



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## December 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**

**Room 1**

**Monday, 12/16/2024**

**11:15 - 11:45 AM ET**

**1. Summary of Actions**

*B&T Summary of Actions - December 2024 - Page 3*

**2. Public Comments Period**

**3. Approval of Minutes**

*November Committee of the Whole Meeting Minutes - Page 5*

**4. Proposed 2025 Committee Work Plan**

*B&T Committee Work Plan - Page 19*

**5. Report on Operations**

*B&T Operations Report - October 2024 - Page 25*

**6. Safety Report**

*B&T Safety Report - October 2024 - Page 37*

**7. Financial Report**

*B&T Financial Report - November 2024 - Page 42*

**8. B&T 2025 Adopted Budget and Financial Plan 2025-2028**

*B&T 2025 Adopted Budget and Financial Plan 2025-2028 - Page 55*

**9. Procurements**

*B&T Committee Procurement - December 2024 - Page 65*

**10. B&T Diversity Report - Third Quarter 2024**

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# Bridges and Tunnels

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## Summary of Actions

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

<b>Responsible Department</b>	<b>Vendor Name</b>	<b>Total Amount</b>	<b>Summary of action</b>
<b>Procurement</b>	Gannett Fleming Engineers and Architects, PC	\$2,100,000	<ul style="list-style-type: none"> <li>• Approval to amend a Personal Service Contract</li> <li>• Project Management Office Consultant Services for New York State Customer Service Center Contracts</li> </ul>



# Bridges and Tunnels

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## Minutes of Committee Meeting November 2024



**Minutes of the Meeting of the Committee of the Whole, comprised of the New York City Transit Authority and MTA Bus Committee, the Joint Long Island Rail Road Committee and Metro-North Commuter Railroad Committee, the Capital Program Committee, the Triborough Bridge and Tunnel Authority Committee, the Finance Committee, and the Safety Committee**

**Monday, November 18, 2024**

**9:00 a.m.**

**2 Broadway**

**New York, NY 10004**

The following Committee Members were present:

Hon. Janno Lieber. Chair & CEO  
Hon. Andrew Albert  
Hon. Gerard Bringmann  
Hon. Norman Brown  
Hon. Samuel Chu  
Hon. Randy Glucksman  
Hon. Michael Fleischer  
Hon. Marc W. Herbst  
Hon. David Jones  
Hon. Blanca Lopez  
Hon. David Mack  
Hon. Haeda B. Mihaltzes  
Hon. Dr. John-Ross Rizzo  
Hon. Lisa Sorin  
Hon. Vincent Tessitore, Jr.  
Hon. Midori Valdivia  
Hon. Neal Zuckerman

The following Committee Members were absent:

Hon. Meera Joshi  
Hon. Daniel Garodnick  
Hon. John Samuelsen

Demetrius Crichlow, President NYCTA, Catherine Rinaldi, President, Metro-North Railroad, Rob Free, President, LIRR, Jamie Torres-Springer, President, MTA C&D, Catherine Sheridan, President, B&T, Shanifah Rieara, Senior Advisor for Communications and Policy/ Chief Customer Officer, Laura Wiles, MTA Chief of Staff, Evan Eisland, C&D General Counsel also attended the meeting.

A recorded audio public safety announcement was played.

**1. PUBLIC COMMENT SESSION**

The MTA Moderator announced that the following public speakers will speak either virtually or in person.

The MTA Moderator reminded public speakers of the rules of conduct and decorum as well as the two minute time limit per speaker. The Moderator advised that all public comments will be recorded, published to the MTA website and available for MTA Board Members' review.

The following individuals provided comment (\*live virtual comments):

Debra Greif, BFSSAC

Brian Fritsch, PCAC

Jason Anthony, LIRR ADA Task Force

Christopher Greif, NYCTRC & ACTA LIRR Metro North ASA

David Kupferberg, private citizen

Gian Pedulla, NYC Public Schools

Ron Mitchell, PRIVATE citizen\*

Murray Bodin, private citizen

Monica Barty, private citizen

Mike Howard, BCID/ Passengers United

Michael

Ring,

DIA

Evam Yamkey, BCID

Iris Kelley, DIA

Joe Rappaport, BCID

Kathleen Collin, private citizen

Monique Johnson, private citizen

Jean Ryan, DIA

Edwards Schrodeder, private citizen

Elizabeth Valdez, BSID

Miriam Fisher, private citizen\*

Nicolas Vargas, Brooklyn Cener for the Disabled\*

Aleta Dupree, Team Folds\*

Eman Rimawi-Doster, NYLPI\*

Refer to the video recording of the meeting produced by the MTA and maintained in MTA records for the content of the speakers' statements.

Chair Lieber thanked members of the public for their comments.

## 2. **B&T PRESIDENT'S REPORT**

President Sheridan stated that year-to-date, TBTA's total support to mass transit is on target. Overall, TBTA's budget is performing well and TBTA should bring in a record surplus this year due to a combination of increased revenue and lower expenses. Toll revenue year-to-date is up 5.5% compared to the same period last year. Overall revenue recovery from all forms of collection is 63% through October.

Noting that new state legislation went into effect on September 1, 2024 allowing TBTA to enter and enforce civil judgments for unpaid toll violations without court proceedings, President Sheridan stated that as of mid-November, more than 70,000 judgment warning notices have been mailed to persistent toll violators, resulting in more than \$1.2 million collected in less than 3 months. Toll revenue recovered from customers with DMV-suspended vehicle registrations is almost 100% since the start of the referral program in 2016. As to customer behavior, unbillable transactions for 2024 are projected to be down \$3.3 million, or 0.01% as a percentage of overall transactions.

Turning to roadside enforcement, President Sheridan stated that license plate reader-generated vehicle interdictions are up 104% year-to-date vs. 2023. So far this year, TBTA has conducted 54 joint operations. These operations have resulted in 658 arrests, over \$25.2 million assessed, nearly 30,000 summonses issued, and more than 3,000 vehicles towed.

Regarding safety, President Sheridan reported that even with increased traffic, collisions are down more than 16% for the same period vs. 2023.

Shifting to a historic note, President Sheridan gave a slide presentation spotlighting the upcoming 60<sup>th</sup> anniversary on November 21<sup>st</sup> of the opening of the Verrazzano-Narrows Bridge. Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation.

## 3. **NYCT PRESIDENT'S REPORT**

Demetrius Crichlow, NYCT President, discussed NYCT's various efforts to improve ridership and safety, with recent milestones being reached across the system. He noted October was the busiest month for NYCT since the pandemic, with nearly 114 million subway rides and over 40 million bus rides. This is 10 million and 3 million more subway and bus riders than the same month in 2023. When the 1 billionth subway rider tapped into Atlantic Avenue-Barclay Center on November 4, it was two weeks earlier than the same milestone last year, and two months earlier than 2020.

President Crichlow reported on the opening of the new Paratransit Assessment Center in Manhattan, which will provide assessments to 75 customers a week. The opening was one of the improvements which have led to record-breaking ridership on Paratransit, which has seen the first 40,000-customer day in the service's history in October.

President Crichlow provided an update on NYCT's fare evasion reduction efforts on its subways and buses such as a new EAGLE teams deployment model to enforce fare payments on buses. Since the model was implemented, EAGLE team personnel are deployed on roughly 1,500 bus trips per day and about 80 locations each week. Ridership has notably, increased by about 20% on stops and routes where the EAGLE teams are present, and students at these stops are tapping with OMNY cards 24% more than last year.

It was also mentioned since 2022, unarmed security guards are positioned at exit gates in subway stations. Starting in October, guards will be strategically, redeployed to maximize their presence and impact on fare payment. President Crichlow noted Jay Street-MetroTech as an example. By efficiently deploying guards at this station, NYCT reduced costs by 60% while still increasing the amounts of fares paid. Overall, the new deployment strategies are changing customer behavior on buses and subways.

President Crichlow then presented October's KPIs. On subways, customer journey performance time was 84.8% and service delivered was 95.2%. The first of two planned work periods to replace switches at 59th Street-Columbus Circle was also just completed, which will provide better service to nearly half a million daily riders at the station.

On buses, NYCT saw similar progress in availability and service delivered (95.8%). Bus ridership increased for the second consecutive month, with a weekday average of 1.46 million paid customers. Paratransit saw a 19% increase in total ridership and a 22% increase in total trips compared to October 2023.

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

#### **4. LONG ISLAND RAIL ROAD PRESIDENT'S REPORT**

LIRR President Rob Free ("President Free") stated that the LIRR continues to see explosive ridership growth. Total ridership for the month of October was 7.2 million customers, which represents 88.2% of October 2019 ridership. October total ridership increased 16.8% over October 2023 and 16.7% compared to year-to-date ("YTD") 2023. The average weekday ridership for the month of October was 261,914 customers. The total monthly ridership to Grand Central Madison hit another record with almost 1.72 million customers, based on load weight. Total commutation ridership was 2.79 million customers and total customers with monthly tickets was 2.72 million. Non-Commutation ridership in October was the highest in recorded history at 4.3 million customers. That is six months in a row that non-commutation ridership has exceeded 4 million customers. YTD non-commutation ridership is at 38.9 million customers and represents a 21.8% increase over YTD 2023.

President Free reported that in October, on-time-performance (“OTP”) was 95.95%, above the goal of 94%, and YTD OTP was also above the 94% goal at 95.6%.

President Free stated that LIRR will operate a holiday schedule on Thanksgiving Day with six extra westbound trains in the morning for those attending the parade in Manhattan, and nine extra eastbound early-afternoon trains.

President Free reported on LIRR efforts to combat fare evasion. Issuances of “Commitment to Pay” invoices are down by 59% compared to baseline. The Penn Station Pre-Boarding Validation pilot was used 65 times since its inception, representing 360,000 customers validated, which has a positive impact on the farebox operating revenue.

President Free stated that the LIRR implemented a Station Spruce-Up program aiming to complete spruce-ups at eleven stations, some big and some not so big. LIRR in-house forces completed spruce-ups at ten of the eleven stations and the eleventh station is almost completed, pending delivery and installation of one final door. Depending on the needs of the station, these spruce-ups include repairs and improvements such as new paint, brighter and more energy-efficient lighting, bathroom facelifts, floor and wall tile replacements, signage, and platform improvements. President Free thanked the crews for doing an incredible job.

President Free stated that Tropical Storm Sandy brought devastation to our region. The LIRR system, especially the West End, took on a devastating amount of water during the storm surge. LIRR continues with waterproofing and system hardening projects to meet the climate resiliency roadmap. This includes the Long Island City flood wall project. Since the station and yard are so close to the East River and Newtown Creek, it was imperative to protect it from another destructive and costly weather event. The LIRR is close to substantial completion of this project, which included a perimeter flood wall with nine flood gates, three pumping stations, backup generators and relocated utilities. This month, LIRR performed a successful test of the wall. President Free thanked their partners in Construction and Development and LIRR’s amazing employees.

President Free reported on the new ways that LIRR is exploring eco-friendly operations. On November 4, the LIRR launched a pilot to test the use of renewable diesel fuel in one of the yard locomotives. This fuel presents an opportunity to reduce greenhouse emissions by up to 78% compared to traditional diesel and shows a lot of promise in terms of cold-weather performance, as it does not have the freezing and storage challenges of biodiesel fuels. This test will help determine the benefits and scalability of renewable diesel. LIRR will also be performing a cost assessment, analyzing impacts to performance and maintenance. This pilot, in addition to other investments in clean technology, further illustrate LIRR’s commitment to a cleaner and more environmentally friendly service.

President Free acknowledged the passing of Van Ritshie, who was the voice on LIRR’s M7 and Metro-North’s M7 and M8 trains.

President Free ended this month with a note of congratulations to Kara Mercado, Executive Assistant to the LIRR President, who retires after an incredible 35-year run at the railroad. Kara is

a well-loved and invaluable member of the LIRR team who was instrumental in managing the Committee agenda and wrangling all the content for the meetings and the Board books every month, which is no small task. President Free wished Kara a long and healthy retirement and thanked her for her amazing work and support.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Free's remarks.

## 5. METRO-NORTH PRESIDENT'S REPORT

Metro-North President Catherine Rinaldi ("President Rinaldi") stated that October was a strong month for Metro-North ridership, with a total of 6.5 million riders, an increase of 13% from September and a 16.2% increase from October 2023. Metro-North's average weekday ridership of 230,449 is a post-pandemic record, at 79.2% of pre-COVID levels in October 2019. Average weekend ridership of 131,666 is 2.2% higher than pre-COVID levels in October 2019. Metro-North set several days of record ridership to and from Yankee Stadium for the World Series. Metro-North has operated several additional Leaf Peeper trains on the Hudson Line in October to accommodate everyone who wants to explore the villages and scenic beauty of the Hudson Valley. Metro-North planned to end the extra trains on November 10, which is usually when the ridership tapers off, but large numbers continue to ride, so Metro-North operated additional trains this past weekend. Service will be added this Saturday for the game at Yankees Station between Notre Dame and Army.

Metro-North's service-delivered rate, a measure of service reliability, for October was 99.9%. Systemwide OTP for October was 98.5%, above goal of 94%, while YTD OTP was also above goal at 98.4%. This is the best October OTP and the highest YTD OTP in Metro-North history. The Mean Distance Between Failures (MDBF) for the fleet was 297,411 miles in September 2024, above the goal of 200,000 miles. YTD MBDF performance also remains above goal at 315,364 miles.

President Rinaldi reported that Metro-North's initiatives that have been put in place to address fare evasion in response to the Blue-Ribbon Panel's report have yielded positive results. Fare-not-collected rates have continued to improve, decreasing from 5.7% in 2022, to 2.8% in 2023, and to 2.4% through the end of October. Credit goes to MNR's strong partnership with labor leaders and to train crews who are doing an outstanding job of collecting fares every day. Increased management oversight in the field along with improved MTAPD response times and expanded train patrols are also key drivers in these improvements. October has traditionally been one of the highest ridership months of the year, and with holidays and vacations affecting ridership in November, Metro-North expects a slight decrease this month.

President Rinaldi provided the holiday train schedule. Metro-North will have extra service on Wednesday, November 27, the day before Thanksgiving, and special schedules on Thanksgiving

Day and on Friday, November 29. There will be expanded service on Saturday, November 30 and on Sunday, December 1, including the Shoppers Special service on the New Haven Line.

On Friday, November 1, Metro-North unveiled the first two of the new Siemens SC-42 Charger locomotives at Harmon Shop. The locomotives arrived ahead of schedule and within budget. These SC-42 Chargers are part of a 27-locomotive order that the Board approved in 2021, along with six locomotives being purchased by the Connecticut Department of Transportation. The new locomotives are replacing the aging fleet of 27 GE P32AC-DM Genesis locomotives, which have served customers for over 25 years. These locomotives will enhance reliability and environmental responsibility, transitioning between electric and diesel power across Metro-North's 102-mile third-rail territory, which is a substantial improvement over the existing fleet's limited electric range. Compliant with Tier 4 environmental specifications, these locomotives significantly reduce pollutants, cutting airborne emissions by over 85 percent. The remaining 31 units will arrive over the next three years. President Rinaldi thanked the MNR employees—from procurement to operations—and partners at Siemens Mobility, who have made this milestone possible.

During the annual Veterans Day Wreath Hanging Ceremony at Grand Central Terminal on Monday, November 11, Metro-North honored the Nation's veterans' invaluable contributions and unwavering dedication, including Metro-North employees who have served in the United States Armed Forces. Attended by veterans, employees, commuters, and visitors, this ceremony expressed gratitude for the nearly 400 veterans in Metro-North's workforce. Performances by the MTAPD Pipes and Drums Band and MTAPD Officer James Volpe made the event even more memorable. President Rinaldi thanked all the veterans for their service, to "our own" American Legion Commodore Vanderbilt Post #158 for organizing this meaningful event, and to the MTAPD Pipes and Drums and MTAPD Officer James Volpe for their contributions to a truly special ceremony.

After the Veterans Day ceremony, President Rinaldi officiated the opening of the Holiday Fair in Grand Central Terminal's Vanderbilt Hall alongside LIRR President Free, the Costa Rica Ambassador to the UN, Maritza Chan, and representatives from the Costa Rica Tourism Board, this year's sponsor. The event featured traditional Costa Rican dancers and showcased 36 local artisans and small businesses who will be creating a memorable holiday shopping experience in the splendor of Grand Central Terminal. In addition to the Holiday Fair, Grand Central Terminal hosts several seasonal events. One of the favorites is the famous Holiday Train Show in the New York Transit Museum Shop. There's also the Thanksgiving Market in the Biltmore Room, which creates a festive and welcoming atmosphere for passengers, residents, and the hundreds of thousands of visitors to New York City each holiday, supporting small businesses and celebrating the spirit of New York this holiday season.

President Rinaldi stated that as a treat for this holiday season, Metro-North will begin operation of a specially decorated train on Friday, November 29, the day after Thanksgiving. The train will be decorated with holiday lights on the exterior to bring extra joy and magic to riders and will feature special holiday-themed announcements in the interior. The specially decorated train will operate on regularly scheduled trains on electrified segments of all three East of Hudson lines until the New Year.

President Rinaldi reported on the winter preparedness plan. Metro-North's Winter Preparedness Plan is designed to ensure operational functionality and the safety of customers and employees. This comprehensive plan is a year-round effort, beginning with summer maintenance on 375 specialized pieces of snow-clearing equipment and focusing on infrastructure readiness by autumn. The Maintenance of Way ("MofW") department focuses on snow melters and switch heaters while the Maintenance of Equipment (MofE) team pays special attention to power collectors, doors, couplers and HVAC systems. This coordinated approach, supported by external partners and MTA headquarters, enables Metro-North to respond effectively to winter's challenges, ensuring safe and reliable service for customers throughout the season.

President Rinaldi shared news of the retirement of Metro-North Chief of Executive Office Operations Tony Greco, after 32 years of dedicated service. Tony began as a coach cleaner and rose through roles such as customer service representative, ticket seller, and assignment clerk. His dedication, resourcefulness, and love for his work have left an enduring legacy at Metro-North. President Rinaldi wished Tony well in his retirement.

President Rinaldi wished all employees and customers a Happy Thanksgiving.

The complete presentation is filed with the records of this meeting. The video recording of the meeting produced by the MTA and maintained in the MTA records contains a complete record of President Rinaldi's remarks.

## **6. C&D PRESIDENT'S REPORT**

Construction & Development ("C&D") President Jamie Torres-Springer ("President Torres-Springer") began his remarks by stating that C&D has already completed \$2.8 billion of work in 2024, with many more completions planned by the end of the year. President Torres-Springer then highlighted the following accomplishments in November: major progress towards making the three-station 14<sup>th</sup> St 1/2/3/F/M/L complex fully ADA accessible by completing the mezzanine to platform elevator on the Uptown side of the 1/2/3, following other elevator openings this summer, and completed glass mosaics by artist Fred Thomaselli of native bird species; the completion of five ADA stations with more to open by the end of 2024 and more than 30 in construction; the completion of ADA upgrades at Massapequa Park station on the Babylon branch, the fourth LIRR station made ADA accessible in 2024.

President Torres-Springer reported on the town hall event held the previous week in the Rockaways to inform riders of the resiliency and rehabilitation work C&D will be performing on the A and S lines this winter. President Torres-Springer explained that to be able to continue providing service to the Rockaway Peninsula for the next 50 years, C&D must fully reconstruct the 65-year-old Hammels Y, which connects Jamaica Bay to the viaduct that runs across the Rockaways peninsula. C&D must also rehabilitate the systems on the South Channel Bridge. To make these critical upgrades, President Torres-Springer explained that the MTA must fully close service during construction. NYCT and C&D are working to provide transit alternatives during the outage including free shuttle buses, steep discounts on the LIRR Far Rockaways branch, and a

free shuttle train serving all stations on the peninsula between Far Rockaway and Rockaway Park. President Torres-Springer reiterated C&D's commitment to completing the work within 16 weeks, starting with the closure in January.

President Torres-Springer shared that C&D is holding a series of town hall events on the 2025-2029 Capital Plan to provide information to the public and solicit feedback on the plan. Senator Leroy Comrie recently joined a town hall at the Queens Public Library main branch in Jamaica, and C&D held a town hall event in Grand Central station. C&D will be holding more town hall events in the future, including one at Brooklyn Borough Hall.

President Torres-Springer shared that full design would begin on the Interborough Express and that C&D had released a request for proposals for a preliminary engineering team to advance the project. With funding for the 2025-2029 capital plan, C&D will be able to complete design for NYC's first light rail line which will serve more than 100,000 daily riders and connect neighborhoods in Brooklyn and Queens.

President Torres-Springer noted that as part of Governor Kathy Hochel's Executive Order 30 initiative to build housing near transit, C&D released a request for proposals to redevelop a site at Beacon station on the Hudson line. This is an opportunity to use the Governor's Redevelopment of Underutilized Sites for Housing initiative (RUSH), which provides up to \$24 million to enable the developer to replace commuter parking.

President Torres-Springer then provided an update on the Vacant Retail Activation Program, which aims to fill vacant retail units in the subway system with creative installations and cultural programming. The program has now activated 12 units in nine stations and is working with over a dozen partners, including the Whitney Museum of American Art and ChaShaMa. The Vacant Unit Activation Program website lists available units.

## **7. SAFETY COMMITTEE REPORT**

Mr. Hamann reported that safety metrics continue to positively reflect the efforts of safety and operating departments across all agencies. Customer accident and injury rates and employee loss time accidents have decreased in the past year. Subway fires have declined by over 25% on a rolling 12-month basis. Additionally, major crimes within the subway system have reduced by nearly 15% in the most recent 28 days, due to the collaborative work of Federal, State, and Local partners.

Mr. Hamann noted that updates to the National Transportation Safety Board's previously issued recommendations and the railroads grade crossing grants updates can be found in the committee book.

## **8. PRESENTATION ON DRUG AND ALCOHOL TESTING PROGRAM**

Dr. Daria Luisi highlighted the MTA's commitment to maintaining a drug-free workplace to ensure safety for employees and customers, as well as compliance with federal regulations. Over 100,000 drug tests are conducted annually across seven clinical sites, with employee positivity rates consistency below 1%, significantly lower than the national average of 2% and job applicant rates, which have risen to over 5% since the legalization of marijuana in New York. The MTA

plans to enhance its testing program by introducing oral fluid testing, which better detects recent drug use, reduces invasive collection methods, and streamlines post-incident processes. Lab-based oral fluid testing is federally approved but awaiting certification for DOT use, while rapid oral fluid testing is available for non-DOT scenarios such as reasonable suspicion or post-accident cases.

Board Member Mack asked what occurs if an employee consumes poppy seeds in their food prior to drug testing. Dr. Luisi clarified that if an employee's test results in a non-negative, it is not automatically declared as a positive. The medical review officer (MRO) will review the test and identify what caused the non-negative result before informing OHS.

Board Member Bringmann asked how the MTA's drug testing program handles the issue of legalized marijuana. Dr. Luisi explained that although the state has legalized marijuana, the federal government has not. The MROs are federally certified. Consequently, the program presently has zero tolerance for marijuana. When marijuana is present on a job applicant's test results, the MRO will provide information to the job applicant to seek help before applying again to the MTA.

Chair Lieber commended Dr. Luisi's leadership and the OHS team's work, noting their role in helping the MTA navigate the COVID pandemic. Chair Lieber highlighted their collaboration with Patrick Warren to implement a comprehensive COVID testing program using oral fluid tests, which supported the treatment of many MTA employees.

Board Member Bringmann asked whether OHS still tests for sleep apnea and if those screenings are conducted at the same time as drug testing. Dr. Luisi explained that employees visiting an OHS clinic who meet the high-risk criteria are tested for obstructive sleep apnea, with affected individuals referred to a sleep specialist through an external vendor.

Board Member Tessitore asked whether the FRA drug testing program views oral fluid testing differently from the DOT program. Dr. Luisi clarified that the FRA is a DOT agency, and while the methodology for lab-based oral fluid testing has been federally approved, certification for laboratories and testing devices is still pending. Dr. Luisi added that the non-DOT population, not governed by the FRA but often under the MTA's purview, can utilize both lab-based and rapid oral fluid testing.

## **9. LONG ISLAND RAIL ROAD PROCUREMENT**

President Free reported on one procurement item. LIRR seeks Board approval for a contract to Loduca Associates Inc. ("Loduca") for the partial demolition of the LIRR-owned section of the Alphapointe building located in Richmond Hill, New York. Loduca will supply all elements of the project including labor, parts, material, equipment, and supervision. For this competitively solicited public works contract, two proposals were received, one from Loduca and the second from Gramercy Group Inc. ("Gramercy"). Both firms were found to be technically qualified. Loduca submitted a best and final offer ("BAFO") of \$1,298,000 and Gramercy submitted a BAFO of \$2,856,000. The selection committee determined that Loduca's proposal met the technical requirements and provided the best value to the MTA.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the procurement item.

The details of this procurement item are contained in reports filed with the records of this meeting.

#### **10. C&D PROCUREMENT**

Evan Eisland, Executive Vice President and General Counsel, C&D, presented one procurement action to the Capital Program Committee.

Upon a motion duly made and seconded, the Capital Program Committee voted to bring the following procurement action before the full MTA Board and recommended the following:

1. Award of a modification to a contract with Boyce Technologies, Inc. (Contract No. A37628) to add a new Emergency Elevator 2-Way Communication System into New York City Transit's existing Emergency Booth Communications System.

Refer to the staff summary and documentation filed with the records of this meeting for the details of this item, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for Board members' and C&D representatives' comments.

#### **11. FINANCE COMMITTEE REPORT**

Chair & CEO Lieber reminded the Board and the public that the November 2024 Financial Plan and the related proposed budget would be presented as part of the regular November 2024 Board meeting.

##### **A. FINANCIAL PERFORMANCE REPORT**

Kevin Willens, Chief Financial Officer presented highlights of the Financial Performance.

Mr. Willens stated that Net Operating results through October 2024 were favorable to the July 2024 Plan Forecast, which would provide a good foundation for the November 2024 Plan and the 2025 Budget that Jaibala Patel, Deputy Chief Financial Officer would present at the November 2024 Board Meeting.

##### **B. MTA HEADQUARTERS AND ALL-AGENCY ITEMS**

Lisette Camilo, Chief Administrative Officer reported one action item for MTA Headquarters. The action was found in the November 2024 Finance Committee Book.

The item was the ratification of a noncompetitive service contract awarded to Runwise Inc. (“Runwise”) in the amount of \$908,500 to add 38 additional NYC Transit locations to enable the MTA to remotely monitor boilers and automatically adjust boiler temperature settings based on indoor temperatures, outdoor conditions, and weather forecasts. To date, 11 locations have been implemented under this contract. This boiler management software is proprietary to Runwise.

In October 2023, the MTA signed a three-year pilot program agreement for \$350,000 to implement the Runwise system at seven MTA locations. The pilot program resulted in a reduction in fuel consumption across the MTA locations where this software was implemented. The MTA collected data on fuel savings for seven locations for 2–3 months of the heating season, finding \$139,000 in savings over the previous year, which if extrapolated over the heating season, would be \$411,000.

For the 38 added locations, savings over the heating season is conservatively estimated at 25 percent, or a net savings of \$903K in Year 1, and approximately \$1.1 million in Year 2 and beyond.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the action item.

### C. REAL ESTATE AGENDA

David Florio, Chief Real Estate Transactions and Operations Officer stated that there were four transactional action items for consideration and approval.

All four items were for the MTA Long Island Rail Road and included: a license agreement with the Town of Oyster Bay for use of two parking lots in connection with the Hicksville Downtown Revitalization Initiative at Hicksville Station; the grant of a permanent easement to Brookhaven Logistics Center, LLC for a sewer connection in Yaphank; a license of land with Ellen Kirwin and Matt Kirwin for a residential use in Southampton; and a license of land with Hawkins Ave Development RHP2 LLC for a recreational use in Ronkonkoma.

Mr. Florio also presented two information items. The first item was for the MTA Bridges and Tunnels and was the fifth modification to the Option Agreement between B&T and the City of New York for property interests to facilitate improvements to the Robert F. Kennedy Bridge and its approaches on Randall’s Island.

The second was with the MTA and was an acquisition of temporary and permanent easements from the City of New York in support of Second Avenue Subway – Phase 2.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the action item.

### 12. CHAIR’S REMARKS ON BOB PALEY RETIREMENT

Chair Lieber acknowledged Bob Paley’s leadership at the MTA for Transit Oriented Development. He states that Mr. Paley has been responsible for so many incredible projects around the city and

beyond. Chair Lieber thank Bob for being the leading thinker ideologist and proctologist of Transit Oriented Development. For details

### 13. **JOINT ADMINISTRATIVE MATTERS**

Chair Lieber asked agency presidents if there were changes to the workplans. C&D President Jamie Torres-Springer advised there is one change to the Capital Program workplan; the Railroads Business Unit will update the Board next month.

Upon motion duly made and seconded, the Committee of the Whole recommended approval of the change to the workplan.

Chair Lieber asked the Committee of the Whole to approve the October minutes of each committee as well as the July and September TBTA meeting minutes. The Committee of the Whole accepted the minutes as distributed.

### 14. **ADJOURN**

Chair Lieber noted that the agenda of the Committe of the Whole was complete, and the Board will meet later today to discuss Board business. The chair called for a motion to adjourn, and the Committee of the Whole was adjourned at 10:42 am.



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES AND 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  
Facility Mgt & Tolling Mgt  
Env, Health & Safety  
MTA Finance  
MTA Procurement

## II. SPECIFIC AGENDA ITEMS

### Responsibility

### December 2024

2025 Proposed Committee Work Plan  
2025 Proposed Final Budget

Committee Chair & Members  
MTA Finance

### January 2025

2024 Accomplishments  
Approval of 2025 Work Plan

President  
Committee Chair & Members

### February 2025

2025 Adopted Budget/Financial Plan 2025-2028  
2024 B&T Operating Surplus  
Operating Performance

MTA Finance  
MTA Finance  
Facility Mgt

### March 2025

Revenue Collection

Tolling Mgt

### April 2025

Capital Program

MTA C&D

### May 2025

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

MTA Finance  
Facility Mgt

### June 2025

Customer & Employee Safety  
Diversity and Equal Opportunity Report

Env, Health & Safety  
Chief EO Officer

July 2025

Security & Enforcement

Security & Operations

August 2025

No meeting scheduled

September 2025

2026 Preliminary Budget  
2025 Mid-Year Forecast  
Operating Performance

MTA Finance  
MTA Finance  
Facility Mgt

October 2025

Revenue Collection

Tolling Mgt

November 2025

Operating Performance

Facility Mgt

December 2025

2026 Proposed Committee Work Plan  
2026 Proposed Final Budget

Committee Chair & Members  
MTA Finance

## **BRIDGES & TUNNELS COMMITTEE WORK PLAN**

### **Detailed Summary**

#### **I. RECURRING**

##### Approval of Minutes

Approval of the official proceedings of the Committee Meeting.

##### Diversity and Equal Opportunity Report

Summary of B&T workforce numbers, new hires, separations, Employee Resource Group (ERG) events and accomplishments, and complaints. The Diversity and Equal Opportunity Report provides information quarterly and included in the Committee Book.

##### 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.

##### Operations Report

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.

##### 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.

##### 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.

## **II. SPECIFIC AGENDA ITEMS**

### **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.

### **JANUARY 2025**

#### 2024 Accomplishments

Summary of accomplishments for 2024.

#### Approval of Work Plan for 2025

The Committee 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

Present 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.

#### Operating Performance

Present update on operations, maintenance, and construction.

### **MARCH 2025**

#### Revenue Collection

Provide update on collection of revenue, including tolls and fees.

### **APRIL 2025**

#### Capital Program

Provide update for on-going construction, reconstruction and repairs to facilities.

### **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 Finance will prepare an overall review also for inclusion in the materials that draws MTA-wide conclusions.

#### Operating Performance

Present update on operations, maintenance, and construction.

## **JUNE 2025**

### Customer & Employee Safety

Present update on safety including customer and employee safety.

### Diversity and Equal Opportunity Report

Present highlights of B&T Equal Employment Opportunity (EEO) Program.

## **JULY 2025**

### Security & Enforcement

Present an update on security and enforcement.

## **AUGUST 2025**

No meeting scheduled.

## **SEPTEMBER 2025**

### 2026 Preliminary Budget

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

### 2025 Mid-Year Budget

Provide the 2024 Mid-Year Forecast financial information for revenue and expense by month.

### Operating Performance

Present an update on operations, maintenance, and construction.

## **OCTOBER 2025**

### 2026 Preliminary Budget

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

### Revenue Collection

Provide update on collection of revenue, including tolls and fees.

## **NOVEMBER 2025**

### Operating Performance

Present an update on operations, maintenance, and construction.

## **DECEMBER 2025**

### 2026 Proposed Committee Work Plan

The Committee Chair will present a draft Bridges and Tunnels Committee Work Plan for 2026 that will address initiatives to be reported throughout the year.

### 2026 Proposed Final Budget

The Committee will recommend action to the Board.



# Bridges and Tunnels

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## Report on Operations October 2024



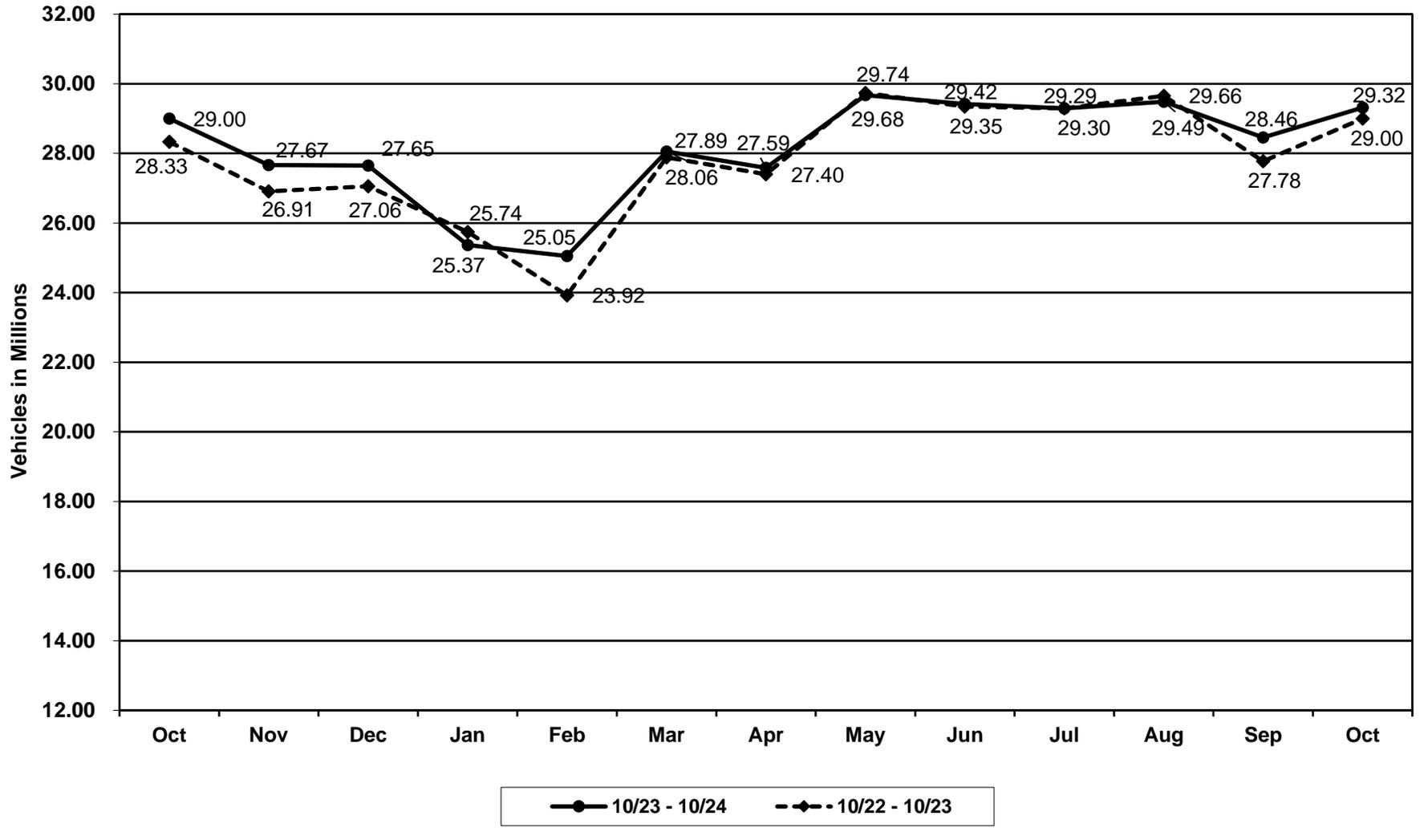
## **MTA Bridges and Tunnels October 2024 Traffic Trends**

### **Summary**

B&T's total paid traffic for October was 29.32 million, an increase of 1.1% compared to 29.0 million crossings in October 2023. Compared to October 2022, B&T paid traffic was 3.5% higher with an increase of 1.0 million crossings.

Weather conditions were not a significant factor on October traffic.

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



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

All B&T Facilities by Method of Payment				
	October 2024	October 2023	October 2022	2024 YTD
E-ZPass <sup>1</sup>	27,182,397	26,920,950	26,976,980	262,261,934
Tolls by Mail <sup>1</sup>	2,138,549	2,077,312	1,356,341	19,455,856
<b>Total</b>	<b>29,320,946</b>	<b>28,998,262</b>	<b>28,333,321</b>	<b>281,717,790</b>
E-ZPass Market Share:				
Total	92.7%	92.8%	95.2%	93.1%
Cars	92.5%	92.6%	95.1%	92.9%
Trucks	95.8%	95.6%	97.1%	95.9%

Facility	Average Weekday <sup>2</sup>									Average Weekend <sup>2</sup>								
	October 2024			E-ZPass Market Share						October 2024			E-ZPass Market Share					
	Total	E-ZPass	TBM	October 2024	October 2023	October 2022	2024 vs 2023	2024 vs 2022	Total	E-ZPass	TBM	October 2024	October 2023	October 2022	2024 vs 2023	2024 vs 2022		
Bronx-Whitestone Bridge	137,879	125,629	12,250	91.1%	91.4%	94.5%	-0.3%	-3.3%	146,563	131,756	14,807	89.9%	90.1%	92.9%	-0.2%	-3.0%		
Cross Bay Bridge	22,401	21,120	1,281	93.4%	95.6%	96.1%	-2.2%	-2.8%	18,041	16,839	1,202	93.3%	93.0%	95.5%	0.3%	-2.2%		
Henry Hudson Bridge	75,034	70,330	4,704	93.4%	95.2%	95.6%	-1.8%	-2.2%	70,172	64,966	5,206	92.6%	92.6%	94.5%	-0.1%	-1.9%		
Hugh L. Carey Tunnel	64,325	61,023	3,302	94.5%	96.2%	96.7%	-1.7%	-2.2%	61,770	57,952	3,819	93.8%	93.8%	95.6%	0.0%	-1.8%		
Marine Parkway Bridge	22,403	21,407	996	95.2%	96.7%	97.0%	-1.6%	-1.8%	18,664	17,644	1,020	94.5%	94.4%	96.4%	0.1%	-1.8%		
Queens Midtown Tunnel	87,280	82,520	4,760	94.4%	96.1%	96.5%	-1.7%	-2.1%	85,665	80,135	5,530	93.5%	93.9%	95.6%	-0.3%	-2.1%		
Robert F. Kennedy Bridge	194,066	178,390	15,676	91.8%	94.2%	95.2%	-2.4%	-3.4%	190,814	173,393	17,421	90.9%	91.1%	93.9%	-0.3%	-3.0%		
Throgs Neck Bridge	122,752	112,669	10,083	91.6%	93.9%	94.9%	-2.3%	-3.3%	133,616	121,144	12,472	90.7%	91.0%	93.3%	-0.3%	-2.6%		
Verrazzano-Narrows Bridge	222,404	209,426	12,978	93.8%	95.6%	96.1%	-1.8%	-2.3%	219,124	203,491	15,633	92.9%	92.7%	95.0%	0.1%	-2.1%		
<b>All Facilities</b>	<b>948,544</b>	<b>882,515</b>	<b>66,030</b>	<b>92.8%</b>	<b>94.9%</b>	<b>95.6%</b>	<b>-2.1%</b>	<b>-2.8%</b>	<b>944,430</b>	<b>867,319</b>	<b>77,110</b>	<b>91.8%</b>	<b>92.0%</b>	<b>94.3%</b>	<b>-0.1%</b>	<b>-2.5%</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**  
**October 2024**  
Preliminary data subject to final audit

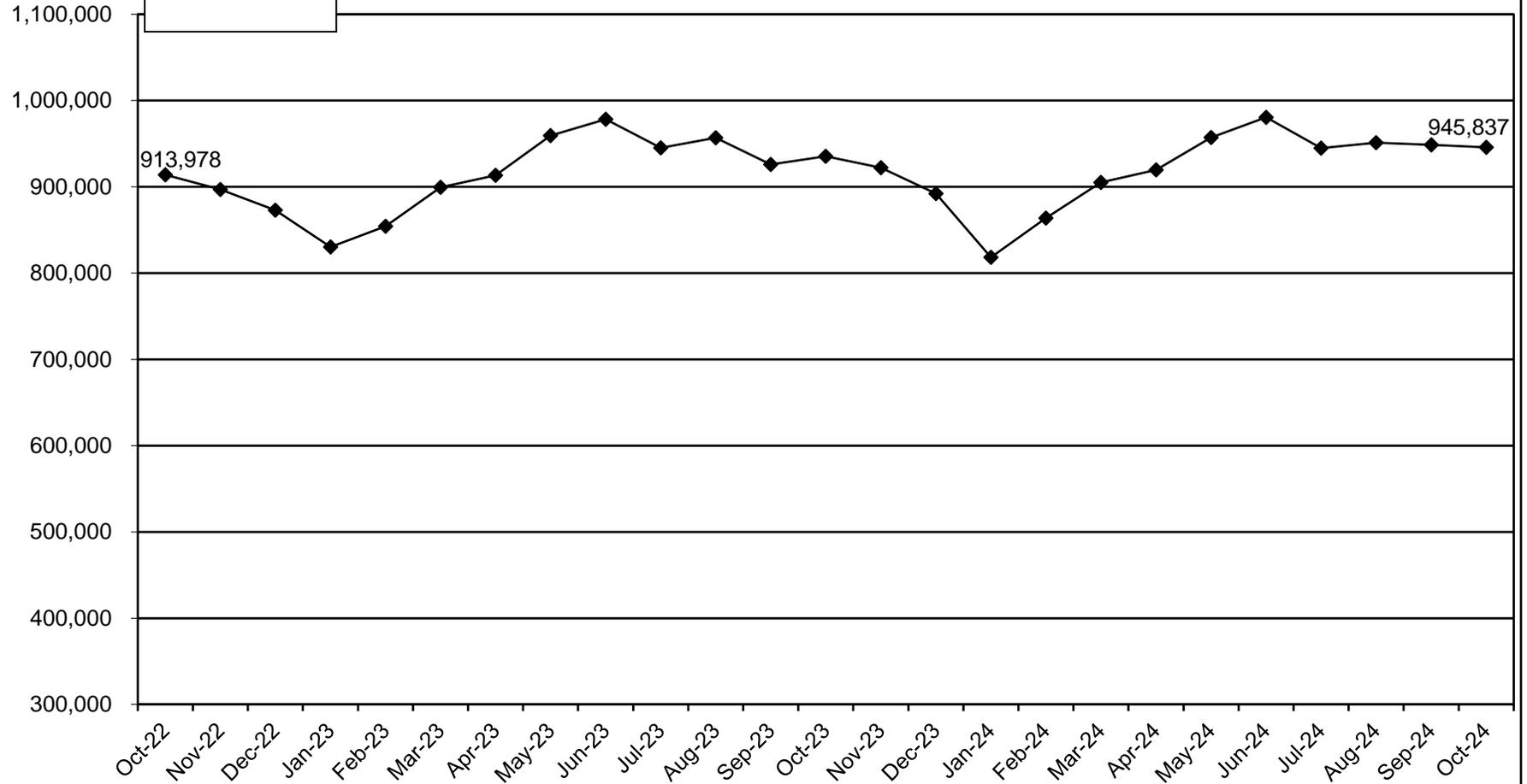
<b>Distribution by Facility &amp; Time Period</b>			
Facility	October 2024		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Robert F. Kennedy Bridge	23.1%	21.8%	55.1%
Bronx Whitestone	21.6%	22.8%	55.6%
Henry Hudson Bridge	23.6%	28.9%	47.5%
Marine Parkway Bridge	25.7%	25.7%	48.5%
Cross Bay Bridge	24.8%	24.4%	50.8%
Queens Midtown Tunnel	20.6%	22.2%	57.2%
Hugh L. Carey Tunnel	24.3%	24.1%	51.6%
Throgs Neck Bridge	22.6%	23.1%	54.3%
Verrazano-Narrows Bridge	22.8%	23.5%	53.7%
<b>All Facilities</b>	<b>22.7%</b>	<b>23.4%</b>	<b>53.8%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	October 2024		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	85.8%	5.0%	9.2%
Cross Bay Bridge	92.6%	1.5%	5.9%
Henry Hudson Bridge	82.4%	11.0%	6.6%
Hugh L. Carey Tunnel	88.6%	6.0%	5.4%
Marine Parkway Bridge	92.1%	3.2%	4.7%
Queens Midtown Tunnel	88.9%	5.4%	5.7%
Robert F. Kennedy Bridge	85.4%	6.2%	8.3%
Throgs Neck Bridge	84.1%	7.4%	8.5%
Verrazano-Narrows Bridge	83.4%	10.4%	6.2%
<b>All Facilities</b>	<b>85.4%</b>	<b>7.3%</b>	<b>7.3%</b>

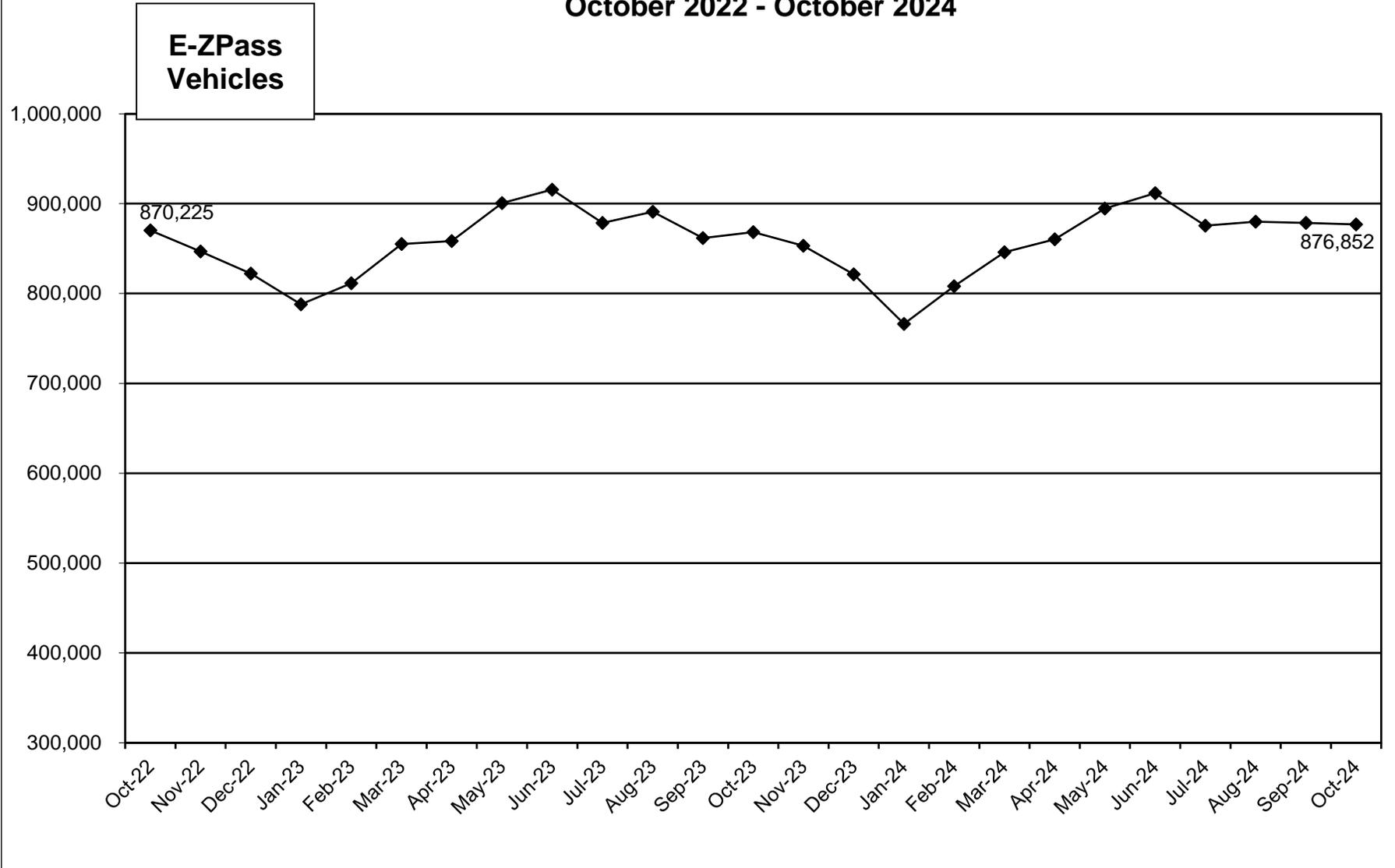
NOTE: As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.

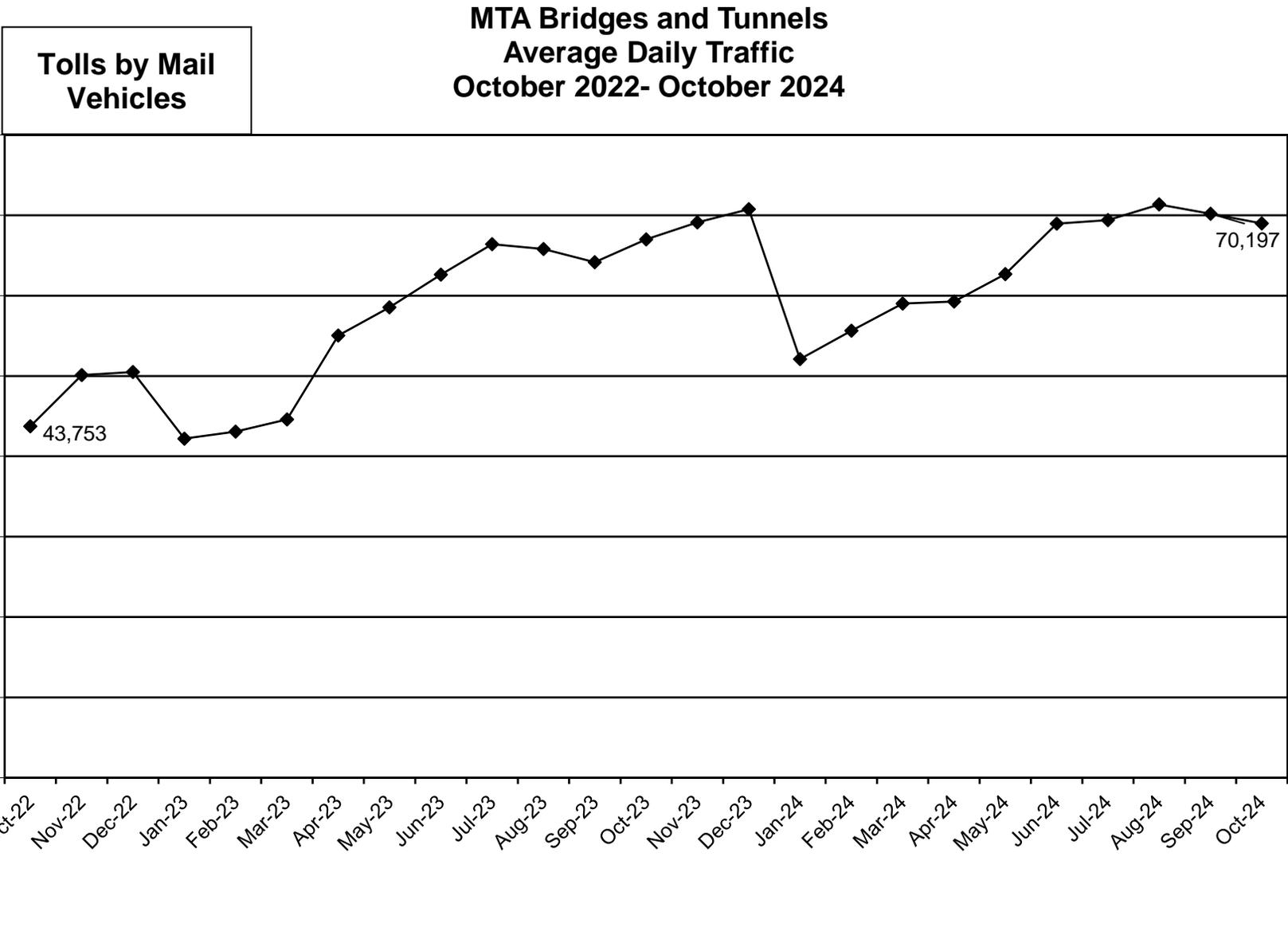
### MTA Bridges and Tunnels Average Daily Traffic October 2022 - October 2024

All Vehicles

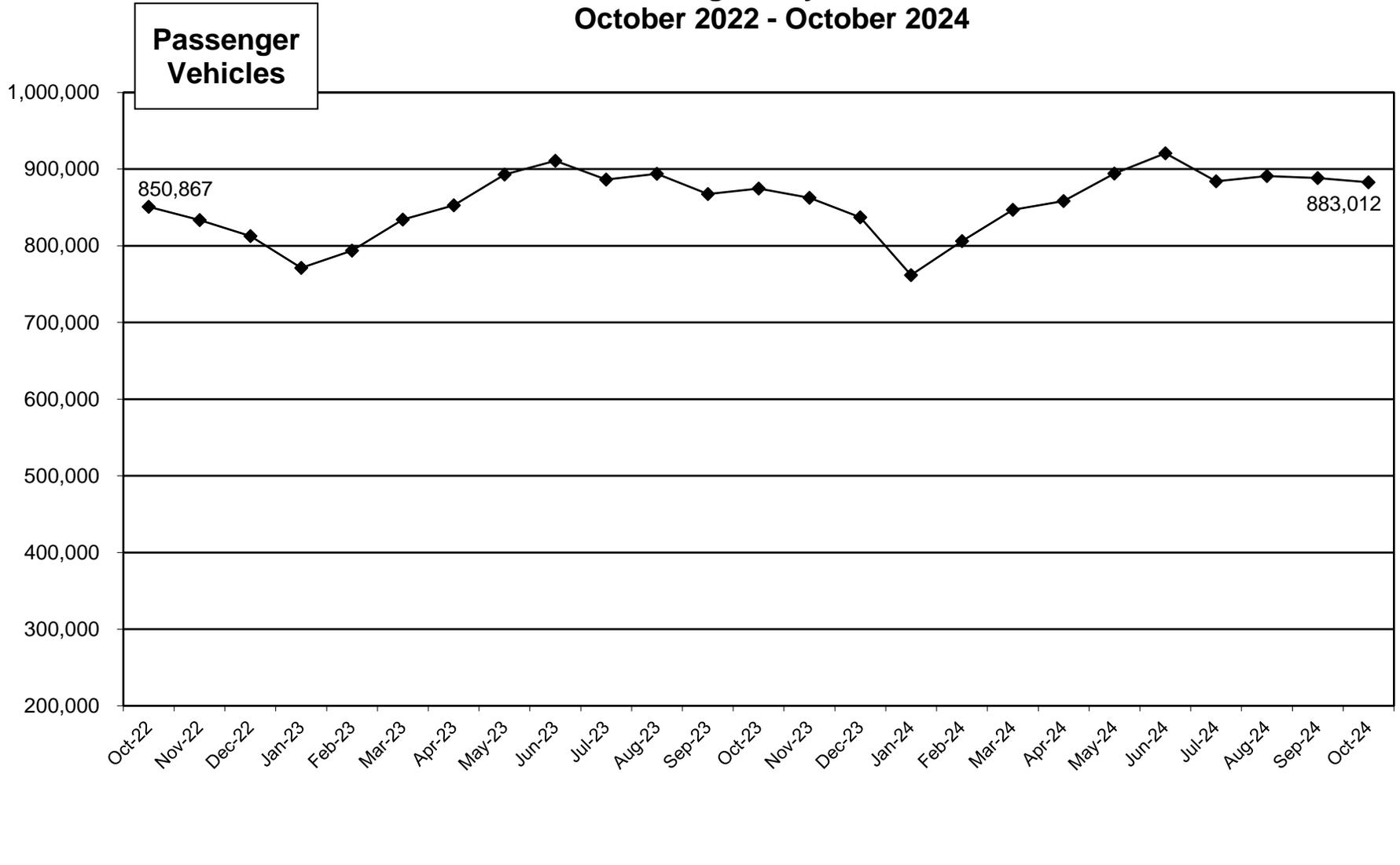


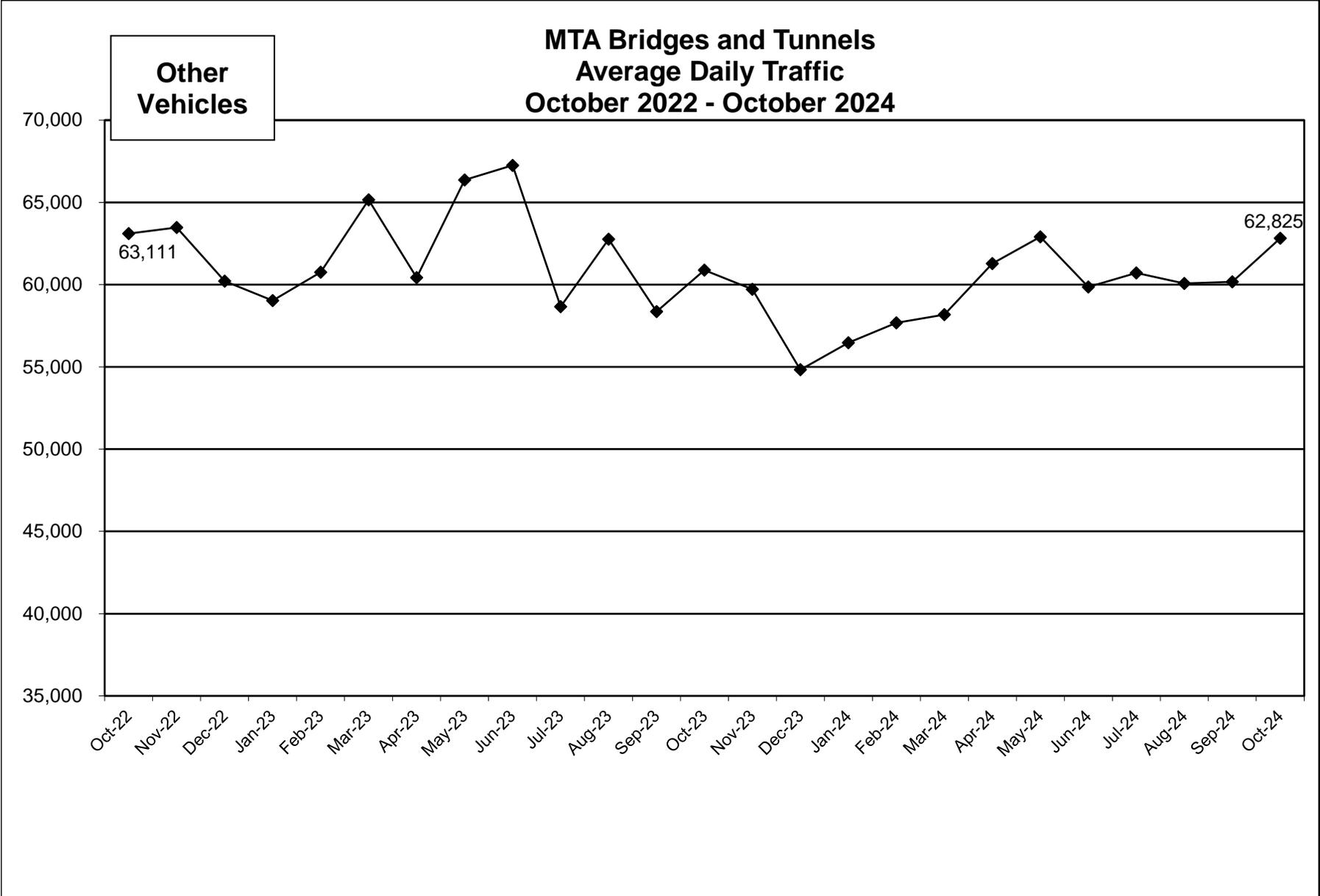
### MTA Bridges and Tunnels Average Daily Traffic October 2022 - October 2024





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





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

Corridor	Toll Media	October(1)	3 Months(2) (Aug-Oct)	6 Months(3) (May-Oct)	9 Months(4) (Feb-Oct)	12 Months(5) (Nov-Oct)
All Facilities	Total Vehicles	1.1%	1.0%	0.5%	0.5%	0.7%
	E-ZPass	1.0%	0.5%	0.0%	-0.1%	-0.3%
	Tolls by Mail	2.9%	6.9%	7.0%	10.9%	15.9%
RFK Bridge	Total Vehicles	1.3%	1.8%	1.4%	1.7%	2.1%
	E-ZPass	1.0%	1.2%	0.8%	0.9%	0.9%
	Tolls by Mail	4.6%	8.6%	8.6%	13.0%	18.3%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-2.2%	-2.3%	-1.2%	-0.9%	-0.3%
	E-ZPass	-2.3%	-2.5%	-1.5%	-1.3%	-1.0%
	Tolls by Mail	-0.5%	2.5%	4.0%	7.9%	13.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.3%	2.3%	1.2%	297.5%	1.2%
	E-ZPass	3.0%	1.6%	0.6%	205.8%	-0.1%
	Tolls by Mail	6.5%	9.4%	8.8%	38.3%	16.6%
Verrazano-Narrows Bridge	Total Vehicles	0.4%	0.8%	0.0%	0.0%	0.2%
	E-ZPass	0.5%	0.4%	-0.3%	-0.6%	-0.7%
	Tolls by Mail	-1.0%	5.6%	5.6%	9.3%	14.9%
Henry Hudson Bridge	Total Vehicles	2.0%	1.6%	0.0%	0.1%	-0.2%
	E-ZPass	2.0%	1.4%	-0.3%	-0.3%	-0.9%
	Tolls By Mail	2.0%	4.1%	3.9%	7.4%	12.1%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.3%	0.6%	0.7%	0.2%	0.0%
	E-ZPass	1.7%	0.6%	0.5%	-0.3%	-0.8%
	Tolls by Mail	-4.1%	0.7%	5.0%	9.7%	15.8%

(1) October 2024 vs. October 2023  
(2) September 2023 to October 2024 vs. September 2022 to October 2023  
(3) May 2024 to October 2024 vs. May 2023 to October 2023  
(4) February 2024 to October 2024 vs. February 2023 to October 2023  
(5) November 2023 to October 2024 vs. November 2022 to October 2023

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

Corridor	Toll Media	October(1)	3 Months(2) (Aug-Oct)	6 Months(3) (May-Oct)	9 Months(4) (Feb-Oct)	12 Months(5) (Nov-Oct)
All Facilities	Total Vehicles	1.1%	1.0%	0.5%	0.5%	0.7%
	Passenger	1.0%	1.0%	0.7%	0.8%	1.0%
	Other	3.2%	0.6%	-2.0%	-3.0%	-3.9%
RFK Bridge	Total Vehicles	1.3%	1.8%	1.4%	1.7%	2.1%
	Passenger	1.2%	1.8%	1.6%	2.1%	2.5%
	Other	3.0%	1.0%	-1.3%	-2.9%	-4.2%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-2.2%	-2.3%	-1.2%	-0.9%	-0.3%
	Passenger	-2.5%	-2.3%	-1.1%	-0.5%	0.1%
	Other	2.8%	-1.7%	-3.9%	-5.5%	-6.9%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	3.3%	2.3%	1.2%	297.5%	1.2%
	Passenger	3.3%	2.4%	1.5%	0.7%	1.6%
	Other	2.8%	0.3%	-1.5%	-3.0%	-2.9%
Verrazzano-Narrows Bridge	Total Vehicles	0.4%	0.8%	0.0%	0.0%	0.2%
	Passenger	0.2%	0.8%	0.2%	0.2%	0.4%
	Other	2.9%	0.8%	-3.0%	-3.3%	-3.6%
Henry Hudson Bridge	Total Vehicles	2.0%	1.6%	0.0%	0.1%	-0.2%
	Passenger	1.9%	1.6%	0.0%	0.1%	-0.1%
	Other	6.5%	7.4%	1.1%	1.0%	-1.9%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	1.3%	0.6%	0.7%	0.2%	0.0%
	Passenger	0.8%	0.4%	0.7%	0.2%	0.1%
	Other	9.5%	5.4%	0.8%	-0.7%	-2.2%

(1) October 2024 vs. October 2023

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

(3) May 2024 to October 2024 vs. May 2023 to October 2023

(4) February 2024 to October 2024 vs. February 2023 to October 2023

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



# Bridges and Tunnels

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## Safety Report October 2024



## Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	November 2021 - October 2022	November 2022 - October 2023	November 2023 - October 2024	
Customer Collisions Rate per Million Vehicles	3.92	3.57	2.94	
Customer Injury Collisions Rate per Million Vehicles	0.80	0.82	0.78	
Employee Accident Reports	110	142	141	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.4	4.9	3.9	
Leading Indicators				
Roadway Safety	2023		2024	
	October	Year End	October	Year to Date
Workforce Development (# of Participants)	96	1065	18	371
Fleet Preventative Maintenance Inspections	114	1434	107	1259
* Employee Safety Taskforce Inspections	4	14	4	14
Fire Safety	October	Year End	October	Year to Date
* Fire Code Audits Completed	1	14	1	11
** FDNY Liaison Visits	10	28	8	30

\* 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.

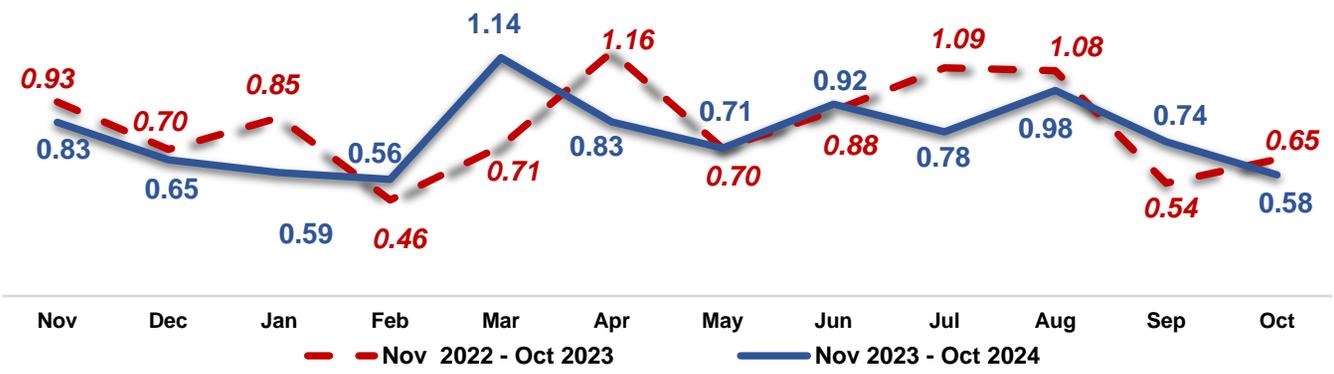
**Fire Code Audits** are conducted by the Safety and Health Department to perform fire safety and/or property maintenance inspections of existing buildings and structures as required by the NYS Uniform Fire Prevention and Building Code.

**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



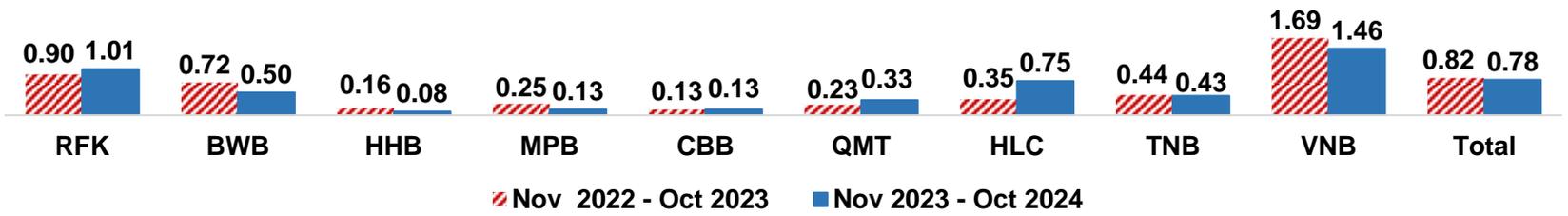
Total Collisions per Million Vehicles



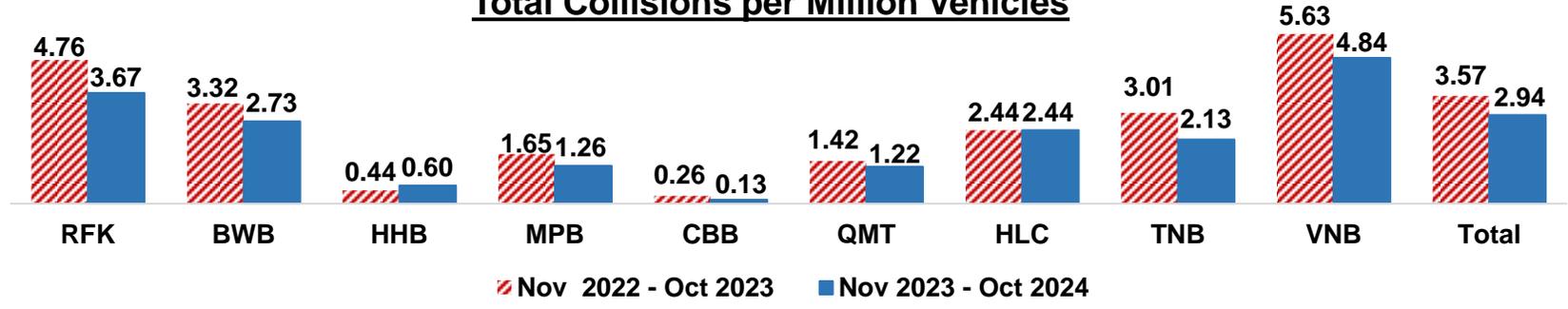


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

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

	23-Oct	23-Nov	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct
<b>RFK</b>	4.72	3.17	3.56	4.02	2.52	4.34	4.56	2.78	3.99	3.68	3.96	4.62	2.83
<b>BWB</b>	2.10	2.67	4.66	3.22	3.00	2.66	2.20	1.64	2.33	2.50	3.58	2.15	2.29
<b>TNB</b>	2.68	3.05	1.96	3.63	2.15	1.90	1.38	1.79	2.29	1.25	3.23	1.31	1.79
<b>VNB</b>	5.26	4.11	5.73	2.90	3.13	6.11	4.12	6.41	5.00	6.02	6.69	5.04	2.33
<b>QMT</b>	1.83	0.40	0.40	1.72	0.86	1.56	0.00	0.37	3.46	0.00	1.57	2.77	1.49
<b>HLC</b>	3.44	3.16	3.66	1.15	2.31	0.51	3.25	2.97	2.63	1.63	2.68	2.63	2.54
<b>HHB</b>	0.00	0.47	0.98	0.57	0.00	0.00	0.47	0.44	0.46	0.96	0.47	1.38	0.88
<b>MPB</b>	1.53	0.00	0.00	0.00	1.91	1.62	0.00	2.80	1.26	0.00	2.59	2.91	1.52
<b>CBB</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.42	0.00	0.00
<b>Total</b>	3.30	2.70	3.43	2.75	2.27	3.20	2.67	2.89	3.19	2.89	3.82	3.22	2.11



# Bridges and Tunnels

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## Financial Report November 2024



**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of November 30, 2024**  
(in thousands)

**ASSETS AND DEFERRED OUTFLOWS OF RESOURCES**

**CURRENT ASSETS:**

Cash-Unrestricted	183,293
Investments:	
Unrestricted	768,753
Restricted	1,750,539
Accrued interest receivable	-351,036
Accounts receivable	614,589
Accounts receivable-Other	42,077
Less allowance for uncollectible accounts	-550,882
Tolls due from other agencies	49,001
Loan receivable from MTA	11,577,067
Prepaid expenses	3,833
	14,087,232
Total current assets	14,087,232

**NONCURRENT ASSETS:**

Investments:	
Unrestricted	80,547
Restricted	-
Facilities, less acc.dep of \$2,674,780	7,823,310
Capital lease 2 Broadway net acc. dep.	52,764
Derivative Hedge Assets	-17,027
	7,939,594
Total noncurrent assets	7,939,594

**TOTAL ASSETS:** 22,026,826

**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	10,534
Accumulated decreases in fair value of derivative instruments	74,387
Defeasance costs	66,939
	400,375

**TOTAL DEFERRED OUTFLOWS OF RESOURCES:** 400,375

**TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES** 22,427,201

**MTA BRIDGES & TUNNELS**  
**STATEMENT OF NET POSITION**  
**As of November 30, 2024**  
(in thousands)

**LIABILITIES AND INFLOWS OF RESOURCES**

**CURRENT LIABILITIES:**

Current portion-long term debt	670,715
Interest Payable	60,987
Accounts Payable	125,223
Accrued Pension Payable	12,647
Payable to MTA-CAP	75,957
Due to MTA-Operating Expenses	2,691
Due to NYCTA-Operating Expenses	63
Accrued salaries	1,717
Accrued Vac & Sick Benefits	18,616
Current portion of estimated liability arising from injury	4,783
Due to New York City Transit Authority	117,263
Due to Metropolitan Transportation Authority	138,297
Unearned Toll Revenue	227,906
Tolls due to other agencies	105,204
E-ZPass Airport Toll Liability	4,687
	<hr/>
Total current liabilities	1,566,756
	<hr/>

**NONCURRENT LIABILITIES:**

Long term debt	24,470,017
Post Employment Benefits Other than Pensions	872,112
Estimated liability arising from injury	56,040
Capital lease obligations	86,509
Other long-term liabilities	-
Derivative Hedge Liabilities	16,733
Due (to)/from MTA - change in fair value of derivative	43,784
Net Pension Liability	143,873
Security deposits-Contra	-
	<hr/>
Total noncurrent liabilities	25,689,068
	<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** 27,575,184

**NET POSITION** 

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-5,147,984

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

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22,427,201

\*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**  
**November 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	214.287	212.068	(2.220)	(1.0)	0.000	0.000	0.000	-	214.287	212.068	(2.220)	(1.0)
Other Operating Revenue	2.353	2.518	0.165	7.0	0.000	0.000	0.000	-	2.353	2.518	0.165	7.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.644	2.715	1.070	65.1	1.644	2.715	1.070	65.1
Investment Income	1.078	0.815	(0.263)	(24.4)	0.000	0.000	0.000	-	1.078	0.815	(0.263)	(24.4)
<b>Total Revenue</b>	<b>\$217.718</b>	<b>\$215.400</b>	<b>(\$2.317)</b>	<b>(1.1)</b>	<b>\$1.644</b>	<b>\$2.715</b>	<b>\$1.070</b>	<b>65.1</b>	<b>\$219.362</b>	<b>\$218.115</b>	<b>(\$1.247)</b>	<b>(0.6)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$8.683	\$10.085	(\$1.401)	(16.1)	\$0.532	\$0.968	(\$0.436)	(81.9)	9.215	11.053	(\$1.837)	(19.9)
Overtime	3.041	2.778	0.263	8.6	\$0.123	0.110	0.013	10.2	3.164	2.888	0.275	8.7
Health and Welfare	2.400	2.261	0.139	5.8	\$0.128	0.197	(0.069)	(54.2)	2.527	2.458	0.070	2.8
OPEB Current Payment	3.047	2.917	0.130	4.3	0.000	0.000	0.000	-	3.047	2.917	0.130	4.3
Pensions	2.256	2.910	(0.655)	(29.0)	0.122	0.258	(0.137)	*	2.377	3.169	(0.791)	(33.3)
Other Fringe Benefits	1.694	1.200	0.494	29.2	0.062	0.117	(0.055)	(88.7)	1.756	1.316	0.440	25.0
Reimbursable Overhead	(0.678)	(1.065)	0.386	57.0	0.678	1.065	(0.386)	(57.0)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$20.442</b>	<b>\$21.086</b>	<b>(\$0.644)</b>	<b>(3.1)</b>	<b>\$1.644</b>	<b>\$2.715</b>	<b>(\$1.070)</b>	<b>(65.1)</b>	<b>\$22.087</b>	<b>\$23.800</b>	<b>(\$1.714)</b>	<b>(7.8)</b>
<i>Non-Labor:</i>												
Electric Power	\$0.255	\$0.285	(\$0.030)	(11.8)	\$0.000	\$0.000	\$0.000	-	\$0.255	\$0.285	(\$0.030)	(11.8)
Fuel	0.162	0.117	0.045	27.7	0.000	0.000	0.000	-	0.162	0.117	0.045	27.7
Insurance	1.683	0.922	0.762	45.2	0.000	0.000	0.000	-	1.683	0.922	0.762	45.2
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	11.293	10.603	0.690	6.1	0.000	0.000	0.000	-	11.293	10.603	0.690	6.1
Professional Service Contracts	1.959	1.311	0.648	33.1	0.000	0.000	0.000	-	1.959	1.311	0.648	33.1
Materials & Supplies	0.347	0.208	0.139	40.1	0.000	0.000	0.000	-	0.347	0.208	0.139	40.1
Other Business Expenses	4.713	6.042	(1.328)	(28.2)	0.000	0.000	0.000	-	4.713	6.042	(1.328)	(28.2)
<b>Total Non-Labor Expenses</b>	<b>\$20.412</b>	<b>\$19.488</b>	<b>\$0.924</b>	<b>4.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$20.412</b>	<b>\$19.488</b>	<b>\$0.924</b>	<b>4.5</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>\$40.855</b>	<b>\$40.574</b>	<b>\$0.281</b>	<b>0.7</b>	<b>\$1.644</b>	<b>\$2.715</b>	<b>(\$1.070)</b>	<b>(65.1)</b>	<b>\$42.499</b>	<b>\$43.289</b>	<b>(\$0.789)</b>	<b>(1.9)</b>
Depreciation	\$17.834	\$20.174	(\$2.340)	(13.1)	\$0.000	\$0.000	\$0.000	-	17.834	20.174	(\$2.340)	(13.1)
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>\$58.689</b>	<b>\$61.442</b>	<b>(\$2.753)</b>	<b>(4.7)</b>	<b>\$1.644</b>	<b>\$2.715</b>	<b>(\$1.070)</b>	<b>(65.1)</b>	<b>\$60.334</b>	<b>\$64.157</b>	<b>(\$3.823)</b>	<b>(6.3)</b>
Less: Depreciation	\$17.834	\$20.174	(\$2.340)	(13.1)	\$0.000	\$0.000	\$0.000	-	\$17.834	\$20.174	(\$2.340)	(13.1)
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>\$40.855</b>	<b>\$40.574</b>	<b>\$0.281</b>	<b>0.7</b>	<b>\$1.644</b>	<b>\$2.715</b>	<b>(\$1.070)</b>	<b>(65.1)</b>	<b>\$42.499</b>	<b>\$43.289</b>	<b>(\$0.789)</b>	<b>(1.9)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$176.863</b>	<b>\$174.826</b>	<b>(\$2.036)</b>	<b>(1.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$176.863</b>	<b>\$174.826</b>	<b>(\$2.036)</b>	<b>(1.2)</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**  
**November 2024**  
(\$ 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>\$176.863</b>	<b>\$174.826</b>	<b>(\$2.036)</b>	<b>(1.2)</b>	
Less: Capitalized Assets								0.919	(0.036)	0.955	*	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
<b>Adjusted Net Income/(Deficit)</b>								<b>\$175.943</b>	<b>\$174.862</b>	<b>(\$1.081)</b>	<b>(0.6)</b>	
Less: Debt Service								49.088	52.300	(3.212)	(6.5)	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
<b>Income Available for Distribution</b>								<b>\$126.856</b>	<b>\$122.562</b>	<b>(\$4.294)</b>	<b>(3.4)</b>	
Distributable To:												
MTA - Investment Income								1.078	0.815	(0.263)	(24.4)	
MTA - Distributable Income								64.972	63.607	(1.364)	(2.1)	
NYCTR - Distributable Income								60.767	58.140	(2.627)	(4.3)	
<b>Total Distributable Income</b>								<b>\$126.817</b>	<b>\$122.562</b>	<b>(\$4.255)</b>	<b>(3.4)</b>	
<b>Support to Mass Transit:</b>												
Total Revenues								219.362	218.115	(1.247)	(0.6)	
Less: Total Operating Expenses								<u>42.499</u>	<u>43.289</u>	<u>(0.789)</u>	(1.9)	
<b>Net Operating Income/(Deficit)</b>								<b>\$176.863</b>	<b>\$174.826</b>	<b>(\$2.036)</b>	<b>(1.2)</b>	
Deductions from Net Operating Income:												
Capitalized Assets								0.919	(0.036)	0.955	*	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								32.259	32.534	(0.274)	(0.9)	
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>\$33.179</b>	<b>\$32.498</b>	<b>\$0.681</b>	<b>2.1</b>	
<b>Total Support to Mass Transit</b>								<b>\$143.684</b>	<b>\$142.328</b>	<b>(\$1.356)</b>	<b>(0.9)</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**  
**November 2024 Year-To-Date**  
(\$ 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	2,367.724	2,367.200	(0.525)	(0.0)	0.000	0.000	0.000	-	2,367.724	2,367.200	(0.525)	(0.0)
Other Operating Revenue	24.746	24.566	(0.180)	(0.7)	0.000	0.000	0.000	-	24.746	24.566	(0.180)	(0.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	18.155	15.466	(2.689)	(14.8)	18.155	15.466	(2.689)	(14.8)
Investment Income	12.163	10.514	(1.649)	(13.6)	0.000	0.000	0.000	-	12.163	10.514	(1.649)	(13.6)
<b>Total Revenue</b>	<b>\$2,404.633</b>	<b>\$2,402.279</b>	<b>(\$2.354)</b>	<b>(0.1)</b>	<b>\$18.155</b>	<b>\$15.466</b>	<b>(\$2.689)</b>	<b>(14.8)</b>	<b>\$2,422.788</b>	<b>\$2,417.746</b>	<b>(\$5.043)</b>	<b>(0.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$94.029	\$97.815	(\$3.786)	(4.0)	6.053	5.005	\$1.049	17.3	100.082	102.820	(\$2.737)	(2.7)
Overtime	30.529	28.263	2.266	7.4	0.997	0.853	0.144	14.4	31.525	29.116	2.410	7.6
Health and Welfare	26.396	26.351	0.045	0.2	1.403	1.017	0.386	27.5	27.800	27.368	0.431	1.6
OPEB Current Payment	32.873	31.898	0.975	3.0	0.000	0.000	0.000	-	32.873	31.898	0.975	3.0
Pensions	25.113	30.944	(5.832)	(23.2)	1.435	1.336	0.099	6.9	26.548	32.280	(5.733)	(21.6)
Other Fringe Benefits	17.822	14.937	2.886	16.2	0.708	0.569	0.139	19.7	18.530	15.506	3.025	16.3
Reimbursable Overhead	(7.559)	(6.686)	(0.873)	(11.5)	7.559	6.686	0.873	11.5	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$219.203</b>	<b>\$223.521</b>	<b>(\$4.318)</b>	<b>(2.0)</b>	<b>\$18.155</b>	<b>\$15.466</b>	<b>\$2.689</b>	<b>14.8</b>	<b>\$237.358</b>	<b>\$238.987</b>	<b>(\$1.629)</b>	<b>(0.7)</b>
<i>Non-Labor:</i>												
Electric Power	\$3.418	\$4.293	(\$0.875)	(25.6)	0.000	0.000	\$0.000	-	\$3.418	\$4.293	(\$0.875)	(25.6)
Fuel	2.008	1.844	0.164	8.2	0.000	0.000	0.000	-	2.008	1.844	0.164	8.2
Insurance	10.299	10.909	(0.610)	(5.9)	0.000	0.000	0.000	-	10.299	10.909	(0.610)	(5.9)
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	123.769	123.546	0.224	0.2	0.000	0.000	0.000	-	123.769	123.546	0.224	0.2
Professional Service Contracts	22.149	18.593	3.556	16.1	0.000	0.000	0.000	-	22.149	18.593	3.556	16.1
Materials & Supplies	2.762	4.383	(1.621)	(58.7)	0.000	0.000	0.000	-	2.762	4.383	(1.621)	(58.7)
Other Business Expenses	54.738	58.029	(3.291)	(6.0)	0.000	0.000	0.000	-	54.738	58.029	(3.291)	(6.0)
<b>Total Non-Labor Expenses</b>	<b>\$219.144</b>	<b>\$221.597</b>	<b>(\$2.454)</b>	<b>(1.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$219.144</b>	<b>\$221.597</b>	<b>(\$2.454)</b>	<b>(1.1)</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>\$438.347</b>	<b>\$445.118</b>	<b>(\$6.772)</b>	<b>(1.5)</b>	<b>\$18.155</b>	<b>\$15.466</b>	<b>\$2.689</b>	<b>14.8</b>	<b>\$456.502</b>	<b>\$460.585</b>	<b>(\$4.083)</b>	<b>(0.9)</b>
Depreciation	\$198.789	\$213.959	(\$15.170)	(7.6)	\$0.000	\$0.000	\$0.000	-	\$198.789	\$213.959	(\$15.170)	(7.6)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	4.678	6.814	(2.136)	(45.7)	0.000	0.000	0.000	-	4.678	6.814	(2.136)	(45.7)
GASB_96_SBITA_Adjustment	0.036	0.087	(0.051)	*	0.000	0.000	0.000	-	0.036	0.087	(0.051)	*
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$641.849</b>	<b>\$665.979</b>	<b>(\$24.129)</b>	<b>(3.8)</b>	<b>\$18.155</b>	<b>\$15.466</b>	<b>\$2.689</b>	<b>14.8</b>	<b>\$660.005</b>	<b>\$681.445</b>	<b>(\$21.440)</b>	<b>(3.2)</b>
Less: Depreciation	\$198.789	\$213.959	(\$15.170)	(7.6)	\$0.000	\$0.000	\$0.000	-	\$198.789	\$213.959	(\$15.170)	(7.6)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	4.678	6.814	(2.136)	(45.7)	0.000	0.000	0.000	-	4.678	6.814	(2.136)	(45.7)
Less: GASB_96_SBITA_Adjustment	0.036	0.087	(0.051)	*	0.000	0.000	0.000	-	0.036	0.087	(0.051)	*
<b>Total Expenses</b>	<b>\$438.347</b>	<b>\$445.118</b>	<b>(\$6.772)</b>	<b>(1.5)</b>	<b>\$18.155</b>	<b>\$15.466</b>	<b>\$2.689</b>	<b>14.8</b>	<b>\$456.502</b>	<b>\$460.585</b>	<b>(\$4.083)</b>	<b>(0.9)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,966.287</b>	<b>\$1,957.161</b>	<b>(\$9.126)</b>	<b>(0.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1,966.287</b>	<b>\$1,957.161</b>	<b>(\$9.126)</b>	<b>(0.5)</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**  
**November 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>\$1,966.287</b>	<b>\$1,957.161</b>	<b>(\$9.126)</b>	<b>(0.5)</b>
Less: Capitalized Assets									8.334	2.697	\$5.637	67.6
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
<b>Adjusted Net Income/(Deficit)</b>									<b>\$1,957.953</b>	<b>\$1,954.464</b>	<b>(\$3.489)</b>	<b>(0.2)</b>
Less: Debt Service									569.458	584.682	(15.224)	(2.7)
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
<b>Income Available for Distribution</b>									<b>\$1,388.495</b>	<b>\$1,369.782</b>	<b>(\$18.712)</b>	<b>(1.3)</b>
Distributable To:												
MTA - Investment Income									12.163	10.514	(1.649)	(13.6)
MTA - Distributable Income									712.910	707.627	(5.283)	(0.7)
NYCTR - Distributable Income									663.071	651.641	(11.430)	(1.7)
<b>Total Distributable Income</b>									<b>\$1,388.144</b>	<b>\$1,369.782</b>	<b>(\$18.362)</b>	<b>(1.3)</b>
<b>Support to Mass Transit:</b>												
Total Revenues									2,422.788	2,417.746	(5.043)	(0.2)
Less: Total Operating Expenses									<u>456.502</u>	<u>460.585</u>	<u>(4.083)</u>	<u>(0.9)</u>
<b>Net Operating Income/(Deficit)</b>									<b>\$1,966.287</b>	<b>\$1,957.161</b>	<b>(\$9.126)</b>	<b>(0.5)</b>
Deductions from Net Operating Income:												
Capitalized Assets									8.334	2.697	5.637	67.6
Reserves									0.000	0.000	0.000	-
B&T Debt Service									376.749	376.499	0.250	0.1
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>\$385.083</b>	<b>\$379.195</b>	<b>\$5.888</b>	<b>1.5</b>
<b>Total Support to Mass Transit</b>									<b>\$1,581.204</b>	<b>\$1,577.966</b>	<b>(\$3.238)</b>	<b>(0.2)</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  
TRAFFIC VOLUME AND REVENUE  
(millions)**

**Month of November**

**Year to date ending November 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
4.1	\$33.7	4.0	\$34.6	-2.3%	2.5%	Bronx-Whitestone	46.0	\$372.0	45.6	\$388.4	-0.9%	4.4%
0.6	1.8	0.6	1.8	-0.7%	-0.1%	Cross Bay	7.1	19.9	7.1	20.9	-0.1%	4.8%
2.1	9.2	2.1	9.2	-2.2%	-0.5%	Henry Hudson	23.1	94.1	23.0	98.5	-0.3%	4.6%
1.9	13.6	1.8	13.7	-3.2%	0.8%	Hugh L. Carey	20.7	147.0	20.5	151.7	-0.9%	3.2%
0.6	1.7	0.6	1.7	0.7%	2.6%	Marine Parkway	7.3	19.9	7.3	20.7	0.6%	3.8%
2.5	19.3	2.5	19.4	-2.4%	0.4%	Queens Midtown	27.8	211.6	27.7	219.3	-0.5%	3.6%
5.7	45.2	5.6	46.4	-0.5%	2.6%	RFK	62.2	489.5	63.4	520.3	1.8%	6.3%
3.6	34.2	3.7	35.7	2.7%	4.4%	Throgs Neck	39.7	367.6	41.1	395.5	3.5%	7.6%
6.6	48.6	6.6	49.7	0.1%	2.2%	Verrazzano-Narrows	73.5	529.1	73.6	552.0	0.1%	4.3%
<b>27.7</b>	<b>\$207.3</b>	<b>27.5</b>	<b>\$212.1</b>	<b>-0.7%</b>	<b>2.3%</b>	<b>Total</b>	<b>307.4</b>	<b>\$2,250.7</b>	<b>309.2</b>	<b>\$2,367.2</b>	<b>0.6%</b>	<b>5.2%</b>
	<u>\$7.492</u>		<u>\$7.717</u>		<u>3.0%</u>	<b>Revenue Per Vehicle</b>		<u>\$7.321</u>		<u>\$7.656</u>		<u>4.6%</u>

1) Toll increase implemented August 6, 2023

2) Numbers may not add due to rounding.

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

November Budget		November Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
28.6	\$214.3	27.5	\$212.1	-3.9%	-1.0%	<b>Total All</b>	310.5	\$2,367.7	309.2	\$2,367.2	-0.4%	0.0%
	<u>\$7.492</u>		<u>\$7.717</u>		<u>3.0%</u>	<b>Revenue Per Vehicle</b>		<u>\$7.625</u>		<u>\$7.656</u>		<u>0.4%</u>

3) 2024 November traffic is below November 2023 traffic, a decrease of 0.7% and revenue is \$4.8M above November 2023, an increase of 2.3%.

4) 2024 November YTD traffic is 1.8M above November YTD 2023, an increase of 0.6%, and October YTD revenue is \$116.5M above November 2023, an increase 5.2% .

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

Facility	Revenue Collection Rate November 2024
Henry Hudson Bridge	93.0%
Hugh L. Carey Tunnel	94.4%
Queens Midtown Tunnel	95.3%
Marine Parkway Bridge	94.3%
Cross Bay Bridge	91.8%
Robert F. Kennedy Bridge	92.1%
Verrazzano-Narrows Bridge	91.8%
Bronx-Whitestone Bridge	91.8%
Throgs Neck Bridge	92.7%
<b>All Facilities</b>	<b>92.6%</b>

1. Represents total revenue collections from transactions November 2022 through October 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**  
**November 2024**

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	17	15	2	5 Managerial vacancies partially offset by 3 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>55</b>	<b>30</b>	
<b>Operations</b>				
ITS & Tolling	63	69	(6)	11 Professional overrun partially offset by 5 Managerial vacancies
Operations (Non-Security)	54	28	26	33 Managerial vacancies partially offset by 7 overrun in Professional
<b>Total Operations</b>	<b>117</b>	<b>97</b>	<b>20</b>	
<b>Maintenance</b>				
Maintenance	205	200	5	6 Managerial and 6 in Hourly partially offset by 7 overrun in Professional
Operations - Maintainers	183	150	33	34 Maintainer vacancies partially offset by 1 overrun in Professional
<b>Total Maintenance</b>	<b>388</b>	<b>350</b>	<b>38</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	308	52	44 Operational vacancies and 8 Managerial vacancies
Internal Security - Operations	45	32	13	5 Managerial and 8 Professional vacancies
<b>Total Public Safety</b>	<b>405</b>	<b>340</b>	<b>65</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**  
**November 2024**

	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	32	15	17	5 vacancies in Administration, 5 in Executive, 5 in Budget & Finance, and 2 in Law
Professional, Technical, Clerical	53	40	13	5 vacancies in Law, 8 in Administration, 2 in Budget & Finance, 1 in EEO, partially offset by 3 overrun in Executive
Operational Hourlies	-	-	-	
<b>Total Administration</b>	<b>85</b>	<b>55</b>	<b>30</b>	
<b>Operations</b>				
Managers/Supervisors	62	24	38	5 vacancies in ITS & Tolling and 33 in Operations
Professional, Technical, Clerical	55	73	(18)	Overruns of 7 in Operations and 11 in ITS & Tolling
Operational Hourlies	-	-	-	
<b>Total Operations</b>	<b>117</b>	<b>97</b>	<b>20</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical	11	19	(8)	7 overrun in Maintenance and 1 overrun in Operations
Operational Hourlies <sup>(1)</sup>	350	310	40	34 vacancies in Operations and 6 vacancies in Maintenance
<b>Total Maintenance</b>	<b>388</b>	<b>350</b>	<b>38</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	104	13	5 vacancies in Internal Security, 8 in Operations
Professional, Technical, Clerical	36	28	8	8 vacancies in Internal Security
Operational Hourlies <sup>(2)</sup>	252	208	44	44 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>405</b>	<b>340</b>	<b>65</b>	
<b>Total Positions</b>				
Managers/Supervisors	272	184	88	
Professional, Technical, Clerical	279	251	28	
Operational Hourlies	602	518	84	
<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.

**MTA BRIDGES AND TUNNELS**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**NOVEMBER 2024 YEAR-TO-DATE**  
(\$ in millions)

	November Year-to-Date			Favorable (Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	2,404.633	2,397.902	2,402.279	(2.354)	(0.1)	4.377	0.2
Investment Income	12.163	11.042	10.514	(1.649)	(13.6)	(0.529)	(4.8)
Total Revenue without Investment Income	<b>2,392.471</b>	<b>2,386.860</b>	<b>2,391.766</b>	<b>(0.705)</b>	<b>(0.0)</b>	<b>4.906</b>	<b>0.2</b>
Total Expenses before Non-Cash Liability Adjs	438.347	448.960	445.118	<b>(6.772)</b>	<b>(1.5)</b>	<b>3.842</b>	<b>0.9</b>
Depreciation	198.789	207.038	213.959	(15.170)	(7.6)	(6.921)	(3.3)
GASB 68 Pension Adjustment	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	-
GASB 87 Net Adjustment	4.678	5.276	(2.136)	6.814	*	7.412	*
GASB_96_SBITA_Adjustment	0.036	0.025	(0.051)	0.087	*	0.076	*
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses after Non-Cash Liability Adjs	<b>641.849</b>	<b>661.299</b>	<b>656.890</b>	<b>(15.041)</b>	<b>(2.3)</b>	<b>4.408</b>	<b>0.7</b>
Less: Depreciation	198.789	207.038	213.959	(15.170)	(7.6)	(6.921)	(3.3)
Less: Other Post-Employment Benefits	4.714	5.301	(2.187)	6.901	*	7.488	*
<b>Total Expenses</b>	<b>438.347</b>	<b>448.960</b>	<b>445.118</b>	<b>(6.772)</b>	<b>(1.5)</b>	<b>3.842</b>	<b>0.9</b>
<b>Net Surplus/(Deficit)</b>	<b>1,966.287</b>	<b>1,948.942</b>	<b>1,957.161</b>	<b>(9.126)</b>	<b>(0.5)</b>	<b>8.219</b>	<b>0.4</b>
<b>Net Income without Investment Income</b>	<b>1,954.124</b>	<b>1,937.899</b>	<b>1,946.647</b>	<b>(7.477)</b>	<b>(0.4)</b>	<b>8.748</b>	<b>0.5</b>

Note: Totals may not add due to rounding

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**NOVEMBER 2024 YEAR-TO-DATE**  
**(\$ in millions)**

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$4.377	0.2	Higher revenue is primarily due to higher toll revenue, partially offset by lower other operating income and interest income.
Total Expenses	\$3.842	0.9	Lower expenses are primarily due to lower expenses for insurance, E-ZPass equipment maintenance, major maintenance & painting, legal fees, and other outside professional service contracts, partially offset by higher expenses for pensions, EZ-Pass Customer Service Center, credit card processing fees, and debt collection fee services.



# Bridges and Tunnels

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## 2025 Adopted Budget/Financial Plan 2025-2028 (Information Item)



# Staff Summary

<b>Subject</b> MTA B&T 2025 Budget and 2025-2028 Financial Plan Adoption
<b>Department</b> Office of the Chief Financial Officer
<b>Department Head Name</b> Kevin Willens, Chief Financial Officer <i>KW</i>
<b>Department Head Signature</b> <i>Kevin Willens</i>
<b>Project Manager/Division Head</b> David Keller, OMB <i>D Keller</i>

<b>Date</b> December 9, 2024
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Comm.	12/16		X	
2	Finance Comm.	12/16	X		
3	Board	12/18	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB <i>D Keller</i>		
2	Financial Liaison		<i>C. John Henth</i>
3	B&T President		<i>[Signature]</i>

**Purpose:**

To secure MTA Board adoption of the MTA Bridges and Tunnels' (B&T) 2024 November Forecast, 2025 Final Proposed Budget, and the Four-Year Financial Plan for 2025-2028.

**Discussion:**

The 2025 Final Proposed Budget, which is consistent with information presented to the Board in November 2024, provides funding to maintain MTA's commitment to delivering safe, secure, and reliable transportation and first-class customer service. B&T projections do not include MTA consolidated below-the-line adjustments, including the estimated impacts of projected toll increases, which are presented as part of MTA consolidated materials.

Operating efficiency initiatives have been identified to generate savings that increase income by \$10 million for B&T annually beginning in 2025, driven primarily by the re-alignment of administrative budgets, reductions in non-labor expenses, reduced E-ZPass tag costs, and a reduction of vacant positions due to Open Road Tolling.

The Plan reflects collection of toll revenue from Central Business District Tolling Program (CBDTP) will commence in January 2025. This Plan also includes the operating budget fiscal impacts from CBDTP, including operating maintenance, debt service for infrastructure, and actions to mitigate identified adverse impacts – all allowable under State Law to be covered by CBDTP toll revenues. A multi-year financial plan will be presented with the 2025 July Plan.

**2024 November Forecast- Baseline**

The 2024 November Forecast projects \$2,616.6 million in non-reimbursable revenues, of which \$2,576.2 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$502.5 million, consisting of \$227.9 million in labor expenses and \$274.5 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,701.8 million. Reimbursable revenue and expenses are both forecast at \$30.8 million. Total end-of-year positions are budgeted at 1,153, including 1,066 non-reimbursable positions and 87 reimbursable positions.

## **2025 Final Proposed Budget- Baseline**

The 2025 Final Proposed Budget projects nearly \$2,611.7 million in non-reimbursable revenues, of which \$2,583.4 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$521.5 million, consisting of \$244.6 million in labor expenses and \$276.9 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,543.8 million. Reimbursable revenue and expenses are both forecast at \$31.0 million. Total end-of-year positions are currently budgeted at 1,045 including 984 non-reimbursable positions and 61 reimbursable positions.

## **Impact on Funding**

The 2024 November Forecast, the 2025 Final Proposed Budget, and the Four-Year Financial Plan 2025-2028, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

## **Recommendation:**

It is recommended that the MTA Board adopt the 2024 November Forecast, the 2025 Final Proposed Budget, and the Four-Year Financial Plan for 2025-2028 for MTA Bridges and Tunnels.

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2025 - 2028**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2023	November Forecast 2024	Final Proposed Budget 2025	2026	2027	2028
<b>Non-Reimbursable</b>						
<b>Operating Revenue</b>						
Toll Revenue	\$2,418.755	\$2,576.221	\$2,583.402	\$2,610.788	\$2,636.652	\$2,654.148
Other Operating Revenue	28.234	27.099	27.099	27.099	27.099	27.099
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	12.369	13.240	1.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$2,459.358</b>	<b>\$2,616.560</b>	<b>\$2,611.741</b>	<b>\$2,639.127</b>	<b>\$2,664.991</b>	<b>\$2,682.487</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$103.824	\$98.357	\$102.968	\$105.219	\$107.515	\$109.875
Overtime	27.084	31.024	32.223	32.906	33.695	34.391
Health and Welfare	26.889	27.129	30.666	32.153	34.446	36.884
OPEB Current Payments	32.215	35.920	38.111	40.436	42.903	45.520
Pension	26.937	28.450	31.156	35.821	37.015	38.828
Other Fringe Benefits	16.988	15.580	18.005	17.852	18.539	19.247
Reimbursable Overhead	(8.139)	(8.523)	(8.523)	(8.523)	(8.523)	(8.523)
<b>Total Labor Expenses</b>	<b>\$225.798</b>	<b>\$227.937</b>	<b>\$244.607</b>	<b>\$255.864</b>	<b>\$265.589</b>	<b>\$276.221</b>
<b>Non-Labor:</b>						
Electric Power	\$3.673	\$4.428	\$5.527	\$6.215	\$6.333	\$6.462
Fuel	2.159	2.007	1.861	1.759	1.741	1.792
Insurance	18.202	11.211	13.699	14.626	15.864	17.363
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	152.247	162.359	166.910	164.495	166.815	169.345
Professional Services Contracts	23.380	30.897	27.130	28.844	29.450	30.116
Materials and Supplies	2.925	3.162	2.712	2.782	2.841	2.906
Other Business Expenses	54.231	60.460	59.069	59.095	59.116	59.139
<b>Total Non-Labor Expenses</b>	<b>\$256.816</b>	<b>\$274.523</b>	<b>\$276.907</b>	<b>\$277.817</b>	<b>\$282.160</b>	<b>\$287.124</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$482.615</b>	<b>\$502.461</b>	<b>\$521.514</b>	<b>\$533.681</b>	<b>\$547.749</b>	<b>\$563.345</b>
<b>Depreciation</b>	<b>\$212.272</b>	<b>\$226.229</b>	<b>\$220.350</b>	<b>\$224.836</b>	<b>\$228.617</b>	<b>\$232.770</b>
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(17.709)	(20.335)	(22.445)	(26.813)	(27.608)	(29.023)
GASB 75 OPEB Expense Adjustment	14.865	18.593	17.161	16.627	16.022	15.320
GASB 87 Lease Adjustment	5.616	5.616	5.616	5.616	5.616	5.616
GASB 96 SBITA Adjustment	0.002	0.002	0.002	0.002	0.002	0.002
<b>Total Non-Cash Liability Adjustments</b>	<b>\$215.046</b>	<b>\$230.106</b>	<b>\$220.684</b>	<b>\$220.269</b>	<b>\$222.650</b>	<b>\$224.686</b>
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$697.661</b>	<b>\$732.566</b>	<b>\$742.198</b>	<b>\$753.949</b>	<b>\$770.399</b>	<b>\$788.031</b>
<b>Less: Depreciation</b>	<b>\$212.272</b>	<b>\$226.229</b>	<b>\$220.350</b>	<b>\$224.836</b>	<b>\$228.617</b>	<b>\$232.770</b>
GASB 68 Pension Expense Adj.	(17.709)	(20.335)	(22.445)	(26.813)	(27.608)	(29.023)
GASB 75 OPEB Expense Adj	14.865	18.593	17.161	16.627	16.022	15.320
GASB 87 Lease Adjustment	5.616	5.616	5.616	5.616	5.616	5.616
GASB 96 SBITA Adjustment	0.002	0.002	0.002	0.002	0.002	0.002
<b>Total Expenses</b>	<b>\$482.615</b>	<b>\$502.461</b>	<b>\$521.514</b>	<b>\$533.681</b>	<b>\$547.749</b>	<b>\$563.345</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,976.744</b>	<b>\$2,114.099</b>	<b>\$2,090.227</b>	<b>\$2,105.446</b>	<b>\$2,117.242</b>	<b>\$2,119.143</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2025 - 2028**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2023	November Forecast 2024	Final Proposed Budget 2025	2026	2027	2028
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	19.257	30.838	30.958	31.101	31.225	31.335
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$19.257</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>	<b>\$31.225</b>	<b>\$31.335</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$6.385	\$13.525	\$13.603	\$13.684	\$13.766	\$13.832
Overtime	1.008	1.039	1.039	1.060	1.060	1.060
Health and Welfare	1.532	2.801	2.816	2.831	2.846	2.862
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	1.460	3.406	3.424	3.443	3.462	3.481
Other Fringe Benefits	0.733	1.545	1.552	1.560	1.568	1.576
Reimbursable Overhead	8.139	8.523	8.523	8.523	8.523	8.523
<b>Total Labor Expenses</b>	<b>\$19.257</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>	<b>\$31.225</b>	<b>\$31.335</b>
<b>Non-Labor:</b>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
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	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$19.257</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>	<b>\$31.225</b>	<b>\$31.335</b>
<b>Total Non-Cash Liability Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2025 - 2028**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2023	November Forecast 2024	Final Proposed Budget 2025	2026	2027	2028
<b>Non-Reimbursable / Reimbursable</b>						
Page 1 of 2						
<b>Operating Revenue</b>						
Toll Revenue	\$2,418.755	\$2,576.221	\$2,583.402	\$2,610.788	\$2,636.652	\$2,654.148
Other Operating Revenue	28.234	27.099	27.099	27.099	27.099	27.099
Capital and Other Reimbursements	19.257	30.838	30.958	31.101	31.225	31.335
Investment Income	12.369	13.240	1.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$2,478.616</b>	<b>\$2,647.398</b>	<b>\$2,642.699</b>	<b>\$2,670.228</b>	<b>\$2,696.217</b>	<b>\$2,713.822</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$110.209	\$111.882	\$116.572	\$118.903	\$121.281	\$123.707
Overtime	28.091	32.063	33.262	33.966	34.755	35.451
Health and Welfare	28.421	29.930	33.482	34.984	37.292	39.745
OPEB Current Payments	32.215	35.920	38.111	40.436	42.903	45.520
Pension	28.397	31.856	34.580	39.264	40.477	42.310
Other Fringe Benefits	17.722	17.125	19.557	19.412	20.107	20.823
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$245.055</b>	<b>\$258.776</b>	<b>\$275.564</b>	<b>\$286.965</b>	<b>\$296.815</b>	<b>\$307.556</b>
<b>Non-Labor:</b>						
Electric Power	\$3.673	\$4.428	\$5.527	\$6.215	\$6.333	\$6.462
Fuel	2.159	2.007	1.861	1.759	1.741	1.792
Insurance	18.202	11.211	13.699	14.626	15.864	17.363
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	152.247	162.359	166.910	164.495	166.815	169.345
Professional Services Contracts	23.380	30.897	27.130	28.844	29.450	30.116
Materials and Supplies	2.925	3.162	2.712	2.782	2.841	2.906
Other Business Expenses	54.231	60.460	59.089	59.095	59.116	59.139
<b>Total Non-Labor Expenses</b>	<b>\$256.816</b>	<b>\$274.523</b>	<b>\$276.907</b>	<b>\$277.817</b>	<b>\$282.160</b>	<b>\$287.124</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$501.872</b>	<b>\$533.299</b>	<b>\$552.472</b>	<b>\$564.782</b>	<b>\$578.975</b>	<b>\$594.679</b>
<b>Depreciation and GASB Adjustments:</b>						
Depreciation	\$212.272	\$226.229	\$220.350	\$224.836	\$228.617	\$232.770
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(17.709)	(20.335)	(22.445)	(26.813)	(27.608)	(29.023)
GASB 75 OPEB Expense Adjustment	14.865	18.593	17.161	16.627	16.022	15.320
GASB 87 Lease Adjustment	5.616	5.616	5.616	5.616	5.616	5.616
GASB 96 SBITA Adjustment	0.002	0.002	0.002	0.002	0.002	0.002
<b>Total Non-Cash Liability Adjustments</b>	<b>\$215.046</b>	<b>\$230.106</b>	<b>\$220.684</b>	<b>\$220.269</b>	<b>\$222.650</b>	<b>\$224.686</b>
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$716.918</b>	<b>\$763.404</b>	<b>\$773.156</b>	<b>\$785.050</b>	<b>\$801.625</b>	<b>\$819.365</b>
<b>Less: Depreciation and GASB Adjustments:</b>						
Less: Depreciation	\$212.272	\$226.229	\$220.350	\$224.836	\$228.617	\$232.770
GASB 68 Pension Expense Adj.	(17.709)	(20.335)	(22.445)	(26.813)	(27.608)	(29.023)
GASB 75 OPEB Expense Adj	14.865	18.593	17.161	16.627	16.022	15.320
GASB 87 Lease Adjustment	5.616	5.616	5.616	5.616	5.616	5.616
GASB 96 SBITA Adjustment	0.002	0.002	0.002	0.002	0.002	0.002
<b>Total Expenses</b>	<b>\$501.872</b>	<b>\$533.299</b>	<b>\$552.472</b>	<b>\$564.782</b>	<b>\$578.975</b>	<b>\$594.679</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,976.744</b>	<b>\$2,114.099</b>	<b>\$2,090.227</b>	<b>\$2,105.446</b>	<b>\$2,117.242</b>	<b>\$2,119.143</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2025 - 2028**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

	Actual 2023	November Forecast 2024	Final Proposed Budget 2025	2026	2027	2028
<b>Non-Reimbursable / Reimbursable</b>						
<b>Page 2 of 2</b>						
<b>Net Surplus/(Deficit)</b>	<b>\$1,976.744</b>	<b>\$2,114.099</b>	<b>\$2,090.227</b>	<b>\$2,105.446</b>	<b>\$2,117.242</b>	<b>\$2,119.143</b>
<b><u>Deductions from Income:</u></b>						
Less: Capitalized Assets	\$15.114	\$29.141	\$23.213	\$23.833	\$24.360	\$24.936
B&T Capital Reserves & Prepaid Exp.	0.296	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,961.334</b>	<b>\$2,084.959</b>	<b>\$2,067.014</b>	<b>\$2,081.613</b>	<b>\$2,092.882</b>	<b>\$2,094.207</b>
Less: Debt Service	\$669.919	\$621.165	\$739.159	\$813.797	\$869.519	\$961.744
Less: Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000
<b>Income Available for Distribution</b>	<b>\$1,291.415</b>	<b>\$1,463.794</b>	<b>\$1,327.855</b>	<b>\$1,267.816</b>	<b>\$1,223.363</b>	<b>\$1,132.463</b>
<b><u>Distributable To:</u></b>						
MTA - Investment Income	\$12.369	\$13.240	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	679.394	758.199	691.040	659.087	637.229	594.354
NYCT - Distributable Income	599.651	692.354	635.575	607.490	584.893	536.868
<b>Total Distributable Income</b>	<b>\$1,291.415</b>	<b>\$1,463.794</b>	<b>\$1,327.855</b>	<b>\$1,267.816</b>	<b>\$1,223.363</b>	<b>\$1,132.463</b>
<b><u>Actual Cash Transfers:</u></b>						
MTA - Investment Income - Prior Year	\$3.718	\$12.369	\$13.240	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	670.246	791.103	697.756	662.282	639.415	598.642
NYCT - Cash Surplus Transfer	585.974	719.291	641.253	610.298	587.153	541.671
<b>Total Cash Transfers</b>	<b>\$1,259.937</b>	<b>\$1,522.763</b>	<b>\$1,352.249</b>	<b>\$1,273.820</b>	<b>\$1,227.808</b>	<b>\$1,141.553</b>
<b>SUPPORT TO MASS TRANSIT:</b>						
Total Revenue	\$2,478.616	\$2,647.398	\$2,642.699	\$2,670.228	\$2,696.217	\$2,713.822
Total Expenses Before Non-Cash Liability Adjs.	501.872	533.299	552.472	564.782	578.975	594.679
<b>Net Operating Income</b>	<b>\$1,976.744</b>	<b>\$2,114.099</b>	<b>\$2,090.227</b>	<b>\$2,105.446</b>	<b>\$2,117.242</b>	<b>\$2,119.143</b>
<b><u>Deductions from Operating Income:</u></b>						
B&T Debt Service	\$379.855	\$383.126	\$523.248	\$606.738	\$660.436	\$739.370
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	15.114	29.141	23.213	23.833	24.360	24.936
B&T Capital Reserves	0.296	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Deductions from Operating Income</b>	<b>\$395.264</b>	<b>\$412.267</b>	<b>\$546.461</b>	<b>\$630.571</b>	<b>\$684.795</b>	<b>\$764.305</b>
<b>Total Support to Mass Transit</b>	<b>\$1,581.479</b>	<b>\$1,701.832</b>	<b>\$1,543.766</b>	<b>\$1,474.876</b>	<b>\$1,432.446</b>	<b>\$1,354.837</b>

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2025 - 2028**  
**Traffic Volume (Utilization) and Toll Revenue**  
(in millions)

	Actual	November Forecast	Final Proposed Budget	2026	2027	2028
	2023	2024	2025			

**TRAFFIC VOLUME**

**Total Traffic Volume**

<b>335.120</b>	<b>338.655</b>	<b>339.600</b>	<b>343.200</b>	<b>346.600</b>	<b>348.900</b>
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**TOLL REVENUE**

**Toll Revenue**

<b>\$2,418.755</b>	<b>\$2,576.221</b>	<b>\$2,583.402</b>	<b>\$2,610.788</b>	<b>\$2,636.652</b>	<b>\$2,654.148</b>
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**MTA BRIDGES & TUNNELS**  
**November Financial Plan 2025-2028**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Actual 2023	November Forecast 2024	Final Proposed Budget 2025	2026	2027	2028
<b>Administration</b>						
Executive	11	17	17	17	17	17
Law <sup>(1)</sup>	5	12	5	5	5	5
Budget & Finance	10	17	12	12	12	12
Administration	26	38	26	26	26	26
EEO	0	1	0	0	0	0
<b>Total Administration</b>	<b>52</b>	<b>85</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
<b>Operations</b>						
Revenue Management	73	63	63	63	63	63
Central Business District Tolling Program	10	0	0	0	0	0
Operations (Non-Security)	35	54	54	54	54	54
<b>Total Operations</b>	<b>118</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>
<b>Maintenance</b>						
Maintenance	199	205	205	205	205	205
Operations - Maintainers	152	183	183	183	183	183
<b>Total Maintenance</b>	<b>351</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering/Capital</b>						
Engineering & Construction	99	123	97	97	97	97
Health & Safety	7	9	9	9	9	9
Law <sup>(1)</sup>	9	18	6	6	6	6
Planning & Budget Capital	6	8	6	6	6	6
<b>Total Engineering/Capital</b>	<b>121</b>	<b>158</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>
<b>Public Safety</b>						
Operations (Security)	364	360	317	317	317	317
Internal Security - Operations	29	45	45	45	45	45
<b>Total Public Safety</b>	<b>393</b>	<b>405</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>
<b>Total Positions</b>	<b>1,035</b>	<b>1,153</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>
<i>Non-Reimbursable</i>	965	1,066	984	984	984	984
<i>Reimbursable</i>	70	87	61	61	61	61
<i>Total Full-Time</i>	1,035	1,153	1,045	1,045	1,045	1,045
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.  
(2) Includes Controller and Operating Budget staff  
(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**November Financial Plan 2025 - 2028**  
**Total Positions**  
**By Function and Occupational Group**

FUNCTION / OCCUPATIONAL GROUP	Actual 2023	November Forecast 2024	Final Proposed Budget 2025	2026	2027	2028
<b>Administration</b>						
Managers/Supervisors	13	32	20	20	20	20
Professional/Technical/Clerical	39	53	40	40	40	40
Operational Hourlies	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>52</b>	<b>85</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
<b>Operations</b>						
Managers/Supervisors	34	62	62	62	62	62
Professional/Technical/Clerical	84	55	55	55	55	55
Operational Hourlies (1)	0	0	0	0	0	0
<b>Total Operations Headcount</b>	<b>118</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>
<b>Maintenance</b>						
Managers/Supervisors	20	27	27	27	27	27
Professional/Technical/Clerical	9	11	11	11	11	11
Operational Hourlies (2)	322	350	350	350	350	350
<b>Total Maintenance Headcount</b>	<b>351</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	24	34	23	23	23	23
Professional/Technical/Clerical	97	124	95	95	95	95
Operational Hourlies	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>121</b>	<b>158</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>
<b>Public Safety</b>						
Managers/Supervisors	110	117	117	117	117	117
Professional/Technical/Clerical	25	36	36	36	36	36
Operational Hourlies (3)	258	252	209	209	209	209
<b>Total Public Safety Headcount</b>	<b>393</b>	<b>405</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>
<b>Total Positions</b>						
Managers/Supervisors	201	272	249	249	249	249
Professional/Technical/ Clerical	254	279	237	237	237	237
Operational Hourlies	580	602	559	559	559	559
<b>Total Positions</b>	<b>1,035</b>	<b>1,153</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>

(1) Represents Bridge and Tunnel Officers. These positions are paid annually, not hourly.

(2) Represents maintenance personnel. These positions are paid annually, not hourly.

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



# Bridges and Tunnels

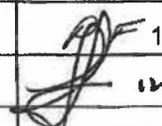
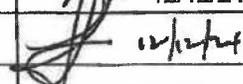
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## Procurements December 2024



<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> MTA Procurement					
<b>Department Head Name</b> Louis Montanti					
<b>Department Head Signature</b>					
<b>Project Manager Name</b> Various					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	12/16/24			
2	Board	12/18/24			

December 12, 2024			
<b>Department</b>			
<b>Department Head Name</b>			
<b>Department Head Signature</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
	President		1/15 12/12/24
	Gen. Counsel & Corporate Secretary		 12/12/24
	MTA Deputy Chief Procurement Officer		

<b>Internal Approvals (cont.)</b>							
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer		Chief BEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

**PURPOSE**

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Bridges & Tunnels Committee of these procurement actions.

**DISCUSSION**

MTA B&T proposes to award Noncompetitive procurements in the following categories: None

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

<u>Procurements Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule H: Modification to Personal & Miscellaneous Service	1	\$ 2.1 M

MTA B&T proposes to award Ratifications in the following categories: None

<b>TOTAL</b>	<b>1</b>	<b>\$ 2.1 M</b>
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**COMPETITIVE BIDDING REQUIREMENTS:** The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

**BUDGET IMPACT:** The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets 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.*

## BOARD RESOLUTION

**WHEREAS**, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

**WHEREAS**, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

**WHEREAS**, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, 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; and (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.

**DECEMBER 2024**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**H. Modification to Personal Service & Miscellaneous Service Contracts**  
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

1. Gannett Fleming Engineers and Architects, PC      \$2,100,000      *Staff Summary Attached*  
2 years  
Contract # PSC-21-3047  
Contract for project management office consultant services to provide services for the New York Customer Service Center contracts; Modification for a one-year extension.

Item Number:

<b>Vendor Name (Location)</b> Gannett Fleming Engineers and Architects, PC (New York, New York)	
<b>Description:</b> Project Management Office Consultant Services for the New York Customer Service Center Contracts	
<b>Contract Term (Including Options, if any)</b> March 22, 2022–March 21, 2024	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Department:</b> Toll Management, Stephen Knapp SVP	

<b>Contract Number</b> PSC-21-3047	<b>AWO/Mod. #</b> 3
<b>Original Amount:</b>	\$ 1,867,505
<b>Prior Modifications:</b>	\$ 1,591,385
<b>Current Amount:</b>	\$ 3,458,890
<b>This Request:</b>	\$2,100,000
<b>% of This Request to Current Amount:</b>	60.7%
<b>% of Modifications (including This Request) to Original Amount:</b>	197.7%

**Discussion:**

Bridges and Tunnels (“B&T”) is seeking Board approval to extend the personal service contract awarded to Gannett Fleming Engineers and Architects, PC (“GFE”) for one-year (December 31, 2024–December 31, 2025) for additional Project Management Office Consultant (“PMOC”) Services for the New York Customer Service Center (“NYCSC”) Contracts in the amount of \$2.1 million.

Pursuant to two competitively procured joint solicitations, B&T, the New York State Thruway Authority (“NYSTA”), and the Port Authority of New York and New Jersey (“PANYNJ”), (collectively, “the Authorities”), awarded three contracts for the following services: (1) NYCSC System and License Plate and Owner Identification Services (to Conduent State & Local Solutions, Inc.); (2) Customer Contact Center (to TTEC Government Solutions); and (3) Tag Distribution (to TransCore, Inc.). To assist in the oversight of these contracts, the Authorities required the PMOC services of a consultant to provide two Project Managers (“CPMs”) to work under the general direction of the Authorities’ project managers (“APMs”). PMOC services provided by the CPMs include: (1) coordinating interagency activities; (2) providing oversight of NYCSC contractors’ design and development activities; (3) reviewing and confirming that business rules, requirements, and documents prepared by contractors align with the executed contract documents; and (4) providing status reports on contractors’ adherence to project schedule.

In September of 2021, B&T issued a joint Request for Proposal (“RFP”) on behalf of the Authorities for PMOC Services. As a result of the RFP, the Authorities recommended GFE for contract award. The base contract was Board approved in January 2022 and awarded in March 2022 for two years in the amount of \$1,867,505. To date, there have been two amendments: No. 1 was for additional project management support services with additional funding in the amount of \$621,385; and No. 2, because of a delay to NYCSC contract, extended the period of performance (March 21, 2024–December 31, 2024) and added funding in the amount of \$970,000. The contractor, Conduent State & Local Solutions, Inc., will therefore reimburse the Authorities in full for the cost of Amendment No. 2.

The implementation of the NYCSC System is now scheduled to go live in early 2025. The Authorities have determined that the continuation of PMOC services with GFE will be required to help manage the new system after the go-live date.

GFE proposed a cost of \$2.3 million. After negotiations, a cost of \$2.1 million was agreed upon and is consistent with the Project Manager’s estimate and consistent with the existing rates of the contract. Based on the aforementioned, the value of this Amendment is considered fair and reasonable. GFE shall be compensated under the existing rates of the contract.

GFE has certified that pursuant to EO 16, it is not doing business in Russia.

The contract awarded to GFE was evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. GFE has certified compliance with the MTA’s cybersecurity requirements.

**Impact on Funding**

Funding is available in the operating budget. B&T, PANYNJ, and NYSTA will equally share the cost under this contract, therefore B&T will be reimbursed two-thirds of the cost for this amendment by the other participating Authorities.



# Bridges and Tunnels

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## Diversity Report Third Quarter 2024





# Bridges and Tunnels

## Diversity and Equal Opportunity

### 3<sup>rd</sup> Quarter Progress Report

**December 16, 2024**



# B & T's Workforce – 2Q

846 strong as of September 30, 2024



**19%** (162) self-identified as **females**.



**59%** (502) self-identified as **minorities**.

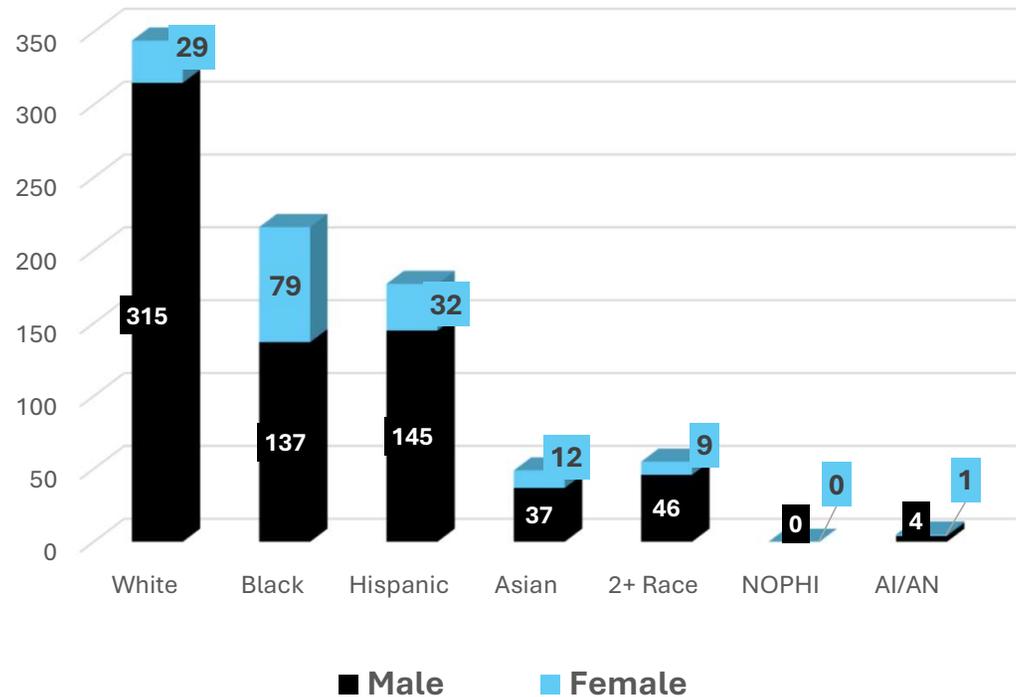


**2%** (15) self-identified as **veterans**.



**1%** (11) self-identified as a **person with a disability**.

Workforce by Sex and Ethnicity





# B & T's Workforce as of September 30, 2024

JOB CATEGORY	TOTAL		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>122</b>		71	58%	51	42%	31	25%	16	13%	16	13%	0	0%	0	0%	8	7%	3	2%	8	7%
F	41	34%	30	25%	11	9%	18	15%	4	3%	6	5%	0	0%	0	0%	2	2%	1	1%	5	4%
M	81	66%	41	34%	40	33%	13	11%	12	10%	10	8%	0	0%	0	0%	6	5%	2	2%	3	2%
<b>Professionals</b>	<b>108</b>		77	71%	31	29%	32	30%	21	19%	12	11%	1	1%	0	0%	11	10%	1	1%	0	0%
F	46	43%	39	36%	7	6%	22	20%	10	9%	5	5%	0	0%	0	0%	2	2%	0	0%	0	0%
M	62	57%	38	35%	24	22%	10	9%	11	10%	7	6%	1	1%	0	0%	9	8%	1	1%	0	0%
<b>Technicians</b>	<b>69</b>		32	46%	37	54%	12	17%	17	25%	2	3%	0	0%	0	0%	1	1%	1	1%	1	1%
F	12	17%	9	13%	3	4%	5	7%	3	4%	0	0%	0	0%	0	0%	1	1%	0	0%	1	1%
M	57	83%	23	33%	34	49%	7	10%	14	20%	2	3%	0	0%	0	0%	0	0%	1	1%	0	0%
<b>Protective Services</b>	<b>211</b>		143	68%	68	32%	68	32%	59	28%	6	3%	1	0%	0	0%	9	4%	5	2%	0	0%
F	37	18%	32	15%	5	2%	25	12%	4	2%	0	0%	1	0%	0	0%	2	1%	0	0%	0	0%
M	174	82%	111	53%	63	30%	43	20%	55	26%	6	3%	0	0%	0	0%	7	3%	5	2%	0	0%
<b>Paraprofessionals</b>	<b>0</b>		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Administrative Support</b>	<b>18</b>		16	89%	2	11%	9	50%	3	17%	1	6%	0	0%	0	0%	3	17%	1	6%	0	0%
F	13	72%	12	67%	1	6%	7	39%	2	11%	1	6%	0	0%	0	0%	2	11%	1	6%	0	0%
M	5	28%	4	22%	1	6%	2	11%	1	6%	0	0%	0	0%	0	0%	1	6%	0	0%	0	0%
<b>Skilled Craft</b>	<b>295</b>		141	48%	154	52%	53	18%	51	17%	11	4%	3	1%	0	0%	23	8%	4	1%	1	0%
F	4	1%	2	1%	2	1%	1	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	291	99%	139	47%	152	52%	52	18%	50	17%	11	4%	3	1%	0	0%	23	8%	4	1%	1	0%
<b>Service Maintenance</b>	<b>23</b>		22	96%	1	4%	11	48%	10	43%	1	4%	0	0%	0	0%	0	0%	0	0%	1	4%
F	9	39%	9	39%	0	0%	1	4%	8	35%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	14	61%	13	57%	1	4%	10	43%	2	9%	1	4%	0	0%	0	0%	0	0%	0	0%	1	4%
<b>Total</b>	<b>846</b>		<b>502</b>	<b>59%</b>	<b>344</b>	<b>41%</b>	<b>216</b>	<b>26%</b>	<b>177</b>	<b>21%</b>	<b>49</b>	<b>6%</b>	<b>5</b>	<b>1%</b>	<b>0</b>	<b>0%</b>	<b>55</b>	<b>7%</b>	<b>15</b>	<b>2%</b>	<b>11</b>	<b>1%</b>

\*American Indian/Alaskan Native

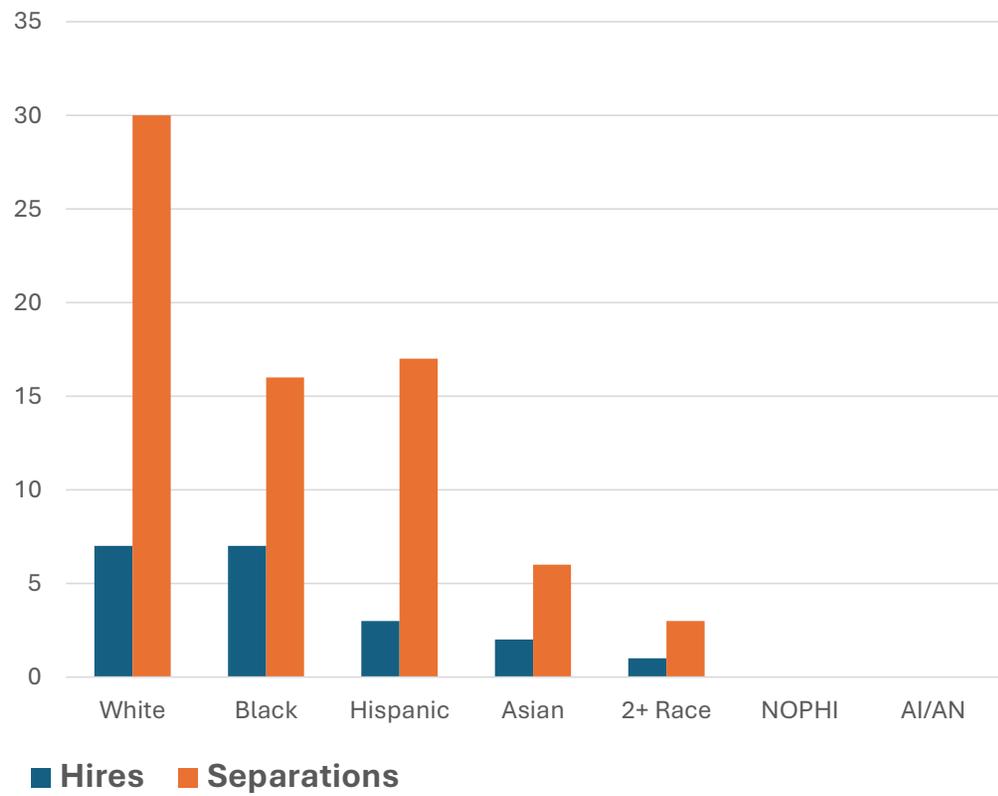
\*\*Native Hawaiian Other Pacific Islander

\*\*\*Persons With Disabilities

F represents employees who Self-Identify as Female. M represents employees who Self-Identify as Male.

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

### 3rd Quarter Hires and Separations



**20 new hires and 72 separations resulted in the following:**

-  A net **decrease** of **12** self-identified **female** employees and **40** self-identified **male** employees.
-  A net **decrease** of **29** minorities.
-  Employees who self-identified as **veteran has remained constant** and
-  A net **decrease** of **3** self-identified **individuals with disabilities**.

# All Agency Employee Resource Groups Quarterly Highlights

**Advancing Black Excellence in the Workplace, October 2024 - B.E.G.I.N.** held a panel discussion centered on Advancing Black Excellence in the Workplace Exploring Lessons Moving Forward. Several MTA executives from operations and headquarters took part in this critical dialogue, they shared lessons learned, tips, and helpful hints that shaped their trajectory of their careers.

**Making Strides Against Breast Cancer Walk, October 2024 - Empowering Women in Transportation (EWT)** led the MTA's participation in the Making Strides for Breast Cancer Walk. This is the second year that EWT spearheaded this initiative. EWT expanded many this years walk to include two walk locations, MTA Breast Cancer Walk T-shirts, and partnerships with other departments. The goal was to raise \$30,000 and we raised over \$40,000.

**Winter Coat & Toy Drive, November 2024 – All Generational** hosted their annual winter toy and coat drive to benefit The Henry Street Settlement. Collection boxes were available at all MTA Agencies for employees to drop off their donations

**MTA Strategic Priority – Revive Talent and Culture**

# All Agency Employee Resource Groups (ERG) Quarterly Highlights

**Veterans ERG Veteran Day Ceremony and Parade, November 2024** - **The Veteran ERG** held their annual Veteran Day Ceremony to commemorate the service and sacrifice of our Armed Service Veterans. MTA Pipes and Drums, as well as The Color Guard, participated in the observance. Additionally, Veterans took part in the New York City Veterans Day Parade.

**Lunch & Learn, November 2024 – Pride Express** hosted a lunch and learn detailing the timeline of historical events that shaped the LGBTQ+ rights in the workplace.

**Professional Speed Networking, November 2024 - Young Professional (YP)** members had the opportunity to meet employees from different agencies and crafts; to introduce themselves describe their roles and responsibilities. The networking opportunity is one method that allows YP ERG to build community.

**MTA Strategic Priority – Revive Talent and Culture**



## Complaints and Lawsuits

January 1, 2024 – September 30, 2024

# Employment Discrimination Complaints



**1** complaint was **filed** citing **1** basis.

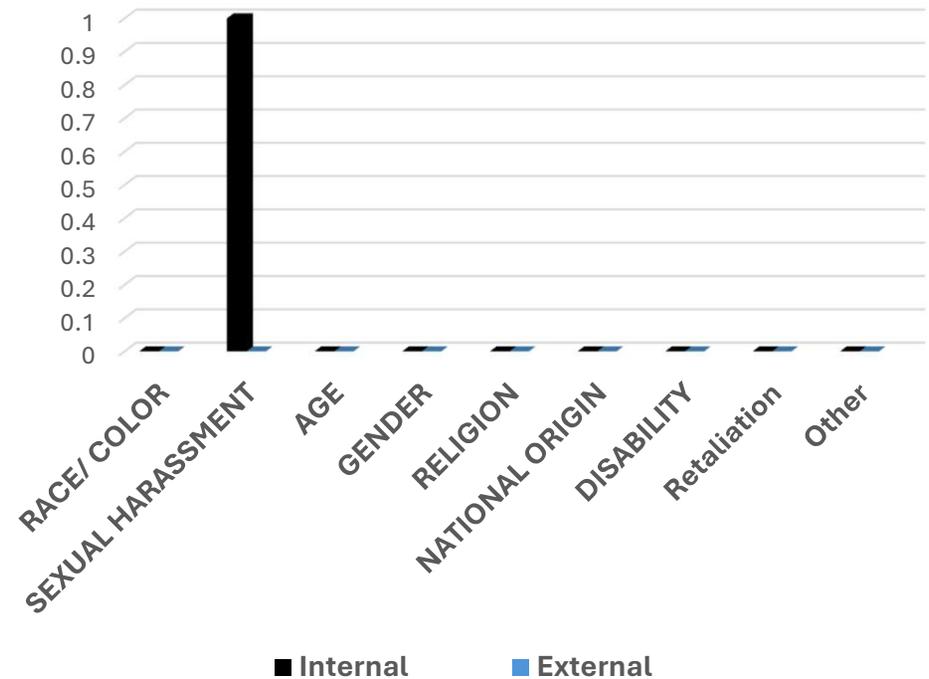


The most frequently singularly-cited\*\* basis was **sexual harassment**.



There was **1 lawsuit** filed.

Internal and External Complaints  
by Bases



*Note: \*Formal complaints can be filed alleging multiple bases.*

*Note: \*\*Other consists of any of the remaining 12 legally protected bases not individually shown.*