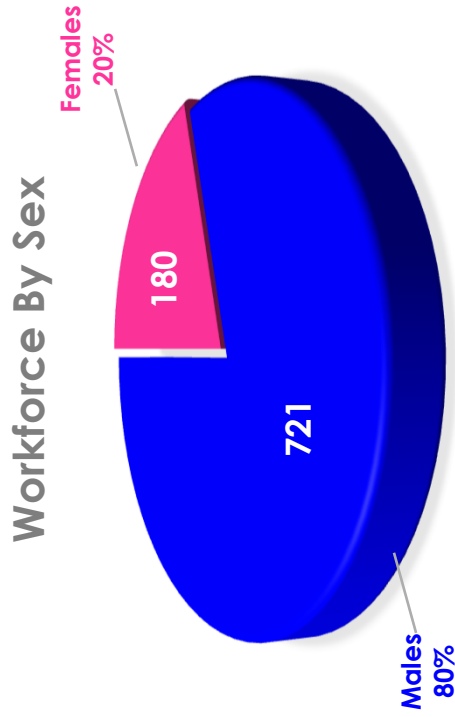


* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: All percentages have been rounded up to the nearest whole number.

B&T Workforce as of December 31, 2023



MTA B&T employed 901 employees, 20% (180) of the workforce were females, 60% (538) minorities, veterans comprised 2% (16) and 2% (15) self identified as a person with a disability.

- Female representation increased by one percentage point with a net change of 7 female employees when compared to 4th Quarter 2022.
- Minority representation increased by two percentage points with a net change of 17 minority employees when compared to 4th Quarter 2022.



Bridges and Tunnel's Underutilization Analysis

B&T has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing **B&T's December 31, 2023**, workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

***The Whole-Person Rule was used to determine underutilization, where Actual % < Estimated Availability % by 1 whole person**

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN**		NHOPI***		2+ RACES		WHITES		
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	
Officials & Administrators	F	7%	17%	1%	4%	2%	4%	0%	0%	0%	0%	0%	0%	1%	6%	9%
	M	10%	11%	9%	9%	4%	8%	0%	0%	0%	0%	0%	4%	5%		
Professionals	F	10%	21%	7%	12%	2%	7%	0%	0%	0%	0%	1%	1%	10%	7%	
	M	9%	9%	10%	11%	6%	6%	0%	0%	0%	0%	3%	10%			
Technicians	F	6%	4%	2%	6%	0%	1%	0%	1%	0%	0%	0%	2%	4%		
	M	11%	11%	10%	18%	1%	4%	0%	0%	0%	0%	2%	0%			
Protective Services	F	9%	12%	11%	3%	1%	0%	0%	0%	0%	0%	1%	1%	19%	2%	
	M	6%	19%	11%	24%	1%	3%	0%	0%	0%	0%	2%	3%			

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



Percentages highlighted in green indicates underutilization

Bridges and Tunnel's Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		A/AN**		NHOPI***		2+ RACES		WHITES			
		Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual	Est	Actual		
		Avail	%	Avail	%	Avail	%	Avail	%	Avail	%	Avail	%	Avail	%	Avail	%
Paraprofessionals	F	3%	20%	5%	20%	23%	20%	0%	0%	0%	0%	0%	0%	7%	0%	33%	20%
	M	1%	20%	1%*	0%	1%*	0%*	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	8%	57%	9%	7%*	3%	7%	0%	0%	0%	0%	0%	0%	1%	14%	13%	0%
	M	1%*	0%*	1%*	0%*	1%*	0%*	0%	0%	0%	0%	0%	0%	0%	7%		
Skilled Craft	F	3%	0%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
	M	22%	18%	20%	17%	8%	4%	0%	1%	0%	0%	0%	0%	2%	9%		
Service Maintenance	F	7%	5%*	25%	32%	3%*	0%*	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%*
	M	17%	45%	17%	9%	3%	5%	0%	0%	0%	0%	0%	0%	1%	0%	1%	0%*

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



Percentages highlighted in green indicates underutilization

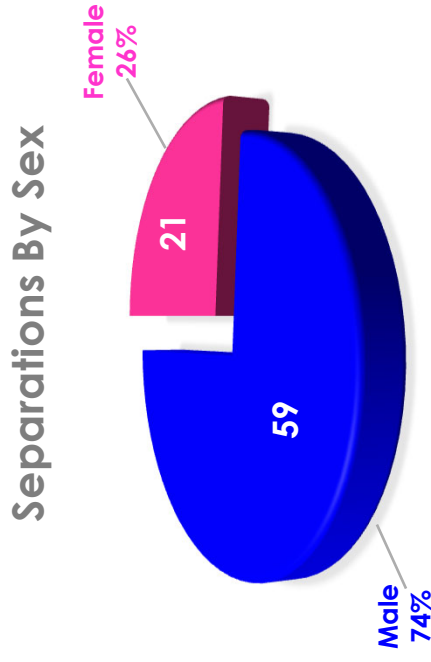
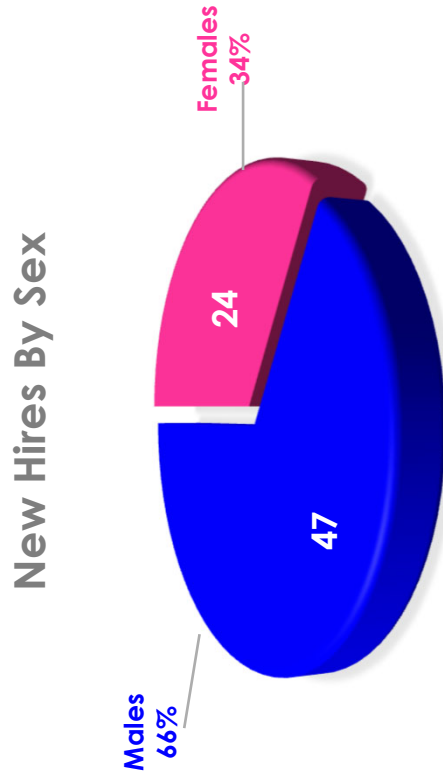
MTA B&T

New Hires and Separation

January 1, 2023 – December 31, 2023



MTA B&T New Hires and Separations by Sex



As of the 4th Quarter 2023, B&T **hired 71** employees, **24** females and **47** males. During this same reporting period, **80** employees **separated** from B&T, **21** females and **59** males.

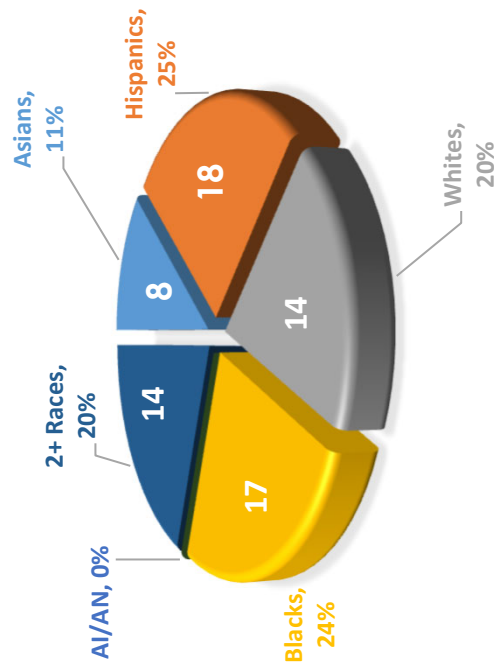
- ❑ This resulted in a **positive** net change of **3** female employees and a **negative** change of **12** male employees.
- ❑ The net change for employees who self-identified as **veterans** is **negative 1**.



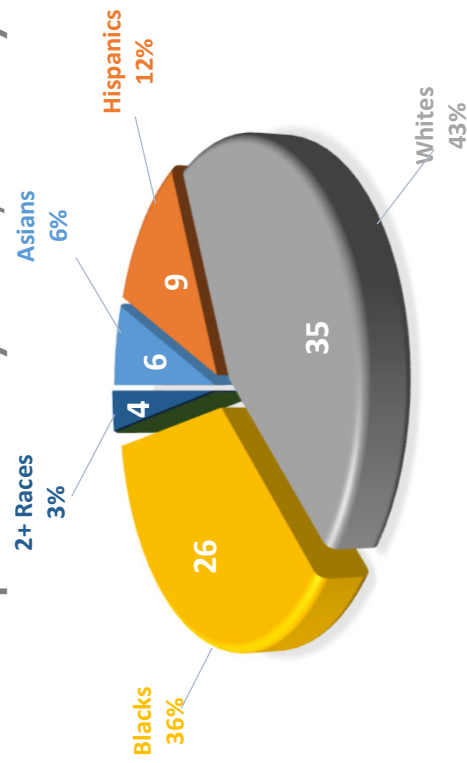
MTA B&T New Hires and Separations by Race/Ethnicity

14

New Hire By Race/Ethnicity



Separations By Race/Ethnicity



During the 4th Quarter 2023, B&T **hired 71** employees, **57** minorities and **14** non-minorities. During this same reporting period **80** employees separated from B&T, **45** minorities and **35** non-minorities.

- The result was a net **increase** of **12 minority** employees.
- The number of employees that self-identified as a **person with a disability remained constant**. There was **1** person with disabilities **hired** and **1** person with disabilities **separated** during 2023.



Metropolitan Transportation Authority
Department of Diversity and
Civil Rights

MTA B&T Complaints and Lawsuits
4th Quarter 2023

March 25, 2023

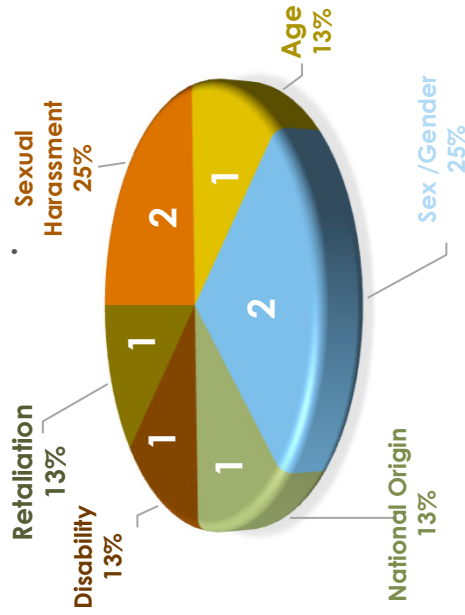


MTA B&T EEO Internal/External Discrimination Complaints by Bases January 1, 2023, to December 31, 2023

INTERNAL EEO COMPLAINTS BY BASES



EXTERNAL EEO COMPLAINTS BASES



LAWSUIT(S) BY BASES

There were **no** lawsuits filed alleging discrimination

- 2 internal EEO complaints filed citing 1 base(s)*.
- 4 filed external complaint(s) citing 8 bases*.
- 0 EEO lawsuit(s) filed.

Note: *Formal complaints and lawsuits can be filed alleging multiple bases. Additionally, numerous incoming matters were also handled during this time period.



MTA B&T Internal/External
Title VI and Related Discrimination Complaints by Bases
January 1, 2023, to December 31, 2023

There were no Title VI and related discrimination complaints filed at B&T during this time period.

Note: *Formal complaints can be filed alleging multiple bases.
Note: **Related Discrimination complaints are filed by customers based on age, disability, religion and sex.

