



Metropolitan Transportation Authority

Bridges and Tunnels Committee Meeting

April 2025

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, 23rd Floor
New York, NY 10004
Monday, 4/28/2025
1:30 - 2:00 PM ET

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes

B&T Committee Minutes - February 2025, March 2025 - Page 3

4. Committee Work Plan

B&T Committee Work Plan - Page 11

5. Report on Operations

B&T Report on Operations - February 2025 - Page 17

6. Safety Report

B&T Safety Report - February 2025 - Page 29

7. Financial Report

B&T Financial Report - March 2025 - Page 34

8. Procurements - None

9. Central Business District Tolling Program

B&T Report on Central Business District Tolling Program - Page 46



Bridges and Tunnels

Minutes of Committee Meeting February 2025



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

February 24, 2025

1:30 p.m.

In attendance were the Honorable:

Lisa Sorin, Acting Chair
Randolph Glucksman (Virtual)
Marc Herbst
Blanca Lopez
Haeda B. Mihaltses
Midori Valdivia

In Person:

Joyce Brown, Agency Chief Equal Opportunity Officer
Charlie Chavez, Senior Vice President, Security and Operations, and Chief of Department
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA
Adam Hartke, Financial Liaison
Judith Harrison, MTA PD Assistant Chief, Chief of Administration
Diane Kenneally, Chief of Staff and Chief Administrative Officer
Stephen Knapp, Senior Vice President, Tolling Management
Rose Pascone, Assistant Director, Government and Community Relations
Catherine T. Sheridan, P.E., President
John Sterritt, Senior Vice President, Environmental Health & Safety
Marlene Thompson, Senior Vice President, Facility Management

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

February 24, 2025

Minutes of TBTA Committee held February 24, 2025 at 1:30 p.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Jason Anthony about digital license plates and congestion pricing.
- Christopher D. Greif about congestion pricing and accessibility.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meetings held on December 16, 2024 and January 27, 2025 were approved.

Committee Work Plan

Upon a motion duly made and seconded, the proposed 2025 Committee Work Plan was approved.

President Sheridan's Remarks

President Sheridan acknowledged the retirement of Vice President and Chief of Operations, Rich Hildebrand, after 25 years of distinguished service to TBTA, and announced the appointments of Romolo De Santis as C&D Senior Vice President and TBTA Chief Engineer; John Sterritt as Senior Vice President, Environmental, Health and Safety; and Felix Rivera as Vice President and Chief of Transportation, leading TBTA's Revenue Recovery Division.

President Sheridan provided an update on enforcement. In the 11 months since the joint-agency task force convened, it has conducted 81 operations focusing on drivers who cover, obstruct, and alter their license plates, or use counterfeit plates, resulting in 867 arrests, more than 39,000 summonses issued, and more than 4,000 vehicles towed. TBTA remains focused on enforcement with the support of its partners at NYPD and MTAPD. TBTA's operations are occurring daily to have vehicles with ghost plates removed from the road and to have motorists pay their fair share.

Finally, President Sheridan emphasized TBTA's customer education warnings about various fraudulent attempts to engage customers via scam texts and emails about purported toll bills and E-ZPass accounts.

Overview of the Robert F. Kennedy and Henry Hudson Bridges

Senior Vice President of Facility Management, Marlene Thompson, provided an overview of TBTA's northern facilities -- the Robert F. Kennedy and Henry Hudson Bridges. Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation, Commissioners' comments and questions, and Senior Vice President Thompson and President Sheridan's responses.

Moving to traffic and revenue, President Sheridan noted that TBTA's total 2024 traffic broke a record, at 337.2 million crossings, which yielded nearly \$2.6 billion in toll revenue. President

Sheridan was pleased to report that, due to TBTA's record-breaking revenue and operating efficiencies, it will provide more than \$1.4 billion in surplus, which will benefit the MTA's mass transit systems.

Adam Hartke, TBTA Financial Liaison, presented an overview of the TBTA Operating Surplus, followed by an overview of the 2025 Adopted Budget and Financial Plan. The 2024 TBTA Operating Surplus includes \$1.423 billion for both New York City Transit and the MTA. This represents a 10% increase above the \$1.3 billion Operating Surplus in 2023. This increase is due in part to the record 337.2 million revenue trips in 2024, an increase of roughly 2 million crossings over 2023. In addition, non-reimbursable expenses were over \$29 million favorable when compared to the 2024 Adopted Budget.

Upon a motion duly made and seconded, the following TBTA Operating Surplus resolutions were approved:

- To certify and transfer \$1.423 billion in 2024 operating surplus to the MTA and New York City Transit, pursuant to Public Authorities Law § 1219-a(2)(b);
- Recognizing \$11.25 million in 2024 TBTA investment income to be transferred to the MTA, pursuant to Public Authorities Law § 569-c; and
- To advance monthly the FY 2025 TBTA surplus to the MTA and New York City Transit, pursuant to the Public Authorities Law, in an aggregate amount not to exceed 90% of the estimate of the sum of that month's operations, if available, with the first \$1.8 million going to New York City Transit and the remaining sum split 50% to NYCT (less applicable bond service) and 50% to the MTA (less applicable bond service).

As an information item, Financial Liaison Hartke also presented an overview of the 2025 Adopted Budget and Financial Plan. TBTA has identified \$25 million in budgetary savings as part of the broader MTA cost-reduction strategy. These savings include realigning expenses to reflect continued efficiencies from Open Road Tolling, adjusting budgets to 2024 actuals, and broader operational savings. This ultimately translates into larger monthly surplus transfers for 2025, meaning more timely funds for mass transit.

Procurements

President Sheridan stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Paul L. Friman
General Counsel and Corporate Secretary



Bridges and Tunnels

Minutes of Committee Meeting March 2025



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

March 24, 2025

1:30 p.m.

In attendance were the Honorable:

Haeda B. Mihaltses, Acting Chair
Andrew Albert

In Person:

Joyce Brown, Agency Chief Equal Opportunity Officer
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer
Romolo Desantis, C&D Senior Vice President and TBTA Chief Engineer
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA
David Hanley, Assistant Deputy Chief, MTA Procurement Operations
Judith Harrison, MTA PD Assistant Chief, Chief of Administration
Diane Kenneally, Chief of Staff and Chief Administrative Officer
Edwin T. King, Executive Vice President
Stephen Knapp, Senior Vice President, Tolling Management
Donald E. Look, Senior Vice President, Internal Affairs & Security Advisor
Rose Pascone, Assistant Director, Government and Community Relations
Catherine T. Sheridan, P.E., President
John Sterritt, Senior Vice President, Environmental, Health & Safety
Thomas Taffe, MTA PD Acting Chief of Police
Marlene Thompson, Senior Vice President, Facility Management

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

March 24, 2025

Minutes of TBTA Committee held March 24, 2025 at 1:30 p.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Jason Anthony about congestion pricing, toll violation enforcement, and bridge safety.
- Matty W. Buchys-Hyland about congestion pricing and bridge & tunnel signage.
- Murray Bodin about traffic safety.

Minutes

Acting Chair Mihaltses postponed the approval of the minutes of the Committee Meeting held on February 24, 2025 as a quorum of the Committee was not in attendance.

Committee Work Plan

President Sheridan postponed the Revenue Recovery Report to a future Committee Meeting and stated that an MTA-wide Diversity Report was provided at the Diversity Committee earlier today.

President Sheridan's Remarks

President Sheridan stated that earlier this month, in accordance with TBTA's bargaining agreements for the 20-and-out retirement program, and as a result of continued attrition in TBTA's workforce, TBTA smoothly transitioned its officers, sergeants, and lieutenants from the Bronx-Whitestone and Throgs Neck Bridges to its other facilities. The MTAPD and New York State Police are actively patrolling and providing safety and security for the Bronx-Whitestone and Throgs Neck Bridges.

Turning to toll violation enforcement, President Sheridan stated that it has been just over a year since TBTA facilitated the launch of a multiagency law enforcement taskforce, increasing action against those who use obstructed, altered, or counterfeit license plates. Earlier this month, President Sheridan welcomed Governor Hochul to the Robert F. Kennedy Bridge, the same facility where she had presided at the inaugural task force operation in March 2024. Along with TBTA's MTA Police colleagues and partners from NYPD, the New York State Police, New York City Sheriff, New York State Department of Motor Vehicles, New York City Taxi and Limousine Commission, U.S. Park Police, Port Authority Police, and the New York City Business Integrity Commission, TBTA once again reinforced its commitment to combatting toll evasion. TBTA is also pleased to welcome both the Nassau and Westchester County Police Departments to such efforts going forward. The past year of targeted operations results have yielded over 900 arrests, more than 40,000 summonses, and over 4,100 vehicles towed, and identified those responsible for more than \$53 million owed.

Overview of TBTA's Legislative Proposals

President Sheridan provided an overview of the following TBTA legislative proposals: (1) addressing illegally overweight trucks using weigh-in-motion (WIM) technology; (2) allowing automated speed limit enforcement cameras in work zones; (3) enhancing worker protections against assault; and (4) expanding revenue recovery methods and law enforcement measures. Refer to the

video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation, Commissioners' comments and questions, and Chief Engineer Desantis and President Sheridan's responses.

Lastly, President Sheridan presented TBTA's new social media video about toll violation enforcement.

Procurements

President Sheridan stated that there are no procurements.

Adjournment

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

Respectfully submitted,



Paul L. Friman
General Counsel and Corporate Secretary



Bridges and Tunnels

Committee Work Plan

BRIDGES AND TUNNELS COMMITTEE WORK PLAN

I. RECURRING AGENDA ITEMS

TOPIC

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

Responsibility

Committee Chair & Members
Committee Chair & Members
Facility Mgt & Tolling Mgt
Env, Health & Safety
MTA Finance
MTA Procurement

II. SPECIFIC AGENDA ITEMS

Responsibility

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

2026 Proposed Committee Work Plan

Facility Mgt

Committee Chair & Members

December 2025

2026 Approve 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

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.

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.

DECEMBER 2025

2026 Approval of Committee Work Plan

The Committee received a draft work plan for 2026 at the November 2025 meeting. The Committee will be requested to approve the amended work plan for the year.

2026 Proposed Final Budget

The Committee will recommend action to the Board.



Bridges and Tunnels

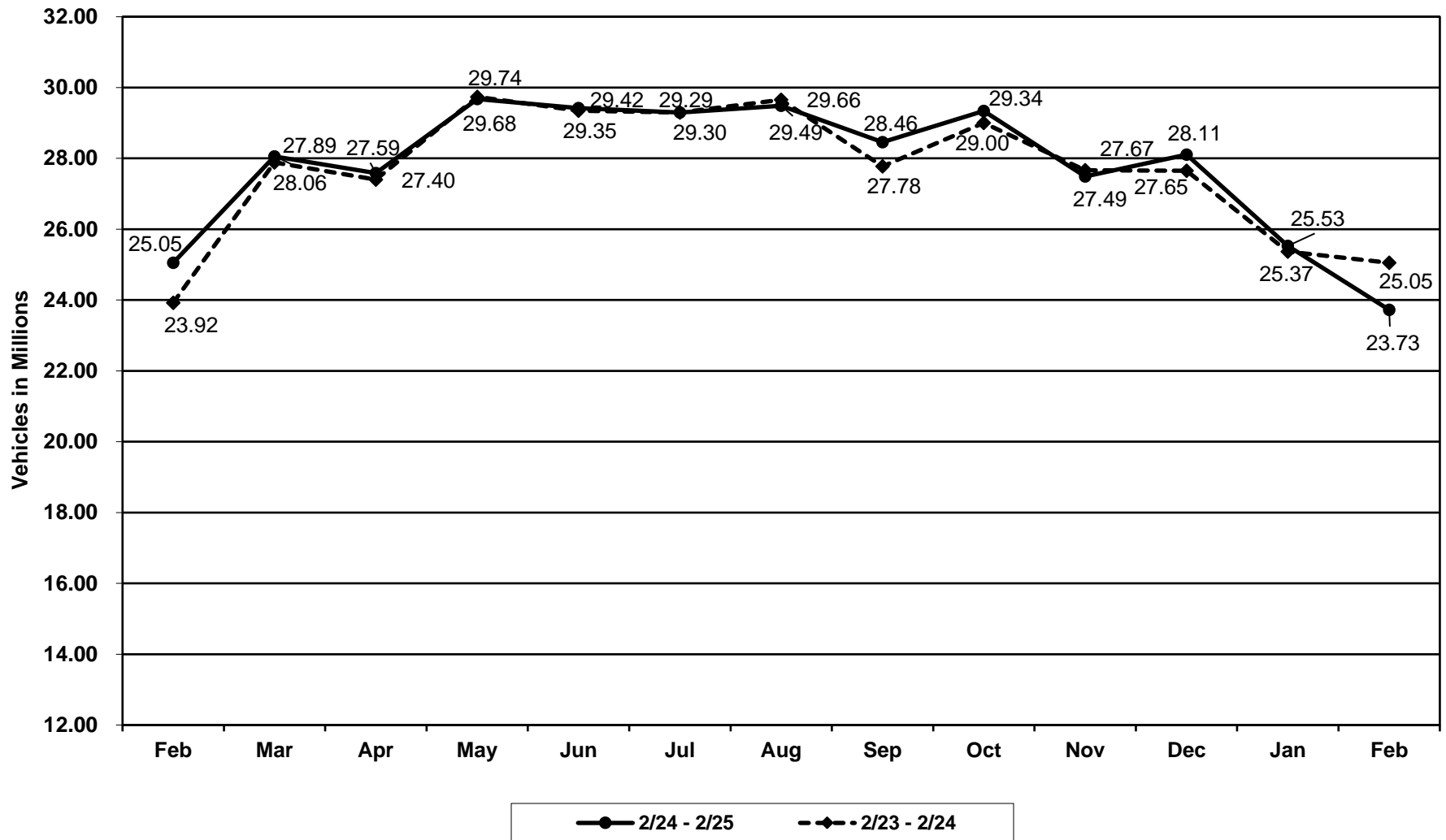
Report on Operations February 2025

MTA Bridges and Tunnels February 2025 Traffic Trends

Summary

B&T's total paid traffic for February was 23.73 million crossings, a decrease of 5.2% compared to 25.05 million crossings in February 2024. This decrease was primarily due to one less calendar day in 2025 because 2024 was a leap year, and the first significant monthly accumulation of snow in several years. Total snowfall for the month was 7.5 inches. Compared to February 2023, B&T paid traffic was 0.8% lower with a decrease of 0.2 million crossings.

MTA Bridges and Tunnels Traffic Volume - All Facilities Two Years Ending February 2025



MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
February 2025
Preliminary data subject to final audit

All B&T Facilities by Method of Payment				
	February 2025	February 2024	February 2023	2025 YTD
E-ZPass ¹	22,037,418	23,468,465	22,717,450	45,742,383
Tolls by Mail ¹	1,687,717	1,584,657	1,206,414	3,511,430
Total	23,725,135	25,053,122	23,923,864	49,253,813
E-ZPass Market Share:				
Total	92.9%	93.7%	95.0%	92.9%
Cars	92.6%	93.5%	94.9%	92.6%
Trucks	96.6%	96.3%	96.3%	96.5%

Facility	Average Weekday ²			E-ZPass Market Share						Average Weekend ²			E-ZPass Market Share					
	February 2025									February 2025								
	Total	E-ZPass	TBM	February 2025	February 2024	February 2023	2025 vs 2024	2025 vs 2023		Total	E-ZPass	TBM	February 2025	February 2024	February 2023	2025 vs 2024	2025 vs 2023	
Bronx-Whitestone Bridge	127,928	117,083	10,844	91.5%	92.3%	94.0%	-0.7%	-2.5%		116,319	105,052	11,267	90.3%	91.0%	92.6%	-0.7%	-2.3%	
Cross Bay Bridge	21,782	20,594	1,188	94.5%	94.9%	96.3%	-0.4%	-1.8%		15,490	14,517	973	93.7%	94.2%	95.4%	-0.5%	-1.7%	
Henry Hudson Bridge	65,988	62,007	3,981	94.0%	94.6%	95.7%	-0.6%	-1.7%		47,835	44,601	3,234	93.2%	93.7%	94.7%	-0.4%	-1.4%	
Hugh L. Carey Tunnel	60,474	57,463	3,011	95.0%	95.6%	96.5%	-0.6%	-1.4%		46,111	43,301	2,811	93.9%	94.6%	95.3%	-0.7%	-1.4%	
Marine Parkway Bridge	20,358	19,449	910	95.5%	96.3%	97.1%	-0.8%	-1.6%		14,434	13,656	778	94.6%	95.3%	96.5%	-0.7%	-1.9%	
Queens Midtown Tunnel	77,642	73,474	4,168	94.6%	95.3%	96.1%	-0.7%	-1.5%		67,256	62,987	4,269	93.7%	94.3%	95.4%	-0.7%	-1.7%	
Robert F. Kennedy Bridge	185,358	170,411	14,947	91.9%	93.0%	94.6%	-1.1%	-2.7%		156,199	141,935	14,265	90.9%	91.9%	93.4%	-1.0%	-2.6%	
Throgs Neck Bridge	115,755	106,153	9,602	91.7%	92.9%	94.3%	-1.2%	-2.6%		102,361	92,728	9,633	90.6%	91.8%	93.0%	-1.2%	-2.4%	
Verrazano-Narrows Bridge	214,701	202,772	11,929	94.4%	94.9%	96.1%	-0.5%	-1.6%		187,972	175,388	12,584	93.3%	93.8%	94.9%	-0.5%	-1.6%	
All Facilities	889,986	829,406	60,581	93.2%	94.0%	95.3%	-0.8%	-2.1%		753,977	694,164	59,813	92.1%	92.8%	94.1%	-0.8%	-2.0%	

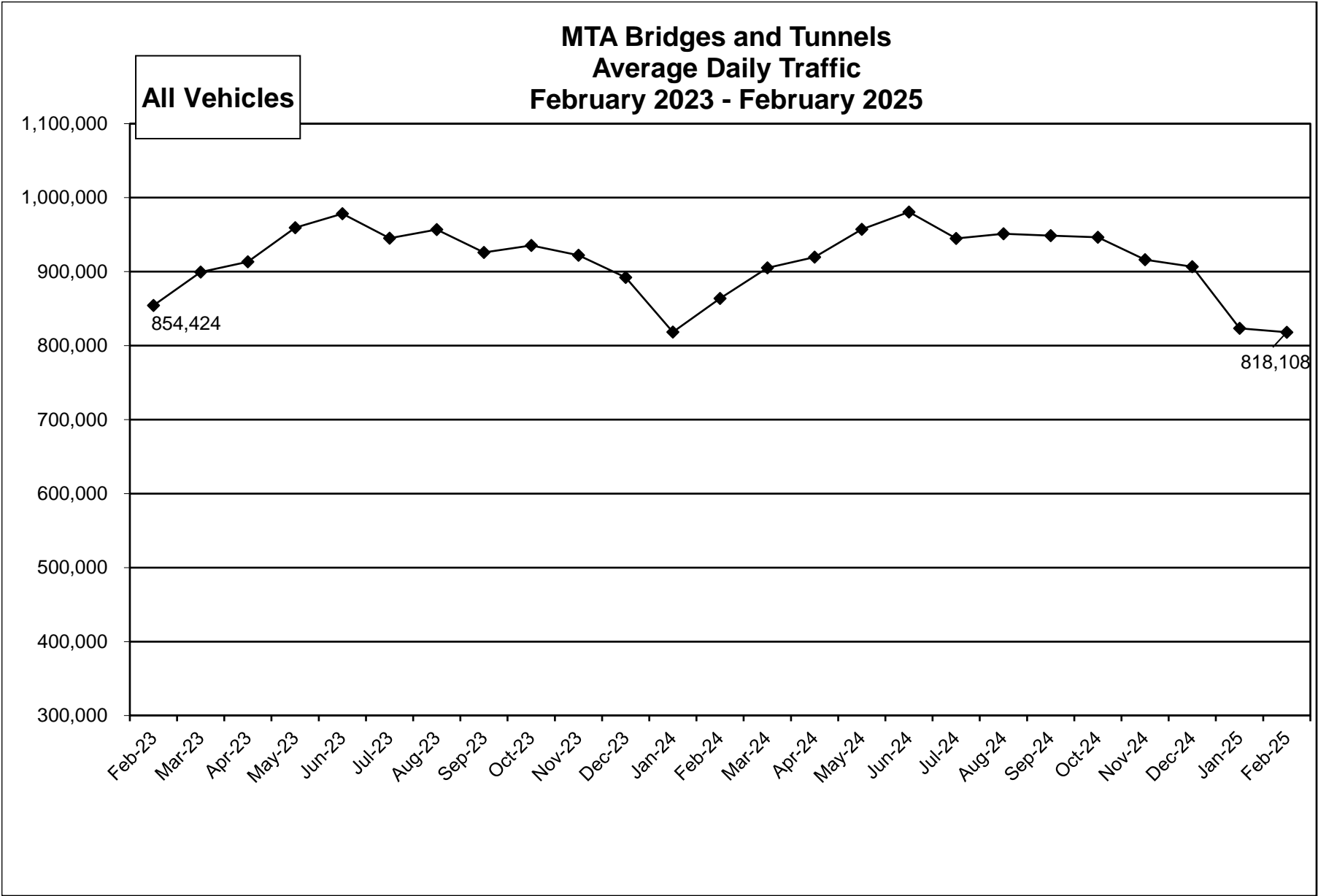
- Notes:
- NOTE: As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.
 - Average traffic and market share figures exclude holidays.

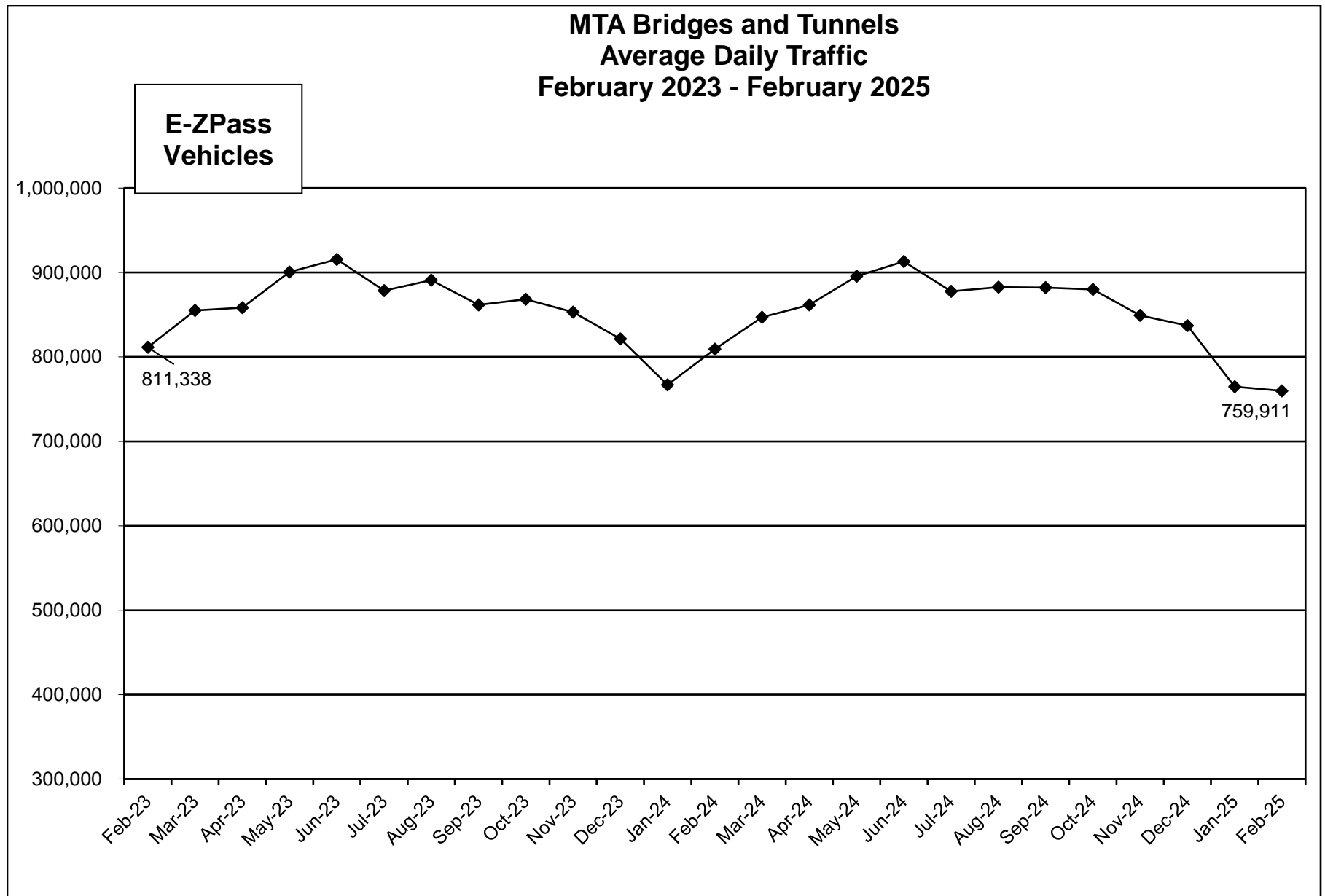
MTA Bridges and Tunnels
E-ZPass and Tolls by Mail Traffic
February 2025
Preliminary data subject to final audit

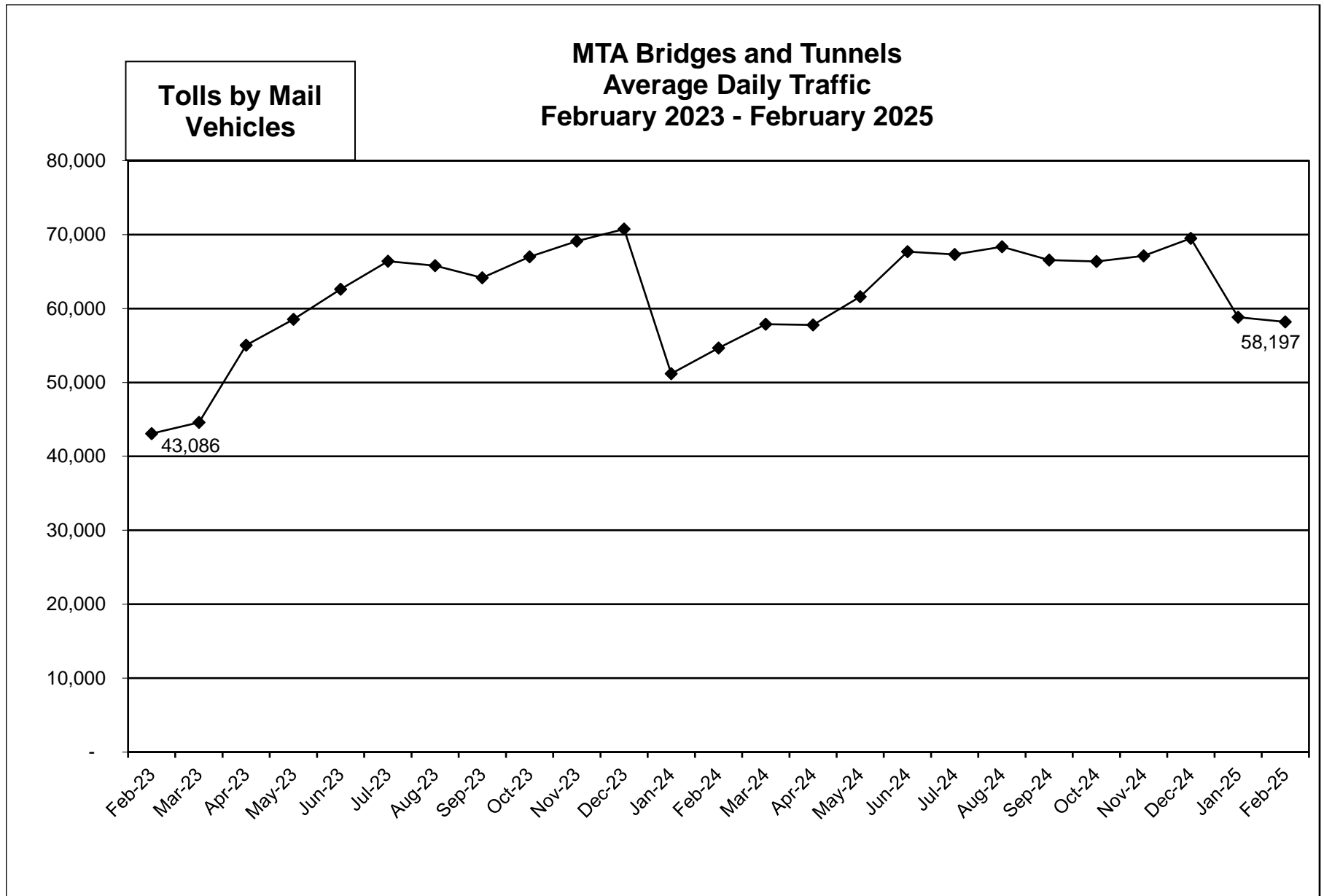
Distribution by Facility & Time Period			
Facility	February 2025		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Robert F. Kennedy Bridge	23.9%	21.7%	54.4%
Bronx Whitestone	22.5%	23.1%	54.4%
Henry Hudson Bridge	24.4%	29.2%	46.5%
Marine Parkway Bridge	26.1%	25.4%	48.5%
Cross Bay Bridge	25.0%	24.4%	50.6%
Queens Midtown Tunnel	21.4%	22.2%	56.4%
Hugh L. Carey Tunnel	24.9%	24.6%	50.6%
Throgs Neck Bridge	23.3%	23.0%	53.7%
Verrazano-Narrows Bridge	23.1%	23.8%	53.1%
All Facilities	23.4%	23.5%	53.1%

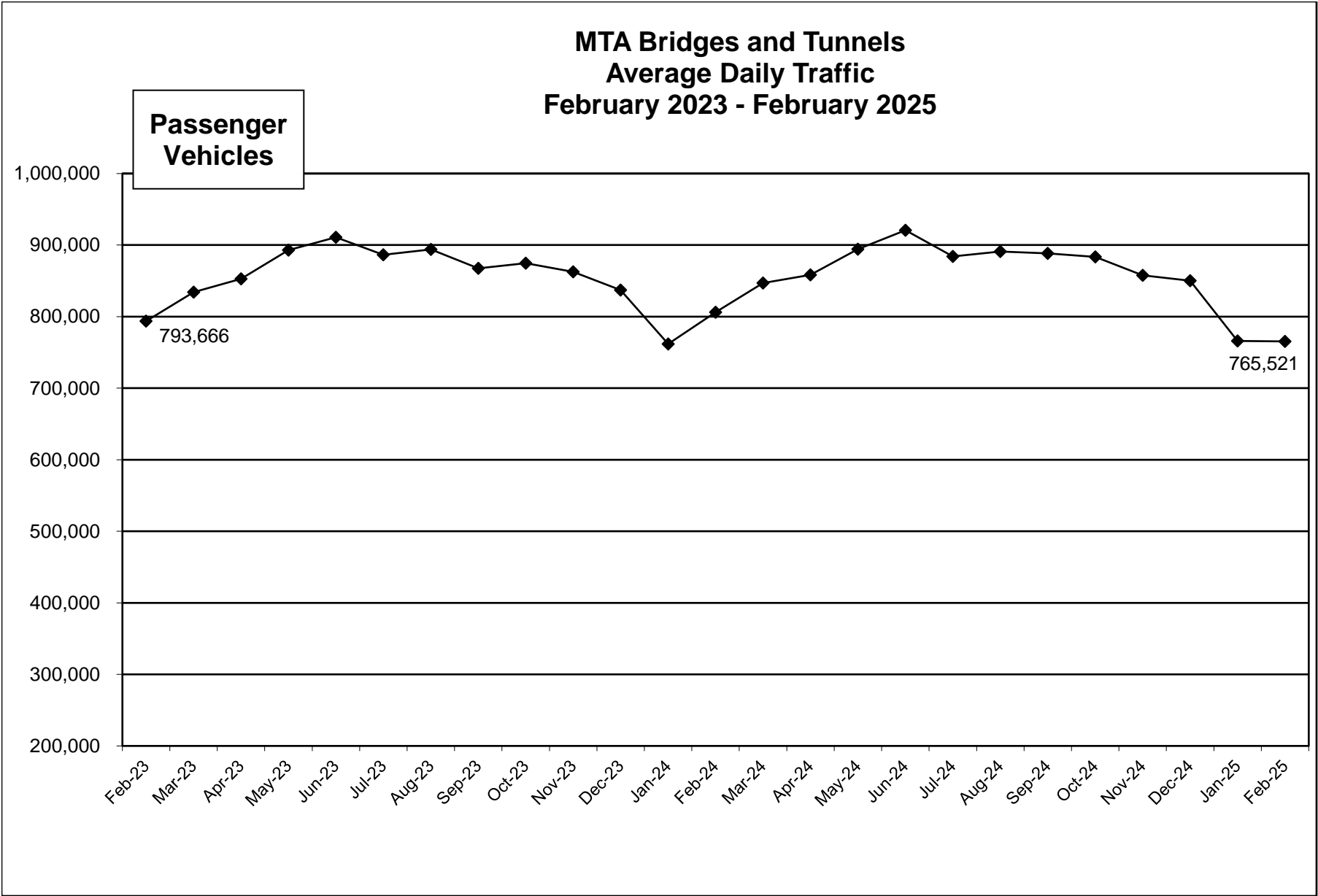
Payment Method by Facility (Transactions)			
Facility	February 2025		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	87.1%	4.1%	8.8%
Cross Bay Bridge	93.3%	1.1%	5.6%
Henry Hudson Bridge	85.3%	8.5%	6.2%
Hugh L. Carey Tunnel	90.0%	4.8%	5.2%
Marine Parkway Bridge	92.9%	2.4%	4.7%
Queens Midtown Tunnel	90.2%	4.2%	5.6%
Robert F. Kennedy Bridge	86.7%	5.0%	8.3%
Throgs Neck Bridge	85.2%	6.2%	8.6%
Verrazano-Narrows Bridge	85.6%	8.5%	5.9%
All Facilities	87.0%	5.9%	7.1%

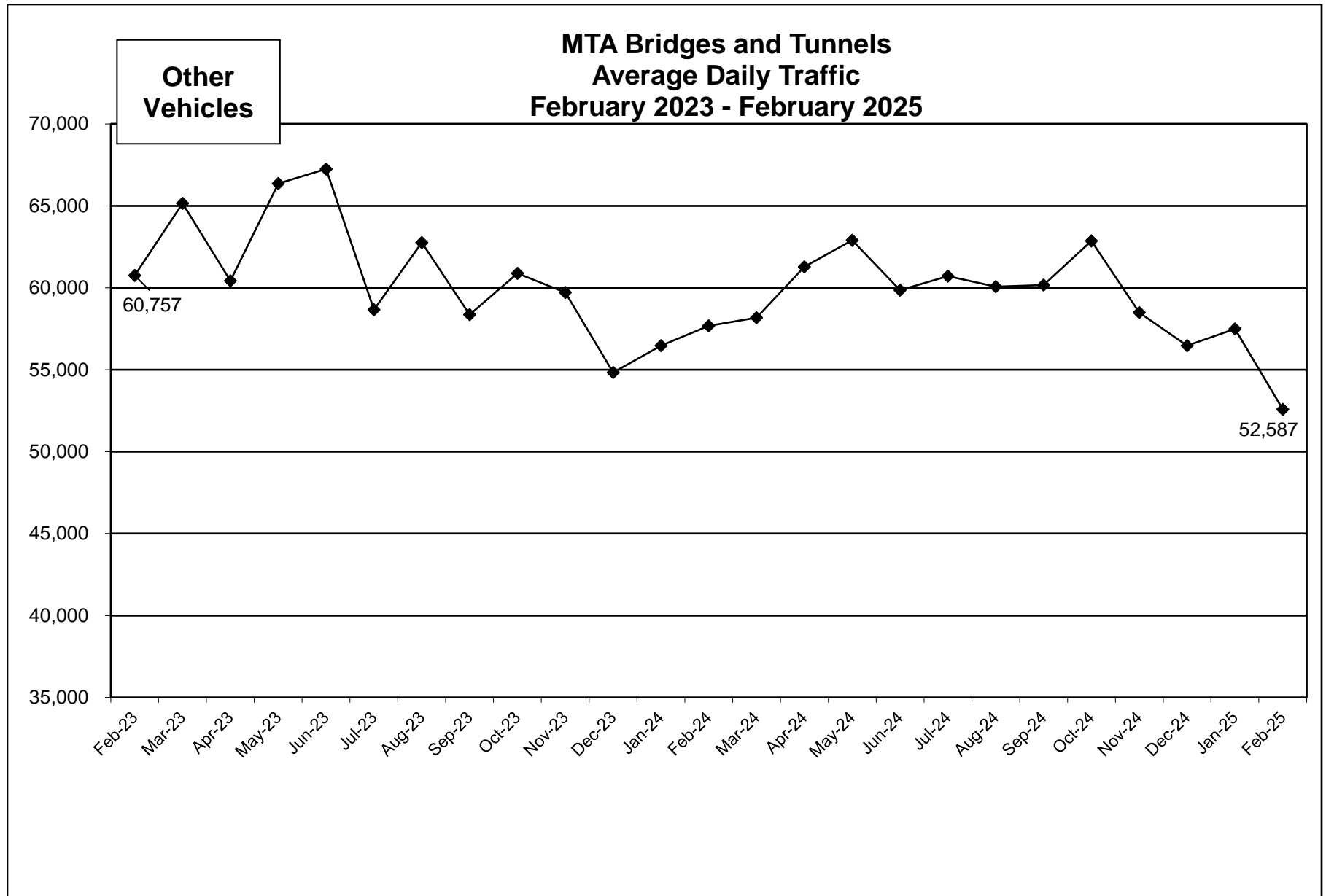
NOTE: As of April 1, 2023, customers receiving E-ZPass violation notices are now receiving Tolls by Mail notices. Previously these customers were included in E-ZPass market share.











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

Corridor	Toll Media	February(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	-1.9%	0.2%	0.6%	0.4%	0.4%
	E-ZPass	-2.7%	-0.3%	0.4%	0.1%	0.0%
	Tolls by Mail	10.3%	6.8%	3.1%	3.6%	5.4%
RFK Bridge	Total Vehicles	-0.4%	1.4%	1.5%	1.4%	1.4%
	E-ZPass	-1.6%	0.7%	1.2%	1.1%	1.0%
	Tolls by Mail	14.2%	9.9%	5.3%	5.4%	7.2%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-6.1%	-4.1%	-2.9%	-2.6%	-1.8%
	E-ZPass	-6.7%	-4.4%	-3.0%	-2.7%	-2.0%
	Tolls by Mail	6.6%	1.3%	-1.5%	-1.0%	1.6%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-1.1%	1.2%	1.7%	0.3%	1.1%
	E-ZPass	-2.1%	0.5%	1.4%	0.1%	0.6%
	Tolls by Mail	11.1%	8.3%	5.2%	36.6%	7.0%
Verrazzano-Narrows Bridge	Total Vehicles	-1.3%	0.7%	0.9%	0.3%	0.1%
	E-ZPass	-1.8%	0.5%	0.9%	0.2%	-0.1%
	Tolls by Mail	7.8%	4.6%	1.1%	2.8%	4.2%
Henry Hudson Bridge	Total Vehicles	-5.5%	-0.9%	0.5%	-0.3%	-0.2%
	E-ZPass	-6.0%	-1.2%	0.5%	-0.4%	-0.4%
	Tolls By Mail	4.1%	3.7%	1.3%	1.0%	2.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.7%	2.5%	1.8%	1.5%	0.8%
	E-ZPass	3.0%	2.1%	1.8%	1.4%	0.6%
	Tolls by Mail	16.7%	9.6%	1.4%	2.3%	4.7%

(1) February 2025 vs. February 2023

(2) January 2023 to February 2025 vs. January 2022 to February 2024

(3) September 2024 to February 2025 vs. September 2023 to February 2024

(4) June 2024 to February 2025 vs. June 2023 to February 2024

(5) March 2024 to February 2025 vs. March 2023 to February 2024

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

Corridor	Toll Media	February(1)	3 Months(2) (Dec-Feb)	6 Months(3) (Sep-Feb)	9 Months(4) (Jun-Feb)	12 Months(5) (Mar-Feb)
All Facilities	Total Vehicles	-1.9%	0.2%	0.6%	0.4%	0.4%
	Passenger	-5.0%	-0.9%	0.1%	0.1%	0.3%
	Other	-8.8%	-1.3%	0.1%	-1.4%	-2.4%
RFK Bridge	Total Vehicles	-0.4%	1.4%	1.5%	1.4%	1.4%
	Passenger	-3.5%	0.5%	1.0%	1.2%	1.4%
	Other	-9.4%	-2.2%	-0.1%	-1.2%	-2.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-6.1%	-4.1%	-2.9%	-2.6%	-1.8%
	Passenger	-9.2%	-5.2%	-3.5%	-2.9%	-1.9%
	Other	-11.5%	-4.4%	-2.2%	-3.8%	-4.8%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	-1.1%	1.2%	1.7%	0.3%	1.1%
	Passenger	-4.0%	0.3%	1.3%	0.0%	1.1%
	Other	-9.7%	-2.4%	-1.0%	-1.4%	-2.2%
Verrazzano-Narrows Bridge	Total Vehicles	-1.3%	0.7%	0.9%	0.3%	0.1%
	Passenger	-4.3%	-0.4%	0.3%	0.1%	0.0%
	Other	-10.0%	-0.6%	0.7%	-1.6%	-2.6%
Henry Hudson Bridge	Total Vehicles	-5.5%	-0.9%	0.5%	-0.3%	-0.2%
	Passenger	-8.8%	-2.1%	-0.1%	-0.7%	-0.6%
	Other	-3.3%	8.1%	8.2%	4.0%	3.4%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.7%	2.5%	1.8%	1.5%	0.8%
	Passenger	-1.0%	0.3%	0.5%	0.7%	0.3%
	Other	17.4%	17.4%	12.7%	7.0%	4.4%

(1) February 2025 vs. February 2023

(2) January 2023 to February 2025 vs. January 2022 to February 2024

(3) September 2024 to February 2025 vs. September 2023 to February 2024

(4) June 2024 to February 2025 vs. June 2023 to February 2024

(5) March 2024 to February 2025 vs. March 2023 to February 2024



Bridges and Tunnels

Safety Report February 2025



Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	March 2022 - February 2023	March 2023 - February 2024	March 2024 - February 2025	
Customer Collisions Rate per Million Vehicles	3.98	3.36	2.78	
Customer Injury Collisions Rate per Million Vehicles	0.86	0.79	0.81	
Employee Accident Reports	112	140	152	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.2	4.7	4.4	
Leading Indicators				
Roadway Safety	2024		2025	
	February	Year End	February	Year to Date
Workforce Development (# of Participants)	0	260	12	137
Fleet Preventative Maintenance Insp.	81	1545	92	188
* Safety Taskforce Inspections	0	14	0	0
Fire Safety	February	Year End	February	Year to Date
* Fire Code Audits Completed	0	14	0	0
** FDNY Liaison Visits	0	30	0	0

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

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

Definitions:

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

Fleet Preventative Maintenance Inspections are conducted at each location to improve 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, 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.

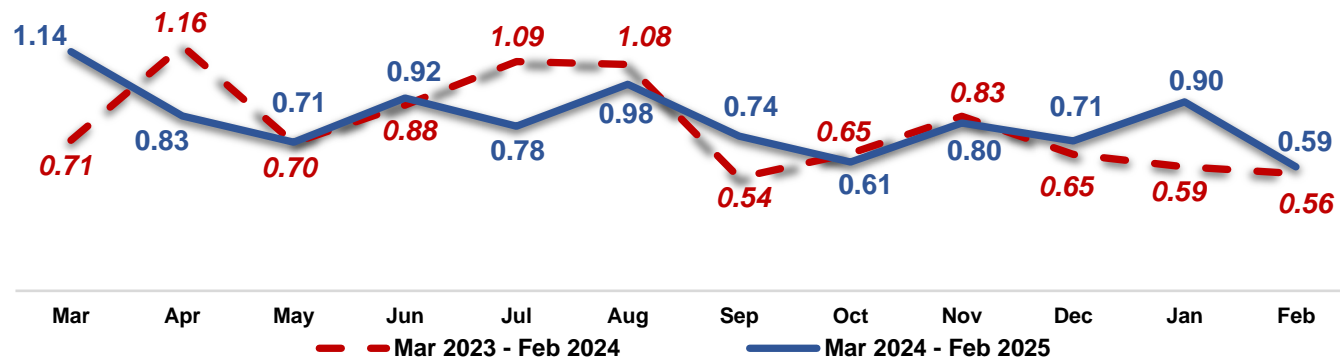
Fire Code Audits are conducted by the Safety and Health Department to perform fire safety and/or property maintenance inspections of existing buildings and structures as required by the NYS Uniform Fire Prevention and Building Code.

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 fires and handling emergencies easier. Furthermore, specific training exercises and drills are carried out to practice communications and emergency rescue procedures.

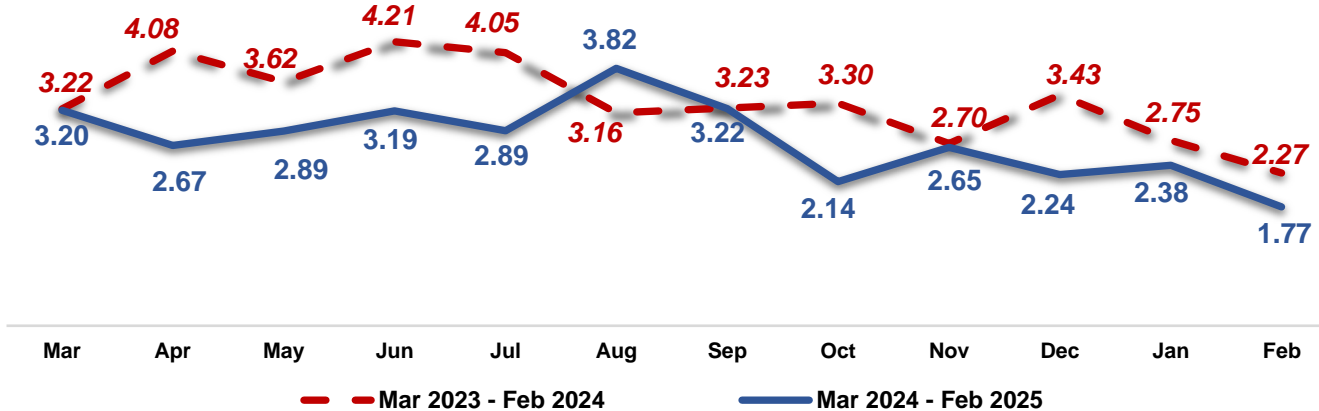


Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



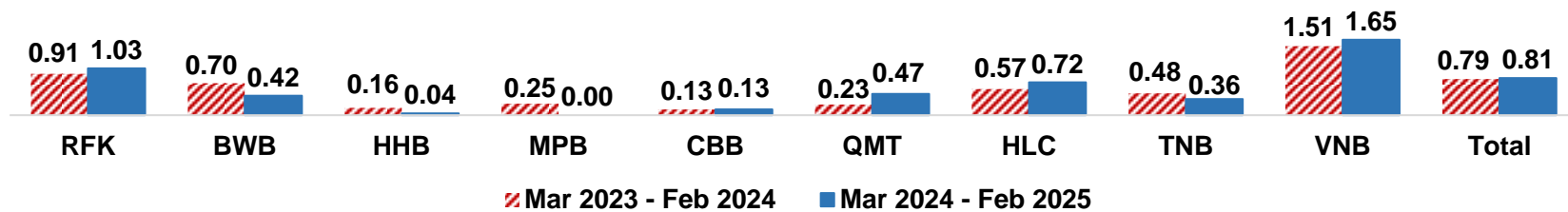
Total Collisions per Million Vehicles



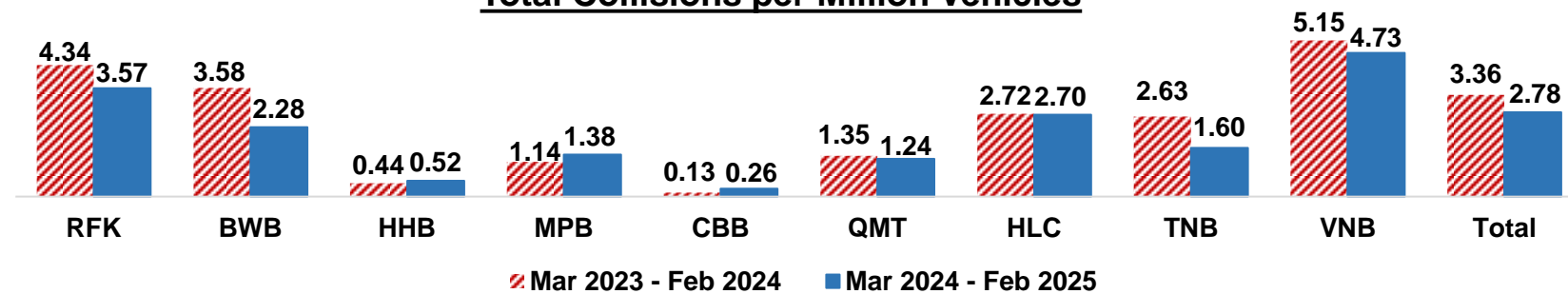


Collision Rates by Facility Year over Year Comparison of 12-Month Averages

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles





Collision Rates by Facility

Total Collisions per Million Vehicles: February 2024 – February 2025

	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	24-Jan	25-Feb
RFK	2.52	4.34	4.56	2.78	3.99	3.68	3.96	4.62	2.82	3.36	3.15	2.99	2.43
BWB	3.00	2.66	2.20	1.64	2.33	2.50	3.58	2.15	2.52	3.24	1.49	1.86	0.86
TNB	2.15	1.90	1.38	1.79	2.29	1.25	3.23	1.31	1.79	0.81	0.80	2.05	0.32
VNB	3.13	6.11	4.12	6.41	5.00	6.02	6.69	5.04	2.33	3.80	3.76	3.48	3.63
QMT	0.86	1.56	0.00	0.37	3.46	0.00	1.57	2.77	1.49	1.22	0.41	1.84	0.00
HLC	2.31	0.51	3.25	2.97	2.63	1.63	2.68	2.63	2.54	4.35	3.68	2.46	3.18
HHB	0.00	0.00	0.47	0.44	0.46	0.96	0.47	1.38	0.88	0.48	0.48	0.00	0.00
MPB	1.91	1.62	0.00	2.80	1.26	0.00	2.59	2.91	1.52	0.00	1.64	1.74	0.00
CBB	0.00	0.00	0.00	0.00	0.00	0.00	1.42	0.00	0.00	1.68	0.00	0.00	0.00
Total	2.27	3.20	2.67	2.89	3.19	2.89	3.82	3.22	2.14	2.65	2.24	2.38	1.77



Bridges and Tunnels

Financial Report March 2025

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET
ACCRAUAL STATEMENT of OPERATIONS by CATEGORY
March 2025
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	215.349	217.614	2.265	1.1	0.000	0.000	0.000	-	215.349	217.614	2.265	1.1
Other Operating Revenue	2.635	1.993	(0.642)	(24.4)	0.000	0.000	0.000	-	2.635	1.993	(0.642)	(24.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.304	1.535	0.231	17.7	1.304	1.535	0.231	17.7
Investment Income	0.103	0.767	0.663	*	0.000	0.000	0.000	-	0.103	0.767	0.663	*
Total Revenue	\$218.087	\$220.373	\$2.286	1.0	\$1.304	\$1.535	\$0.231	17.7	\$219.391	\$221.908	\$2.518	1.1
Expenses												
Labor:												
Payroll	\$9.308	\$8.070	\$1.237	13.3	\$0.406	\$0.661	(\$0.255)	(62.7)	9.714	8.732	\$0.983	10.1
Overtime	2.806	3.629	(0.823)	(29.3)	\$0.077	(0.040)	0.117	*	2.884	3.589	(0.706)	(24.5)
Health and Welfare	2.708	2.356	0.351	13.0	\$0.083	0.255	(0.173)	*	2.790	2.611	0.179	6.4
OPEB Current Payment	3.176	3.037	0.138	4.4	0.000	0.000	0.000	-	3.176	3.037	0.138	4.4
Pensions	2.763	2.992	(0.229)	(8.3)	0.109	0.146	(0.037)	(34.3)	2.871	3.137	(0.266)	(9.3)
Other Fringe Benefits	1.585	1.962	(0.378)	(23.8)	0.045	0.078	(0.033)	(72.0)	1.630	2.040	(0.410)	(25.2)
Reimbursable Overhead	(0.584)	(0.434)	(0.149)	(25.6)	0.584	0.434	0.149	25.6	0.000	0.000	0.000	-
Total Labor Expenses	\$21.762	\$21.613	\$0.149	0.7	\$1.304	\$1.535	(\$0.231)	(17.7)	\$23.065	\$23.148	(\$0.082)	(0.4)
Non-Labor:												
Electric Power	\$0.393	\$0.883	(\$0.491)	*	\$0.000	\$0.000	\$0.000	-	\$0.393	\$0.883	(\$0.491)	*
Fuel	0.324	0.644	(0.320)	(98.6)	0.000	0.000	0.000	-	0.324	0.644	(0.320)	(98.6)
Insurance	1.088	0.978	0.110	10.1	0.000	0.000	0.000	-	1.088	0.978	0.110	10.1
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	13.431	17.623	(4.193)	(31.2)	0.000	0.000	0.000	-	13.431	17.623	(4.193)	(31.2)
Professional Service Contracts	2.527	4.058	(1.531)	(60.6)	0.000	0.000	0.000	-	2.527	4.058	(1.531)	(60.6)
Materials & Supplies	0.379	0.384	(0.005)	(1.2)	0.000	0.000	0.000	-	0.379	0.384	(0.005)	(1.2)
Other Business Expenses	5.088	5.054	0.033	0.7	0.000	0.000	0.000	-	5.088	5.054	0.033	0.7
Total Non-Labor Expenses	\$23.229	\$29.625	(\$6.395)	(27.5)	\$0.000	\$0.000	\$0.000	-	\$23.229	\$29.625	(\$6.395)	(27.5)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$44.991	\$51.238	(\$6.247)	(13.9)	\$1.304	\$1.535	(\$0.231)	(17.7)	\$46.295	\$52.772	(\$6.478)	(14.0)
Depreciation	\$18.435	\$18.825	(\$0.390)	(2.1)	\$0.000	\$0.000	\$0.000	-	18.435	18.825	(\$0.390)	(2.1)
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	1.404	0.751	0.653	46.5	0.000	0.000	0.000	-	1.404	0.751	0.653	46.5
GASB_96_SBITA_Adjustment	0.000	(0.032)	0.032	-	0.000	0.000	0.000	-	0.000	(0.032)	0.032	-
Total Expenses after Non-Cash Liability Adjs.	\$64.830	\$70.782	(\$5.951)	(9.2)	\$1.304	\$1.535	(\$0.231)	(17.7)	\$66.134	\$72.317	(\$6.183)	(9.3)
Less: Depreciation	\$18.435	\$18.825	(\$0.390)	(2.1)	\$0.000	\$0.000	\$0.000	-	\$18.435	\$18.825	(\$0.390)	(2.1)
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	1.404	0.751	0.653	46.5	0.000	0.000	0.000	-	1.404	0.751	0.653	46.5
Less: GASB_96_SBITA_Adjustment	0.000	(0.032)	0.032	-	0.000	0.000	0.000	-	0.000	(0.032)	0.032	-
Total Expenses	\$44.991	\$51.238	(\$6.247)	(13.9)	\$1.304	\$1.535	(\$0.231)	(17.7)	\$46.295	\$52.772	(\$6.478)	(14.0)
Net Surplus/(Deficit)	\$173.096	\$169.136	(\$3.960)	(2.3)	\$0.000	\$0.000	\$0.000	-	\$173.096	\$169.136	(\$3.960)	(2.3)

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2025
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$173.096	\$169.136	(\$3.960)	(2.3)
Less: Capitalized Assets									0.901	0.900	0.001	0.1
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$172.195	\$168.236	(\$3.959)	(2.3)
Less: Debt Service									54.705	61.759	(7.054)	(12.9)
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$117.490	\$106.476	(\$11.013)	(9.4)
Distributable To:												
MTA - Investment Income									0.103	0.767	0.663	*
MTA - Distributable Income									61.027	54.873	(6.154)	(10.1)
NYCTD - Distributable Income									56.359	50.837	(5.522)	(9.8)
Total Distributable Income									\$117.490	\$106.476	(\$11.013)	(9.4)
Support to Mass Transit:												
Total Revenues									219.391	221.908	2.518	1.1
Less: Total Operating Expenses									<u>46.295</u>	<u>52.772</u>	<u>(6.478)</u>	(14.0)
Net Operating Income/(Deficit)									\$173.096	\$169.136	(\$3.960)	(2.3)
Deductions from Net Operating Income:												
Capitalized Assets									0.901	0.900	0.001	0.1
Reserves									0.000	0.000	0.000	-
B&T Debt Service									36.609	45.851	(9.243)	(25.2)
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$37.510	\$46.751	(\$9.242)	(24.6)
Total Support to Mass Transit									\$135.586	\$122.384	(\$13.202)	(9.7)

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2025 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	590.684	590.822	0.138	0.0	0.000	0.000	0.000	-	590.684	590.822	0.138	0.0
Other Operating Revenue	6.553	7.873	1.320	20.1	0.000	0.000	0.000	-	6.553	7.873	1.320	20.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	3.911	3.867	(0.043)	(1.1)	3.911	3.867	(0.043)	(1.1)
Investment Income	0.310	2.830	2.520	*	0.000	0.000	0.000	-	0.310	2.830	2.520	*
Total Revenue	\$597.547	\$601.525	\$3.978	0.7	\$3.911	\$3.867	(\$0.043)	(1.1)	\$601.458	\$605.393	\$3.935	0.7
Expenses												
Labor:												
Payroll	\$27.923	\$24.543	\$3.380	12.1	1.219	1.484	(\$0.265)	(21.7)	29.143	26.028	\$3.115	10.7
Overtime	7.978	9.347	(1.369)	(17.2)	0.232	0.046	0.185	80.1	8.210	9.393	(1.184)	(14.4)
Health and Welfare	8.123	7.279	0.844	10.4	0.248	0.458	(0.210)	(84.9)	8.370	7.736	0.634	7.6
OPEB Current Payment	9.528	9.036	0.492	5.2	0.000	0.000	0.000	-	9.528	9.036	0.492	5.2
Pensions	8.288	9.069	(0.781)	(9.4)	0.326	0.379	(0.053)	(16.3)	8.614	9.448	(0.834)	(9.7)
Other Fringe Benefits	4.754	4.665	0.088	1.9	0.136	0.173	(0.038)	(27.7)	4.889	4.839	0.051	1.0
Reimbursable Overhead	(1.751)	(1.327)	(0.424)	(24.2)	1.751	1.327	0.424	24.2	0.000	0.000	0.000	-
Total Labor Expenses	\$64.843	\$62.612	\$2.231	3.4	\$3.911	\$3.867	\$0.043	1.1	\$68.754	\$66.480	\$2.275	3.3
Non-Labor:												
Electric Power	\$1.600	\$1.316	\$0.284	17.8	0.000	0.000	\$0.000	-	\$1.600	\$1.316	\$0.284	17.8
Fuel	0.671	0.968	(0.298)	(44.4)	0.000	0.000	0.000	-	0.671	0.968	(0.298)	(44.4)
Insurance	3.264	2.940	0.325	9.9	0.000	0.000	0.000	-	3.264	2.940	0.325	9.9
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	30.379	33.035	(2.655)	(8.7)	0.000	0.000	0.000	-	30.379	33.035	(2.655)	(8.7)
Professional Service Contracts	5.692	5.000	0.692	12.2	0.000	0.000	0.000	-	5.692	5.000	0.692	12.2
Materials & Supplies	0.685	1.038	(0.353)	(51.6)	0.000	0.000	0.000	-	0.685	1.038	(0.353)	(51.6)
Other Business Expenses	14.757	12.764	1.992	13.5	0.000	0.000	0.000	-	14.757	12.764	1.992	13.5
Total Non-Labor Expenses	\$57.047	\$57.061	(\$0.014)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$57.047	\$57.061	(\$0.014)	(0.0)
Other Expense Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$121.891	\$119.673	\$2.217	1.8	\$3.911	\$3.867	\$0.043	1.1	\$125.801	\$123.541	\$2.261	1.8
Depreciation	\$55.306	\$56.475	(\$1.169)	(2.1)	\$0.000	\$0.000	\$0.000	-	\$55.306	\$56.475	(\$1.169)	(2.1)
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	1.404	2.098	(0.694)	(49.4)	0.000	0.000	0.000	-	1.404	2.098	(0.694)	(49.4)
GASB_96_SBITA_Adjustment	0.000	(0.120)	0.120	-	0.000	0.000	0.000	-	0.000	(0.120)	0.120	-
Total Expenses after Non-Cash Liability Adjs.	\$178.601	\$178.127	\$0.474	0.3	\$3.911	\$3.867	\$0.043	1.1	\$182.512	\$181.994	\$0.517	0.3
Less: Depreciation	\$55.306	\$56.475	(\$1.169)	(2.1)	\$0.000	\$0.000	\$0.000	-	\$55.306	\$56.475	(\$1.169)	(2.1)
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	1.404	2.098	(0.694)	(49.4)	0.000	0.000	0.000	-	1.404	2.098	(0.694)	(49.4)
Less: GASB_96_SBITA_Adjustment	0.000	(0.120)	0.120	-	0.000	0.000	0.000	-	0.000	(0.120)	0.120	-
Total Expenses	\$121.891	\$119.673	\$2.217	1.8	\$3.911	\$3.867	\$0.043	1.1	\$125.801	\$123.541	\$2.261	1.8
Net Surplus/(Deficit)	\$475.657	\$481.852	\$6.195	1.3	\$0.000	\$0.000	\$0.000	-	\$475.657	\$481.852	\$6.195	1.3

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2025 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$475.657	\$481.852	\$6.195	1.3
Less: Capitalized Assets									1.052	6.055	(\$5.003)	*
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$474.604	\$475.796	\$1.192	0.3
Less: Debt Service									164.116	186.201	(22.085)	(13.5)
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$310.488	\$289.595	(\$20.893)	(6.7)
Distributable To:												
MTA - Investment Income									0.310	2.830	2.520	*
MTA - Distributable Income									162.091	152.869	(9.221)	(5.7)
NYCTR - Distributable Income									148.087	133.896	(14.191)	(9.6)
Total Distributable Income									\$310.488	\$289.595	(\$20.893)	(6.7)
Support to Mass Transit:												
Total Revenues									601.458	605.393	3.935	0.7
Less: Total Operating Expenses									<u>125.801</u>	<u>123.541</u>	<u>2.261</u>	1.8
Net Operating Income/(Deficit)									\$475.657	\$481.852	\$6.195	1.3
Deductions from Net Operating Income:												
Capitalized Assets									1.052	6.055	(5.003)	*
Reserves									0.000	0.000	0.000	-
B&T Debt Service									109.826	120.715	(10.888)	(9.9)
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$110.878	\$126.770	(\$15.892)	(14.3)
Total Support to Mass Transit									\$364.778	\$355.082	(\$9.696)	(2.7)

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

			Mar-25	Year-to-Date		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	2.265	1.1%	Favorable results are primarily due to higher average toll revenue per vehicle, partially offset by lower-than-budgeted traffic volume.	0.138	0.0%	Favorable results are primarily due to higher average toll revenue per vehicle, partially offset by lower-than-budgeted traffic volume.
Other Operating Revenue	(0.642)	-24.4%	Unfavorable results are largely due to the timing of telephone cable rental fees and Battery Parking Garage income.	1.320	20.1%	Favorable due to a credit to revenue received from insurance for tile damage from an oversized vehicle at the Hugh L. Carey Tunnel, and the timing of Battery Park Garage revenue.
Investment Income	0.663	*	Higher than anticipated short-term investment returns on fund balances.	2.520	*	Higher than anticipated short-term investment returns on fund balances.
Payroll	1.237	13.3%	Lower payroll expenses primarily driven by vacancies	3.380	12.1%	Lower payroll expenses primarily driven by vacancies
Overtime	(0.823)	-29.3%	Higher expenses were largely due to higher overtime caused by weather events and vacancy/absentee coverage.	(1.369)	-17.2%	Higher expenses were largely due to higher overtime caused by vacancy/absentee coverage and weather emergencies, partially offset by lower maintenance requirements.
Health and Welfare	0.351	13.0%	Lower expenses primarily due to vacancies.	0.844	10.4%	Lower expenses primarily due to vacancies.
OPEB Current Payment	0.138	4.4%	Lower expenses primarily due to timing against the adopted budget allocation for retiree expenses.	0.492	5.2%	Lower expenses primarily due to timing against the adopted budget allocation for retiree expenses.
Pensions	(0.229)	-8.3%	Higher expenses primarily due to the timing against the adopted budget allocation.	(0.781)	-9.4%	Higher expenses primarily due to the timing against the adopted budget allocation.
Other Fringe Benefits	(0.378)	-23.8%	Higher expenses primarily due to higher FICA costs.	0.088	1.9%	Lower expenses primarily due to higher FICA costs associated with vacancy levels.
Electric Power	(0.491)	-125.0%	Higher expenses in part due to timing against the adopted budget allocation and higher-than-budgeted usage.	0.284	17.8%	Lower expenses in part due to timing against the adopted budget allocation and lower-than-budgeted usage.
Fuel	(0.320)	-98.6%	Higher expenses primarily due to higher-than-budgeted gasoline prices for non-revenue vehicles, and heating fuel costs.	(0.298)	-44.4%	Higher expenses primarily due to higher-than-budgeted gasoline prices for non-revenue vehicles, and heating fuel costs.
Insurance	0.110	10.1%	Lower expenses primarily due to the timing of property and liability insurance premiums against the adopted budget allocation.	0.325	9.9%	Lower expenses primarily due to the timing of property and liability insurance premiums against the adopted budget allocation.
Maintenance and Other Operating Contracts	(4.193)	-31.2%	Higher expenses are mainly due to the timing against the adopted budget allocation for Maintenance E-Zpass Equipment (\$3.077 Mill) & Major Maintenance & Painting costs (\$4.357 Mill), partially offset by lower E-ZPass Customer Service Center (\$2.689 Mill), and uniform expenses (\$0.589 Mill)	(2.655)	-8.7%	Higher expenses are mainly due to the timing against the adopted budget allocation for Maintenance E-Zpass Equipment (\$1.778 Mill) and Major Maintenance & Painting costs (\$3.440 Mill), partially offset by lower E-ZPass Tags (\$0.761 Mill), E-ZPass Customer Service Center (\$0.324 Mill), Security Surveillance & Services (\$0.602 Mill), and HVAC expenses (\$0.253 Mill)
Professional Service Contracts	(1.531)	-60.6%	Higher expenses are primarily due to the timing against the monthly adopted budget allocation for professional service contracts (\$0.606 Mill), Engineer Services (\$0.594 Mill) procurement card purchases (\$0.419 Mill), partially offset by lower Legal Fees (\$0.138 Mill)	0.692	12.2%	Lower expenses are primarily due to the timing against the monthly adopted budget allocation for bond issuance costs (\$1.460 Mill.) and Legal Fees (\$0.117 Mill), partially offset by professional service contracts (\$0.625 Mill) & Engineer Services (\$0.511 Mill).
Materials & Supplies	(0.005)	-1.2%	Slightly higher expenses due to lower automotive parts and supplies costs resulting from the extension of vehicle replacement cycle.	(0.353)	-51.6%	Slightly higher expenses across a variety of small equipment and supply categories due to timing against the adopted budget allocation.
Other Business Expense	0.033	0.7%	Lower expenses primarily due to lower credit card processing fees (\$0.131 Mill) and transcom membership (\$0.152 Mill), partially offset by higher debt collection services fees (\$0.193 Mill).	1.992	13.5%	Lower expenses primarily due to lower credit card processing fees (\$2.326 Mill), partially offset by higher debt collection services fees (\$0.412 Mill).
Depreciation	(0.390)	-2.1%	Higher depreciation expense primarily due to timing against the adopted budget allocation.	(1.169)	-2.1%	Higher depreciation expense primarily due to timing against the adopted budget allocation.
Reimbursable						
Capital and Other Reimbursements	0.231	17.7%	Higher capital reimbursements due to the timing against the adopted budget allocation.	(0.043)	-1.1%	Lower capital reimbursements due to the timing against the adopted budget allocation.
Payroll	(0.255)	-62.7%	Higher capital reimbursements due to the timing against the adopted budget allocation.	(0.265)	-21.7%	Higher capital reimbursements due to the timing against the adopted budget allocation.
Overtime	0.117	*	Lower capital reimbursements due to the timing against the adopted budget allocation.	0.185	80.1%	Lower capital reimbursements due to the timing against the adopted budget allocation.
Health and Welfare	(0.173)	*	Higher capital reimbursements due to the timing against the adopted budget allocation.	(0.210)	-84.9%	Higher capital reimbursements due to the timing against the adopted budget allocation.
Pensions	(0.037)	-34.3%	Higher capital reimbursements due to the timing against the adopted budget allocation.	(0.053)	-16.3%	Higher capital reimbursements due to the timing against the adopted budget allocation.
Other Fringe Benefits	(0.033)	-72.0%	Higher capital reimbursements due to the timing against the adopted budget allocation.	(0.038)	-27.7%	Higher capital reimbursements due to the timing against the adopted budget allocation.
Reimbursable Overhead	0.149	25.6%	Lower capital reimbursements due to the timing against the adopted budget allocation.	0.424	24.2%	Lower capital reimbursements due to the timing against the adopted budget allocation.

*Variance exceeds 100%

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

Month of March

Year to date ending March 2025

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	4.1	\$35.7	-0.6%	5.9%	Bronx-Whitestone	11.5	\$96.7	11.3	\$97.1	-1.6%	0.4%
0.6	1.7	0.7	1.9	5.9%	14.3%	Cross Bay	1.7	5.0	1.8	5.3	3.7%	5.8%
2.1	8.5	2.1	8.7	-1.6%	2.6%	Henry Hudson	5.7	23.7	5.5	23.2	-2.9%	-2.2%
1.9	13.7	1.8	13.8	-5.1%	0.7%	Hugh L. Carey	5.4	39.0	5.0	37.1	-6.8%	-4.8%
0.6	1.7	0.6	1.8	1.8%	4.2%	Marine Parkway	1.7	4.7	1.7	4.8	1.2%	2.3%
2.6	19.4	2.4	19.3	-5.3%	-0.4%	Queens Midtown	7.2	55.7	6.7	52.5	-7.1%	-5.7%
5.7	45.2	5.9	49.0	2.3%	8.5%	RFK	16.1	130.0	16.1	132.6	0.3%	2.0%
3.7	33.8	3.7	36.7	1.9%	8.5%	Throgs Neck	10.2	97.1	10.3	99.1	0.6%	2.1%
6.7	47.3	6.8	50.7	1.2%	7.1%	Verrazzano-Narrows	18.9	137.5	18.8	139.1	-0.5%	1.1%
28.1	\$205.0	28.1	\$217.6	0.1%	6.2%	Total	78.5	\$589.4	77.3	\$590.8	-1.4%	0.2%
	\$7.307		\$7.747		6.0%	Revenue Per Vehicle		\$7.510		\$7.639		1.7%

1) Toll increase implemented August 6, 2023

2) Numbers may not add due to rounding.

Comparison Actual vs. Adopted Budget:

March Budget		March Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
28.5	\$215.3	28.1	\$217.6	-1.4%	1.1%	Total All	78.2	\$590.7	77.3	\$590.8	-1.1%	0.0%
	\$7.560		\$7.747		2.5%	Revenue Per Vehicle		\$7.554		\$7.639		1.1%

3) 2025 March traffic is in-line with March 2024 traffic, an increase of 0.1% and revenue is \$12.6M above March 2024, an increase of 6.2%.

4) 2025 March YTD traffic is 1.1M below March YTD 2024, a decrease of 1.4%, and March YTD revenue is \$1.4M above March 2024, an increase of 0.2% .

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

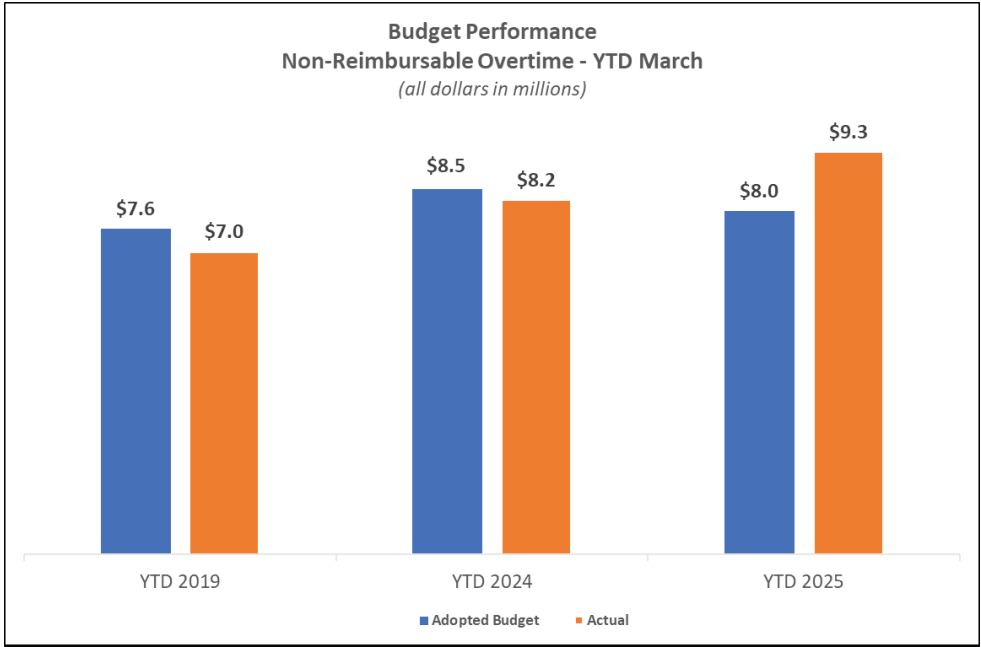
Facility	Revenue Collection Rate March 2025
Henry Hudson Bridge	92.6%
Hugh L. Carey Tunnel	94.2%
Queens Midtown Tunnel	95.2%
Marine Parkway Bridge	93.7%
Cross Bay Bridge	91.1%
Robert F. Kennedy Bridge	91.7%
Verrazzano-Narrows Bridge	91.5%
Bronx-Whitestone Bridge	91.2%
Throgs Neck Bridge	92.2%
All Facilities	92.2%

1. Represents total revenue collections from transactions April 2023 through March 2024

BRIDGES AND TUNNELS - NON-REIMBURSABLE OVERTIME

Overview

- Overspending of \$1.4M (17.2%) vs Adopted Budget YTD was mainly due to coverage for vacancies and weather emergencies, partially offset by lower maintenance requirements.



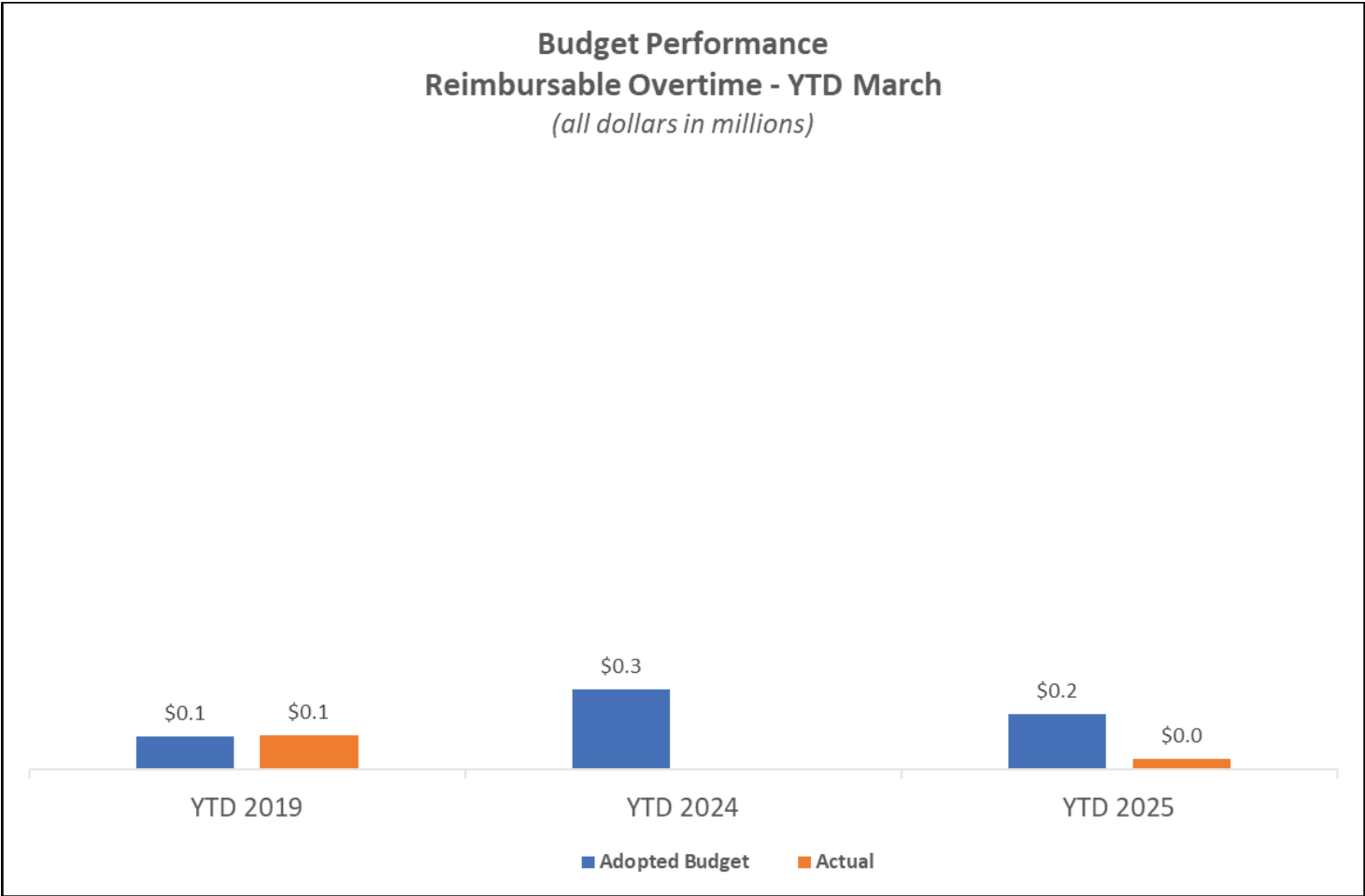
Agency Detail

- Vacancy/Absentee Coverage** remains high compared to the Adopted Budget due to increased vacancy rates resulting from a rise in employee attrition without staffing replenishment, along with needed coverage for unplanned absences. B&T's Operations and Maintenance Department Management Team utilizes discretion regarding the use of overtime to cover operationally vital work assignments when applicable. Scheduling strategies remain dynamic with updated schedules developed and implemented as required to ensure delivery of service needs are met.
- Weather Emergencies** overtime is higher than budget due to more adverse winter weather events experienced this year than planned.
- B&T continually reviews the changing environment and prioritizes the need for the use of overtime to ensure the delivery of service to its customers.

BRIDGES AND TUNNELS - REIMBURSABLE OVERTIME

Overview

- YTD overtime is \$0.180 million lower than the Adopted Budget largely due to the timing of capital project activities.



MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
March 2025

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Executive	17	15	2	6 Managerial vacancies partially offset by 4 professional overrun
Law ⁽¹⁾	5	5	-	
Budget & Finance ⁽²⁾	12	10	2	2 Professional vacancies
Administration ⁽³⁾	26	25	1	1 Professional vacancy
EEO	-	-	-	
Total Administration	60	55	5	
Operations				
ITS & Tolling	63	69	(6)	9 Professional overrun partially offset by 3 Managerial vacancies
Operations (Non-Security)	54	25	29	34 Managerial vacancies partially offset by 5 overrun in Professional
Total Operations	117	94	23	
Maintenance				
Maintenance	205	214	(9)	6 Managerial vacancies partially offset by 9 overrun in Professional and 6 in Hourly
Operations - Maintainers	183	147	36	37 Maintainer vacancies partially offset by 1 overrun in Professional
Total Maintenance	388	361	27	
Engineering/Capital				
Engineering & Construction	97	92	5	4 Managerial vacancies and 1 Professional vacancy
Health & Safety	9	7	2	3 Managerial vacancies partially offset by 1 overrun in Professional
Law ⁽¹⁾	6	4	2	1 Managerial vacancy and 1 Professional vacancy
Planning & Budget Capital	6	6	-	
Total Engineering/Capital	118	109	9	
Public Safety				
Operations (Security)	317	277	40	20 Managerial vacancies and 20 Operational hourly vacancies
Internal Security - Operations	45	32	13	7 Managerial vacancies and 6 Professional vacancies
Total Public Safety	362	309	53	
Total Positions	1,045	928	117	
Non-Reimbursable	984	867	117	
Reimbursable	61	61	-	
Total Full-Time	1,045	928	117	

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff.

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
March 2025

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	20	14	6	6 vacancies in Executive
Professional, Technical, Clerical	40	41	(1)	1 vacancy in Administration and 2 in Budget & Finance, partially offset by 4 overrun in Executive
Operational Hourlies	-	-	-	
Total Administration	60	55	5	
Operations				
Managers/Supervisors	62	25	37	34 vacancies in Operations (Non-Security) and 3 in ITS & Tolling
Professional, Technical, Clerical	55	69	(14)	5 overrun in Operations (Non-Security) and 9 in ITS & Tolling
Operational Hourlies	-	-	-	
Total Operations	117	94	23	
Maintenance				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical	11	21	(10)	9 overrun in Maintenance and 1 in Operations
Operational Hourlies ⁽¹⁾	350	319	31	37 vacancies in Operations partially offset by 6 overrun in Maintenance
Total Maintenance	388	361	27	
Engineering/Capital				
Managers/Supervisors	23	15	8	4 vacancies in Engineering, 3 in Health & Safety, 1 in Law
Professional, Technical, Clerical	95	94	1	1 vacancies in Engineering, and 1 in Law, partially offset by 1 overrun in Health & Safety
Operational Hourlies	-	-	-	
Total Engineering/Capital	118	109	9	
Public Safety				
Managers/Supervisors	117	90	27	7 vacancies in Internal Security and 20 in Operations
Professional, Technical, Clerical	36	30	6	6 vacancies in Internal Security
Operational Hourlies ⁽²⁾	209	189	20	20 BTO vacancies in Operations
Total Public Safety	362	309	53	
Total Positions				
Managers/Supervisors	249	165	84	
Professional, Technical, Clerical	237	255	(18)	
Operational Hourlies	559	508	51	
Total Positions	1,045	928	117	

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

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



Bridges and Tunnels

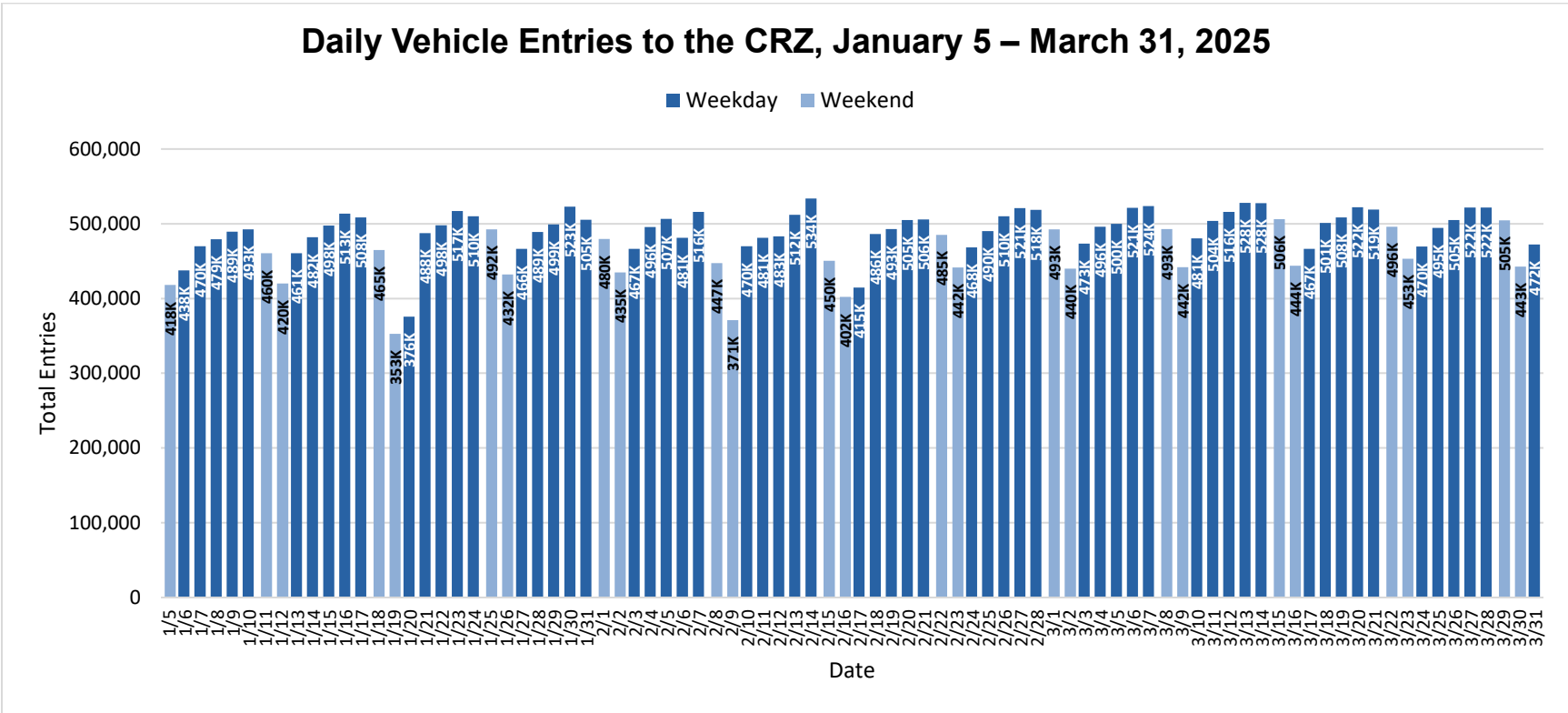
Central Business District Tolling Program



Central Business District Tolling Program

The Central Business District Tolling Program, which began collecting tolls on January 5, 2025, continued to help reduce congestion in the Congestion Relief Zone through March.

The daily average number of vehicles entering the CRZ in March was 496,009, which is approximately 3% greater than in February. This increase is expected, given that March traffic into Manhattan is historically higher than February traffic. This seasonal increase occurred in the context of lower entry volumes compared to the pre-tolling baseline. The daily average number of vehicles entering the CBD (the CRZ and the excluded roadways) was 13% below the historical March average.



Preliminary February figures previously reported are adjusted here, as appropriate.