



**Metropolitan Transportation Authority**

# **Bridges and Tunnels Committee Meeting**

## **May 2025**

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### **Committee Members**

D. Mack, Chair

A. Albert

R. Glucksman

M. Joshi

L. Sorin

M. Valdivia

**Bridges & Tunnels Committee Meeting**  
**2 Broadway, 20th Floor**  
**New York, NY 10004**  
**Wednesday, 5/28/2025**  
**10:00 - 11:30 AM ET**

**1. Summary of Actions - None**

**2. Public Comments Period**

**3. Approval of Minutes**

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**4. Committee Work Plan**

*B&T Committee Work Plan - Page 18*

**5. Report on Operations**

*B&T Report on Operations - March 2025 - Page 24*

**6. Safety Report**

*B&T Safety Report - March 2025 - Page 36*

**7. Financial Report**

*B&T Financial Report - April 2025 - Page 41*

**8. Final Review of 2024 Year-End Operating Budget Results**

*B&T Final Review of 2024 Year-End Operating Budget Results - Page 51*

**9. Procurements - None**

**10. Central Business District Tolling Program**

*B&T Report on Central Business District Tolling Program - Page 69*



# Bridges and Tunnels

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## Minutes of Committee Meeting April 2025



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

**April 28, 2025  
2 Broadway  
New York, NY 10004  
9:55 AM**

The following Committee Members were present:

Hon. Janno Lieber  
Hon. Andrew Albert  
Hon. Gerard Bringmann  
Hon. Norman Brown  
Hon. Samuel Chu  
Hon. Daniel Garodnick  
Hon. Randy Glucksman  
Hon. Marc Herbst  
Hon. Meera Joshi  
Hon. Christopher Leathers  
Hon. Blanca Lopez  
Hon. David Mack  
Hon. Haeda Mihaltses  
Hon. John Ross Rizzo  
Hon. Lisa Sorin  
Hon. Edward Valente  
Hon. Neal Zuckerman

The following Committee Members were not present:

Hon. Michael Fleischer  
Hon. David Jones  
Hon. John Samuelsen  
Hon. Midori Valdivia

MTA staff present:

Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Laura Wiles, MTA Chief of Staff, Jai Patel, Deputy Chief Financial Officer, Catherine Sheridan, President B&T, Demetrius Crichlow, President NYCTA, Justin Vonashek, President MNR, Robert Free, President LIRR, Sirish Peyyeti, IEC, Jamie Torres-Springer, President C&D, John McCarthy, Chief External Relations & Policy, Juliette Michaelson, Deputy Chief External Relations, Jessica Lazarus, Deputy Chief Commercial Ventures, Paige Graves, General Counsel, Evan Eisland, EVP and General Counsel C&D, Chris Pangilinan, Chief Operations Planning, NYCT, Rachel Cohen, Director Contracts Management, NYCT, Bill Amarosa, Senior VP Subways, NYCT, Frank Annicaro, President MTA Bus, and Lisette Camilo, MTA Chief Administrative Officer.

Chairman Lieber called the April 28, 2025, Joint Committee Meeting to order at 10:25 AM.

## 1. Public Comments Period

There were seventeen public speakers during the hybrid public comment period.

Gian Pedulla, Educational Vision Services  
Robert Whitaker, TWU Local 100  
Mark Saccomagno, TWU Local 100  
Anna Humphrey, Center for Independence of the Disabled, NY  
Iris Kelly, Disabled in Action  
Michael Ring, Disabled in Action  
Aleta Dupree,\* Team Folds  
August Hoyt,\* Transportation Alternatives Youth Activist Committee  
David Kupferberg,\* Passengers United  
Jesse Figueroa,\* Veterans of Foreign Wars of the United States  
Charlton D'Souza,\* Passengers United  
Jason Anthony, LIRR ADA Task Force  
Christopher Greif, ADA Accessibility Transportation Group  
Jean Ryan, Disabled in Action  
Omar Vera, private citizen  
Kara Gurl, PCAC

\*Provided comment virtually.

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***Details of the following presentations, and Committee Members' comments and questions with respect thereto, are included in the video recording of the meeting produced by the MTA and maintained in the MTA's records.***

## 2. Fare and Toll Evasion Progress Report

John McCarthy, Chief of Policy and External Relations, began the fare and toll evasion progress report by framing the issue as a core business concern, emphasizing the importance of increasing ridership, simplifying fare payment, and making fare and toll evasion more difficult. He reminded the Board Committees that fare and toll revenue comprises approximately 40% of the MTA's operating budget, making it essential to ensure that customers are using and paying for the service. Mr. McCarthy noted the pandemic's severe impact on transit use and the agency's finances, but praised the Board's decision to double down on service rather than cut back. He conveyed that this investment has yielded positive results, with improvements such as increased off-peak subway service, major LIRR upgrades, and faster bus service in Queens. He also highlighted major investments in system safety, including expanded NYPD presence, onboard security cameras, and mental health outreach teams. He said these actions have helped drive consistent growth in ridership, now reaching 6 million daily customers - double that of the entire U.S. airline industry. Mr. McCarthy reported that subway journey times reached a record 86% in March, while both commuter railroads reported over 90% on-time performance. He stated that

fare revenue has increased 67% since 2021, not only from new riders but also from a higher share of riders paying fares.

The fare and toll evasion progress report continued with Shanifah Rieara, Chief Customer Officer, highlighting how the MTA has significantly improved fare and toll payment convenience to encourage ridership. She emphasized the success of the OMNY "Tap and Go" system, which eliminates the need for physical MetroCards by allowing riders to pay using contactless credit cards, smartphones, or smartwatches. She noted that for those who prefer physical cards, OMNY cards are still available and can be refilled online or set to auto-reload. Ms. Rieara said that riders also benefit from fare capping, never paying the equivalent of more than 12 trips per week, providing both flexibility and cost savings. Ms. Rieara noted that OMNY is now available across all 472 subway stations, the full bus fleet, and all customer segments, including reduced-fare, paratransit, pre-tax, and student riders. She credited station agents having moved out of traditional booths as a key step in making the system more accessible and welcoming, allowing the station agents to provide in-person assistance. On commuter railroads, the TrainTime app now accounts for over 70% of ticket purchases, marking a fourfold increase since 2017 and reflecting a major digital shift in fare collection. Similarly, she noted that the move to open-road tolling on bridges and tunnels, implemented in 2017, has reduced congestion and improved safety. The E-ZPass system, with various payment options, was further enhanced through a new website and the launch of the Tolls NY app, simplifying toll payment management.

Demetrius Crichlow, President, New York City Transit, credited Chair Lieber for setting the tone by urging the agency to "leave no stone unturned" in addressing fare evasion, and outlined a series of coordinated interventions that, when implemented together, have produced measurable results.

President Crichlow described a multi-pronged strategy for subways aimed at closing the primary avenues of fare evasion. He reported that the deployment of gate guards has led to a 36% decrease in fare evasion at those stations. In addition, the MTA has undertaken systemwide modifications to prevent the act of "backcocking" turnstile arms, a common tactic used by fare evaders. 90% of stations had been modified to eliminate this vulnerability, with full coverage expected by summer. President Crichlow also highlighted the introduction of delayed egress systems at emergency exits, which impose a 15-second delay before the door opens. These deterrents are now active at 70 stations and are designed to encourage customers to exit through turnstiles instead. He noted that at locations where fins and sleeves have been installed at turnstiles, fare evasion by jumping has dropped by 60%. These measures, he stressed, are most effective when layered, reinforcing one another to create a station environment that is significantly harder to exploit. President Crichlow acknowledged the essential role played by the NYPD and MTA Police Department. Their increased presence has not only supported transit workers but also contributed meaningfully to the reduction in fare evasion, especially in large and complex stations.

Turning to the issue of fare evasion on buses, President Crichlow described it as one of his core priorities since assuming leadership. He noted that fare evasion on buses had risen unchecked for years, reaching a peak of nearly 50% by the spring of the previous year. In response to this challenge, he led an overhaul of fare enforcement strategy on buses, calling on his team to reimagine how the Eagle Teams are deployed. This included changing how bus operators

manage rear-door boarding, previously a major point of vulnerability, and working closely with NYPD to ensure better coverage and deterrence. Operators were directed to limit rear-door access and to encourage front-door boarding.

President Crichlow reported that Eagle Teams now conduct visible enforcement at approximately 140 locations each week, covering about 1,500 bus trips per day. He said their presence is intended not only to enforce payment but to serve as a clear deterrent to fare evasion. President Crichlow reported that since these changes were implemented, bus fare evasion has decreased each quarter he has been in office. While he acknowledged that more work remains, he expressed confidence in the direction of progress and the effectiveness of the current strategy.

Long Island Rail Road President Rob Free followed with a presentation emphasizing that revenue protection remains one of the agency's top priorities. While acknowledging that extensive initiatives are underway in the subway system, he highlighted that both commuter railroads have also implemented targeted strategies to address fare evasion. One of the key focus areas has been improving the efficiency of ticket collection for both customers and onboard staff.

President Free explained that the railroads have been working to ensure that customers have their tickets purchased and ready for inspection before boarding. This effort has been supported through clear and repeated communications across various platforms, including onboard and station announcements, as well as digital signage throughout the system. LIRR has instituted pre-boarding ticket validation programs at select locations, building on the existing event-based programs. These initiatives have been well received by both revenue teams and paying customers, the latter of which appreciate the agency's efforts to hold fare evaders accountable. He noted a marked increase in customers boarding trains with tickets already purchased and activated. Due to the program's success, pre-boarding validation is now conducted every weekday at Penn Station.

Another important measure President Free discussed is the updated onboard invoicing program, known as the "Commitment to Pay" system. This program targets riders who attempt to intentionally evade paying fares. Under the revised system, riders must now provide valid identification in order to receive a Commitment to Pay invoice. If they cannot present valid ID, MTAPD is contacted to remove the individual from the train. Depending on the circumstances, this could result in enforcement actions such as a summons or even arrest. Since this policy was implemented, the LIRR has seen a 66% decrease in the number of Commitment to Pay invoices issued in locations previously known for high rates of fare evasion. Metro-North has reported a 31% decrease.

President Free cited these statistics as clear evidence of behavioral change. He emphasized that these gains in fare enforcement and revenue protection have not come at the expense of service quality. Both railroads continue to operate at record levels of on-time performance. He concluded by crediting the success of these efforts to strong collaboration between frontline employees, labor partners, and the MTAPD, whose continued support has been vital to implementing these initiatives effectively.

Metro-North President, Justin Vonashek, continued the presentation by emphasizing that one of the key drivers of success in fare compliance on the commuter railroads has been the strong partnership among management, labor, train crews, and the MTAPD. He explained that when a

rider refuses to pay or creates conflict with a conductor, the train crew immediately calls in the police. From 2023 to 2024, this approach has led to a dramatic increase in summonses and arrests for fare evasion, as the MTAPD has significantly expanded its support.

President Vonashek highlighted that police officers are now riding more trains and taking fare disputes off of the trains, preventing delays that would otherwise affect thousands of paying customers. This proactive policing ensures that the system continues to operate efficiently and fairly. Additionally, MTAPD officers are now stationed within both railroads' operations control centers, allowing for improved real-time coordination and a sharp reduction in police-related train delays. He noted that this strengthened partnership has restored confidence among train crews, who now trust that when they call for assistance, the police will respond swiftly and reliably.

MTA Bridges and Tunnels President Cathy Sheridan detailed the agency's aggressive efforts to enforce toll payment compliance. She reported that over the past three years, enforcement actions against persistent toll violators have increased by 350%, and vehicle towing related to these violations has risen by 155%. These measures have proven effective, leading to a 44% increase in revenue recovery during that period.

President Sheridan also highlighted MTA Bridges and Tunnels' leadership in a growing multi-agency task force aimed at cracking down on “ghost plate” drivers who deliberately cover, alter, obstruct, or use fake license plates to evade tolls. The task force now includes 12 law enforcement agencies, and its work has yielded significant results: in just over a year, they have issued more than 45,000 summonses, towed over 4,400 vehicles, and made more than 1,000 arrests.

She emphasized that this enforcement will continue both at bridge and tunnel crossings and within the congestion relief zone, as the agency seeks to deter and eliminate what she described as intentional and shameless toll evasion.

John McCarthy returned to the presentation by acknowledging the substantial work done across MTA agencies to make it easier for customers to pay and to crack down on fare and toll evasion. He reiterated the agency's belief that simply playing defense is insufficient; real accountability is needed, particularly for repeat offenders and those who enable fare and toll evasion. Mr. McCarthy stated that the decision of the criminal justice system to stop prosecuting theft of service has negatively affected both the MTA's budget and the safety of the MTA system. In response, the MTA continues to work closely with law enforcement to ensure fare evasion is met with appropriate penalties.

He also highlighted the role of Katie Falasca, the MTA's criminal justice advocate, who collaborates with the District Attorneys' Offices to push for full prosecution of crimes committed in the transit system, especially when such crimes accompany other offenses. Police Commissioner Tisch has maintained a strong police presence in trains and stations and recently announced an expansion of quality-of-life enforcement initiatives into the subway system. These initiatives focus on behaviors that degrade the rider experience and erode confidence in safety, such as smoking, putting feet on seats, and aggressive panhandling.

Mr. McCarthy stressed that in addition to enforcement, the MTA remains focused on improving and protecting transit service. This includes leveraging transit improvements from congestion relief zone revenues. The agency is also preparing for service disruptions such as the upcoming East River Tunnel closures by Amtrak, actively working to minimize the impact on LIRR customers.

Mr. McCarthy outlined several upcoming developments. By the end of the year, full OMNY tap-and-go payment functionality will be available systemwide with the final installation of card vending machines. In 2026, proof-of-payment enforcement will expand to buses, with Eagle Teams able to board and scan riders' payment cards to verify fare compliance. Railroad ticketing policies will also be updated later this year to ensure equity and accountability, as fare-paying riders continue to express frustration over others who evade payment.

He noted continued infrastructure improvements: full implementation of backcocking modifications at turnstiles will be completed by summer; delayed egress gates will expand; and perhaps most significantly, new modern fare gates will be installed at 20 stations this year, a major upgrade announced by Governor Hochul in her State of the State address.

The presentation concluded with remarks from MTA Construction and Development President Jamie Torres-Springer. He summarized the presentation by reinforcing that the Board Committees had just heard a comprehensive, agency-wide strategy to tackle fare evasion, encompassing enforcement, short-term physical modifications, and long-term system transformation. He emphasized that while enforcement remains the most critical tool in the immediate term, the future lies in a large-scale physical overhaul of fare control infrastructure.

Mr. Torres-Springer announced that the MTA has earmarked \$1.1 billion in its 2025-2029 Capital Plan to roll out modern faregates at 150 subway stations over the next five years. These gates represent cutting-edge technology designed to both prevent fare evasion and improve accessibility. Procurement is already underway, with four vendors shortlisted. Their equipment will be piloted at 20 stations this year, giving the MTA the opportunity to test and calibrate the systems before broader deployment.

He explained that although some of the new gate designs may look familiar from other systems, they incorporate major technological advancements. Each proposed gate features core baseline characteristics, including wide-aisle gates to replace emergency exits and standard gates to replace traditional turnstiles. Most use paddle mechanisms that are difficult to force, prop open, or climb over. They also include the latest advancements in sensor technology, object detection, and machine learning, ensuring gates open only for fare-paying passengers.

This system will be supported by a sophisticated backend that allows for real-time monitoring and adjustment of gate settings. The goal is to strike a careful balance between accessibility and fare enforcement. These gates will not only improve compliance but also enhance the experience for riders with mobility devices, luggage, or strollers.

Chair Lieber reiterated that the Blue-Ribbon Panel was created in 2022 to provide a detailed plan to address fare evasion given the capacity of the existing infrastructure. The Chair stated that we are ardent advocates of the City's Fair Fares program, and are actively engaged in increasing

eligibility and enrollment in the program. The MTA continues to push back on fare evasion moving forward.

In response to a question from Board Member Mihaltses regarding the selection criteria for the pilot stations of the new modern fare gates, President Torres-Springer stated that while one criterion is the number of incidents of fare evasion, another is geographic diversity. Certain infrastructure enhancements, such as camera systems that allow for better monitoring as to how the gates function in a variety of settings, will help determine each fare gate design's viability in the system.

In response to a question from Board Member Albert in connection with the mechanism that prevents backcocking and how it allows exiting, President Crichlow stated that the control arm can only go in one direction once it starts. Chair Lieber stated that it simply works, and it took months of labor to produce the adjustment for the turnstile mechanism.

Board Member Lopez clarified that OMNY is coming to Westchester County and thanked the team for their communication and cooperation.

Board Member Zuckerman commended the team that the Chair put together for tackling fare evasion and stated that the MTA is doing everything it can to recover revenue. Board Member Zuckerman questioned what a natural floor is for loss of revenue based on other transit systems similar to "shrinkage" in retail. In response, Ms. Patel stated that while the floor is unknown among all transit systems because there is no universal standard to recording revenue loss, we know that the MTA has the highest farebox recovery ratio among all transit agencies.

In response to a question from Board Member Sorin regarding whether there are any pilot fare gates in the Bronx, President Torres-Springer stated that although the current list is incomplete, the Bronx will get its share of modern fare gates.

Board Member Glucksman thanked Board Member Zuckerman for speaking out on behalf of the MTA.

In response to a question from Board Member Herbst regarding LIRR service interruption resulting from Amtrak's scheduled East River Tunnel shutdown for the next three years, President Free stated that schedule adjustments were made to accommodate the anticipated work with the opening of Grand Central Madison. In addition, LIRR issued a letter to Amtrak earlier this month expressing its concerns with the closure, including existing delays on current projects, the preparatory work for the closure, and contingency measures for any issues. President Free stated that LIRR urged Amtrak to consider partial closures during overnights and weekends to lessen the risk to LIRR's operations, as LIRR is the largest carrier between the three agencies and therefore at most risk. President Free stated LIRR sought transparency from Amtrak on the details of their approach to this project to protect LIRR's operations. Chair Lieber noted that the two tunnels in this project predominantly serve Amtrak and it has been a long time coming since Superstorm Sandy.

In response to a further question from Board Member Mihaltses regarding how long it would take to replace the fare gates, President Torres-Springer stated that the deployment will be

relatively quick based on all the current preparatory work. Chair Lieber stated that there will not be a full station shut down by taking advantage of multiple entrances at each station.

In response to a question from Board Member Brown regarding the timing of the East River Tunnel project given how poorly Amtrak supplied labor in prior projects such as East Side Access while the MTA was blamed for delays, President Free stated that a further concern is that Amtrak is facing funding constraints and possible staffing cuts, which would impact labor in project oversight and daily operation oversight.

Board Member Leathers thanked Chief Kemper and Chief Taffe and the MTAPD for their continued support of train conductors in maintaining safety and security of the system.

The full report 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 the presentations.

### 3. OMNY Report

Jessica Lazarus, Deputy Chief, Commercial Ventures, provided the Board Committees with an update on the MTA's transition from MetroCard to OMNY. She began by reaffirming that a central part of the MTA's strategy to combat fare evasion is making fare payment easy, simple, and accessible. Over the past 11 months, the focus has been on expanding OMNY access to all customer segments - a goal that has now been achieved. Ms. Lazarus noted that tap-and-go has become the dominant form of payment across both subway and bus systems. Adoption has been particularly strong among bus riders, who include a higher proportion of non-full-fare customers. Two-thirds of all NYC Transit riders now use OMNY, primarily because it offers convenience, time savings, and cost efficiency. Riders no longer need to prepay for multiple rides or wait in line at vending machines.

Using a detailed chart of March's transit trips, Ms. Lazarus illustrated the distribution of ridership by fare category. While full-fare riders make up the largest group, the presentation focused on the remaining one-third of customers still using MetroCard. She described targeted strategies for each customer segment to ensure a smooth transition before MetroCard sales cease on December 31, 2025.

Among full-fare customers, approximately 15% still use MetroCards. These riders tend to prefer physical cards and are expected to switch to physical OMNY cards as new OMNY vending machines replace MetroCard machines in stations. Ms. Lazarus highlighted one-on-one customer education happening at stations, aided by supplemental station agents. These interactions not only introduce customers to OMNY vending machines but also educate them about the flexibility of reloading cards online or at local retail partners. She noted that customers are often pleased to learn they can now receive free rides after 12 taps per week.

Ms. Lazarus then addressed users of the 7-day unlimited MetroCard, a product heavily distributed through local businesses. She emphasized that the \$34 upfront cost of the 7-day MetroCard offers no advantage over OMNY's weekly fare cap, which allows customers to pay less if they ride less. These same retailers are now selling and reloading OMNY cards, and the

MTA has launched business-facing resources and outreach through Business Improvement Districts (BIDs) and elected officials to support them. Many retailers have welcomed the change, as OMNY eliminates the need for them to prepay for fare inventory and serves a broader customer base.

Around 60% of monthly MetroCard users purchase their cards through pre-tax commuter benefit programs. That group is now rapidly converting to OMNY, with many large employers replacing the MetroCard with reloadable OMNY cards or contactless debit cards. Ms. Lazarus highlighted the example of New York City employees who now use tap-and-go debit cards for transit. Riders report improved experiences, especially because unused funds remain accessible in their accounts.

In December, the MTA converted all reduced-fare customers to OMNY, issuing personalized cards and discontinuing MetroCard issuance for new applicants. Adoption among this group has reached 65%, and efforts continue through in-person and virtual customer service, as well as broad public outreach via advertising and radio.

Ms. Lazarus also addressed the Fair Fares program, which is managed by the City of New York. The MTA has ensured that OMNY is now compatible with Fair Fares and is supporting the City's efforts to issue OMNY cards to new and existing program participants. Outreach includes city-run marketing campaigns and enrollment centers at MTA stations..

Finally, Ms. Lazarus spoke about the "other" category, which includes specialized fare programs such as paratransit, uniformed agencies, and MTA employee passes. Ms. Lazarus emphasized that while two-thirds of transit customers have already adopted OMNY, the MTA has detailed, segment-specific strategies to reach the remaining one-third customer base. The goal is to ensure a seamless and successful transition for all riders before MetroCard sales end on December 31, 2025.

The report continued with Tim Kaiser, Vice President, OMNY Project Delivery, who reported that significant progress has been made on the installation of OMNY vending machines. Over 670 machines have been deployed at more than 325 subway stations, representing roughly two-thirds of the system.

Mr. Kaiser confirmed that OMNY will be launched on the Westchester Bee-Line and Nassau Inter-County Express bus systems by the end of 2025, in alignment with the conclusion of MetroCard sales. These will be the final two affiliates to onboard to OMNY, which is already active on the JFK AirTrain, Roosevelt Island Tram, and Hudson Rail Link. The JFK AirTrain is also progressing toward the integration of enhanced OMNY-compatible gates, with vendor contracting underway.

Mr. Kaiser stated that the team remains on schedule to complete installation of all 980 public-facing vending machines by Labor Day 2025, with approximately 20 machines added each week. The final OMNY system will include about 40 fewer vending machines than the current MetroCard infrastructure, with machines strategically located in high-cash-use areas and ADA-accessible stations. OMNY-only sales have already launched at several stations, including Roosevelt Avenue–Jackson Heights, 74<sup>th</sup> Street Broadway, 23<sup>rd</sup> Street, 21<sup>st</sup> Street, and Court Square, with legacy MetroCard vending equipment being removed daily through the end of

2025. Station agents have been assigned to assist customers during the transition. MetroCard payment will continue to be accepted into 2026 to allow for a smoother changeover.

Mr. Kaiser stated that the completion schedule for OMNY integration is on track for all categories. Vending machine program is moving ahead as planned. All student and reduced-fare programs have successfully transitioned to OMNY, while Fair Fares and Paratransit integration is ongoing and expected to continue through 2025. Remaining affiliates are set to onboard by the end of the year. A limited release of OMNY virtual cards, compatible with Apple Wallet and Google Wallet, is planned for later this year, following thorough testing and piloting.

Looking ahead to 2026, the program will shift its focus to backend enhancements, including upgrades to inventory management systems and improvements to the B2B portal.

Contracts were awarded last year to Metro-North Railroad and Long Island Rail Road to replace the physical ticketing systems and upgrade the TrainTime mobile app. Following successful inspections of the new vending machines in December 2024, software development is nearing completion. Factory acceptance testing is set for May this year. Pilot deployments at both railroads are scheduled for June 2025, with full rollout and public-facing implementation expected by the second quarter of 2026. Upgrades to the TrainTime app are ongoing.

Mr. Kaiser concluded by reaffirming that both the New York City Transit and railroad OMNY programs remain on budget and on schedule, with substantial progress achieved over the past year.

President Torres-Springer noted that C&D is pleased that the project is on schedule and on budget since it took over the role of completing delivery of OMNY, with Tim Kaiser in charge of delivery and Amy Linden in charge of OMNY operations and services. Already OMNY vending machines are at 98% availability and are twice as reliable as MetroCard vending machines, which are important for cash collection for those who need or prefer to use cash.

Chair Lieber noted the importance of station agents and educating customers on the use of OMNY during this integration period. Due to the anticipated large proportion of customers, about 70 to 80 percent, that will not be using a physical OMNY card, there will be a reduced number of OMNY vending machines compared with MetroCard vending machines. Chair Lieber complimented the entire C&D team for their excellent execution on this mega project.

#### 4. IEC Report

Sirish Peyyeti, Program Director of the MTA's Independent Engineering Consultant (IEC), delivered an update on the IEC's monitoring responsibilities related to the OMNY project. Since the IEC's last report in May 2024, the OMNY project has continued to make progress. To date, 670 OMNY vending machines have been installed and are operational across 325 stations. The remaining 310 machines are scheduled for installation by the third quarter of 2025. Distribution of OMNY cards to students and reduced-fare customers has been completed, while the rollout of cards for paratransit and Fair Fares customers is underway and expected to be finished by the fourth quarter of 2025.

Once all vending machines have been installed and the remaining OMNY cards distributed, the system will be in full beneficial use for all paying New York City Transit customers. Additionally, the Westchester Bee-Line and Nassau Inter-County Express bus systems are in the process of implementing OMNY, with completion expected by the fourth quarter of 2025.

The IEC's review indicates that the current budget is adequate to complete the OMNY project. The contractor schedule, as approved by MTA C&D, forecasts substantial completion by December 2025. The IEC concurs that this target is achievable. However, there remains a risk that the project could be delayed to the second quarter of 2026. This risk stems from the requirement that substantial completion is contingent upon the MTA's approval of Cubic's Final Revenue Service Acceptance Testing. This testing requires a 90-day consecutive period during which all OMNY taps must be validated on the backend, and all program elements must meet contractual performance standards. The risks are due to Cubic's staffing challenges, existing software defects, and time required to rectify issues uncovered during initial testing and subsequent validation testing.

President Torres-Springer stated that despite the potential risk due to software defects identified by the IEC, the OMNY system will be in place, and the contractor will provide a system that is functional but scalable in a massive capacity.

In response to a question from Board Member Mihaltses regarding the implementation of OMNY for tourists and infrequent travelers, Ms. Rieara stated that they are working with NYC & Company and amplifying customer messaging -- including ads at major transit hubs, airports, and high crossing locations -- to educate customers. Station agents outside the booths are also extremely important in assisting customers while waiting on long lines. President Torres-Springer stated that they have worked with various agencies to implement OMNY at Roosevelt Island Tram and the Port Authority of NY and NJ's AirTrain at JFK and Jamaica, NY.

Board Member Chu noted the amazing progress of the MTA so far on crime and fare evasion, despite all the obstacles, hurdles, and challenges, while increasing performance and modernizing the system, when other agencies have retracted service. He stated that MTA has always been the benchmark that others look to, including with respect to congestion pricing. Mr. Chu commended the entire MTA team for the work that has been done to get to where the MTA is today.

In response to a question from Board Member Glucksman regarding the fee for a physical OMNY card, Ms. Lazarus stated that there is currently a discounted \$1 fee for an OMNY card, just like the MetroCard. Board Member Glucksman further questioned how OMNY cards will be integrated with the railroads, Ms. Lazarus stated that railroad customers will continue to purchase tickets through the new ticket vending machines at stations or on the TrainTime app. In the future, the TrainTime app will be integrated with the transit system so that a single account may access both the rider's subway/bus transaction history and purchased railroad tickets.

In response to a question from Board Member Lopez regarding the integration of paratransit customers into the OMNY system, Ms. Lazarus stated that paratransit customers will be receiving an OMNY card where funds can be loaded, or they can receive reduced fares on their account through the Paratransit office.

In response to a question from Board Member Sorin regarding educating businesses who do not have BIDs, Ms. Lazarus stated that over the last two years, they have been working with elected officials and have even gone door to door speaking with small retail businesses that sell MetroCards to promote converting to OMNY sales. In response to a further question from Board Member Sorin regarding the difference between a virtual card and the phone, Ms. Lazarus stated that each tap of a virtual OMNY card will reduce a preloaded amount, where a tap linked to a credit card will charge a fare each time. President Torres-Springer stated that the virtual OMNY card can be added to your Apple or Google Wallet similar to other cards. Chair Lieber noted that there are 18 MTA Customer Service Centers across the boroughs where customers can trade in MetroCards for value on the OMNY system.

5. Capital Procurement Actions

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

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

1. Award of a publicly advertised and competitively solicited contract with Atlas ATC Engineering Inc. (Contract D81709) for special inspection and testing services;
2. Award of a publicly advertised and competitively solicited contract to Nordic Signals Consulting ApS (Contract S81714) for consultant services to support New York City Transit's Communication-Based Train Control Signal Modernization Program;
3. Award of a modification to a contract with Cubic Transportation Systems (Contract A32024) to provide enhanced capabilities to the existing OMNY point-of-sale network and reduced fare and paratransit functions and technical support for these enhancements;
4. Ratification of a modification to a contract with Siemens Industry, Inc. (Contract S48004-1) to provide a database validation tool, a cloud-based ATS expandability tool and multiple changes to the carborne controller software to improve system performance and reliability; and,
5. Ratification of a modification to a contract with Restani-ASW JV, LLC (Contract VN-81X) to furnish and install temporary structural shoring to the underside of portions of the Belt Parkway Ramp from the Verrazzano-Narrows Bridge.

Refer to the staff summaries and documentation filed with the records of this meeting for the details of these items, 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.

6. New York City Transit Procurement Action

Lisette Camillo, Chief Administrative Officer, presented one procurement action to the Joint Committee.

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

1. Award of a publicly advertised and competitively solicited three-month miscellaneous service contract of \$1.7 million to Sovereign Hydroseal East Inc for the injection of cementitious grouts into the tunnel subbase underneath the track bed at Essex Street Station, which is built above soil that is often water logged due to its proximity to the East River.

7. Meeting Minutes

Upon a motion duly made and seconded, the Joint Committee approved the minutes of each of the individual Committee meetings held on March 24, 2024.

8. Adjournment

Upon a motion duly made and seconded, Chair Lieber adjourned the Joint Committee Meeting at 12:35 PM.

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Evan Eisland

General Counsel and  
Corporate Secretary  
MTA C&D

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Haley Stein

Acting Vice President, General Counsel and  
Corporate Secretary  
Metro-North Commuter Railroad Company

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David Farber

General Counsel and  
Corporate Secretary  
NYCT and MTA Bus

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Haley Stein

Vice President,  
General Counsel and Corporate Secretary  
Long Island Rail Road Company

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Paul L. Friman

General Counsel

and Corporate Secretary

Triborough Bridge and Tunnel

Authority



# 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

### 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

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## Report on Operations AUFW 2025

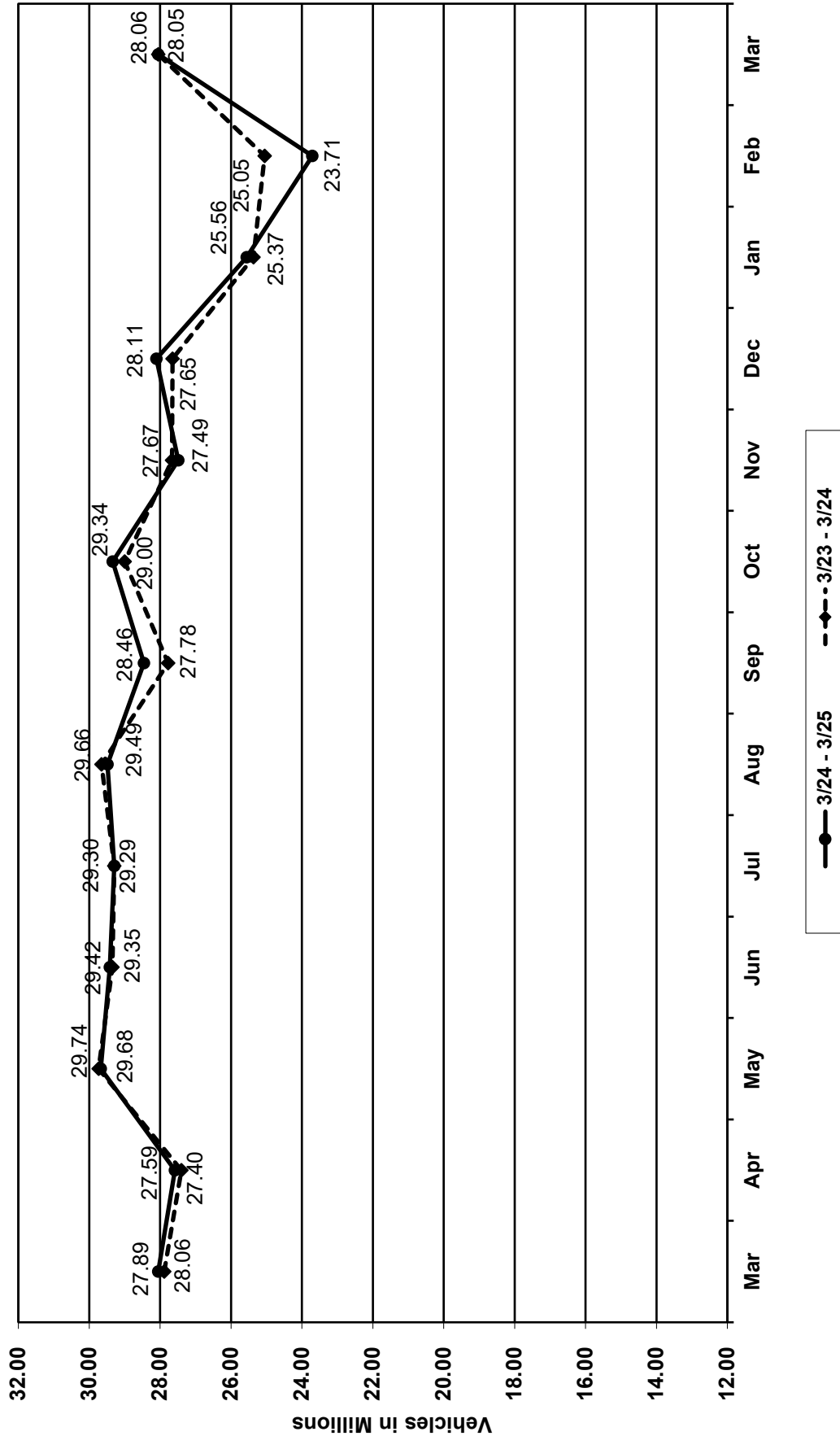
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## **MTA Bridges and Tunnels March 2025 Traffic Trends**

### **Summary**

B&T's total paid traffic for March was 28.05 million crossings, a decrease of 0.02% compared to 28.06 million crossings in March 2024. Compared to March 2023, B&T paid traffic was 0.7% higher with an increase of 0.2 million crossings.

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



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

All B&T Facilities by Method of Payment				
	March 2025	March 2024	March 2023	2025 YTD
E-ZPass <sup>1</sup>	26,169,503	26,262,291	26,503,500	71,954,597
Tolls by Mail <sup>1</sup>	1,893,157	1,794,289	1,341,576	5,366,079
<b>Total</b>	<b>28,062,660</b>	<b>28,056,580</b>	<b>27,845,076</b>	<b>77,320,586</b>
E-ZPass Market Share:				
Total	93.3%	93.8%	95.0%	93.1%
Cars	93.1%	93.4%	94.9%	92.8%
Trucks	96.1%	95.9%	96.5%	96.3%

Facility	Average Weekday <sup>2</sup>				Average Weekend <sup>2</sup>				E-ZPass Market Share				E-ZPass Market Share			
	March 2025		March 2024		March 2025		March 2024		E-ZPass		E-ZPass		E-ZPass		E-ZPass	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	TBM	2025 vs 2023	2025 vs 2024	2025 vs 2023	TBM	2025 vs 2023	2025 vs 2024	2025 vs 2023
Bronx-Whitestone Bridge	131,931	121,278	10,653	10,653	132,120	119,677	12,443	12,443	92.7%	91.0%	92.7%	92.7%	92.7%	91.0%	92.7%	-2.1%
Cross Bay Bridge	22,871	21,669	1,202	1,202	17,471	16,398	1,075	1,075	94.7%	94.7%	-2.8%	-2.1%	94.7%	94.7%	-0.1%	-1.6%
Henry Hudson Bridge	69,511	65,483	4,029	4,029	69,301	56,220	4,081	4,081	95.6%	95.6%	-1.8%	-2.2%	95.6%	93.5%	-0.2%	-1.4%
Hugh L. Carey Tunnel	62,174	59,277	2,897	2,897	52,970	49,748	3,222	3,222	96.2%	96.2%	-1.7%	-2.2%	96.2%	94.4%	-0.4%	-1.5%
Marine Parkway Bridge	21,812	20,922	891	891	16,740	15,921	819	819	95.9%	97.0%	-1.6%	-1.8%	95.9%	95.3%	-0.2%	-1.4%
Queens Midtown Tunnel	79,314	75,393	3,922	3,922	75,242	70,518	4,724	4,724	96.1%	96.5%	-1.7%	-2.1%	96.1%	94.7%	-0.9%	-1.8%
Robert F. Kennedy Bridge	192,630	178,377	14,253	14,253	182,435	166,731	15,703	15,703	92.6%	92.6%	-2.4%	-3.4%	92.6%	91.7%	-0.6%	-2.2%
Throgs Neck Bridge	119,699	110,769	8,930	8,930	121,289	110,561	10,728	10,728	92.3%	94.9%	-2.3%	-3.3%	92.3%	91.1%	-0.6%	-1.9%
Verrazano-Narrows Bridge	222,087	210,869	11,198	11,198	209,836	196,701	13,135	13,135	95.0%	95.6%	-1.8%	-2.3%	95.0%	93.8%	0.0%	-1.2%
<b>All Facilities</b>	<b>922,311</b>	<b>864,037</b>	<b>68,274</b>	<b>68,274</b>	<b>868,414</b>	<b>802,474</b>	<b>65,940</b>	<b>65,940</b>	<b>93.7%</b>	<b>94.9%</b>	<b>-2.1%</b>	<b>-2.8%</b>	<b>93.7%</b>	<b>92.8%</b>	<b>-0.4%</b>	<b>-1.7%</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**  
**March 2025**  
Preliminary data subject to final audit

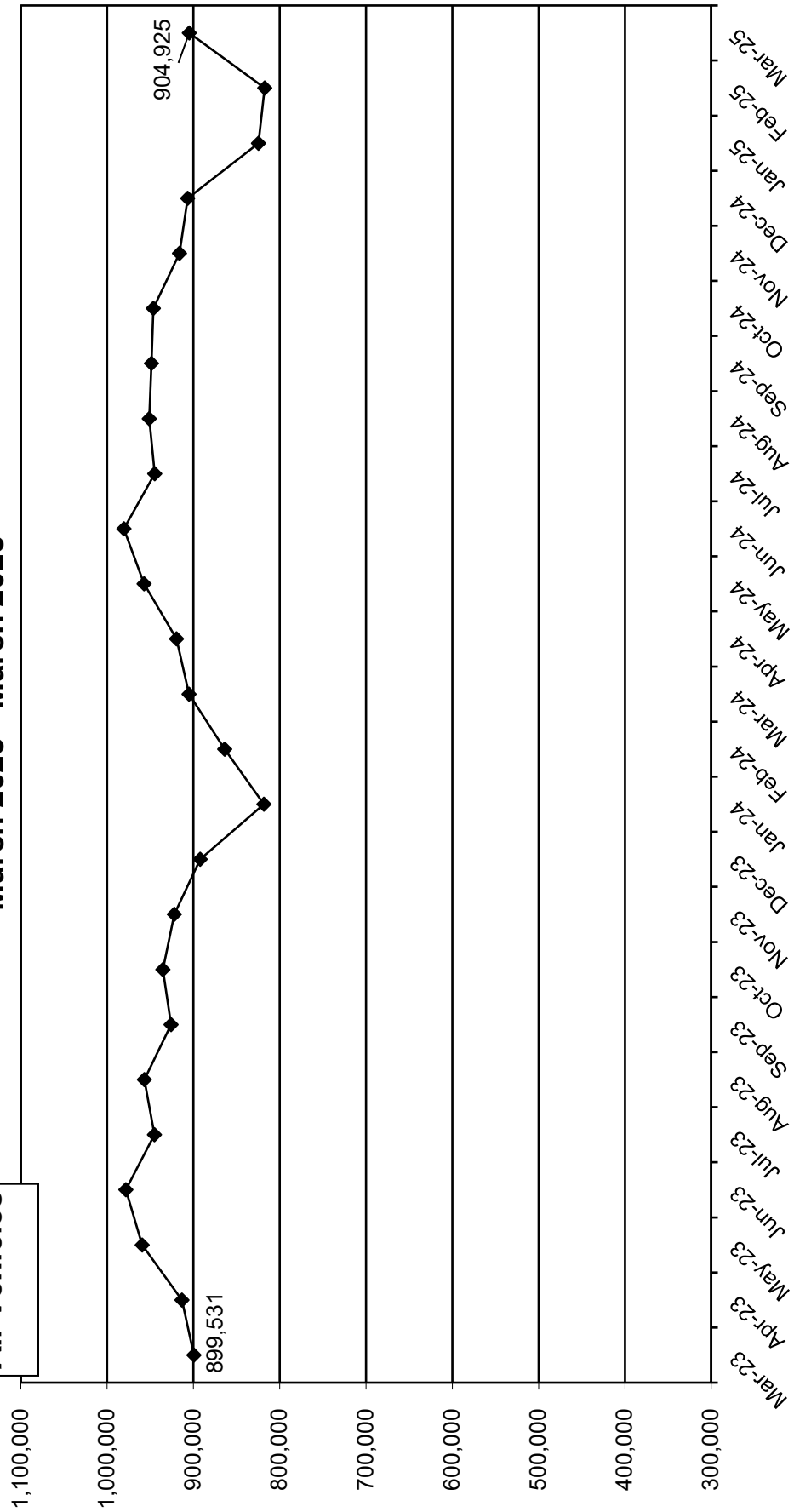
<b>Distribution by Facility &amp; Time Period</b>			
Facility	March 2025		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Robert F. Kennedy Bridge	23.9%	21.2%	54.9%
Bronx Whitestone	22.5%	22.9%	54.6%
Henry Hudson Bridge	24.0%	28.8%	47.2%
Marine Parkway Bridge	26.1%	26.3%	47.7%
Cross Bay Bridge	25.2%	24.5%	50.2%
Queens Midtown Tunnel	21.5%	22.1%	56.5%
Hugh L. Carey Tunnel	24.8%	24.3%	50.9%
Throgs Neck Bridge	23.3%	23.0%	53.7%
Verrazano-Narrows Bridge	23.2%	23.5%	53.3%
<b>All Facilities</b>	<b>23.4%</b>	<b>23.3%</b>	<b>53.3%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	March 2025		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	86.7%	4.8%	8.5%
Cross Bay Bridge	93.3%	1.3%	5.5%
Henry Hudson Bridge	83.9%	10.0%	6.1%
Hugh L. Carey Tunnel	89.3%	5.6%	5.0%
Marine Parkway Bridge	93.0%	2.7%	4.3%
Queens Midtown Tunnel	89.7%	5.0%	5.3%
Robert F. Kennedy Bridge	86.3%	6.0%	7.7%
Throgs Neck Bridge	84.6%	7.4%	8.1%
Verrazano-Narrows Bridge	84.5%	10.1%	5.4%
<b>All Facilities</b>	<b>86.3%</b>	<b>7.0%</b>	<b>6.7%</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.

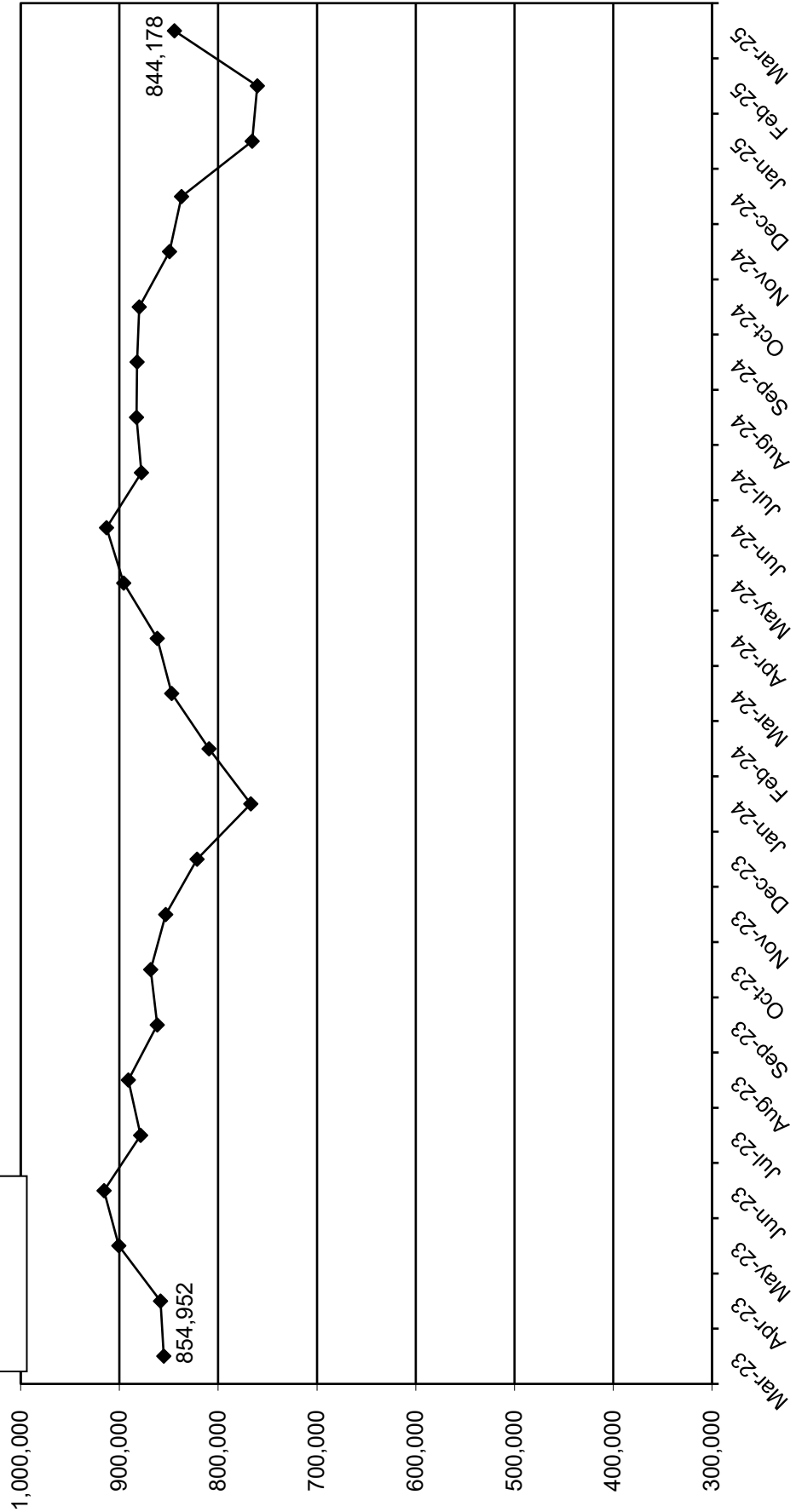
**MTA Bridges and Tunnels  
Average Daily Traffic  
March 2023 - March 2025**

**All Vehicles**



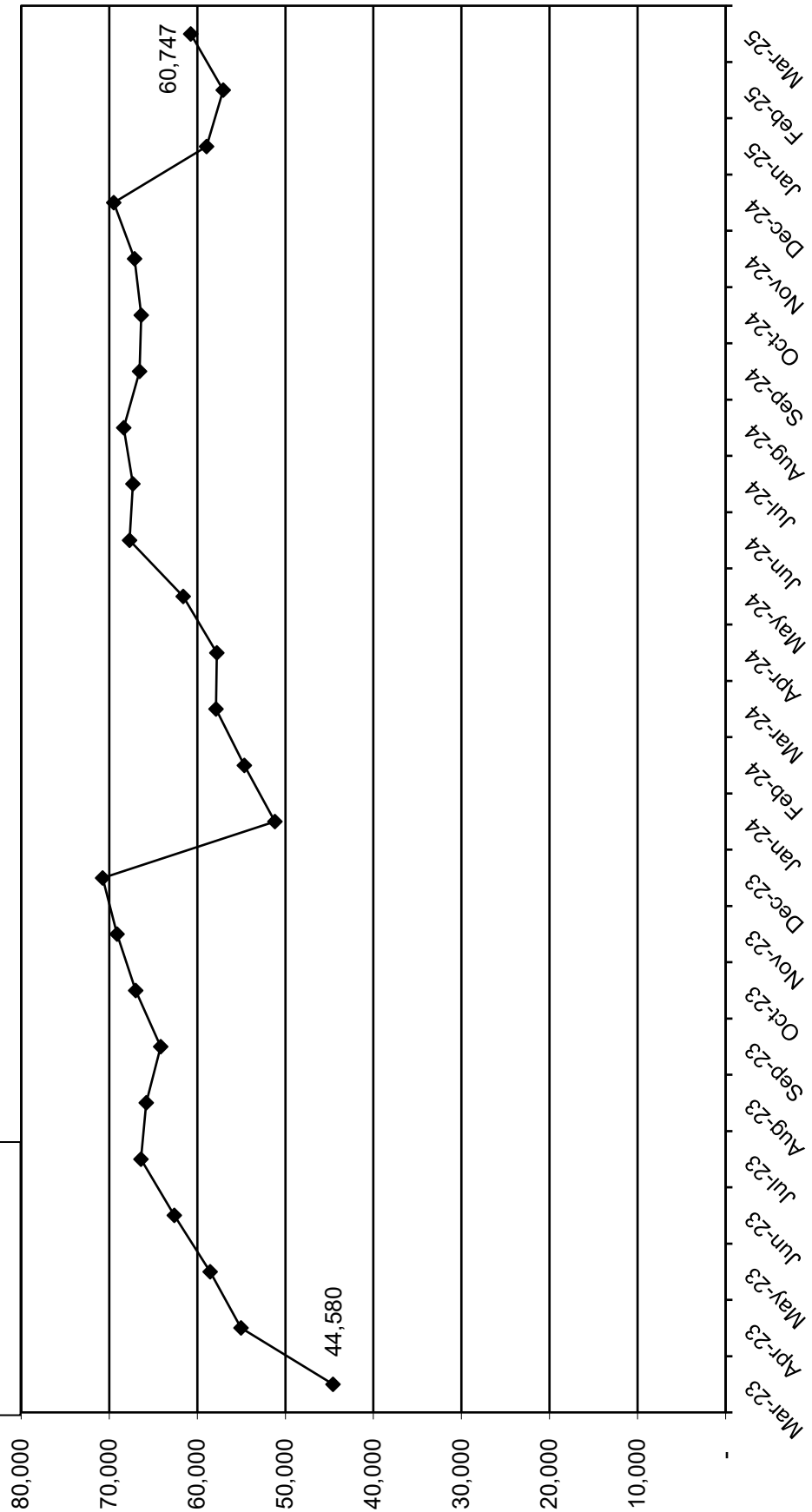
**MTA Bridges and Tunnels  
Average Daily Traffic  
March 2023 - March 2025**

**E-ZPass  
Vehicles**

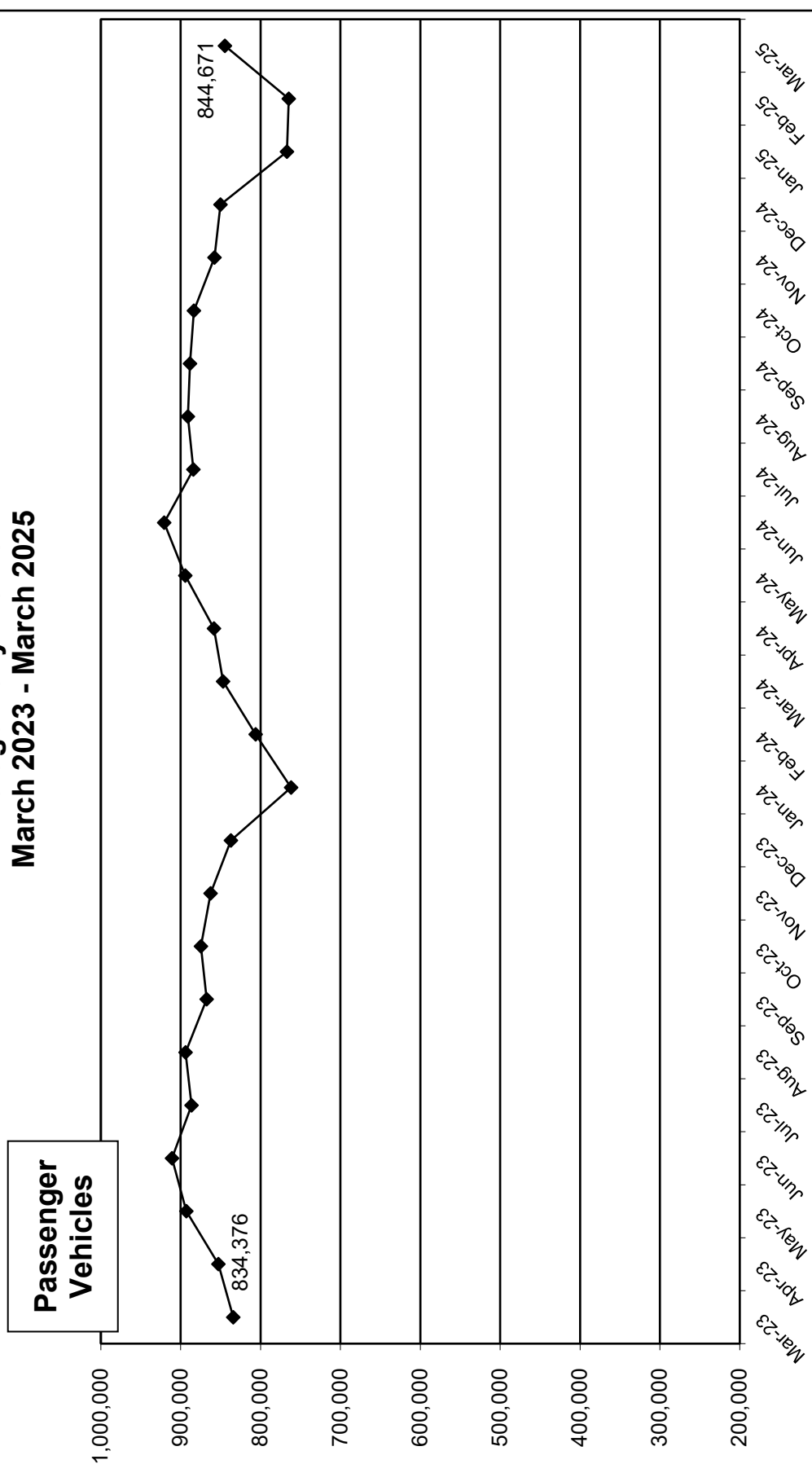


# MTA Bridges and Tunnels Average Daily Traffic March 2023 - March 2025

Tolls by Mail  
Vehicles

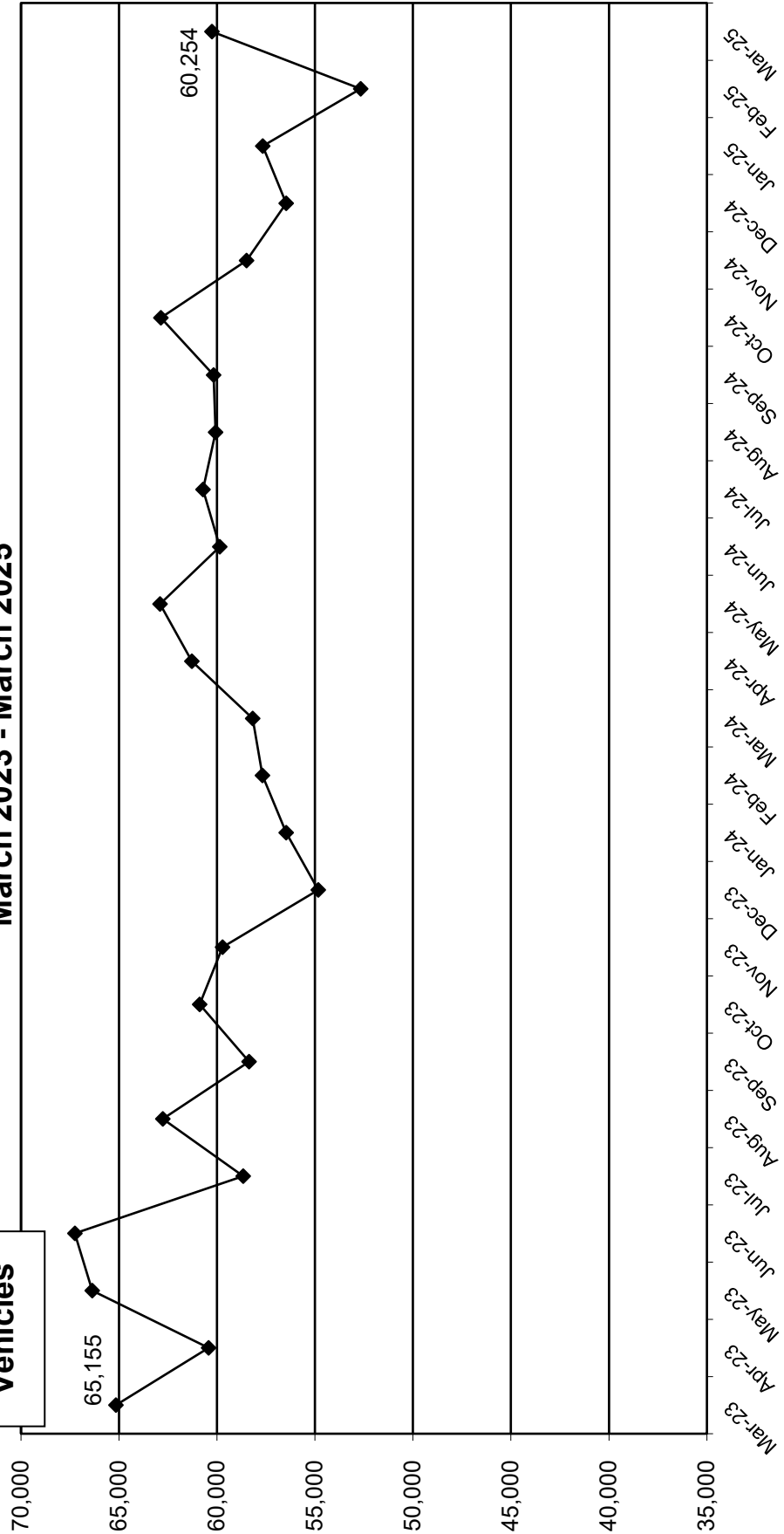


# MTA Bridges and Tunnels Average Daily Traffic March 2023 - March 2025



**MTA Bridges and Tunnels  
Average Daily Traffic  
March 2023 - March 2025**

**Other  
Vehicles**



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

Corridor	Toll Media	Mar(1)	3 Months(2) (Jan-Mar)	6 Months(3) (Oct-Mar)	9 Months(4) (Jul-Mar)	12 Months(5) (Apr-Mar)
All Facilities	Total Vehicles	0.0%	-0.4%	0.2%	0.4%	0.3%
	E-ZPass	-0.4%	-1.0%	0.0%	0.2%	0.1%
	Tolls by Mail	5.0%	9.3%	3.1%	3.0%	3.8%
RFK Bridge	Total Vehicles	2.1%	1.4%	1.3%	1.5%	1.5%
	E-ZPass	1.6%	0.5%	0.9%	1.2%	1.1%
	Tolls by Mail	9.3%	13.1%	5.5%	5.2%	5.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-5.3%	-6.0%	-3.7%	-3.1%	-2.2%
	E-ZPass	-5.7%	-6.5%	-3.8%	-3.2%	-2.4%
	Tolls by Mail	2.4%	4.2%	-1.2%	-1.4%	0.0%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.4%	0.5%	1.3%	0.2%	1.0%
	E-ZPass	-0.1%	-0.3%	0.9%	0.1%	0.6%
	Tolls by Mail	5.9%	10.5%	4.9%	36.0%	5.3%
Verrazzano-Narrows Bridge	Total Vehicles	1.1%	0.6%	0.6%	0.6%	0.2%
	E-ZPass	1.2%	0.2%	0.6%	0.5%	0.1%
	Tolls by Mail	0.0%	6.3%	0.6%	1.8%	2.3%
Henry Hudson Bridge	Total Vehicles	-1.7%	-1.9%	-0.7%	-0.2%	-0.3%
	E-ZPass	-2.0%	-2.3%	-0.8%	-0.3%	-0.4%
	Tolls By Mail	2.6%	5.5%	0.9%	0.4%	1.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.7%	3.6%	2.1%	1.0%	1.3%
	E-ZPass	3.5%	3.0%	2.0%	1.0%	1.2%
	Tolls by Mail	9.2%	14.5%	3.0%	0.6%	3.5%

- (1) March 2025 vs. March 2023  
(2) February 2023 to March 2025 vs. February 2022 to March 2024  
(3) October 2024 to March 2025 vs. October 2023 to March 2024  
(4) July 2024 to March 2025 vs. July 2023 to March 2024  
(5) April 2024 to March 2025 vs. April 2023 to March 2024

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

Corridor	Toll Media	Mar(1)	3 Months(2) (Jan-Mar)	6 Months(3) (Oct-Mar)	9 Months(4) (Jul-Mar)	12 Months(5) (Apr-Mar)
All Facilities	Total Vehicles	0.0%	-0.4%	0.2%	0.4%	0.3%
	Passenger	-0.3%	-1.5%	-0.4%	0.0%	0.1%
	Other	3.6%	-0.8%	0.3%	0.4%	-1.1%
RFK Bridge	Total Vehicles	2.1%	1.4%	1.3%	1.5%	1.5%
	Passenger	1.9%	0.4%	0.8%	1.2%	1.3%
	Other	4.8%	-1.0%	0.1%	0.9%	-0.8%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-5.3%	-6.0%	-3.7%	-3.1%	-2.2%
	Passenger	-5.6%	-7.2%	-4.3%	-3.5%	-2.4%
	Other	0.0%	-4.3%	-2.3%	-2.4%	-3.5%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	0.4%	0.5%	1.3%	0.2%	1.0%
	Passenger	0.2%	-0.5%	0.8%	-0.2%	0.9%
	Other	2.4%	-1.9%	-0.6%	0.3%	-1.1%
Verrazzano-Narrows Bridge	Total Vehicles	1.1%	0.6%	0.6%	0.6%	0.2%
	Passenger	1.0%	-0.5%	0.0%	0.2%	0.1%
	Other	2.8%	-1.2%	0.5%	0.4%	-1.6%
Henry Hudson Bridge	Total Vehicles	-1.7%	-1.9%	-0.7%	-0.2%	-0.3%
	Passenger	-1.8%	-3.1%	-1.3%	-0.7%	-0.7%
	Other	6.8%	6.3%	7.1%	6.6%	4.7%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	3.7%	3.6%	2.1%	1.0%	1.3%
	Passenger	2.5%	1.2%	0.7%	0.0%	0.7%
	Other	23.3%	21.2%	15.1%	10.7%	7.2%

- (1) March 2025 vs. March 2023  
(2) February 2023 to March 2025 vs. February 2022 to March 2024  
(3) October 2024 to March 2025 vs. October 2023 to March 2024  
(4) July 2024 to March 2025 vs. July 2023 to March 2024  
(5) April 2024 to March 2025 vs. April 2023 to March 2024



# Bridges and Tunnels

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## Safety Report March 2025



## Safety Report

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

Performance Indicator				
Performance Indicator	12-Month Average			
	April 2022 - March 2023	April 2023 - March 2024	April 2024 - March 2025	
Customer Collisions Rate per Million Vehicles	3.92	3.35	2.69	
Customer Injury Collisions Rate per Million Vehicles	0.84	0.83	0.78	
Employee Accident Reports	151	142	149	
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.0	4.4	4.7	
Leading Indicators				
Roadway Safety	2024		2025	
	March	Year End	March	Year to Date
Workforce Development (# of Participants)	0	260	14	151
Fleet Preventative Maintenance Insp.	151	1545	180	368
* Safety Taskforce Inspections	3	14	3	3
Fire Safety	March	Year End	March	Year to Date
* Fire Code Audits Completed	3	14	3	3
** FDNY Liaison Visits	1	30	9	9

\* 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.

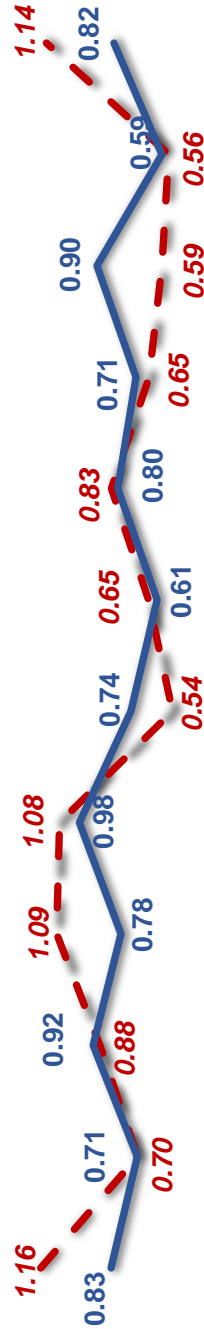
**Fire Code Audits** are conducted by the Safety and Health Department to perform fire safety and/or property maintenance inspections of existing buildings and structures as required by the NYS Uniform Fire Prevention and Building Code.

**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.

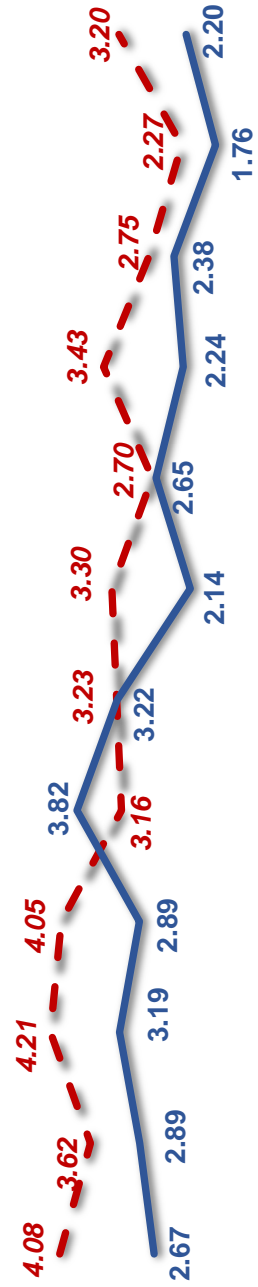


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

### Collisions with Injuries per Million Vehicles



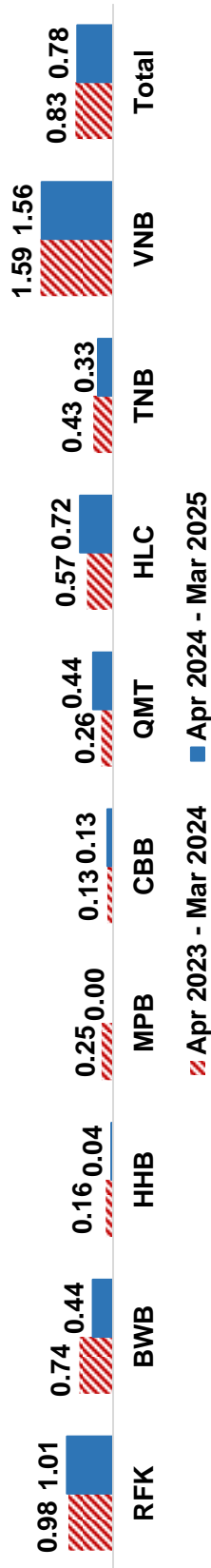
### Total Collisions per Million Vehicles



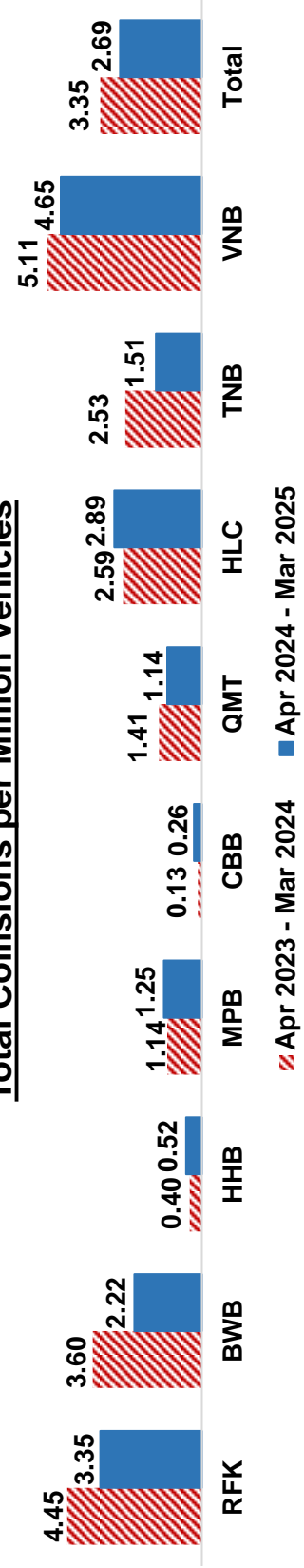


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





## Collision Rates by Facility

Total Collisions per Million Vehicles: March 2024 – March 2025

	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec	25-Jan	25-Feb	25-Mar
<b>RFK</b>	4.34	4.56	2.78	3.99	3.68	3.96	4.62	2.82	3.36	3.15	3.00	2.42	1.70
<b>BWB</b>	2.66	2.20	1.64	2.33	2.50	3.58	2.15	2.52	3.24	1.49	1.86	0.86	1.95
<b>TNB</b>	1.90	1.38	1.79	2.29	1.25	3.23	1.31	1.79	0.81	0.80	2.05	0.32	0.80
<b>VNB</b>	6.11	4.12	6.41	5.00	6.02	6.69	5.04	2.33	3.80	3.76	3.48	3.63	5.16
<b>QMT</b>	1.56	1.56	0.00	0.37	3.46	0.00	1.57	2.77	1.49	1.22	0.41	1.84	0.00
<b>HLC</b>	0.00	0.51	3.25	2.97	2.63	1.63	2.68	2.63	2.54	4.35	3.68	2.46	3.18
<b>HHB</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>MPB</b>	1.62	0.00	2.80	1.26	0.00	2.59	2.91	1.52	0.00	1.64	1.74	0.00	0.00
<b>CBB</b>	0.00	0.00	0.00	0.00	0.00	1.42	0.00	0.00	1.68	0.00	0.00	0.00	0.00
<b>Total</b>	3.20	2.67	2.89	3.19	2.89	3.82	3.22	2.14	2.65	2.24	2.38	1.76	2.20



# Bridges and Tunnels

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## Financial Report April 2025



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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	210.515	210.867	0.352	0.2	0.000	0.000	0.000	-	210.515	210.867	0.352	0.2
Other Operating Revenue	1.723	1.335	(0.388)	(22.5)	0.000	0.000	0.000	-	1.723	1.335	(0.388)	(22.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.304	1.907	0.603	46.3	1.304	1.907	0.603	46.3
Investment Income	0.103	0.705	0.601	*	0.000	0.000	0.000	-	0.103	0.705	0.601	*
<b>Total Revenue</b>	<b>\$212.342</b>	<b>\$212.907</b>	<b>\$0.566</b>	<b>0.3</b>	<b>\$1.304</b>	<b>\$1.907</b>	<b>\$0.603</b>	<b>46.3</b>	<b>\$213.645</b>	<b>\$214.814</b>	<b>\$1.169</b>	<b>0.5</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$9.308	\$10.373	(\$1.065)	(11.4)	\$0.406	\$0.681	(\$0.275)	(67.6)	9.714	11.054	(\$1.340)	(13.8)
Overtime	2.306	2.339	(0.033)	(1.4)	\$0.077	(0.002)	0.079	*	2.384	2.337	0.046	1.9
Health and Welfare	2.708	2.030	0.678	25.0	\$0.083	0.209	(0.127)	*	2.790	2.239	0.551	19.8
OPEB Current Payment	3.176	3.048	0.128	4.0	0.000	0.000	0.000	-	3.176	3.048	0.128	4.0
Pensions	2.763	2.954	(0.191)	(6.9)	0.109	0.174	(0.066)	(60.4)	2.871	3.128	(0.257)	(8.9)
Other Fringe Benefits	1.585	1.430	0.155	9.8	0.045	0.083	(0.038)	(84.2)	1.630	1.513	0.117	7.2
Reimbursable Overhead	(0.584)	(0.761)	0.177	30.3	0.584	0.761	(0.177)	(30.3)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$21.262</b>	<b>\$21.413</b>	<b>(\$0.151)</b>	<b>(0.7)</b>	<b>\$1.304</b>	<b>\$1.907</b>	<b>(\$0.603)</b>	<b>(46.3)</b>	<b>\$22.565</b>	<b>\$23.319</b>	<b>(\$0.754)</b>	<b>(3.3)</b>
<b>Non-Labor:</b>												
Electric Power	\$0.729	\$0.125	\$0.603	82.8	\$0.000	\$0.000	\$0.000	-	\$0.729	\$0.125	\$0.603	82.8
Fuel	0.064	0.097	(0.032)	(50.3)	0.000	0.000	0.000	-	0.064	0.097	(0.032)	(50.3)
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	9.226	2.407	6.819	73.9	0.000	0.000	0.000	-	9.226	2.407	6.819	73.9
Professional Service Contracts	1.915	0.954	0.961	50.2	0.000	0.000	0.000	-	1.915	0.954	0.961	50.2
Materials & Supplies	0.023	(0.041)	0.065	*	0.000	0.000	0.000	-	0.023	(0.041)	0.065	*
Other Business Expenses	4.834	4.574	0.259	5.4	0.000	0.000	0.000	-	4.834	4.574	0.259	5.4
<b>Total Non-Labor Expenses</b>	<b>\$17.879</b>	<b>\$9.093</b>	<b>\$8.786</b>	<b>49.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$17.879</b>	<b>\$9.093</b>	<b>\$8.786</b>	<b>49.1</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>\$39.140</b>	<b>\$30.506</b>	<b>\$8.635</b>	<b>22.1</b>	<b>\$1.304</b>	<b>\$1.907</b>	<b>(\$0.603)</b>	<b>(46.3)</b>	<b>\$40.444</b>	<b>\$32.412</b>	<b>\$8.032</b>	<b>19.9</b>
Depreciation	\$19.924	\$20.359	(\$0.435)	(2.2)	\$0.000	\$0.000	\$0.000	-	19.924	20.359	(\$0.435)	(2.2)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	0.000	0.749	(0.749)	-	0.000	0.000	0.000	-	0.000	0.749	(0.749)	-
GASB_96_SBITA_Adjustment	0.000	0.013	(0.013)	-	0.000	0.000	0.000	-	0.000	0.013	(0.013)	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$59.064</b>	<b>\$51.626</b>	<b>\$7.438</b>	<b>12.6</b>	<b>\$1.304</b>	<b>\$1.907</b>	<b>(\$0.603)</b>	<b>(46.3)</b>	<b>\$60.368</b>	<b>\$53.533</b>	<b>\$6.835</b>	<b>11.3</b>
Less: Depreciation	\$19.924	\$20.359	(\$0.435)	(2.2)	\$0.000	\$0.000	\$0.000	-	\$19.924	\$20.359	(\$0.435)	(2.2)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	0.000	0.749	(0.749)	-	0.000	0.000	0.000	-	0.000	0.749	(0.749)	-
Less: GASB_96_SBITA_Adjustment	0.000	0.013	(0.013)	-	0.000	0.000	0.000	-	0.000	0.013	(0.013)	-
<b>Total Expenses</b>	<b>\$39.140</b>	<b>\$30.506</b>	<b>\$8.635</b>	<b>22.1</b>	<b>\$1.304</b>	<b>\$1.907</b>	<b>(\$0.603)</b>	<b>(46.3)</b>	<b>\$40.444</b>	<b>\$32.412</b>	<b>\$8.032</b>	<b>19.9</b>
<b>Net Surplus/(Deficit)</b>	<b>\$173.202</b>	<b>\$182.402</b>	<b>\$9.200</b>	<b>5.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$173.202</b>	<b>\$182.402</b>	<b>\$9.200</b>	<b>5.3</b>

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**  
**April 2025**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget
<b>Net Income/(Deficit)</b>									
Less: Capitalized Assets									
Reserves									
GASB Reserves									
<b>Adjusted Net Income/(Deficit)</b>									
Less: Debt Service									
Less: Contribution to the Capital Program									
<b>Income Available for Distribution</b>									
Distributable To:									
MTA - Investment Income									
MTA - Distributable Income									
NYCTR - Distributable Income									
<b>Total Distributable Income</b>									
<b>Support to Mass Transit:</b>									
Total Revenues									
Less: Total Operating Expenses									
<b>Net Operating Income/(Deficit)</b>									
Deductions from Net Operating Income:									
Capitalized Assets									
Reserves									
B&T Debt Service									
Contribution to the Capital Program									
GASB Reserves									
<b>Total Deductions From Operating Income</b>									
<b>Total Support to Mass Transit</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**  
**FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
**April 2025 Year-To-Date**  
(\$ in millions)

	Nonreimbursable			Reimbursable						Total	
	Favorable (Unfavorable)			Favorable (Unfavorable)						Favorable (Unfavorable)	
	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>											
Farebox Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	801.199	801.889	0.1	0.000	0.000	0.000	-	801.199	801.889	0.490	0.1
Other Operating Revenue	8.276	9.208	11.3	0.000	0.000	0.000	-	8.276	9.208	0.932	11.3
Capital & Other Reimbursements	0.000	0.000	-	5.215	5.774	0.559	10.7	5.215	5.774	0.559	10.7
Investment Income	0.413	3.535	*	0.000	0.000	0.000	-	0.413	3.535	3.122	*
<b>Total Revenue</b>	<b>\$809.889</b>	<b>\$814.432</b>	<b>0.6</b>	<b>\$5.215</b>	<b>\$5.774</b>	<b>\$0.559</b>	<b>10.7</b>	<b>\$815.103</b>	<b>\$820.207</b>	<b>\$5.103</b>	<b>0.6</b>
<b>Expenses</b>											
<b>Labor</b>											
Payroll	\$37.231	\$34.916	6.2	1.626	2.166	(\$0.540)	(33.2)	38.857	37.082	\$1.776	4.6
Overtime	10.284	11.687	(13.6)	0.309	0.044	0.265	85.7	10.593	11.731	(1.138)	(10.7)
Health and Welfare	10.831	9.308	14.1	0.330	0.667	(0.337)	*	11.161	9.975	1.185	10.6
OPEB Current Payment	12.704	12.084	4.9	0.000	0.000	0.000	-	12.704	12.084	0.620	4.9
Pensions	11.051	12.023	(9.72)	0.434	0.553	(0.119)	(27.4)	11.485	12.576	(1.091)	(9.5)
Other Fringe Benefits	6.338	6.095	0.243	0.181	0.257	(0.076)	(41.8)	6.519	6.352	0.167	2.6
Reimbursable Overhead	(2.334)	(2.087)	(10.6)	2.334	2.087	0.247	10.6	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$86.105</b>	<b>\$84.025</b>	<b>2.4</b>	<b>\$5.215</b>	<b>\$5.774</b>	<b>(\$0.559)</b>	<b>(10.7)</b>	<b>\$91.319</b>	<b>\$89.799</b>	<b>\$1.520</b>	<b>1.7</b>
<b>Non-Labor</b>											
Electric Power	\$2.328	\$1.441	38.1	0.000	0.000	0.000	-	\$2.328	\$1.441	\$0.888	38.1
Fuel	0.735	1.065	(44.9)	0.000	0.000	0.000	-	0.735	1.065	(0.330)	(44.9)
Insurance	4.352	3.917	10.0	0.000	0.000	0.000	-	4.352	3.917	0.435	10.0
Claims	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	-
Maintenance and Other Operating Contracts	39.605	35.441	10.5	0.000	0.000	0.000	-	39.605	35.441	4.164	10.5
Professional Service Contracts	7.607	5.954	21.7	0.000	0.000	0.000	-	7.607	5.954	1.653	21.7
Materials & Supplies	0.708	0.997	(40.8)	0.000	0.000	0.000	-	0.708	0.997	(0.289)	(40.8)
Other Business Expenses	19.590	17.339	11.5	0.000	0.000	0.000	-	19.590	17.339	2.252	11.5
<b>Total Non-Labor Expenses</b>	<b>\$74.926</b>	<b>\$66.154</b>	<b>11.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$74.926</b>	<b>\$66.154</b>	<b>\$8.772</b>	<b>11.7</b>
<b>Other Expense Adjustments</b>											
Other	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>-</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>\$161.031</b>	<b>\$150.179</b>	<b>6.7</b>	<b>\$5.215</b>	<b>\$5.774</b>	<b>(\$0.559)</b>	<b>(10.7)</b>	<b>\$166.245</b>	<b>\$155.953</b>	<b>\$10.292</b>	<b>6.2</b>
Depreciation	\$75.230	\$76.834	(\$1.604)	\$0.000	\$0.000	\$0.000	-	\$75.230	\$76.834	(\$1.604)	(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	-
GASB 68 Pension Adjustment	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	-
GASB 87 Net Adjustment	1.404	2.847	(1.443)	0.000	0.000	0.000	-	1.404	2.847	(1.443)	*
GASB_96_SBITA_Adjustment	0.000	(0.107)	0.107	0.000	0.000	0.000	-	0.000	(0.107)	0.107	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$237.665</b>	<b>\$229.753</b>	<b>\$7.912</b>	<b>\$5.215</b>	<b>\$5.774</b>	<b>(\$0.559)</b>	<b>(10.7)</b>	<b>\$242.880</b>	<b>\$235.527</b>	<b>\$7.353</b>	<b>3.0</b>
Less: Depreciation	\$75.230	\$76.834	(\$1.604)	\$0.000	\$0.000	\$0.000	-	\$75.230	\$76.834	(\$1.604)	(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	2.847	(1.443)	0.000	0.000	0.000	-	1.404	2.847	(1.443)	*
Less: GASB_96_SBITA_Adjustment	0.000	(0.107)	0.107	0.000	0.000	0.000	-	0.000	(0.107)	0.107	-
<b>Total Expenses</b>	<b>\$161.031</b>	<b>\$150.179</b>	<b>\$10.852</b>	<b>\$5.215</b>	<b>\$5.774</b>	<b>(\$0.559)</b>	<b>(10.7)</b>	<b>\$166.245</b>	<b>\$155.953</b>	<b>\$10.292</b>	<b>6.2</b>
<b>Net Surplus/(Deficit)</b>	<b>\$648.858</b>	<b>\$664.254</b>	<b>\$15.395</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$648.858</b>	<b>\$664.254</b>	<b>\$15.395</b>	<b>2.4</b>

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**  
**April 2025 Year-To-Date**  
(\$ in millions)

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

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

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

Generic Revenue or Expense Category	Apr-25		Year-to-Date	
	Favorable/ (Unfavorable) Variance		Reason for Variance	
	\$	%	\$	%
<b>Nonreimbursable</b>				
Vehicle Toll Revenue	0.352	0.2%	0.490	0.1%
	(0.388)	-22.5%	0.932	11.3%
Other Operating Revenue				
Investment Income	0.601	*	3.122	*
Payroll	(1.065)	-11.4%	2.315	6.2%
Overtime	(0.033)	-1.4%	(1.402)	-13.6%
Health and Welfare	0.678	25.0%	1.522	14.1%
OPEB Current Payment	0.128	4.0%	0.620	4.9%
Pensions	(0.191)	-6.9%	(0.972)	-8.8%
Other Fringe Benefits	0.155	9.8%	0.243	3.8%
Electric Power	0.603	82.8%	0.888	38.1%
Fuel	(0.032)	-50.3%	(0.330)	-44.9%
Insurance	0.110	10.1%	0.435	10.0%
Maintenance and Other Operating Contracts	6.819	73.9%	4.164	10.5%
Professional Service Contracts	0.961	50.2%	1.653	21.7%
Materials & Supplies	0.065	275.3%	(0.289)	-40.8%
Other Business Expense	0.259	5.4%	2.252	11.5%
Depreciation	(0.435)	-2.2%	(1.604)	-2.1%
<b>Reimbursable</b>				
Capital and Other Reimbursements	0.603	46.3%	0.559	10.7%
Payroll	(0.275)	-67.6%	(0.540)	-33.2%
Overtime	0.079	*	0.265	85.7%
Health and Welfare	(0.127)	*	(0.337)	*
Pensions	(0.066)	-60.4%	(0.119)	-27.4%
Other Fringe Benefits	(0.038)	-84.2%	(0.076)	-41.8%
Reimbursable Overhead	(0.177)	-30.3%	0.247	10.6%

\*Variance exceeds 100%

Month of April	Comparison Current Year vs. Prior Year:	Year to date ending April 2025

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

	Percentage Change												
	April Budget		April Actual		YTD Budget		YTD Actual		Percentage Change				
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue			
	27.7	\$210.5	28.0	\$210.9	1.3%	0.2%	Total All	105.9	\$801.2	105.4	\$801.7	-0.5%	0.1%
		\$7,610		\$7,526	-1.1%		Revenue Per Vehicle		\$7,568		\$7,609		0.5%

3) 2025 April traffic is \$0.4M above April 2024 traffic, an increase of 1.6%, and revenue is \$7.9M below April 2024, an decrease of 3.6%.

4) 2025 April YTD traffic is 0.7M below April YTD 2024, a decrease of 0.7%, and April YTD revenue is \$3.6M below April 2024, an decrease of 0.8%.

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

Facility	Revenue Collection Rate April 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	91.6%
Verrazzano-Narrows Bridge	91.5%
Bronx-Whitestone Bridge	91.1%
Throgs Neck Bridge	92.1%
<b>All Facilities</b>	<b>92.1%</b>

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

**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**  
**April 2025**

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	17	15	2	6 Managerial vacancies partially offset by 4 professional overrun
Law <sup>(1)</sup>	5	5	-	
Budget & Finance <sup>(2)</sup>	12	10	2	2 Professional vacancies
Administration <sup>(3)</sup>	26	25	1	1 Professional vacancy
EEO	-	-	-	
<b>Total Administration</b>	<b>60</b>	<b>55</b>	<b>5</b>	
<b>Operations</b>				
ITS & Tolling	63	68	(5)	8 Professional overrun partially offset by 3 Managerial vacancies
Operations (Non-Security)	54	25	29	36 Managerial vacancies partially offset by 7 overrun in Professional
<b>Total Operations</b>	<b>117</b>	<b>93</b>	<b>24</b>	
<b>Maintenance</b>				
Maintenance	205	213	(8)	7 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
<b>Total Maintenance</b>	<b>388</b>	<b>360</b>	<b>28</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	97	92	5	4 Managerial vacancies and 1 Professional vacancy
Health & Safety	9	8	1	3 Managerial vacancies partially offset by 2 overrun in Professional
Law <sup>(1)</sup>	6	4	2	1 Managerial vacancy and 1 Professional vacancy
Planning & Budget Capital	6	6	-	
<b>Total Engineering/Capital</b>	<b>118</b>	<b>110</b>	<b>8</b>	
<b>Public Safety</b>				
Operations (Security)	317	271	46	23 Managerial vacancies and 23 Operational Hourly vacancies
Internal Security - Operations	45	32	13	7 Managerial vacancies and 6 Professional vacancies
<b>Total Public Safety</b>	<b>362</b>	<b>303</b>	<b>59</b>	
<b>Total Positions</b>	<b>1,045</b>	<b>921</b>	<b>124</b>	
<b>Non-Reimbursable</b>	<b>984</b>	<b>860</b>	<b>124</b>	
<b>Reimbursable</b>	<b>61</b>	<b>61</b>	<b>-</b>	
<b>Total Full-Time</b>	<b>1,045</b>	<b>921</b>	<b>124</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**  
**FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**April 2025**

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
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 Hours	-	-	-	
<b>Total Administration</b>	<b>60</b>	<b>55</b>	<b>5</b>	
<b>Operations</b>				
Managers/Supervisors	62	23	39	36 vacancies in Operations (Non-Security) and 3 in ITS & Tolling
Professional, Technical, Clerical	55	70	(15)	7 overrun in Operations (Non-Security) and 8 in ITS & Tolling
Operational Hours	-	-	-	
<b>Total Operations</b>	<b>117</b>	<b>93</b>	<b>24</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	20	7	7 vacancies in Maintenance
Professional, Technical, Clerical	11	21	(10)	9 overrun in Maintenance and 1 in Operations
Operational Hours <sup>(1)</sup>	350	319	31	37 vacancies in Operations partially offset by 6 overrun in Maintenance
<b>Total Maintenance</b>	<b>388</b>	<b>360</b>	<b>28</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	23	15	8	4 vacancies in Engineering, 3 in Health & Safety, 1 in Law
Professional, Technical, Clerical	95	95	-	1 vacancies in Engineering, and 1 in Law, partially offset by 2 overrun in Health & Safety
Operational Hours	-	-	-	
<b>Total Engineering/Capital</b>	<b>118</b>	<b>110</b>	<b>8</b>	
<b>Public Safety</b>				
Managers/Supervisors	117	87	30	7 vacancies in Internal Security and 23 in Operations
Professional, Technical, Clerical	36	30	6	6 vacancies in Internal Security
Operational Hours <sup>(2)</sup>	209	186	23	23 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>362</b>	<b>303</b>	<b>59</b>	
<b>Total Positions</b>				
Managers/Supervisors	249	159	90	
Professional, Technical, Clerical	237	257	(20)	
Operational Hours	559	505	54	
<b>Total Positions</b>	<b>1,045</b>	<b>921</b>	<b>124</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.



# **Bridges and Tunnels**

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



**MTA BRIDGES & TUNNELS  
2024 YEAR-END REPORT  
SUMMARY**

MTA Bridges & Tunnels (B&T) financial performance compared to the 2024 Final Estimate was unfavorable, with non-reimbursable expenses before non-cash liabilities of \$510.7 million, unfavorable by \$8.2 million, and Operating Revenues of \$2,610.0 million, unfavorable by \$6.5 million.

B&T's Net Surplus of \$2,099.4 million was \$14.7 million lower than the Final Estimate, primarily due to higher labor expenses due to higher expenses for payroll, pensions, health & welfare, and lower reimbursable overhead credits, partially offset by lower non-labor expenses driven by lower professional services and maintenance contracts expenses. These were partially offset by higher other business expenses and insurance expenses. In 2024, B&T generated \$1,671.2 million in Support to Mass Transit, which was \$89.7 million higher than 2023, but \$30.6 million below the Final Estimate of \$1,701.8 million.

Total Non-Reimbursable Revenues were \$6.5 million lower than the Final Estimate comprising lower Toll Revenue of \$4.0 million due to lower than estimated traffic volume offset by higher average toll revenue per vehicle, Other Operating Revenue was \$2.6 million lower than forecast due to the timing of income of FEMA recovery revenue, and lower investment income of \$2.0 million due to lower short-term investment returns on fund balances. Overall, traffic volume was 0.7% higher than the 2023 traffic volume. While traffic volume achieved a record level of 337.31 million crossings, it was 1.4 million or 0.4% lower than the Final Estimate.

Total Non-Reimbursable Expenses Before Depreciation and Other were \$8.2 million higher than the Final Estimate.

Labor expenses of \$246.0 million were \$18.1 million higher than the Final Estimate primarily due to higher payroll and pension expenses. These results were partially offset by lower OPEB Current Payment due to lower than planned retirees.

Non-labor expenses of \$264.6 million were \$9.9 million lower than the Final Estimate primarily due to lower bond issuance costs, and engineering services and legal fees, and lower overall E-ZPass Customer Service Center expenses. These results were partially offset by higher debt collection fees, roadway and automotive materials expenses, and insurance costs due to a higher-than-forecasted property and liability expenses.

Reimbursable revenues and expenses were \$16.4 million each. In both cases, this was \$14.5 million below the 2024 Final Estimate due to due to lower than planned capital project work.

Deductions from Income, which include Debt Service and Capitalized Assets, totaled \$428.2 million. This was \$15.9 million above the Final Estimate primarily due to higher B&T Debt Service expenses partially offset by lower Capitalized Assets expenses.

Debt Service of \$653.6 million was \$32.4 million above the 2024 Final Estimate. B&T's portion of debt service was \$416.0 million, which was \$32.9 million above the Final Estimate.

**MTA BRIDGES & TUNNELS  
2024 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

**2024 Final Estimate vs. Actual**

**Non-Reimbursable**

**Revenue:**

- **Toll Revenue** was \$4.0 million or 0.2% unfavorable versus the Final Estimate due to lower than estimated traffic volume, partially offset by higher average toll revenue per vehicle. Traffic volume of 337.3 million was 0.4% unfavorable versus the Final Estimate.
- **Other Operating Revenue** was \$0.6 million or 2.1% unfavorable to the Final Estimate primarily due to the timing of income of FEMA recovery revenue.
- **Investment Income** was \$2.0 million or 15% unfavorable to the Final Estimate due to lower than anticipated short-term investment returns on fund balances.

**Expenses:**

- **Payroll** was \$10.4 million or 10.6% unfavorable to the Final Estimate largely due to expenses required to cover transformed C&D engineers working on B&T operating projects; the impact of vacancies savings reductions, implementation of a new labor model; effects of collective bargaining agreements, and higher than estimated year-end non-reimbursable positions.
- **Overtime** was on target to the Final Estimate.
- **Health & Welfare** was \$1.5 million or 5.6% unfavorable to the Final Estimate primarily due to higher reimbursable expenses.
- **OPEB Current Payment** was \$1.1 million or 3.0% favorable to the Final Estimate due to lower retirees/beneficiaries than estimated.
- **Pensions** was \$5.6 million or 19.6% unfavorable to the Final Estimate primarily due to higher expenses than estimated actuarial assumptions provided by NYCERS, as well as lower capital reimbursement offsets.
- **Other Fringe Benefits** was on target to Final Estimate.
- **Reimbursable Overhead** was \$1.6 million or 18.6% unfavorable to the Final Estimate, resulting from lower credits due to lower than estimated capital project activity.
- **Electric Power** was on target to the Final Estimate.
- **Fuel** was \$0.2 million or 9.4% unfavorable to the Final Estimate primarily due to higher than planned consumption.

- **Insurance** was \$1.5 million or 13.6% unfavorable to the Final Estimate due to a higher than estimated property and liability expenses.
- **Maintenance and Other Operating Contracts** was \$6.9 million or 4.3% favorable to the Final Estimate primarily due to lower than estimated costs for the maintenance of E-ZPass customer service center, leases and rentals, and security and surveillance equipment, partially offset by E-ZPass tag costs.
- **Professional Service Contracts** was \$9.5 million or 30.8% favorable to the Final Estimate, primarily due to lower than estimated bond issuance costs, legal fees, advertising and marketing, planning studies, engineering services, and professional service contracts.
- **Materials & Supplies** was \$1.8 million or 57.3% unfavorable to the Final Estimate due to higher than planned expenses across various small equipment and supply categories.
- **Other Business Expenses** was \$2.9 million or 4.7% unfavorable to the Final Estimate primarily due to higher than planned expenses credit card processing fees, debt collection fees, and membership expenses.
- **Depreciation** was \$2.1 million or 0.9% unfavorable to the Final Estimate due to a year-end review of capital assets reaching beneficial use.
- **GASB 75 OPEB Expense Adjustment** was \$5.9 million favorable to the Final Estimate pending the latest actuarial report.
- **GASB 68 Pension Adjustment** was \$8.7 million unfavorable to the Final Estimate based on the latest actuarial estimate.
- **GASB 87 Lease Adjustment** was \$1.9 million unfavorable to the Final Estimate pending the latest actuarial estimate.
- **GASB 96 Adjustment** was \$0.1 million unfavorable to the Final Estimate pending the latest actuarial estimate.

### **Reimbursable:**

Total reimbursable revenues and operating expenses were each \$16.4 million, which was \$14.5 million below the 2024 Final Estimate. The variance resulted from lower than estimated capital project activity.

### **2024 Adopted Budget vs. Actual**

B&T's financial performance compared to the 2024 Adopted Budget was favorable. This favorable result was due to the actual 2024 non-reimbursable expenses before non-cash liabilities of \$510.7 million, which were \$35.2 million lower than the Adopted Budget, and Operating Revenues of \$2,610.0 million, which were \$51.7 million above the Adopted Budget.

## **Non-Reimbursable**

### **Revenue:**

- **Toll Revenue** was \$46.1 million or 2.0% favorable to the Adopted Budget due to higher than budgeted traffic volume and higher average toll revenue per vehicle. Traffic volume of 337.3 million was 1.5% above the Adopted Budget.
- **Other Operating Revenue** was \$7.6 million or 40.1% favorable to the Adopted Budget primarily due to higher than planned income from E-ZPass administrative fees and the Battery Parking Garage.
- **Investment Income** was \$2.0 million unfavorable to the Adopted Budget due to lower than anticipated short-term investment returns on fund balances.

### **Expenses:**

- **Payroll** was \$4.0 million or 3.5% favorable to the Adopted Budget primarily due to vacancies in both administrative and uniformed personnel.
- **Overtime** was \$1.7 million or 6.0% unfavorable to the Adopted Budget primarily due to unfilled vacancies.
- **Health & Welfare** was \$6.5 million or 18.6% favorable to the Adopted Budget primarily due to the existence of vacant positions.
- **OPEB Current Payment** was \$2.2 million or 6.6% unfavorable to the Adopted Budget due to higher retirees/beneficiaries than estimated.
- **Pensions** was \$9.7 million or 39.8% unfavorable to the Adopted Budget primarily due to higher than planned expenses than actuarial assumptions provided by NYCERS.
- **Other Fringe Benefits** was \$7.0 million or 30.8% favorable to the Adopted Budget primarily due to vacancies and a lower than estimated social security contribution.
- **Reimbursable Overhead** was \$1.6 million or 18.6% unfavorable to the Adopted Budget, resulting in lower credits due to decreased project activity.
- **Electric Power** was \$0.6 million or 11.7% favorable to the Adopted Budget primarily due to lower than planned usage.
- **Fuel** was \$0.9 million or 29.0% favorable to the Adopted Budget primarily due to a mild winter and lower usage.
- **Insurance** was \$4.0 million or 23.9% favorable to the Adopted Budget due to lower than planned property, general liability and auto expenses.
- **Maintenance and Other Operating Contracts** was \$13.9 million or 8.2% favorable to the Adopted Budget primarily due to lower than estimated costs for the E-ZPass Customer Service Center, maintenance of E-Z Pass equipment expenses, E-ZPass tags, and numerous underruns across a variety of routine maintenance contracts.

- **Professional Service Contracts** was \$24.2 million or 53.1% favorable to the Adopted Budget, primarily due to lower than estimated bond issuance costs, legal fees, advertising and marketing, planning studies, engineering services, and professional service contracts.
- **Materials & Supplies** was \$1.6 million or 47.2% unfavorable to the Adopted Budget due to higher than planned expenses for roadway equipment, Automotive materials, fencing, machinery and equipment and higher than planned expenses across various small equipment and supply categories.
- **Other Business Expenses** was \$9.1 million or 16.8% unfavorable to the Adopted Budget primarily due to higher than planned debt collection fees and credit card processing fees.
- **Depreciation** was \$25.9 million or 12.8% unfavorable to the Adopted Budget due to a year-end review of capital assets reaching beneficial use.
- **GASB 75 OPEB Expense Adjustment** was \$16.5 million favorable to the Adopted Budget based on the latest actuarial report.
- **GASB 68 Pension Adjustment** was \$5.6 million unfavorable to the Adopted Budget based on the latest actuarial estimate.
- **GASB 87 Lease Adjustment** was \$5.2 million unfavorable to the Adopted Budget based on the latest actuarial estimate.

#### **Reimbursable:**

Total reimbursable revenues and operating expenses were each \$14.5 million below the 2024 Adopted Budget. The variance resulted from lower than estimated capital project activity.

#### **Non-Reimbursable and Reimbursable**

**Deductions from Income** include B&T Debt Service, Capitalized Assets and Prepaid Expenses. Capitalized Assets were \$0.7 million favorable to the Adopted Budget mainly due to the timing of projects, partially offset by higher than planned B&T Debt Services and Reserves and Prepaid expenses.

**Debt Service** totaled \$653.6 million in 2024, which was \$23.6 million favorable to the Adopted Budget. B&T's portion of total debt service was \$416.0 million, which was \$9.6 million unfavorable to the Budget.

**Total Support to Mass Transit** was \$1,671.2 million in 2024, which was \$87.6 million favorable to the Adopted Budget of \$1,583.6 million primarily due to higher revenues and lower expenses.

**MTA BRIDGES AND TUNNELS**  
**2024 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE**

	2024			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2024 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	2,526.207	2,576.221	2,572.260	46.053	1.8	(3.961)	(0.2)
Other Operating Revenue	18.936	27.099	26.536	7.600	40.1	(0.563)	(2.1)
Capital and Other Reimbursements	-	0.000	-	-	-	0.000	-
Investment Income	13.240	13.240	11.250	(1.991)	(15.0)	(1.991)	(15.0)
<b>Total Revenue</b>	<b>\$2,558.383</b>	<b>\$2,616.560</b>	<b>\$2,610.046</b>	<b>\$51.663</b>	<b>2.0</b>	<b>(\$6.514)</b>	<b>(0.2)</b>
<b>Expenses</b>							
Labor:							
Payroll	\$112.790	\$98.357	\$108.792	\$3.997	3.5	(\$10.435)	(10.6)
Overtime	29.231	\$31.024	30.974	(1.743)	(6.0)	0.050	0.2
Health and Welfare	35.180	\$27.129	28.640	6.540	18.6	(1.511)	(5.6)
OPEB Current Payment	32.670	\$35.920	34.830	(2.160)	(6.6)	1.090	3.0
Pensions	24.326	\$28.450	34.019	(9.693)	(39.8)	(5.569)	(19.6)
Other Fringe Benefits	22.703	\$15.580	15.710	6.994	30.8	(0.129)	(0.8)
Reimbursable Overhead	(8.523)	(\$8.523)	(6.938)	(1.585)	(18.6)	(1.585)	(18.6)
<b>Total Labor Expenses</b>	<b>\$248.376</b>	<b>\$227.937</b>	<b>\$246.027</b>	<b>\$2.350</b>	<b>0.9</b>	<b>(\$18.089)</b>	<b>(7.9)</b>
Non-Labor:							
Electricity - Non-Traction	\$5.099	\$4.428	\$4.504	\$0.596	11.7	(\$0.076)	(1.7)
Fuel	3.093	2.007	2.196	0.896	29.0	(0.190)	(9.4)
Insurance	16.732	11.211	12.736	3.996	23.9	(1.525)	(13.6)
Claims	-	-	0.070	(0.07)	-	(0.07)	-
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	169.340	162.359	155.437	13.904	8.2	6.922	4.3
Professional Service Contracts	45.615	30.897	21.384	24.231	53.1	9.512	30.8
Materials & Supplies	3.380	3.162	4.974	(1.594)	(47.2)	(1.813)	(57.3)
Other Business Expenses	54.214	60.460	63.322	(9.108)	(16.8)	(2.862)	(4.7)
<b>Total Non-Labor Expenses</b>	<b>\$297.474</b>	<b>\$274.523</b>	<b>\$264.623</b>	<b>\$32.851</b>	<b>11.0</b>	<b>\$9.900</b>	<b>3.6</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$545.850</b>	<b>\$502.461</b>	<b>\$510.650</b>	<b>\$35.200</b>	<b>6.4</b>	<b>(\$8.189)</b>	<b>(1.6)</b>
Depreciation	\$202.491	\$226.229	\$228.346	(\$25.855)	(12.8)	(\$2.117)	(0.9)
GASB 75 OPEB Expense Adjustments	29.166	18.593	12.686	16.480	56.5	5.907	31.8
GASB 68 Pension Adjustment	(17.210)	(20.335)	(11.646)	(5.564)	(32.3)	(8.688)	(42.7)
Environmental Remediation	0.000	0.000	-	0.000	-	-	-
GASB 87 Net Adjustment	2.324	5.616	7.488	(5.164)	*	(1.871)	(33.3)
GASB_96_SBITA_Adjustment	0.000	0.002	0.108	(0.108)	-	(0.105)	*
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$762.621</b>	<b>\$732.566</b>	<b>\$747.631</b>	<b>\$14.990</b>	<b>17.9</b>	<b>(\$15.065)</b>	<b>(46.8)</b>
Less: Depreciation	\$202.491	\$226.229	\$228.346	(\$25.855)	(12.8)	(\$2.117)	(0.9)
Less: GASB 75 OPEB Expense Adjustments	29.17	18.59	12.69	16.48	56.50	5.91	31.8
Less: GASB 68 Pension Adjustment	(17.21)	(20.33)	(11.65)	(5.56)	(32.33)	(8.69)	(42.7)
Less: Environmental Remediation	-	-	-	-	-	-	-
Less: GASB 87 Net Adjustment	2.324	5.616	7.488	(5.164)	*	(1.871)	(33.3)
Less: GASB_96_SBITA_Adjustment	-	0.002	0.108	(0.108)	-	(0.105)	*
<b>Total Expenses</b>	<b>\$545.850</b>	<b>\$502.461</b>	<b>\$510.650</b>	<b>\$35.200</b>	<b>6.4</b>	<b>(\$8.189)</b>	<b>(1.6)</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$2,012.533</b>	<b>\$2,114.099</b>	<b>\$2,099.396</b>	<b>\$86.863</b>	<b>4.3</b>	<b>(\$14.704)</b>	<b>(0.7)</b>

Totals may not add due to rounding

\* Variance exceeds 100%.

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

**MTA BRIDGES AND TUNNELS**  
**2024 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

**REIMBURSABLE**

	2024			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2024 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	30.838	30.838	16.350	(14.488)	(47.0)	(14.488)	(47.0)
Investment Income	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$30.838</b>	<b>\$30.838</b>	<b>\$16.350</b>	<b>(\$14.488)</b>	<b>(47.0)</b>	<b>(\$14.488)</b>	<b>(47.0)</b>
<b>Expenses</b>							
Labor:							
Payroll	\$13.525	\$13.525	\$5.414	\$8.111	60.0	\$8.111	60.0
Overtime	1.039	\$1.039	0.853	0.186	17.9	0.186	17.9
Health and Welfare	2.801	\$2.801	1.114	1.686	60.2	1.686	60.2
OPEB Current Payment	0.000	\$0.000	-	0.000	-	0.000	-
Pensions	3.406	\$3.406	1.429	1.976	58.0	1.976	58.0
Other Fringe Benefits	1.545	\$1.545	0.601	0.944	61.1	0.944	61.1
Reimbursable Overhead	8.523	\$8.523	6.938	1.585	18.6	1.585	18.6
<b>Total Labor Expenses</b>	<b>\$30.838</b>	<b>\$30.838</b>	<b>\$16.350</b>	<b>\$14.488</b>	<b>47.0</b>	<b>\$14.488</b>	<b>47.0</b>
Non-Labor:							
Electricity - Non-Traction	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	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	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.000	0.000	-	0.000	-
Other Business Expenses	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>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Gap Closing Actions</b>							
Additional Actions for Budget Balance: Expense Impact	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$30.838</b>	<b>\$30.838</b>	<b>\$16.350</b>	<b>\$14.488</b>	<b>47.0</b>	<b>\$14.488</b>	<b>47.0</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
GASB 75 OPEB Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 87 Net Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$30.838</b>	<b>\$30.838</b>	<b>\$16.350</b>	<b>\$14.488</b>	<b>47.0</b>	<b>\$14.488</b>	<b>47.0</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Less: OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$30.838</b>	<b>\$30.838</b>	<b>\$16.350</b>	<b>\$14.488</b>	<b>47.0</b>	<b>\$14.488</b>	<b>47.0</b>
<b>Net Surplus/(Deficit)</b> (Excluding Subsidies and Debt Service)	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

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**MTA BRIDGES AND TUNNELS**  
**2024 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE  
(Page 1 of 2)

	2024			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2024 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Vehicle Toll Revenue	\$2,526.207	\$2,576.221	\$2,572.260	\$46.053	1.8	(\$3.961)	(0.2)
Other Operating Revenue	18.936	27.099	26.536	7.600	40.1	(0.563)	(2.1)
Capital and Other Reimbursements	30.838	30.838	16.350	(14.488)	(47.0)	(14.488)	(47.0)
Investment Income	13.240	13.240	11.250	(1.991)	(15.0)	(1.991)	(15.0)
<b>Total Revenue</b>	<b>\$2,589.221</b>	<b>\$2,647.398</b>	<b>\$2,626.396</b>	<b>\$37.174</b>	<b>1.4</b>	<b>(\$21.003)</b>	<b>(0.8)</b>
<b>Expenses</b>							
Labor:							
Payroll	126.314	111.882	\$114.206	\$12.108	9.6	(\$2.325)	(2.1)
Overtime	30.270	32.063	\$31.827	(1.557)	(5.1)	0.236	0.7
Health and Welfare	37.981	29.930	29.754	8.227	21.7	0.175	0.6
OPEB Current Payment	32.670	35.920	34.830	(2.160)	(6.6)	1.090	3.0
Pensions	27.732	31.856	35.449	(7.717)	(27.8)	(3.593)	(11.3)
Other Fringe Benefits	24.248	17.125	16.310	7.938	32.7	0.815	4.8
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$279.214</b>	<b>\$258.776</b>	<b>\$262.377</b>	<b>\$16.838</b>	<b>6.0</b>	<b>(\$3.601)</b>	<b>(1.4)</b>
Non-Labor:							
Electricity - Non-Traction	5.099	\$4.428	\$4.504	\$0.596	11.7	(\$0.076)	(1.7)
Fuel	3.093	2.007	2.196	0.896	29.0	(0.190)	(9.4)
Insurance	16.732	11.211	12.736	3.996	23.9	(1.525)	(13.6)
Claims	0.000	0.000	0.070	(0.070)	-	(0.070)	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	169.340	162.359	155.437	13.904	8.2	6.922	4.3
Professional Service Contracts	45.615	30.897	21.384	24.231	53.1	9.512	30.8
Materials & Supplies	3.380	3.162	4.974	(1.594)	(47.2)	(1.813)	(57.3)
Other Business Expenses	54.214	60.460	63.322	(9.108)	(16.8)	(2.862)	(4.7)
<b>Total Non-Labor Expenses</b>	<b>\$297.474</b>	<b>\$274.523</b>	<b>\$264.623</b>	<b>\$32.851</b>	<b>11.0</b>	<b>\$9.900</b>	<b>3.6</b>
<b>Total Expenses before Depreciation &amp; GASB Adj.</b>	<b>\$576.688</b>	<b>\$533.299</b>	<b>\$527.000</b>	<b>\$49.689</b>	<b>8.6</b>	<b>\$6.299</b>	<b>1.2</b>
Depreciation	202.491	\$226.229	228.346	(\$25.855)	(12.8)	(\$2.117)	(0.9)
GASB 75 OPEB Expense Adjustments	29.166	18.593	12.686	16.480	56.5	5.907	31.8
GASB 68 Pension Adjustment	(17.210)	(20.335)	(11.646)	(5.564)	(32.3)	(8.688)	(42.7)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 87 Net Adjustment	2.324	5.616	7.488	(5.164)	*	(1.871)	(33.3)
GASB_96_SBITA_Adjustment	0.000	0.002	0.108	(0.108)	-	(0.105)	*
<b>Total Expenses after Depreciation &amp; GASB Adj.</b>	<b>\$793.459</b>	<b>\$763.404</b>	<b>\$763.981</b>	<b>\$29.478</b>	<b>3.7</b>	<b>(\$0.577)</b>	<b>0.0</b>
Less: Depreciation	\$202.491	\$226.229	\$228.346	(\$25.855)	(12.8)	(\$2.117)	(0.9)
Less: GASB 75 OPEB Expense Adjustments	29.166	18.593	12.686	16.480	56.5	5.907	31.8
Less: GASB 68 Pension Adjustment	(17.210)	(20.335)	(11.646)	(5.564)	(32.3)	(8.688)	(42.7)
Less: Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Less: GASB 87 Net Adjustment	2.324	5.616	7.488	(5.164)	*	(1.871)	(33.3)
Less: GASB_96_SBITA_Adjustment	0.000	0.002	0.108	(0.108)	-	(0.105)	*
<b>Total Expenses</b>	<b>\$576.688</b>	<b>\$533.299</b>	<b>\$527.000</b>	<b>\$49.689</b>	<b>8.6</b>	<b>\$6.299</b>	<b>1.2</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$2,012.533</b>	<b>\$2,114.099</b>	<b>\$2,099.396</b>	<b>\$86.863</b>	<b>4.3</b>	<b>(\$14.704)</b>	<b>(0.7)</b>

Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

**MTA BRIDGES AND TUNNELS**  
**2024 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE/REIMBURSABLE**  
(Page 2 of 2)

	2024			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2024 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Net Surplus/(Deficit)</b>	<b>\$2,012.533</b>	<b>\$2,114.099</b>	<b>\$2,099.396</b>	<b>\$86.863</b>	<b>4.3</b>	<b>(\$14.704)</b>	<b>(0.7)</b>
<u>Deductions from Income:</u>							
Less: Capitalized Assets	\$22.441	\$29.141	\$8.580	\$13.861	61.8	\$20.561	70.6
Reserves and Prepaid Expenses	0.000	0.000	3.432	(3.432)	-	(3.432)	-
GASB Reserve	0.000	0.000	0.100	(0.100)	-	(0.100)	-
<b>Adjusted Baseline Net Surplus/(Deficit)</b>	<b>\$1,990.092</b>	<b>\$2,084.959</b>	<b>\$2,087.285</b>	<b>\$97.192</b>	<b>4.9</b>	<b>\$2.326</b>	<b>0.1</b>
Less: Debt Service	677.170	621.165	653.559	23.611	3.5	(32.394)	(5.2)
Less: Contribution to the Capital Program	0.000	0.000	0.000	0.000	-	0.000	-
<b>Income Available for Distribution</b>	<b>\$1,312.922</b>	<b>\$1,463.794</b>	<b>\$1,433.726</b>	<b>\$120.804</b>	<b>9.2</b>	<b>(\$30.068)</b>	<b>(2.1)</b>
<b>Distributable To:</b>							
MTA - Investment Income	13.240	13.240	11.250	(1.991)	(15.0)	(1.991)	(15.0)
MTA - Distributable Income	689.295	758.199	743.847	54.552	7.9	(14.352)	(1.9)
NYCT - Distributable Income	610.387	692.354	678.629	68.242	11.2	(13.725)	(2.0)
<b>Total Distributable Income:</b>	<b>\$1,312.922</b>	<b>\$1,463.794</b>	<b>\$1,433.726</b>	<b>\$120.804</b>	<b>9.2</b>	<b>(\$30.068)</b>	<b>(2.1)</b>
<b>Actual Cash Transfers:</b>							
MTA - Investment Income	8.240	12.369	12.369	4.129	50.1	0.000	0.0
MTA - Transfers	683.707	791.103	752.061	68.353	10.0	(39.042)	(4.9)
NYCT - Transfers	603.923	719.291	688.833	84.910	14.1	(30.459)	(4.2)
<b>Total Cash Transfers:</b>	<b>\$1,295.870</b>	<b>\$1,522.763</b>	<b>\$1,453.263</b>	<b>\$157.393</b>	<b>12.1</b>	<b>(\$69.500)</b>	<b>(4.6)</b>
<b>SUPPORT TO MASS TRANSIT:</b>							
Total Revenues	\$2,589.221	\$2,647.398	\$2,626.396	37.174	1.4	(21.003)	(0.8)
Less: Net Operating Expenses	576.688	533.299	527.000	49.689	8.6	6.299	1.2
<b>Net Surplus/(Deficit)</b>	<b>\$2,012.533</b>	<b>\$2,114.099</b>	<b>\$2,099.396</b>	<b>\$86.863</b>	<b>4.3</b>	<b>(\$14.704)</b>	<b>(0.7)</b>
<b>Deductions from Operating Income:</b>							
B&T Debt Service	\$406.452	\$383.126	\$416.043	(9.592)	(2.4)	(32.917)	(8.6)
Capitalized Assets	22.441	29.141	8.580	13.861	61.8	20.561	70.6
Contribution to Capital Program	0.000	0.000	0.000	0.000	-	0.000	-
Reserves and Prepaid Expenses	0.000	0.000	3.432	(3.432)	-	(3.432)	-
GASB Reserve	0.000	0.000	0.100	(0.100)	-	(0.100)	-
<b>Total Deductions from Operating Inc.</b>	<b>\$428.893</b>	<b>\$412.267</b>	<b>\$428.155</b>	<b>\$0.738</b>	<b>0.2</b>	<b>(\$15.888)</b>	<b>(3.9)</b>
<b>Total Support to Mass Transit:</b>	<b>\$1,583.640</b>	<b>\$1,701.832</b>	<b>\$1,671.241</b>	<b>\$87.601</b>	<b>5.5</b>	<b>(\$30.591)</b>	<b>(1.8)</b>

Totals may not add due to rounding

\* Variance exceeds 100%.

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# BRIDGES AND TUNNELS - NON-REIMBURSABLE OVERTIME

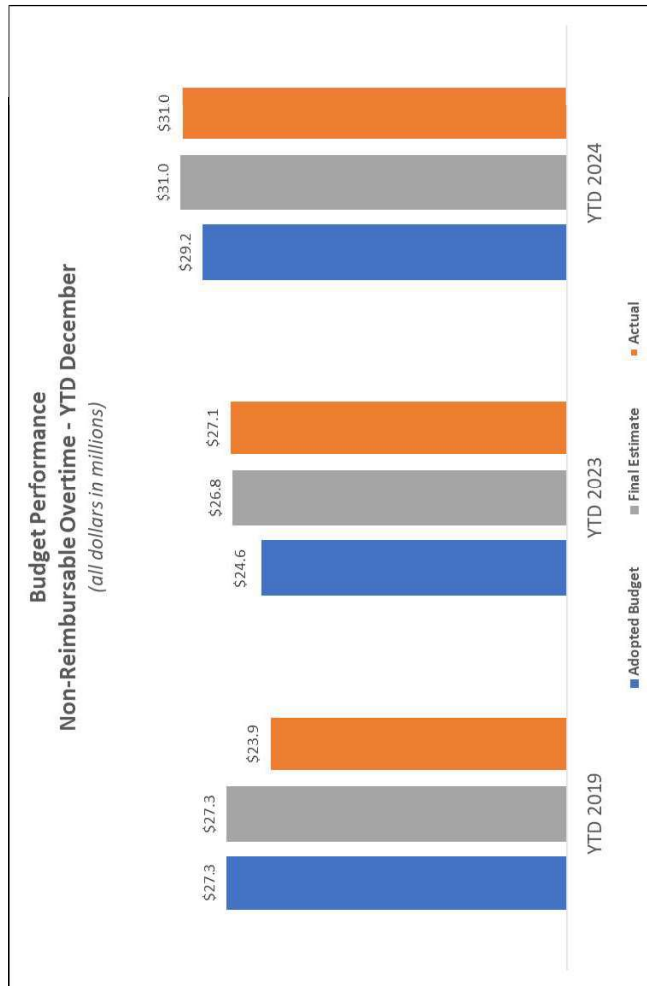
## Overview

- B&T was on target compared to the Final Estimate as a result of continued management efficiencies, and improved scheduling and deployment, partially offset by coverage for vacancies.
- Overtime costs were adjusted higher by \$1.8 million from the Adopted Budget in compliance with the collective bargaining agreements.

## Agency Detail

- **Vacancy/Absentee Coverage** remains high compared 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.

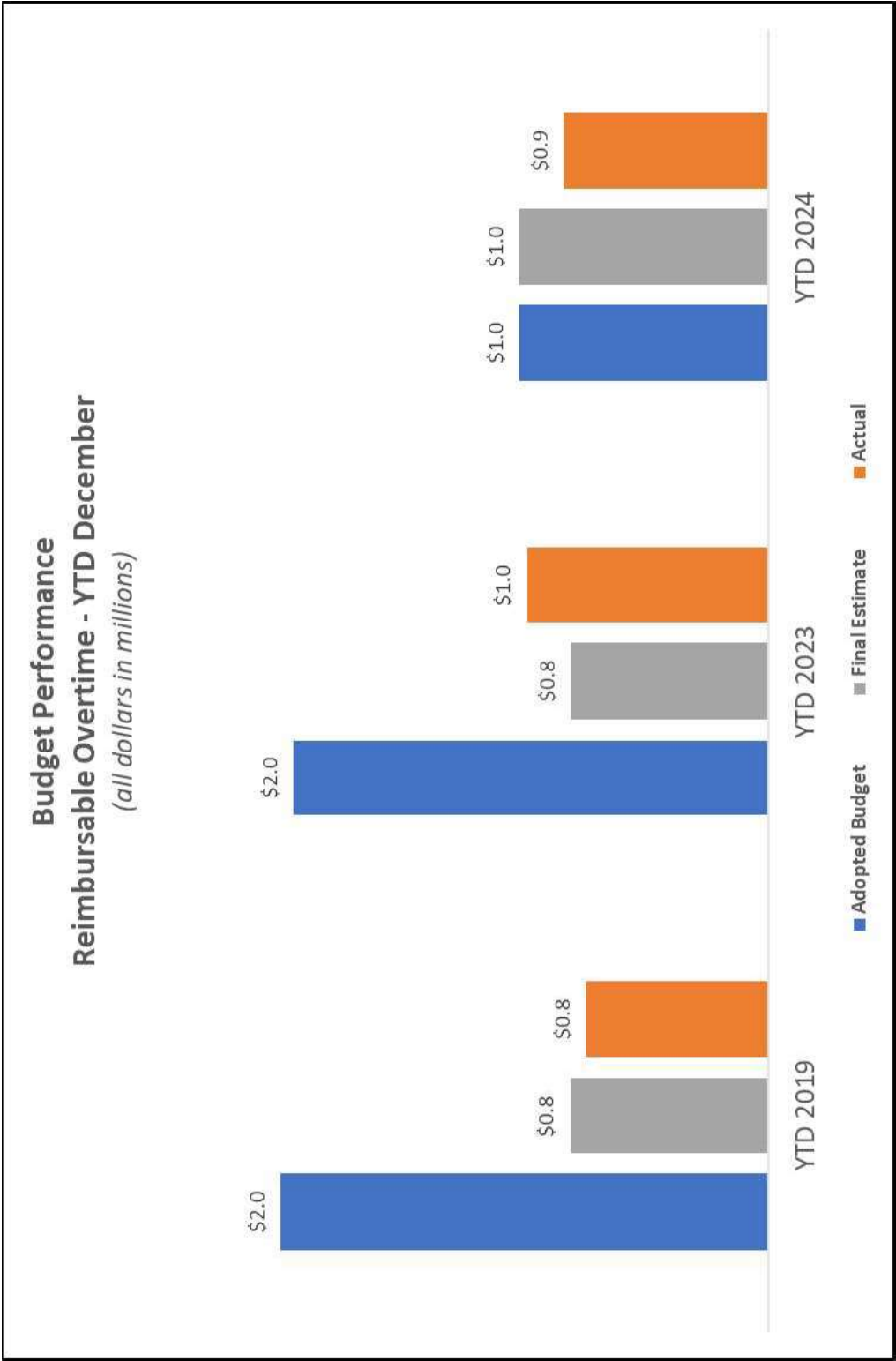
B&T continually reviews the changing environment and prioritizes the need for the use of overtime to ensure the delivery of service to its customers.



BRIDGES AND TUNNELS - REIMBURSABLE OVERTIME

Overview

- Year-End overtime is \$186k lower than the November Forecast largely due to the timing of expenses against the Final Estimate.



**MTA BRIDGES & TUNNELS**  
**2024 YEAR-END REPORT**  
**EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME/ (UTILIZATION)**

**2024 Final Estimate vs. Actual**

Paid traffic totaled 337.3 million crossings, which was 0.4% below the Final Estimate of 338.7 million due to slightly lower than expected traffic volume in the latter part of the year. Traffic volume was 0.7% higher than 2023.

**2024 Adopted Budget vs. Actual**

Paid traffic totaled 337.3 million crossings, which was 5.1 million crossings, or 1.5% above the Adopted Budget, primarily due to favorable economic conditions and mild weather conditions in the fourth quarter. Traffic was 0.7% higher than 2023.

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

**Comparison Current Year vs. Prior Year**

	Prior Year		Current Year*		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	50.1	\$399.5	49.6	\$420.9	-0.9%	5.3%
Cross Bay	7.7	21.3	7.7	22.5	-0.1%	5.7%
Henry Hudson	25.2	100.9	25.1	107.0	-0.2%	6.1%
Hugh L. Carey	22.6	158.2	22.4	164.9	-0.8%	4.3%
Marine Parkway	7.9	21.2	7.9	22.3	0.7%	5.1%
Queens Midtown	30.3	226.9	30.1	237.7	-0.5%	4.8%
RFK	67.8	525.7	69.1	564.7	1.9%	7.4%
Throgs Neck	43.3	394.3	44.8	429.8	3.7%	9.0%
Verrazzano-Narrows	80.3	570.7	80.5	602.4	0.2%	5.6%
<b>Total</b>	<b>335.1</b>	<b>\$2,418.7</b>	<b>337.3</b>	<b>\$2,572.3</b>	<b>0.7%</b>	<b>6.3%</b>
<b>Revenue Per Vehicle</b>		<b>\$7.218</b>		<b>\$7.626</b>		<b>5.6%</b>

**Comparison Actual vs. Adopted Budget and Final Estimate**

	Adopted Budget		Final Estimate		Percentage Change	
	Adopted Budget	Final Estimate	Actual	Adopted Budget	Final Estimate	
Traffic	332.2	338.7	337.3	1.5%		-0.4%
Toll Revenue	\$2,526.2	\$2,576.2	\$2,572.3	1.8%		-0.2%
Revenue Per Vehicle	\$7.605	\$7.606	\$7.626	0.3%		0.3%

1) Numbers may not add due to rounding.

2) 2024 December YTD traffic and revenue is 2.2M and \$153.6M above December YTD 2023, an increase of 0.7% and 6.3% respectively

**MTA BRIDGES AND TUNNELS  
2024 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES on POSITIONS  
By FUNCTION and DEPARTMENT  
NON-REIMBURSABLE/ REIMBURSABLE and FULL-TIME/ FULL-TIME EQUIVALENTS**

**2024 Final Estimate vs. Actual**

At year-end, B&T had 963 total employees which consisted of 876 non-reimbursable and 87 reimbursable employees. Staffing was 190, or 16.5%, below the Final Estimate of 1,153 positions.

There were vacancies across all departments, including Operations, Engineering/Capital, Maintenance, Administrative, and Public Safety.

# MTA BRIDGES AND TUNNELS

## 2024 YEAR-END REPORT

### TOTAL POSITIONS BY FUNCTION AND DEPARTMENT NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS December 2024

Department	Final Estimate	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Executive	17	15	2
Law <sup>(1)</sup>	12	5	7
Budget & Finance <sup>(2)</sup>	17	10	7
Administration <sup>(3)</sup>	38	26	12
EEO	1	-	1
<b>Total Administration</b>	<b>85</b>	<b>56</b>	<b>29</b>
<b>Operations</b>			
ITS & Tolling	63	69	(6)
Operations (Non-Security)	54	27	27
<b>Total Operations</b>	<b>117</b>	<b>96</b>	<b>21</b>
<b>Maintenance</b>			
Maintenance	205	212	(7)
Operations - Maintainers	183	150	33
<b>Total Maintenance</b>	<b>388</b>	<b>362</b>	<b>26</b>
<b>Engineering/Capital</b>			
Engineering & Construction	123	93	30
Health & Safety	9	7	2
Law <sup>(1)</sup>	18	4	14
Planning & Budget Capital	8	6	2
<b>Total Engineering/Capital</b>	<b>158</b>	<b>110</b>	<b>48</b>
<b>Public Safety</b>			
Operations (Security)	360	307	53
Internal Security - Operations	45	32	13
<b>Total Public Safety</b>	<b>405</b>	<b>339</b>	<b>66</b>
<b>Total Positions</b>	<b>1,153</b>	<b>963</b>	<b>190</b>
Non-Reimbursable	<b>1,066</b>	<b>876</b>	<b>190</b>
Reimbursable	87	87	-
<b>Total Full-Time</b>	<b>1,153</b>	<b>963</b>	<b>190</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 & TUNNELS  
2024 YEAR-END REPORT  
EXPLANATIONS of VARIANCES on POSITIONS  
By FUNCTION AND OCCUPATIONAL GROUP**

**2024 Final Estimate vs. Actual**

At year-end, B&T had 963 total employees, which was 190 or 16.5% below the Final Estimate of 1,153 positions. Overall, there were 91 Managerial/Supervisor vacancies (17 in Administration, 38 in Operations, 6 in Maintenance, 15 in Engineering/Capital, and 15 in Public Safety); 25 Professional/Technical/Clerical vacancies (12 in Administration, 17 overrun in Operations, 9 overrun in Maintenance, 33 in Engineering/Capital, and 6 in Public Safety); and 74 Operational Hourly vacancies (29 in Maintenance and 45 in Public Safety).

**MTA BRIDGES AND TUNNELS**  
**2024 YEAR-END REPORT**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**December 2024**

	Final Estimate	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	32	15	17
Professional, Technical, Clerical	53	41	12
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>85</b>	<b>56</b>	<b>29</b>
<b>Operations</b>			
Managers/Supervisors	62	24	38
Professional, Technical, Clerical	55	72	(17)
Operational Hourlies	-	-	-
<b>Total Operations</b>	<b>117</b>	<b>96</b>	<b>21</b>
<b>Maintenance</b>			
Managers/Supervisors	27	21	6
Professional, Technical, Clerical	11	20	(9)
Operational Hourlies <sup>(1)</sup>	350	321	29
<b>Total Maintenance</b>	<b>388</b>	<b>362</b>	<b>26</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	34	19	15
Professional, Technical, Clerical	124	91	33
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>158</b>	<b>110</b>	<b>48</b>
<b>Public Safety</b>			
Managers/Supervisors	117	102	15
Professional, Technical, Clerical	36	30	6
Operational Hourlies <sup>(2)</sup>	252	207	45
<b>Total Public Safety</b>	<b>405</b>	<b>339</b>	<b>66</b>
<b>Total Positions</b>			
Managers/Supervisors	272	181	91
Professional, Technical, Clerical	279	254	25
Operational Hourlies	602	528	74
<b>Total Positions</b>	<b>1,153</b>	<b>963</b>	<b>190</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,



# **Bridges and Tunnels**

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## **Central Business District Tolling Program**



## Central Business District Tolling Program

The Central Business District Tolling Program has been collecting tolls for nearly four months, having begun on January 5, 2025. As with the prior quarter, in April the Program continued to reduce congestion in the Congestion Relief Zone. Consistent with seasonal traffic changes, which typically show traffic increases between January and June each year, the daily average number of vehicles entering the CRZ increased from March by roughly 2%. Despite this seasonal increase, entries to the CBD (the CRZ and the excluded roadways) were still 12% lower than the historical April average.

For legibility, data is shown as average daily vehicle entries in each month since tolling began.

