



Metropolitan Transportation Authority

# Bridges and Tunnels Committee Meeting

## February 2025

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### **Committee Members**

D. Mack, Chair

A. Albert

N. Brown

R. Glucksman

M. Joshi

J. Samuelsen

L. Sorin

V. Tessitore

M. Valdivia

**Bridges & Tunnels Committee Meeting**

**2 Broadway, 20th Floor**

**New York, NY 10004**

**Monday, 2/24/2025**

**1:30 - 2:00 PM ET**

**1. Summary of Actions - None**

**2. Public Comments Period**

**3. Approval of Minutes**

*B&T Committee Minutes - January 2025, December 2024 - Page 3*

**4. Committee Work Plan**

*B&T Committee Work Plan - Page 12*

**5. Report on Operations**

*B&T Report on Operations - December 2024 - Page 18*

**6. Safety Report**

*B&T Safety Report - December 2024 - Page 30*

**7. Financial Report**

*B&T Financial Report - January 2025 - Page 35*

**8. 2024 B&T Operating Surplus (Action Item)**

*2024 B&T Operating Surplus (Action Item) - Page 45*

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

*B&T 2025 Adopted Budget and Financial Plan 2025-2028 - Page 57*

**10. Procurements - None**

**11. Central Business District Tolling Program**

*B&T Report on Central Business District Tolling Program - Page 75*



# Bridges and Tunnels

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## Minutes of Committee Meeting January 2025



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

**January 27, 2025**

**8:45 a.m.**

In attendance were the Honorable:

Andrew Albert, Acting Chair  
Randolph Glucksman (Virtual)  
Midori Valdivia  
Vincent Tessitore, Jr. (Virtual)

Also in Attendance:  
Gerard Bringmann

In Person:

Quemuel Arroyo, Chief Accessibility Officer  
Joyce Brown, Agency Chief Equal Opportunity Officer  
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer  
Charlie Chavez, Senior Vice President, Security and Operations, and Chief of Department  
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA  
Joe Keane, C&D Senior Vice President and TBTA Chief Engineer  
Diane Kenneally, Chief of Staff and Chief Administrative Officer  
Edwin T. King, Executive Vice President, Security & Central Operations  
Stephen Knapp, Senior Vice President, Tolling Management  
Donald E. Look, Senior Vice President, Internal Affairs & Security Advisor  
John McCarthy, Chief External Relations & Policy  
Rose Pascone, Assistant Director, Government and Community Relations  
Catherine T. Sheridan, P.E., President  
Thomas Taffe, Acting Chief of Police  
Marlene Thompson, Senior Vice President, Facility Management

# MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

**January 27, 2025**

Minutes of TBTA Committee held January 27, 2025 at 8:45 a.m. A list of those in attendance is attached.

## **Public Speakers**

The following speakers commented during the public speakers' session:

- Lisa Daglian about congestion pricing and toll violation enforcement.
- Aleta Dupree about congestion pricing and E-ZPass usage.
- Jason Anthony about congestion pricing and E-ZPass usage.

## **Minutes**

Acting Chair Albert postponed the approval of the minutes of the Committee Meeting held on December 16, 2024 as a quorum of the Committee was not in attendance.

## **Committee Work Plan**

President Sheridan postponed the approval of the proposed 2025 Committee Work Plan as a quorum of the Committee was not in attendance. President Sheridan also noted an MTA agency-wide request to have the annual Work Plan presented in November, with approval in December rather than January. This revision will apply starting with the 2026 Work Plan, to be presented this coming November.

## **President Sheridan's Remarks**

President Sheridan commented on a recent misleading media story that grossly overstated TBTA's toll losses. Expressing amazement that -- despite extensive TBTA outreach and education on how to pay tolls and avoid fees -- there is still a lack of understanding that the total amount TBTA places with its collections agency includes, along with the portion consisting of unpaid tolls, a larger portion consisting of unpaid administrative violation fees and other charges. At the end of the day, TBTA collects the equivalent of 96% of the tolls it is owed through a variety of methods including collection agency placements, New York State DMV suspensions, out-of-state suspensions and plate clearances, judgments, roadside interdictions and vehicles towed, payment plans, and commercial account assistance. TBTA responsibly put out an RFP to help close the 4% gap.

As to the story's egregious suggestion that TBTA reinstall the toll booths, President Sheridan commented that in less than a year after they were removed in 2017, TBTA experienced reductions in peak travel times by up to 32%, with customers saving 3.4 million hours of travel time. There was a reduction of carbon emissions of more than 15,000 tons, with fuel consumption reductions of 1.6 billion gallons. These are sustainable reductions that continue to this day. Since 2016, collisions at TBTA facilities have decreased by 62% because traffic is free flowing and not stopping at toll booths.

Turning to the weather, President Sheridan noted that the first month of 2025 came in strong, with a prolonged period of frigid temperatures, high winds and some snow touching down on TBTA facilities. President Sheridan acknowledged TBTA's teams in the field, and those working behind-the-scenes, for responding to quick-changing conditions, keeping customers and fellow employees safe and business operations running smoothly.

President Sheridan stated that this month is one for the history books, with the start of tolling in the Congestion Relief Zone on January 5th. Under the leadership of Governor Hochul and Chair Lieber, this is another first for New York State and TBTA, leading the nation again. While data is still preliminary, anecdotal and early results indicate a positive direction. President Sheridan acknowledged Chief Operating Officer Allison C. de Cerreño and the Congestion Relief Zone team for their dedication and resolve, for reaching every milestone on this project and for the ongoing work on customer education.

President Sheridan highlighted just a few of the many TBTA accomplishments in 2024 in addition to the ramp up for the congestion relief program:

- In September, TBTA's Tolling Management Department initiated a judgment program addressing Persistent Toll Violators and, in four short months, recovered more than \$4.6 million dollars and enrolled over 2,700 customers into payment plans, which is just the beginning for this promising program. The Tolling Management Department also recovered more than \$44 million dollars through TBTA's participation in New York State DMV's registration suspension program, marking a 25% increase over the amount recovered in 2023.
- As to traffic safety, customer collisions on TBTA crossings decreased by 16%, continuing the positive trend.
- TBTA's Environmental, Health & Safety Department upgraded all of its facility employee exercise facilities. TBTA looks forward to expanding this program with additional initiatives for the wellbeing of its employees in 2025.
- To continue the state of good repair of TBTA facilities, the Facility Management Department on-boarded two Maintainer classes, a much-needed replenishing of these ranks. The Department also showed its expertise for emergency response and recovery with a successful coordinated effort with TBTA's Construction & Development partners when the Queens-Midtown Tunnel experienced water intrusion from an unexpected drilling incident.
- TBTA has initiated a complete restructuring of the agency to align with its current mission, and has restarted employee recognition events to celebrate its staff and their accomplishments.
- TBTA's Security & Operations Department launched a robust and industry-leading drone program to include the licensing of ten drone pilots. Their focus on new technologies to enhance infrastructure security resulted in a reduction of unauthorized intrusions. They have also expanded TBTA's enforcement capability and activities.

Taking a deeper look into enforcement, President Sheridan highlighted some of the increases in almost all categories. In March, Governor Hochul and Mayor Adams announced the initiation of an inter-agency ghost plate task force. In ten months, this task force held over 60 operations, focusing on drivers who cover, obstruct and alter their license plates or use counterfeit plates. These operations produced amazing results, with over 34,000 summonses issued, over 3,400 vehicles towed, and 740 arrests made, including 73 individuals with outstanding warrants, 16 who were charged with driving a stolen vehicle, 10 who were charged with being involved in shootings, 54 who had prior arrests for major crimes, and 27 charged with possession of an illegal firearm, further highlighting that people obstructing their plates may not be just avoiding tolls or speed cameras, they

may have been charged with committing serious crimes. With the start of tolling in the Congestion Relief Zone, TBTA is also focused on daily enforcement within and around the zone with the support of TBTA's partners at NYPD and MTAPD. President Sheridan thanked Chiefs King, Chavez and Taffe for their focus on these efforts.

### **Individual and Organizational Disability Exemption Plans for the CRZ**

Chief Operating Officer Allison C. de Cerreño gave a presentation on individual and organizational disability exemption plans for the CRZ. Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation, Commissioners' questions, and Chief Operating Officer C. de Cerreño and President Sheridan's responses.

### **Procurements**

President Sheridan stated that there are no procurements.

### **Retirement of Joe Keane**

President Sheridan stated that C&D Senior Vice President and TBTA Chief Engineer Joe Keane is retiring after 37 years of extraordinary service. Under Joe's leadership since 2010, as the longest serving Chief Engineer in TBTA history, TBTA awarded nearly \$6.5 billion dollars in projects, extending the life of TBTA's seven bridges and two tunnels through state-of-good repair projects while also embracing innovation and a clear vision toward the future. Joe was instrumental in progressing Sandy recovery projects, Open Road Tolling and the Congestion Relief Zone. He set new standards for excellence and efficiency, most notably under his tenure bringing projects to completion more than \$400 million dollars under budget. President Sheridan thanked Joe Keane and, on behalf of the Authority, wished him all the best in his well-earned retirement.

### **Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary



# Bridges and Tunnels

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## Minutes of Committee Meeting December 2024





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

**December 16, 2024**

**11:15 a.m.**

In attendance were the Honorable:

David Mack, Chair  
Randolph Glucksman

Also in Attendance:  
Gerard Bringmann  
Marc Herbst

In Person:

Joyce Brown, Agency Chief Equal Opportunity Officer  
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer  
Paul L. Friman, General Counsel and Corporate Secretary – TBTA, MTA  
Lynn Gore, Deputy Chief Procurement Officer  
David Hanley, Assistant Deputy Chief Procurement Officer  
Diane Kenneally, Chief of Staff/Chief Administrative Officer  
Edwin T. King, Executive Vice President  
Stephen Knapp, Senior Vice President, Tolling Management  
Donald E. Look, Senior Vice President, Internal Affairs & Security Advisor  
Rose Pascone, Assistant Director, Government and Community Relations  
Catherine T. Sheridan, P.E., President  
Anthony Sydney, Vice President of Security  
Marlene Thompson, Senior Vice President, Facility Management

Virtual:

Nichola Angel, Vice President, Tolling Strategy  
Charles J. Passarella, Vice President of Maintenance

# MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

**December 16, 2024**

Minutes of TBTA Committee held December 16, 2024 at 11:15 a.m. A list of those in attendance is attached.

## **Public Speakers**

The following speakers commented during the public speakers' session:

- Joseph Morales about workforce and traffic safety.
- Matty W. Buchys-Hyland about traffic safety and toll signage.

## **Minutes**

Chair Mack postponed the approval of the TBTA section of the minutes of the joint Committee Meeting held on November 18, 2024 as a quorum of the TBTA Committee was not in attendance.

## **Committee Work Plan**

President Sheridan stated that TBTA's proposed 2025 Work Plan is submitted in this month's Committee book for review in advance of next month's vote for approval.

## **President Sheridan's Remarks**

President Sheridan reported that TBTA recently welcomed a new class of Level One Maintainers. These 12 individuals have commenced a multi-disciplined training regimen, which includes safety protocols in roadway and electrical work; Commercial Vehicle Driving; OSHA-30 training; forklift operation; firefighting, wrecker and aerial truck safety; Incident Command Structure; and administrative duties. President Sheridan thanked TBTA's Human Resources partners and the TBTA Training Unit for their work bringing these much-needed new employees onboard and up to speed.

President Sheridan stated that on November 21st, the 60th anniversary of the opening of the Verrazzano-Narrows Bridge, she was honored to join TBTA's on-site facility team in recognition of their daily round-the-clock efforts to keep the bridge safe and secure for TBTA's customers. TBTA had three ceremonies that day to make sure all three shifts could join in the celebration.

President Sheridan thanked all TBTA employees who joined in the spirit of the season by mobilizing for concurrent charity initiatives this December, including the annual MTA All Generational ERG Coat Drive and the TBTA Emerald Society Toy Drive.

## **TBTA Drone Program Presentation**

Vice President of Security, Anthony Sydney, gave a presentation on TBTA's Drone Program, which responsibly embraces advanced technologies to redefine security and operational excellence for TBTA's infrastructure, employees, and customers. Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation, Commissioners' questions, and Vice President Sydney's responses.

## **Procurements**

For December 2024, Deputy Chief Procurement Officer (DCPO) Lynn Gore stated that there is one (1) procurement action.

## **Non-Competitive Procurements**

DCPO Gore stated that there are no non-competitive procurements or ratifications.

## **Competitive Procurements**

DCPO Gore stated that there is one (1) procurement action sought for Board approval to award an amendment to a Personal Service contract with Gannett Fleming Engineering and Architecture P.C. to provide Project Management Office Consultant Services in a not-to-exceed amount of \$2.1 million. TBTA, the Port Authority of New York and New Jersey, and the New York State Thruway Authority will equally share the costs under this amendment. Additionally, because of a delay to the NYCSC System contract, TBTA's vendor, Conduent State and Local Solutions, will reimburse the Authorities \$970,000 of the contract cost.

President Sheridan deferred the approval of the procurement to the December Board meeting as a quorum of the Committee was not in attendance.

## **2024 Closing Remarks**

President Sheridan thanked all of TBTA's employees for their hard work and dedication, and extended her gratitude to TBTA's MTA business partners who support TBTA's operations. President Sheridan also thanked the TBTA Committee Members for their support and guidance. Looking forward to an amazing 2025 with more new achievements and milestones to share, President Sheridan wished everyone a peaceful, safe, and festive holiday season, and a very Happy New Year.

## **Adjournment**

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

Respectfully submitted,



Paul L. Friman  
General Counsel and Corporate Secretary



# Bridges and Tunnels

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## Committee Work Plan

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# BRIDGES AND TUNNELS COMMITTEE WORK PLAN

## I. RECURRING AGENDA ITEMS

<u>TOPIC</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
Committee Work Plan	Committee Chair & Members
Report on Operations	Facility Mgt & Tolling Mgt
Safety Report	Env, Health & Safety
Financial Report	MTA Finance
Procurements	MTA Procurement
Action Items (if any)	

## II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>February 2025</u>	
2025 Adopted Budget/Financial Plan 2025-2028	MTA Finance
2024 B&T Operating Surplus	MTA Finance
Operating Performance	Facility Mgt
<u>March 2025</u>	
Revenue Collection	Tolling Mgt
<u>April 2025</u>	
Capital Program	MTA C&D
<u>May 2025</u>	
Final Review of 2024 Year-End Operating Budget Results	MTA Finance
Operating Performance	Facility Mgt
<u>June 2025</u>	
Customer & Employee Safety	Env, Health & Safety
Diversity and Equal Opportunity Report	Chief EO Officer
<u>July 2025</u>	
Security & Enforcement	Security & Operations
<u>August 2025</u>	
No meeting scheduled	
<u>September 2025</u>	
2026 Preliminary Budget	MTA Finance
2025 Mid-Year Forecast	MTA Finance
Operating Performance	Facility Mgt
<u>October 2025</u>	
Revenue Collection	Tolling Mgt

November 2025

Operating Performance

Facility Mgt

December 2025

2026 Proposed Committee Work Plan  
2026 Proposed Final Budget

Committee Chair & Members  
MTA Finance

January 2026

2025 Accomplishments  
Approval of 2026 Work Plan

President  
Committee Chair & Members

## **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**

### **FEBRUARY 2025**

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

Present revised 2025 Adopted Budget and Financial Plan which incorporates any changes made by the Board at the December 2024 meeting and any agency technical adjustments is included for information.

#### 2024 B&T Operating Surplus

The Committee will recommend action to the Board.

#### Operating Performance

Present update on operations, maintenance, and construction.

### **MARCH 2025**

#### Revenue Collection

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

### **APRIL 2025**

#### Capital Program

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

### **MAY 2025**

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

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

#### Operating Performance

Present update on operations, maintenance, and construction.

### **JUNE 2025**

#### Customer & Employee Safety

Present update on safety including customer and employee safety.

#### Diversity and Equal Opportunity Report

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

### **JULY 2025**

#### Security & Enforcement

Present an update on security and enforcement.

### **AUGUST 2025**

No meeting scheduled.



## **SEPTEMBER 2025**

### 2026 Preliminary Budget

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

### 2025 Mid-Year Budget

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

### Operating Performance

Present an update on operations, maintenance, and construction.

## **OCTOBER 2025**

### 2026 Preliminary Budget

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

### Revenue Collection

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

## **NOVEMBER 2025**

### Operating Performance

Present an update on operations, maintenance, and construction.

## **DECEMBER 2025**

### 2026 Proposed Committee Work Plan

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

### 2026 Proposed Final Budget

The Committee will recommend action to the Board.

## **JANUARY 2026**

### 2025 Accomplishments

Summary of accomplishments for 2025.

### Approval of Work Plan for 2026

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



# Bridges and Tunnels

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## Report on Operations December 2024



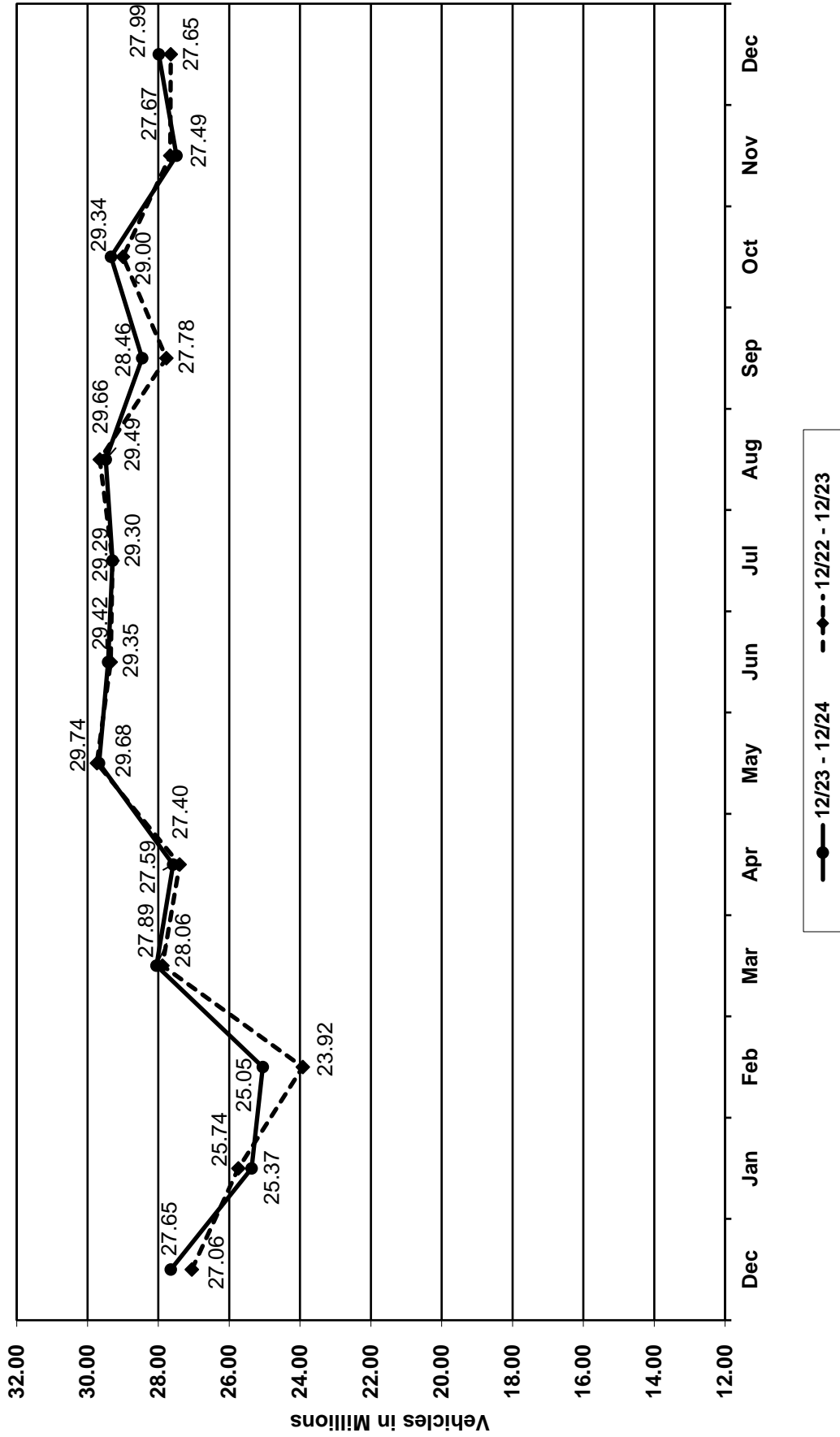
## **MTA Bridges and Tunnels December 2024 Traffic Trends**

### **Summary**

B&T's total paid traffic for December was 27.99 million crossings, an increase of 1.2% compared to 27.65 million crossings in December 2023. Compared to December 2022, B&T paid traffic was 3.4% higher with an increase of 0.9 million crossings.

Weather conditions were not a significant factor on December traffic.

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



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

	December 2024		December 2023		2024 YTD	
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass
E-ZPass <sup>1</sup>	25,838,293	25,459,580	25,490,661	25,490,661	313,935,463	313,935,463
Tolls by Mail <sup>2</sup>	2,149,881	2,193,097	1,665,424	1,665,424	23,276,243	23,276,243
<b>Total</b>	<b>27,988,174</b>	<b>27,652,677</b>	<b>27,156,085</b>	<b>27,156,085</b>	<b>337,211,706</b>	<b>337,211,706</b>
E-ZPass Market Share:						
Total	92.3%	92.1%	94.2%	94.2%	93.1%	93.1%
Cash	92.1%	91.8%	94.1%	94.1%	92.9%	92.9%
Tolls	95.9%	95.5%	96.1%	96.1%	96.0%	96.0%

Facility	Average Weekday <sup>2</sup>						Average Weekend <sup>2</sup>									
	December 2024		December 2023		2024 YTD		December 2024		December 2023		2024 vs 2022					
	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	Total	E-ZPass	TBM	E-ZPass Market Share				
Bronx-Whitestone Bridge	131,112	118,861	12,251	12,251	90.7%	90.4%	93.0%	93.0%	126,944	115,299	13,645	89.4%	89.2%	91.6%	0.2%	-2.1%
Cross Bay Bridge	21,654	20,179	1,275	1,275	93.4%	95.6%	96.1%	96.1%	15,587	14,460	1,128	92.8%	92.7%	94.9%	0.1%	-2.2%
Henry Hudson Bridge	71,808	67,029	4,778	4,778	93.4%	95.2%	95.6%	95.6%	61,573	56,844	4,729	92.3%	92.1%	94.1%	0.2%	-1.8%
Hugh L. Carey Tunnel	65,280	61,861	3,419	3,419	94.5%	96.2%	96.7%	96.7%	56,321	52,887	3,634	93.5%	93.3%	95.0%	0.3%	-1.5%
Marine Parkway Bridge	21,636	20,754	1,083	1,083	95.2%	96.7%	97.0%	97.0%	15,976	15,041	935	94.2%	94.3%	96.1%	-0.1%	-1.9%
Queens Midtown Tunnel	84,344	79,691	4,753	4,753	94.4%	96.1%	96.5%	96.5%	77,583	72,337	5,246	88.2%	88.4%	95.1%	-0.1%	-1.9%
Robert F. Kennedy Bridge	191,379	175,371	16,007	16,007	91.8%	94.2%	95.2%	95.2%	177,379	160,428	16,951	90.4%	90.4%	92.8%	0.0%	-2.4%
Throgs Neck Bridge	122,246	111,685	10,662	10,662	91.6%	93.9%	94.9%	94.9%	120,334	108,491	11,843	90.2%	90.1%	92.3%	0.0%	-2.1%
Verrazano-Narrows Bridge	227,025	213,480	13,545	13,545	93.8%	95.6%	96.1%	96.1%	214,884	199,257	15,627	92.7%	92.4%	94.4%	0.3%	-1.6%
<b>All Facilities</b>	<b>936,585</b>	<b>868,711</b>	<b>67,873</b>	<b>67,873</b>	<b>92.8%</b>	<b>94.9%</b>	<b>95.6%</b>	<b>95.6%</b>	<b>868,590</b>	<b>794,845</b>	<b>73,745</b>	<b>91.5%</b>	<b>91.4%</b>	<b>93.5%</b>	<b>0.1%</b>	<b>-2.0%</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**  
**December 2024**  
Preliminary data subject to final audit

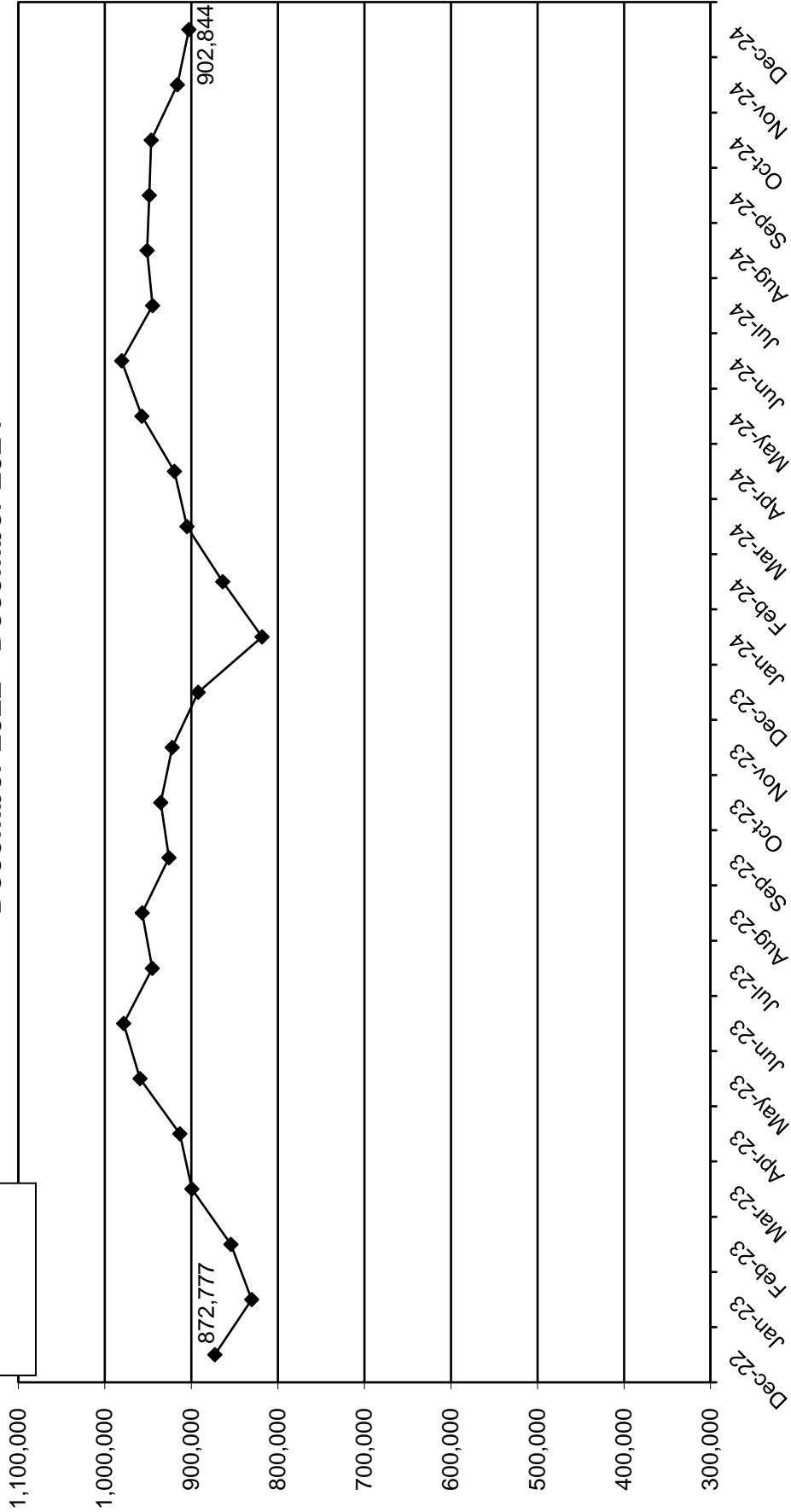
<b>Distribution by Facility &amp; Time Period</b>			
Facility	December 2024		
	Weekday AM Peak	Weekday PM Peak	Off-Peak
Robert F. Kennedy Bridge	22.6%	21.1%	56.2%
Bronx Whitestone	21.5%	22.4%	56.2%
Henry Hudson Bridge	21.8%	28.8%	49.3%
Marine Parkway Bridge	25.0%	25.9%	49.1%
Cross Bay Bridge	24.4%	24.1%	51.4%
Queens Midtown Tunnel	20.2%	22.2%	57.6%
Hugh L. Carey Tunnel	23.3%	23.9%	52.9%
Throgs Neck Bridge	22.3%	22.9%	54.8%
Verrazano-Narrows Bridge	22.1%	23.3%	54.6%
<b>All Facilities</b>	<b>22.2%</b>	<b>23.1%</b>	<b>54.7%</b>

<b>Payment Method by Facility (Transactions)</b>			
Facility	December 2024		
	NY CSC E-ZPass	Non-NY CSC E-ZPass	Tolls By Mail
Bronx-Whitestone Bridge	84.9%	5.3%	9.8%
Cross Bay Bridge	92.0%	1.4%	6.6%
Henry Hudson Bridge	81.1%	11.9%	7.0%
Hugh L. Carey Tunnel	88.0%	6.4%	5.6%
Marine Parkway Bridge	91.6%	3.2%	5.2%
Queens Midtown Tunnel	88.7%	5.2%	6.1%
Robert F. Kennedy Bridge	84.8%	6.5%	8.7%
Throgs Neck Bridge	83.0%	7.9%	9.1%
Verrazano-Narrows Bridge	82.2%	11.4%	6.4%
<b>All Facilities</b>	<b>84.5%</b>	<b>7.8%</b>	<b>7.7%</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.

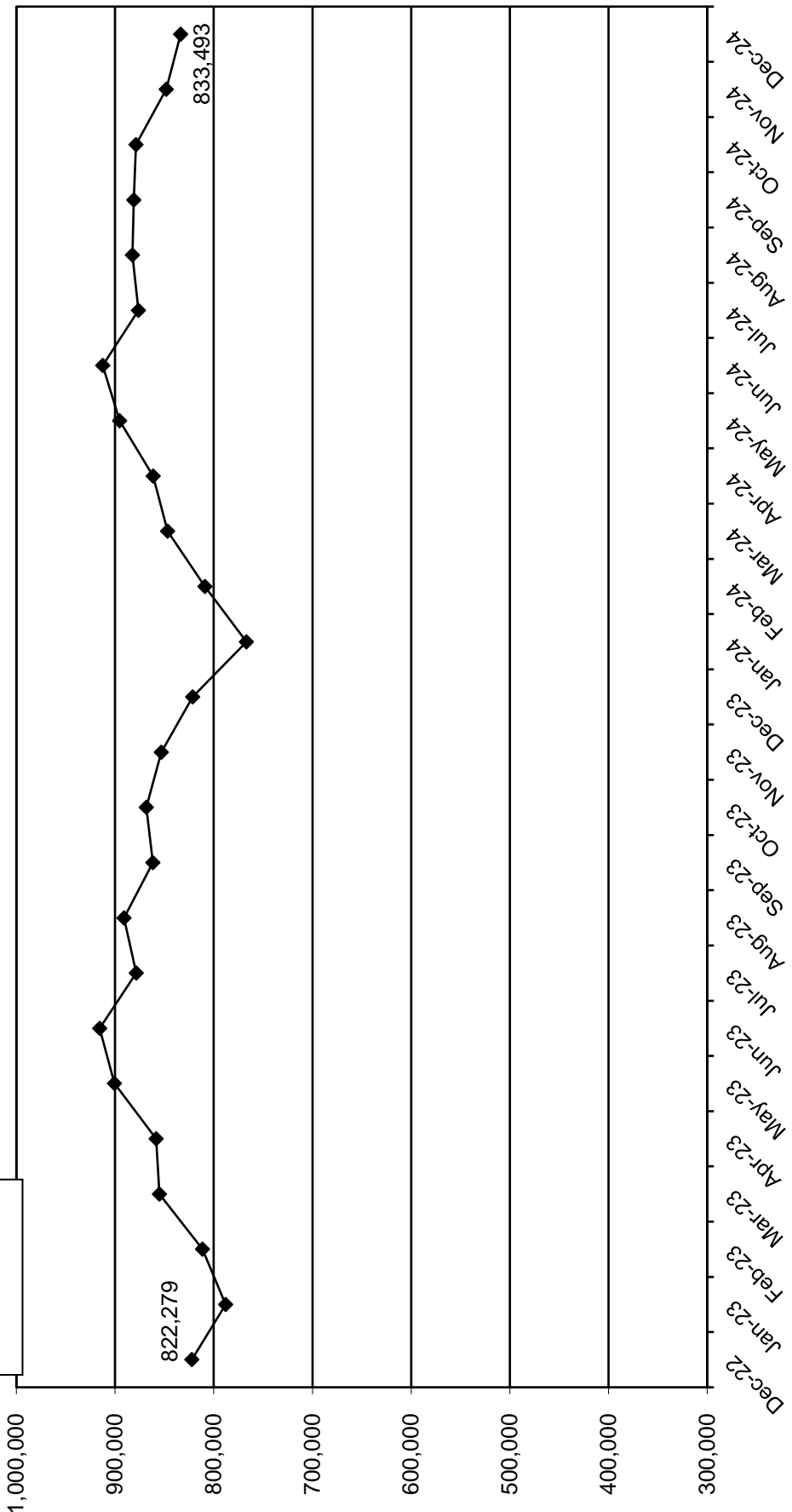
**MTA Bridges and Tunnels  
Average Daily Traffic  
December 2022 - December 2024**

**All Vehicles**



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

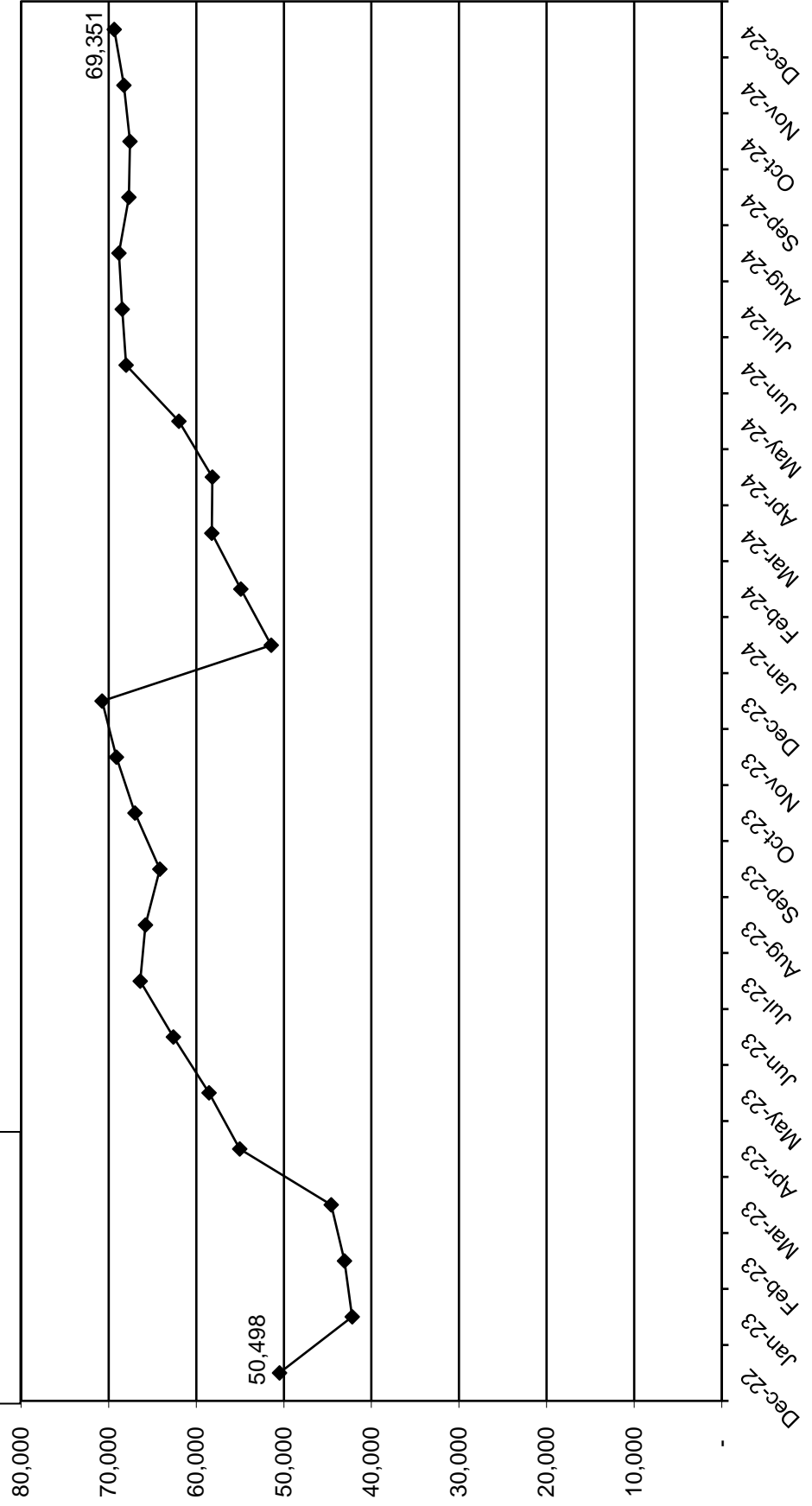
**E-ZPass  
Vehicles**





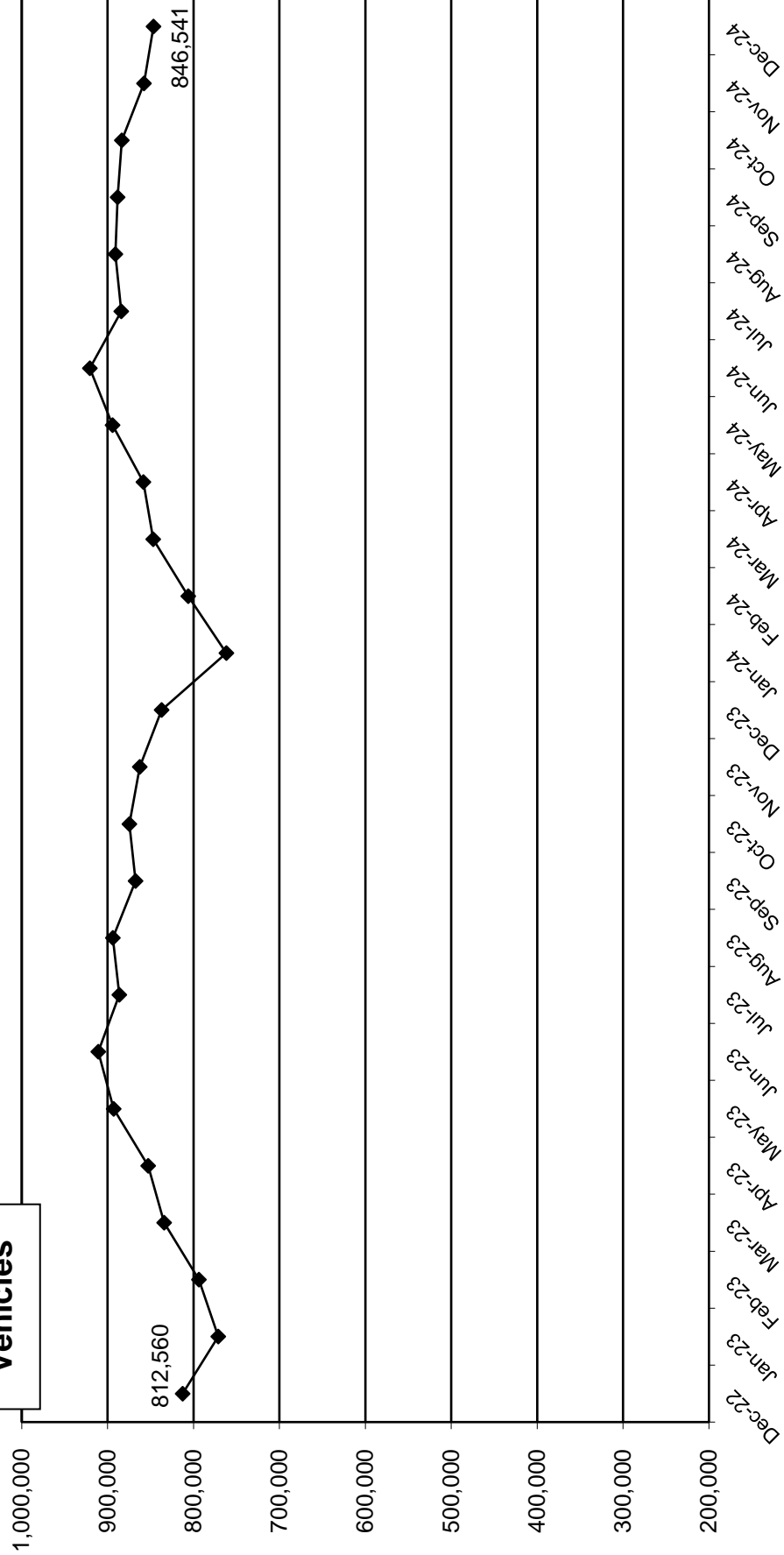
**MTA Bridges and Tunnels  
Average Daily Traffic  
December 2022- December 2024**

**Tolls by Mail  
Vehicles**



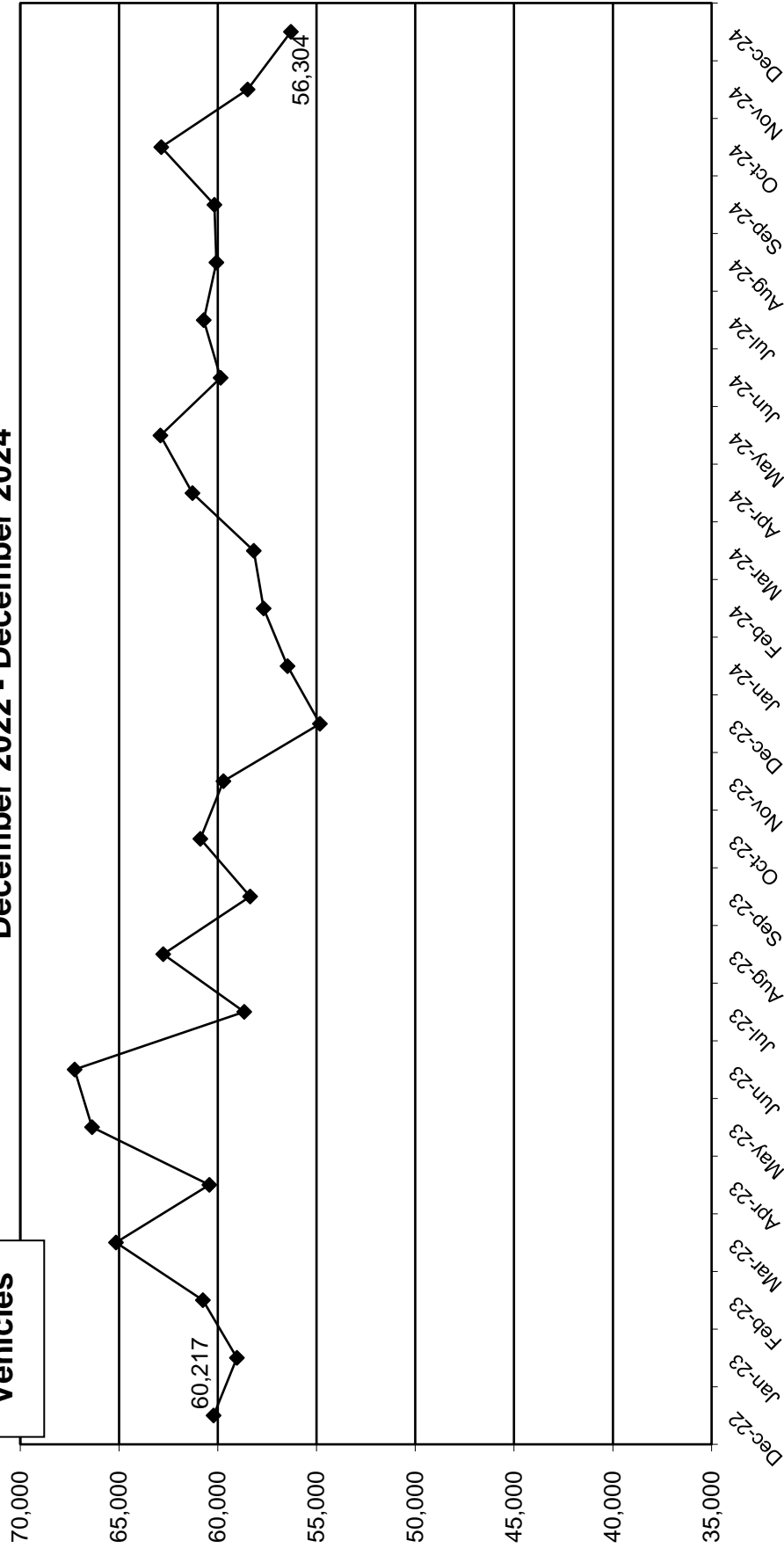
**MTA Bridges and Tunnels  
Average Daily Traffic  
December 2022 - December 2024**

**Passenger  
Vehicles**



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

**Other  
Vehicles**



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

Corridor	Toll Media	December(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul-Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	1.2%	0.6%	0.6%	0.5%	0.4%
	E-ZPass	1.5%	0.7%	0.5%	0.3%	-0.1%
	Tolls by Mail	-2.0%	-0.8%	1.7%	3.2%	7.4%
RFK Bridge	Total Vehicles	1.9%	1.0%	1.5%	1.4%	1.6%
	E-ZPass	2.0%	1.0%	1.3%	1.1%	1.0%
	Tolls by Mail	0.2%	0.7%	3.4%	4.8%	9.4%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.6%	-1.8%	-1.9%	-1.2%	-1.0%
	E-ZPass	-0.3%	-1.7%	-1.8%	-1.2%	-1.2%
	Tolls by Mail	-5.3%	-4.0%	-2.1%	0.0%	4.2%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.9%	1.8%	1.5%	309.8%	0.9%
	E-ZPass	2.1%	1.8%	1.3%	308.9%	0.2%
	Tolls by Mail	-0.2%	1.5%	3.7%	26.0%	8.8%
Verrazano-Narrows Bridge	Total Vehicles	1.4%	0.6%	0.5%	0.1%	-0.1%
	E-ZPass	1.9%	0.9%	0.5%	0.0%	-0.4%
	Tolls by Mail	-4.9%	-3.5%	0.7%	1.8%	6.2%
Henry Hudson Bridge	Total Vehicles	0.9%	0.3%	0.4%	0.1%	-0.5%
	E-ZPass	1.1%	0.4%	0.5%	0.0%	-0.8%
	Tolls By Mail	-2.4%	-1.7%	-0.5%	0.9%	4.5%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.0%	0.5%	-0.2%	0.6%	0.0%
	E-ZPass	0.2%	0.8%	-0.1%	0.5%	-0.4%
	Tolls by Mail	-2.8%	-4.4%	-3.1%	1.8%	6.2%

(1) December 2024 vs. December 2023  
(2) November 2023 to December 2024 vs. November 2022 to December 2023  
(3) July 2024 to December 2024 vs. July 2023 to December 2023  
(4) April 2024 to December 2024 vs. April 2023 to December 2023  
(5) January 2024 to December 2024 vs. January 2023 to December 2023

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

Corridor	Toll Media	December(1)	3 Months(2) (Oct-Dec)	6 Months(3) (Jul-Dec)	9 Months(4) (Apr-Dec)	12 Months(5) (Jan-Dec)
All Facilities	Total Vehicles	1.2%	0.6%	0.6%	0.5%	0.4%
	Passenger	1.1%	0.5%	0.6%	0.6%	0.6%
	Other	2.7%	1.3%	1.0%	-1.2%	-2.6%
RFK Bridge	Total Vehicles	1.9%	1.0%	1.5%	1.4%	1.6%
	Passenger	1.9%	1.0%	1.5%	1.6%	1.9%
	Other	1.8%	1.0%	1.7%	-0.8%	-2.7%
Queens Midtown Tunnel Hugh L. Carey Tunnel	Total Vehicles	-0.6%	-1.8%	-1.9%	-1.2%	-1.0%
	Passenger	-0.6%	-1.9%	-1.9%	-1.0%	-0.7%
	Other	-0.2%	-0.4%	-1.6%	-3.3%	-5.3%
Bronx-Whitestone Bridge Throgs Neck Bridge	Total Vehicles	1.9%	1.8%	1.5%	309.8%	0.9%
	Passenger	1.9%	1.9%	1.6%	0.5%	1.2%
	Other	1.4%	0.4%	0.7%	-1.2%	-2.1%
Verrazzano-Narrows Bridge	Total Vehicles	1.4%	0.6%	0.5%	0.1%	-0.1%
	Passenger	1.2%	0.5%	0.5%	0.3%	0.1%
	Other	4.9%	2.2%	1.1%	-1.7%	-2.3%
Henry Hudson Bridge	Total Vehicles	0.9%	0.3%	0.4%	0.1%	-0.5%
	Passenger	0.7%	0.2%	0.4%	0.0%	-0.5%
	Other	12.4%	7.9%	6.7%	4.2%	1.2%
Marine Parkway Bridge Cross Bay Bridge	Total Vehicles	0.0%	0.5%	-0.2%	0.6%	0.0%
	Passenger	-0.6%	0.0%	-0.6%	0.5%	-0.1%
	Other	11.7%	9.0%	5.5%	2.8%	0.4%

(1) December 2024 vs. December 2023  
(2) November 2023 to December 2024 vs. November 2022 to December 2023  
(3) July 2024 to December 2024 vs. July 2023 to December 2023  
(4) April 2024 to December 2024 vs. April 2023 to December 2023  
(5) January 2024 to December 2024 vs. January 2023 to December 2023



# Bridges and Tunnels

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## Safety Report December 2024



## Safety Report

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

Performance Indicator			
Performance Indicator	12-Month Average		
	January 2022 - December 2022	January 2023 - December 2023	January 2024 - December 2024
Customer Collisions Rate per Million Vehicles	3.97	3.43	2.84
Customer Injury Collisions Rate per Million Vehicles	0.82	0.81	0.78
Employee Accident Reports	113	139	146
Employee Lost Time Injuries Rate per 200,000 Hours Worked	5.4	4.6	4.6

Leading Indicators				
Roadway Safety	2023		2024	
	December	Year End	December	Year to Date
Workforce Development (# of Participants)	39	1032	0	260
Fleet Preventative Maintenance Insp.	125	1434	184	1545
* Safety Taskforce Inspections	0	14	0	14
Fire Safety	December	Year End	December	Year to Date
* Fire Code Audits Completed	1	14	2	14
** FDNY Liaison Visits	0	28	0	30

\* 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.

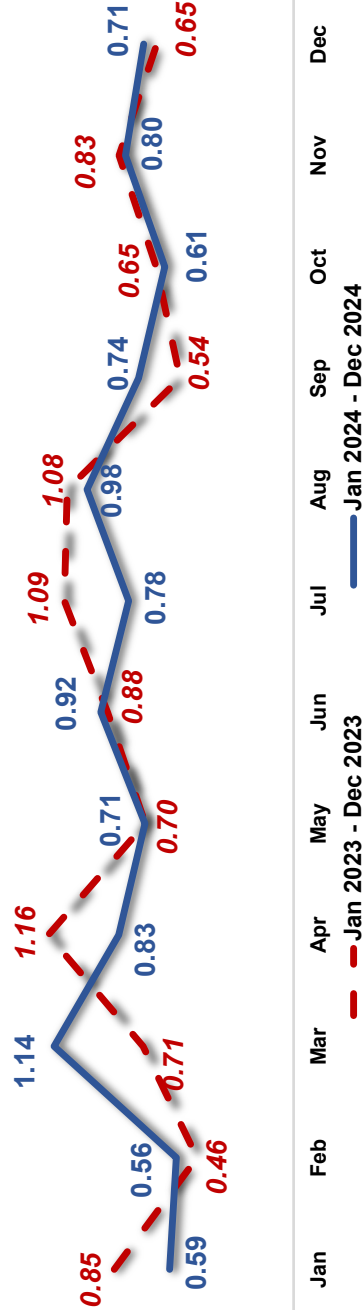
**Fire Code Audits** are conducted by the Safety and Health Department to perform fire safety and/or property maintenance inspections of existing buildings and structures as required by the NYS Uniform Fire Prevention and Building Code.

**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.

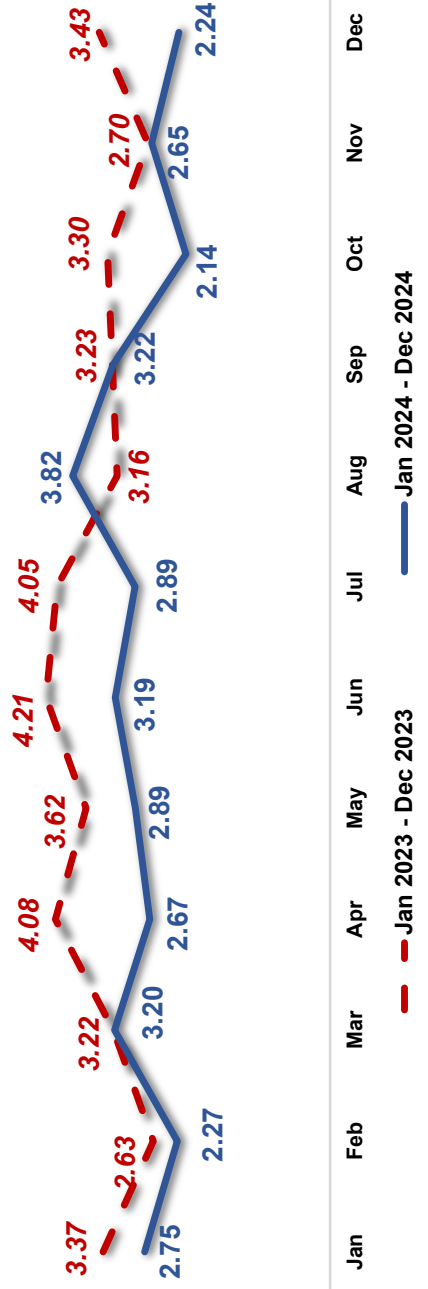


## Collision Rates – All Facilities Year over Year Comparison of Monthly Data

Collisions with Injuries per Million Vehicles



Total Collisions per Million Vehicles

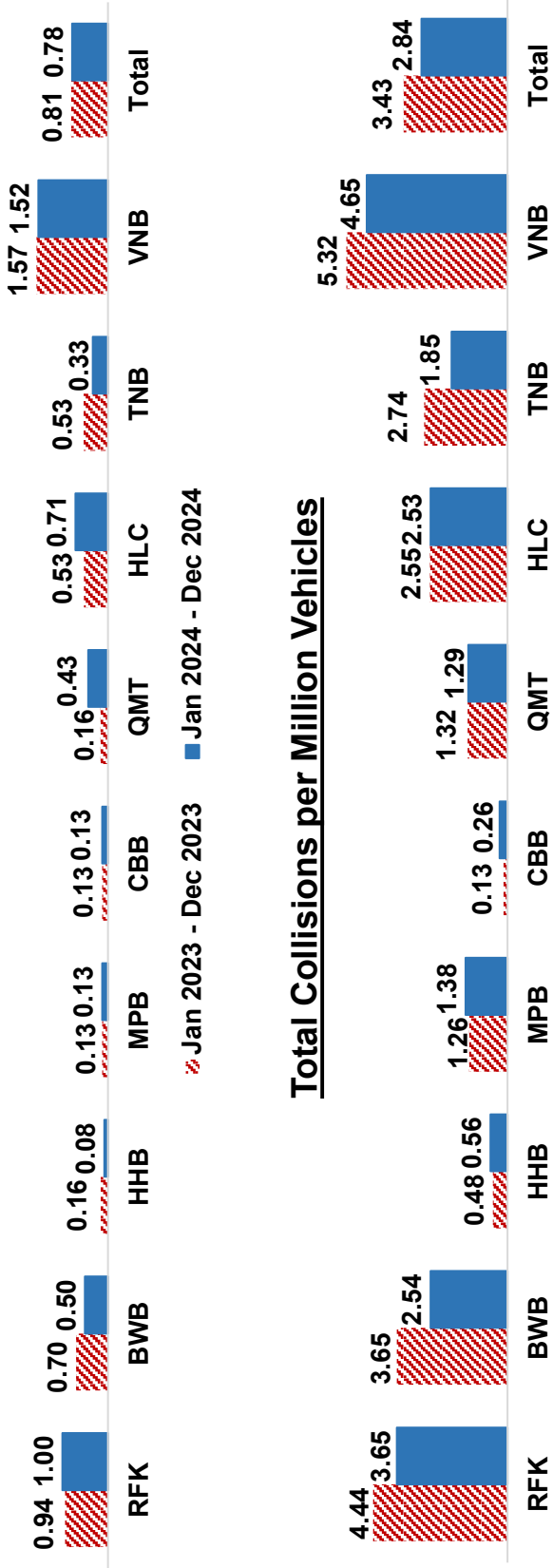




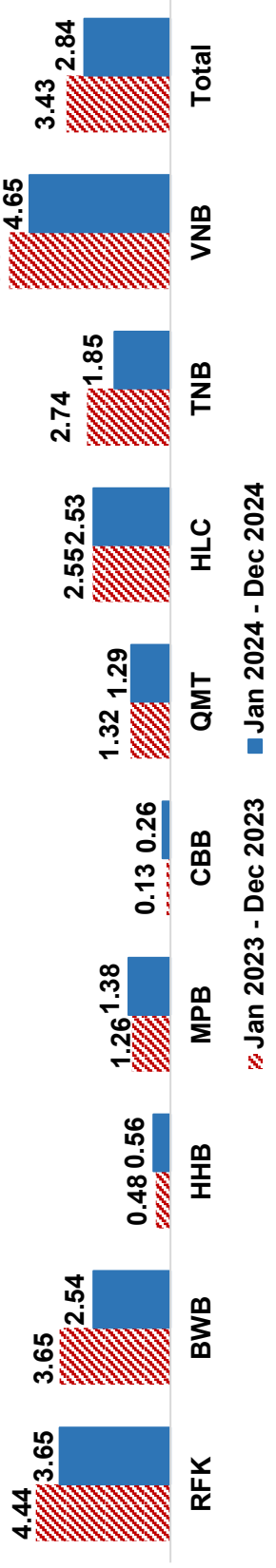


## Collision Rates by Facility Year over Year Comparison of 12-Month Averages

### Collisions with Injuries per Million Vehicles



### Total Collisions per Million Vehicles





**Collision Rates by Facility**  
**Total Collisions per Million Vehicles: December 2023 – December 2024**

	23-Dec	24-Jan	24-Feb	24-Mar	24-Apr	24-May	24-Jun	24-Jul	24-Aug	24-Sep	24-Oct	24-Nov	24-Dec
<b>RFK</b>	3.56	4.02	2.52	4.34	4.56	2.78	3.99	3.68	3.96	4.62	2.82	3.36	3.15
<b>BWB</b>	4.66	3.22	3.00	2.66	2.20	1.64	2.33	2.50	3.58	2.15	2.52	3.24	1.49
<b>TNB</b>	1.96	3.63	2.15	1.90	1.38	1.79	2.29	1.25	3.23	1.31	1.79	0.81	0.80
<b>VNB</b>	5.73	2.90	3.13	6.11	4.12	6.41	5.00	6.02	6.69	5.04	2.33	3.80	3.76
<b>QMT</b>	0.40	1.72	0.86	1.56	0.00	0.37	3.46	0.00	1.57	2.77	1.49	1.22	0.41
<b>HLC</b>	3.66	1.15	2.31	0.51	3.25	2.97	2.63	1.63	2.68	2.63	2.54	4.35	3.68
<b>HHB</b>	0.98	0.57	0.00	0.00	0.47	0.44	0.46	0.96	0.47	1.38	0.88	0.48	0.48
<b>MPB</b>	0.00	0.00	1.91	1.62	0.00	2.80	1.26	0.00	2.59	2.91	1.52	0.00	1.64
<b>CBB</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.42	0.00	0.00	1.68	0.00
<b>Total</b>	3.43	2.75	2.27	3.20	2.67	2.89	3.19	2.89	3.82	3.22	2.14	2.65	2.24



# Bridges and Tunnels

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## Financial Report January 2025



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

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent
<b>Revenue</b>									
Farebox Revenue	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Vehicle Toll Revenue	192.317	190.724	(0.8)	0.000	0.000	-	192.317	190.724	(0.8)
Other Operating Revenue	1.539	2.573	1.034	0.000	0.000	-	1.539	2.573	1.034
Capital & Other Reimbursements	0.000	0.000	-	1.304	1.273	(2.3)	1.304	1.273	(2.3)
Investment Income	0.103	0.881	0.778	0.000	0.000	-	0.103	0.881	0.778
<b>Total Revenue</b>	<b>\$193.960</b>	<b>\$194.178</b>	<b>\$0.219</b>	<b>\$1.304</b>	<b>\$1.273</b>	<b>(\$0.030)</b>	<b>\$195.263</b>	<b>\$195.452</b>	<b>\$0.188</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$9.308	\$8.818	\$0.490	\$0.406	\$0.479	(\$0.072)	9.714	9.297	\$0.418
Overtime	2.805	2.877	(0.072)	0.000	0.043	0.034	2.883	2.920	(0.037)
Health and Welfare	2.708	2.625	0.083	\$0.083	0.122	(47.3)	2.790	2.747	0.044
OPEB Current Payment	3.176	2.980	0.196	0.000	0.000	-	3.176	2.980	0.196
Pensions	2.763	3.037	(0.274)	0.109	0.132	(22.0)	2.871	3.169	(0.298)
Other Fringe Benefits	1.585	1.419	0.166	0.045	0.051	(13.8)	1.470	1.470	0.159
Reimbursable Overhead	(0.584)	(0.446)	(0.137)	0.584	0.446	23.5	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$21.760</b>	<b>\$21.310</b>	<b>\$0.451</b>	<b>\$1.304</b>	<b>\$1.273</b>	<b>\$0.030</b>	<b>\$23.064</b>	<b>\$22.583</b>	<b>\$0.481</b>
<b>Non-Labor:</b>									
Electric Power	\$0.634	\$0.455	\$0.179	\$0.000	\$0.000	\$0.000	\$0.634	\$0.455	\$0.179
Fuel	0.122	0.102	0.019	0.000	0.000	0.000	0.122	0.102	0.019
Insurance	1.088	0.984	0.104	0.000	0.000	0.000	1.088	0.984	0.104
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	8.508	8.031	0.477	0.000	0.000	0.000	8.508	8.031	0.477
Professional Service Contracts	1.571	0.607	0.964	0.000	0.000	0.000	1.571	0.607	0.964
Materials & Supplies	0.055	0.122	(0.067)	0.000	0.000	0.000	0.055	0.122	(0.067)
Other Business Expenses	4.881	3.921	0.961	0.000	0.000	0.000	4.881	3.921	0.961
<b>Total Non-Labor Expenses</b>	<b>\$16.859</b>	<b>\$14.221</b>	<b>\$2.638</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$16.859</b>	<b>\$14.221</b>	<b>\$2.638</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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$38.619</b>	<b>\$35.531</b>	<b>\$3.088</b>	<b>\$1.304</b>	<b>\$1.273</b>	<b>\$0.030</b>	<b>\$39.923</b>	<b>\$36.804</b>	<b>\$3.119</b>
Depreciation	\$18.435	\$18.825	(\$0.390)	\$0.000	\$0.000	\$0.000	18.435	18.825	(\$0.390)
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	0.674	(0.674)	0.000	0.000	0.000	0.000	0.674	(0.674)
GASB_96_SBITA_Adjustment	0.000	(0.097)	0.097	0.000	0.000	0.000	0.000	(0.097)	0.097
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$57.055</b>	<b>\$54.933</b>	<b>\$2.122</b>	<b>\$1.304</b>	<b>\$1.273</b>	<b>\$0.030</b>	<b>\$58.358</b>	<b>\$56.206</b>	<b>\$2.152</b>
Less: Depreciation	\$18.435	\$18.825	(\$0.390)	\$0.000	\$0.000	\$0.000	\$18.435	\$18.825	(\$0.390)
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	0.674	(0.674)	0.000	0.000	0.000	0.000	0.674	(0.674)
Less: GASB_96_SBITA_Adjustment	0.000	(0.097)	0.097	0.000	0.000	0.000	0.000	(0.097)	0.097
<b>Total Expenses</b>	<b>\$38.619</b>	<b>\$35.531</b>	<b>\$3.088</b>	<b>\$1.304</b>	<b>\$1.273</b>	<b>\$0.030</b>	<b>\$39.923</b>	<b>\$36.804</b>	<b>\$3.119</b>
<b>Net Surplus/(Deficit)</b>	<b>\$155.340</b>	<b>\$158.647</b>	<b>\$3.307</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$155.340</b>	<b>\$158.647</b>	<b>\$3.307</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**  
**January 2025**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
<b>Net Income/(Deficit)</b>				<b>\$155.340</b>	<b>\$158.647</b>	<b>\$3.307</b>			<b>2.1</b>
Less: Capitalized Assets Reserves				0.082	4.932	(4.850)			*
GASB Reserves				0.000	0.000	0.000			-
				0.000	0.000	0.000			-
<b>Adjusted Net Income/(Deficit)</b>				<b>\$155.259</b>	<b>\$153.716</b>	<b>(\$1.543)</b>			<b>(1.0)</b>
Less: Debt Service				54.705	62.572	(7.866)			(14.4)
Less: Contribution to the Capital Program				0.000	0.000	0.000			-
<b>Income Available for Distribution</b>				<b>\$100.553</b>	<b>\$91.144</b>	<b>(\$9.409)</b>			<b>(9.4)</b>
Distributable To:									
MTA - Investment Income				0.103	0.881	0.778			*
MTA - Distributable Income				52.559	48.968	(3.591)			(6.8)
NYCTR - Distributable Income				47.891	41.295	(6.596)			(13.8)
<b>Total Distributable Income</b>				<b>\$100.553</b>	<b>\$91.144</b>	<b>(\$9.409)</b>			<b>(9.4)</b>
<b>Support to Mass Transit:</b>									
Total Revenues				195.263	195.452	0.188			0.1
Less: Total Operating Expenses				<u>39.923</u>	<u>36.804</u>	<u>3.119</u>			7.8
<b>Net Operating Income/(Deficit)</b>				<b>\$155.340</b>	<b>\$158.647</b>	<b>\$3.307</b>			<b>2.1</b>
Deductions from Net Operating Income:									
Capitalized Assets Reserves				0.082	4.932	(4.850)			*
B&T Debt Service				0.000	0.000	0.000			-
Contribution to the Capital Program				36.609	37.159	(0.550)			(1.5)
GASB Reserves				0.000	0.000	0.000			-
				0.000	0.000	0.000			-
<b>Total Deductions From Operating Income</b>				<b>\$36.690</b>	<b>\$42.091</b>	<b>(\$5.400)</b>			<b>(14.7)</b>
<b>Total Support to Mass Transit</b>				<b>\$118.650</b>	<b>\$116.557</b>	<b>(\$2.093)</b>			<b>(1.8)</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**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**January 2025 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		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	192.317	190.724	(1.593)	(0.8)	0.000	0.000	0.000	-	192.317	190.724	(1.593)	(0.8)
Other Operating Revenue	1.539	2.873	1.034	67.2	0.000	0.000	0.000	-	1.539	2.873	1.034	67.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	1.304	1.273	(0.030)	(2.3)	1.304	1.273	(0.030)	(2.3)
Investment Income	0.103	0.881	0.778	*	0.000	0.000	0.000	-	0.103	0.881	0.778	*
<b>Total Revenue</b>	<b>\$193.960</b>	<b>\$194.178</b>	<b>\$0.219</b>	<b>0.1</b>	<b>\$1.304</b>	<b>\$1.273</b>	<b>(\$0.030)</b>	<b>(2.3)</b>	<b>\$195.263</b>	<b>\$195.452</b>	<b>\$0.188</b>	<b>0.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$9,308	\$8,818	\$0,490	5.3	0.406	0.479	(\$0,072)	(17.7)	9,714	9,297	\$0,418	4.3
Overtime	2,805	2,877	(0,072)	(2.6)	0.077	0.043	0.034	44.5	2,883	2,920	(0,037)	(1.3)
Health and Welfare	2,708	2,825	(0,083)	(3.1)	0.083	0.122	(0,039)	(47.3)	2,790	2,747	0,044	1.6
OPEB Current Payment	3,176	2,980	0,196	6.2	0.000	0.000	0.000	-	3,176	2,980	0,196	6.2
Pensions	2,763	3,037	(0,274)	(9.9)	0.109	0.132	(0,024)	(22.0)	3,169	3,169	(0,298)	(10.4)
Other Fringe Benefits	1,585	1,419	0,166	10.5	0.045	0.051	(0,006)	(13.8)	1,470	1,470	0,159	9.8
Reimbursable Overhead	(0,584)	(0,446)	(0,137)	(23.5)	0.584	0.446	0.137	23.5	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$21,760</b>	<b>\$21,310</b>	<b>\$0,451</b>	<b>2.1</b>	<b>\$1,304</b>	<b>\$1,273</b>	<b>\$0,030</b>	<b>2.3</b>	<b>\$23,064</b>	<b>\$22,583</b>	<b>\$0,481</b>	<b>2.1</b>
<i>Non-Labor:</i>												
Electric Power	\$0,634	\$0,455	\$0,179	28.3	0.000	0.000	\$0,000	-	\$0,634	\$0,455	\$0,179	28.3
Fuel	0,122	0,102	0,019	16.0	0.000	0.000	0.000	-	0,122	0,102	0,019	16.0
Insurance	1,088	0,984	0,104	9.6	0.000	0.000	0.000	-	1,088	0,984	0,104	9.6
Claims	0,000	0,000	0,000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0,000	0,000	0,000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8,508	8,031	0,477	5.6	0.000	0.000	0.000	-	8,508	8,031	0,477	5.6
Professional Service Contracts	1,571	0,607	0,964	61.3	0.000	0.000	0.000	-	1,571	0,607	0,964	61.3
Materials & Supplies	0,055	0,122	(0,067)	*	0.000	0.000	0.000	-	0,055	0,122	(0,067)	*
Other Business Expenses	4,881	3,921	0,961	19.7	0.000	0.000	0.000	-	4,881	3,921	0,961	19.7
<b>Total Non-Labor Expenses</b>	<b>\$16,859</b>	<b>\$14,221</b>	<b>\$2,638</b>	<b>15.6</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$16,859</b>	<b>\$14,221</b>	<b>\$2,638</b>	<b>15.6</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>\$38,619</b>	<b>\$35,531</b>	<b>\$3,088</b>	<b>8.0</b>	<b>\$1,304</b>	<b>\$1,273</b>	<b>\$0,030</b>	<b>2.3</b>	<b>\$39,923</b>	<b>\$36,804</b>	<b>\$3,119</b>	<b>7.8</b>
Depreciation	\$18,435	\$18,825	(\$0,390)	(2.1)	\$0,000	\$0,000	\$0,000	-	\$18,435	\$18,825	(\$0,390)	(2.1)
OPEB Obligation	0,000	0,000	0,000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0,000	0,000	0,000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0,000	0,000	0,000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	0,000	0,674	(0,674)	-	0.000	0.000	0.000	-	0.000	0.674	(0,674)	-
GASB_96_SBITA_Adjustment	0,000	(0,097)	0,097	-	0.000	0.000	0.000	-	0.000	(0,097)	0,097	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$57,055</b>	<b>\$54,933</b>	<b>\$2,122</b>	<b>3.7</b>	<b>\$1,304</b>	<b>\$1,273</b>	<b>\$0,030</b>	<b>2.3</b>	<b>\$58,358</b>	<b>\$56,206</b>	<b>\$2,152</b>	<b>3.7</b>
Less: Depreciation	\$18,435	\$18,825	(\$0,390)	(2.1)	0.000	0.000	0.000	-	\$18,435	\$18,825	(\$0,390)	(2.1)
Less: OPEB Obligation	0,000	0,000	0,000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0,000	0,000	0,000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0,000	0,000	0,000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	0,000	0,674	(0,674)	-	0.000	0.000	0.000	-	0.000	0.674	(0,674)	-
Less: GASB_96_SBITA_Adjustment	0,000	(0,097)	0,097	-	0.000	0.000	0.000	-	0.000	(0,097)	0,097	-
<b>Total Expenses</b>	<b>\$38,619</b>	<b>\$35,531</b>	<b>\$3,088</b>	<b>8.0</b>	<b>\$1,304</b>	<b>\$1,273</b>	<b>\$0,030</b>	<b>2.3</b>	<b>\$39,923</b>	<b>\$36,804</b>	<b>\$3,119</b>	<b>7.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$155,340</b>	<b>\$158,647</b>	<b>\$3,307</b>	<b>2.1</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$155,340</b>	<b>\$158,647</b>	<b>\$3,307</b>	<b>2.1</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**  
**January 2025 Year-To-Date**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)			
	Adopted Budget	Actual	Percent Variance	Adopted Budget	Actual	Percent Variance	Adopted Budget	Actual	Percent Variance	
<b>Net Income/(Deficit)</b>				<b>\$155.340</b>	<b>\$158.647</b>				<b>\$3.307</b>	<b>2.1</b>
Less: Capitalized Assets				0.082	4.932				(\$4.850)	*
Reserves				0.000	0.000				0.000	-
GASB Reserves				0.000	0.000				0.000	-
<b>Adjusted Net Income/(Deficit)</b>				<b>\$155.259</b>	<b>\$153.716</b>				<b>(\$1.543)</b>	<b>(1.0)</b>
Less: Debt Service				54.705	62.572				(7.866)	(14.4)
Less: Contribution to the Capital Program				0.000	0.000				0.000	-
<b>Income Available for Distribution</b>				<b>\$100.553</b>	<b>\$91.144</b>				<b>(\$9.409)</b>	<b>(9.4)</b>
Distributable To:										
MTA - Investment Income				0.103	0.881				0.778	*
MTA - Distributable Income				52.559	48.968				(3.591)	(6.8)
NYCTR - Distributable Income				47.891	41.295				(6.596)	(13.8)
<b>Total Distributable Income</b>				<b>\$100.553</b>	<b>\$91.144</b>				<b>(\$9.409)</b>	<b>(9.4)</b>
<b>Support to Mass Transit:</b>										
Total Revenues				195.263	195.452				0.188	0.1
Less: Total Operating Expenses				<u>39.923</u>	<u>36.804</u>				<u>3.119</u>	<u>7.8</u>
<b>Net Operating Income/(Deficit)</b>				<b>\$155.340</b>	<b>\$158.647</b>				<b>\$3.307</b>	<b>2.1</b>
Deductions from Net Operating Income:										
Capitalized Assets				0.082	4.932				(4.850)	*
Reserves				0.000	0.000				0.000	-
B&T Debt Service				36.609	37.159				(0.550)	(1.5)
Contribution to the Capital Program				0.000	0.000				0.000	-
GASB Reserves				0.000	0.000				0.000	-
<b>Total Deductions From Operating Income</b>				<b>\$36.690</b>	<b>\$42.091</b>				<b>(\$5.400)</b>	<b>(14.7)</b>
<b>Total Support to Mass Transit</b>				<b>\$118.650</b>	<b>\$116.557</b>				<b>(\$2.093)</b>	<b>(1.8)</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	Favorable/ (Unfavorable) Variance		Reason for Variance		Year-to-Date	
	\$	%	\$	%	\$	%
<b>Nonreimbursable</b>						
Vehicle Toll Revenue	(1,593)	-0.8%	Unfavorable results are primarily due to lower average toll revenue per vehicle partially offset by higher-than-budgeted traffic volume.	(1,593)	-0.8%	Unfavorable results are primarily due to lower average toll revenue per vehicle partially offset by higher-than-budgeted traffic volume.
Other Operating Revenue	1,034	67.2%	Higher revenue than budget due to higher administrative fees and favorable Battery Park Garage revenue.	1,034	67.2%	Higher revenue than budget due to higher administrative fees and favorable Battery Park Garage revenue.
Investment Income	0,778	*	Higher than anticipated short-term investment returns on fund balances.	0,778	*	Higher than anticipated short-term investment returns on fund balances.
Payroll	0,490	5.3%	Lower payroll expenses primarily driven by vacancies	0,490	5.3%	Lower payroll expenses primarily driven by vacancies
Overtime	(0,072)	-2.6%	Slightly higher overtime in Operations-Public Safety.	(0,072)	-2.6%	Slightly higher overtime in Operations-Public Safety.
Health and Welfare	0,083	3.1%	Lower expenses primarily due to the timing of medical expenses against the adopted budget allocation.	0,083	3.1%	Lower expenses primarily due to the timing of medical expenses against the adopted budget allocation.
OPEB Current Payment	0,196	6.2%	Lower expenses primarily due to timing against the adopted budget allocation for retiree expenses.	0,196	6.2%	Lower expenses primarily due to timing against the adopted budget allocation for retiree expenses.
Pensions	(0,274)	-9.9%	Higher expenses primarily due to the timing against the adopted budget allocation.	(0,274)	-9.9%	Higher expenses primarily due to the timing against the adopted budget allocation.
Other Fringe Benefits	0,166	10.5%	Lower expenses primarily due to lower FICA costs associated with vacancy levels.	0,166	10.5%	Lower expenses primarily due to lower FICA costs associated with vacancy levels.
Electric Power	0,179	28.3%	Slightly lower expenses in part due to timing against the adopted budget allocation and lower than-forecasted usage.	0,179	28.3%	Slightly lower expenses in part due to timing against the adopted budget allocation and lower than-forecasted usage.
Fuel	0,019	16.0%	Lower expenses primarily due to lower-than-forecasted heating fuel costs.	0,019	16.0%	Lower expenses primarily due to lower-than-forecasted gasoline prices for non-revenue vehicles, and heating fuel costs.
Insurance	0,104	*	Lower expenses primarily due to the timing of property and liability insurance premiums against the adopted budget allocation.	0,104	9.6%	Lower expenses primarily due to the timing of property and liability insurance premiums against the adopted budget allocation.
Maintenance and Other Operating Contracts	0,477	5.6%	Slightly lower expenses are mainly due to the timing against the adopted budget allocation for E-ZPass Customer Service Center (\$4,540 Mill), E-ZPass tags expenses (\$0,308 Mill) and HVAC expenses (\$0,647 Mill), partially offset by higher costs for Major Maintenance & Painting (\$4,909 Mill).	0,477	5.6%	Slightly lower expenses are mainly due to the timing against the adopted budget allocation for E-ZPass Customer Service Center (\$4,540 Mill), E-ZPass tags expenses (\$0,308 Mill) and HVAC expenses (\$0,647 Mill), partially offset by higher costs for Major Maintenance & Painting (\$4,909 Mill).
Professional Service Contracts	0,964	61.3%	Lower expenses are primarily due to the timing against the monthly adopted budget allocation for bond issuance costs (\$0,965 Mill), partially offset by engineering services (\$0,149 Mill).	0,964	61.3%	Lower expenses are primarily due to the timing against the monthly adopted budget allocation for bond issuance costs (\$0,965 Mill), partially offset by engineering services (\$0,149 Mill).
Materials & Supplies	(0,067)	*	Slightly higher expenses across a variety of small equipment and supply categories due to timing against the adopted budget allocation.	(0,067)	*	Slightly higher expenses across a variety of small equipment and supply categories due to timing against the adopted budget allocation.
Other Business Expense	0,961	19.7%	Lower expenses primarily due to lower credit card processing fees (\$1,151 Mill), partially offset by higher debt collection services fees (\$0,229 Mill).	0,961	19.7%	Lower expenses primarily due to lower credit card processing fees (\$1,151 Mill), partially offset by higher debt collection services fees (\$0,229 Mill).
Depreciation	(0,390)	-2.1%	Higher depreciation expense primarily due to timing against the adopted budget allocation.	(0,390)	-2.1%	Higher depreciation expense primarily due to timing against the adopted budget allocation.
<b>Reimbursable</b>						
Capital and Other Reimbursements	(0,030)	-2.3%	Lower capital reimbursements due to the timing against the adopted budget allocation.	(0,030)	-2.3%	Lower capital reimbursements due to the timing against the adopted budget allocation.
Payroll	(0,072)	-17.7%	Higher capital reimbursements due to the timing against the adopted budget allocation.	(0,072)	-17.7%	Higher capital reimbursements due to the timing against the adopted budget allocation.
Overtime	0,034	44.5%	Lower capital reimbursements due to the timing against the adopted budget allocation.	0,034	44.5%	Lower capital reimbursements due to the timing against the adopted budget allocation.
Health and Welfare	(0,039)	*	Higher capital reimbursements due to the timing against the adopted budget allocation.	(0,039)	*	Higher capital reimbursements due to the timing against the adopted budget allocation.
Pensions	(0,024)	-22.0%	Higher capital reimbursements due to the timing against the adopted budget allocation.	(0,024)	-22.0%	Higher capital reimbursements due to the timing against the adopted budget allocation.
Other Fringe Benefits	(0,006)	-13.8%	Higher capital reimbursements due to the timing against the adopted budget allocation.	(0,006)	-13.8%	Higher capital reimbursements due to the timing against the adopted budget allocation.
Reimbursable Overhead	0,137	23.5%	Lower capital reimbursements due to the timing against the adopted budget allocation.	0,137	23.5%	Lower capital reimbursements due to the timing against the adopted budget allocation.

\*Variance exceeds 100%



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

Year to date ending January 2025

Month of January

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

	Prior Year		*Current Year		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	3.7	\$31.2	3.8	\$31.3	1.1%	0.5%
Cross Bay	0.6	1.6	0.6	1.7	4.1%	6.7%
Henry Hudson	1.8	7.2	1.8	7.2	1.7%	0.4%
Hugh L. Carey	1.7	12.6	1.6	11.7	-6.7%	-7.2%
Marine Parkway	0.6	1.5	0.6	1.6	2.4%	4.3%
Queens Midtown	2.3	18.0	2.2	16.7	-6.5%	-7.3%
RFK	5.2	42.0	5.3	42.6	2.4%	1.4%
Throgs Neck	3.3	31.3	3.4	32.0	3.4%	2.4%
Verrazzano-Narrows	6.2	46.6	6.3	45.9	1.8%	-1.5%
<b>Total</b>	<b>25.4</b>	<b>\$192.0</b>	<b>25.6</b>	<b>\$190.7</b>	<b>0.7%</b>	<b>-0.7%</b>
<b>Revenue Per Vehicle</b>	<b>\$7.569</b>	<b>\$7.569</b>	<b>\$7.463</b>	<b>\$7.463</b>	<b>-1.4%</b>	<b>-1.4%</b>

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

**Comparison Actual vs. Adopted Budget:**

	January Budget		January Actual		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
<b>Total All</b>	<b>25.4</b>	<b>\$192.3</b>	<b>25.6</b>	<b>\$190.7</b>	<b>0.5%</b>	<b>-0.8%</b>
<b>Revenue Per Vehicle</b>	<b>\$7.560</b>	<b>\$7.560</b>	<b>\$7.463</b>	<b>\$7.463</b>	<b>-1.3%</b>	<b>-1.3%</b>

3) 2025 January traffic is above January 2024 traffic, an increase of 0.7% and revenue is \$1.0M above January 2024, an increase of 0.5%.  
4) 2025 January YTD traffic is 0.2M above January YTD 2024, an increase of 0.7%, and January YTD revenue is \$1.0M above January 2024, an increase 0.5% .

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

Facility	Revenue Collection Rate January 2025
Henry Hudson Bridge	93.0%
Hugh L. Carey Tunnel	94.3%
Queens Midtown Tunnel	95.2%
Marine Parkway Bridge	94.0%
Cross Bay Bridge	91.5%
Robert F. Kennedy Bridge	91.9%
Verrazzano-Narrows Bridge	91.7%
Bronx-Whitestone Bridge	91.5%
Throgs Neck Bridge	92.4%
<b>All Facilities</b>	<b>92.4%</b>

1. Represents total revenue collections from transactions January 2023 through December 2023

**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**  
 January 2025

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Executive	17	14	3	
Law <sup>(1)</sup>	5	5	-	6 Managerial vacancies partially offset by 3 professional overrun No Vacancies
Budget & Finance <sup>(2)</sup>	12	9	3	3 Professional vacancies
Administration <sup>(3)</sup>	26	25	1	1 Professional vacancy
EEO	-	-	-	No Vacancies
<b>Total Administration</b>	<b>60</b>	<b>53</b>	<b>7</b>	
<b>Operations</b>				
ITS & Tolling	63	68	(5)	8 Professional overrun partially offset by 3 Managerial vacancies
Operations (Non-Security)	54	26	28	34 Managerial vacancies partially offset by 6 overrun in Professional
<b>Total Operations</b>	<b>117</b>	<b>94</b>	<b>23</b>	
<b>Maintenance</b>				
Maintenance	205	212	(7)	6 Managerial vacancies partially offset by 9 overrun in Professional and 4 in Hourly
Operations - Maintainers	183	150	33	34 Maintainer vacancies partially offset by 1 overrun in Professional
<b>Total Maintenance</b>	<b>388</b>	<b>362</b>	<b>26</b>	
<b>Engineering/Capital</b>				
Engineering & Construction	97	92	5	2 Managerial and 3 Professional vacancies
Health & Safety	9	7	2	3 Managerial vacancies partially offset by 1 overrun in Professional
Law <sup>(1)</sup>	6	4	2	1 Managerial and 1 Professional vacancies
Planning & Budget Capital	6	6	-	No Vacancies
<b>Total Engineering/Capital</b>	<b>118</b>	<b>109</b>	<b>9</b>	
<b>Public Safety</b>				
Operations (Security)	317	292	25	13 Operational vacancies and 12 Managerial vacancies
Internal Security - Operations	45	32	13	7 Managerial and 6 Professional vacancies
<b>Total Public Safety</b>	<b>362</b>	<b>324</b>	<b>38</b>	
<b>Total Positions</b>	<b>1,045</b>	<b>942</b>	<b>103</b>	
Non-Reimbursable	984	881	103	
Reimbursable	61	61	-	
<b>Total Full-Time</b>	<b>1,045</b>	<b>942</b>	<b>103</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**  
 January 2025

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	20	14	6	6 in Executive
Professional, Technical, Clerical	40	39	1	1 in Administration, 3 in Budget & Finance, partially offset by 3 overrun in Executive
Operational Hours	-	-	-	
<b>Total Administration</b>	<b>60</b>	<b>53</b>	<b>7</b>	
<b>Operations</b>				
Managers/Supervisors	62	25	37	3 vacancies in ITS & Tolling and 34 in Operations
Professional, Technical, Clerical	55	69	(14)	6 overrun in Operations and 8 in ITS & Tolling
Operational Hours	-	-	-	
<b>Total Operations</b>	<b>117</b>	<b>94</b>	<b>23</b>	
<b>Maintenance</b>				
Managers/Supervisors	27	21	6	6 vacancies in Maintenance
Professional, Technical, Clerical	11	21	(10)	9 overrun in Maintenance and 1 overrun in Operations
Operational Hours <sup>(1)</sup>	350	320	30	34 vacancies in Operations partially offset by 4 overrun in Maintenance
<b>Total Maintenance</b>	<b>388</b>	<b>362</b>	<b>26</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	23	17	6	2 vacancies in Engineering, 3 in Health & Safety, 1 in Law
Professional, Technical, Clerical	95	92	3	3 vacancies in Engineering, and 1 in Law, partially offset by 1 overrun in Health & Safety
Operational Hours	-	-	-	
<b>Total Engineering/Capital</b>	<b>118</b>	<b>109</b>	<b>9</b>	
<b>Public Safety</b>				
Managers/Supervisors	117	98	19	7 vacancies in Internal Security, 12 in Operations
Professional, Technical, Clerical	36	30	6	6 vacancies in Internal Security
Operational Hours <sup>(2)</sup>	209	196	13	13 BTO vacancies in Operations
<b>Total Public Safety</b>	<b>362</b>	<b>324</b>	<b>38</b>	
<b>Total Positions</b>				
Managers/Supervisors	249	175	74	
Professional, Technical, Clerical	237	251	(14)	
Operational Hours	559	516	43	
<b>Total Positions</b>	<b>1,045</b>	<b>942</b>	<b>103</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

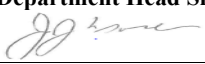
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## 2024 B&T Operating Surplus (Action Item)





# Staff Summary

<b>Subject:</b> 2024 TBTA Operating Surplus
<b>Department:</b> Finance
<b>Department Head Name</b> James McGovern (Controller's Department)
<b>Department Head Signature</b> 
<b>Project Manager Name</b> Tricia Cangemi

<b>Date</b> February 24, 2025
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/24/25			
2	MTA Finance Committee	02/24/25			
3	MTA Board	02/26/25			

Internal Approvals			
Order	Approval	Order	Approval
2	President 		VP Staff Services
3	Chief Financial Officer 		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

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

**PURPOSE:**

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$1,423,408,128 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$11,249,639 representing 2024 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Advance the 2025 TBTA Surplus as per attached Resolution.

**DISCUSSION:**

The attached calculation and agreed-upon procedures letter from Deloitte & Touche LLP represent the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2024. The amount of surplus available for transfer to the MTA and NYCTA is \$1,423,408,128. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2024 is \$11,249,639.

**BUDGET IMPACT:** None.

**ALTERNATIVES:** None.

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

# Triborough Bridge and Tunnel Authority

(A Component Unit of the Metropolitan Transportation Authority)

Agreed-Upon Procedures Performed in  
Connection with the Schedule of Operating  
Surplus for the Year Ended December 31, 2024

## INDEPENDENT ACCOUNTANT'S AGREED-UPON PROCEDURES REPORT

Members of the Board  
Metropolitan Transportation Authority  
New York, New York 10004

We have performed the procedures enumerated in the accompanying Exhibit B on the Triborough Bridge and Tunnel Authority's (the "Authority") calculation of the operating surplus ("Operating Surplus") presented in the Schedule of Operating Surplus ("the Schedule") for the year ended December 31, 2024 (Exhibit A) and the Supporting Schedule to the Schedule of Operating Surplus for the year ended December 31, 2024 (Exhibit C) (collectively "the subject matter"), in accordance with Title 9 Section 1219-a (2)(d) of the New York Public Authorities Law and various bond resolutions. The Authority is responsible for the subject matter.

The Authority, the Metropolitan Transportation Authority ("MTA"), and the MTA New York City Transit Authority ("Transit") have agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of assisting the specified parties in evaluating the subject matter.

We make no representation regarding the appropriateness of the procedures either for the purpose for which our report has been requested or for any other purpose. Accordingly, this report may not be suitable for either the purpose of which this report has been requested or for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures and associated findings are included in the accompanying Exhibit B.

We were engaged by the Authority, the MTA and Transit to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an audit or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on the subject matter. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.



We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of the Board of Directors of the MTA, the Transit, and the management of the Authority, and is not intended to be, and should not be, used by anyone other than these specified parties.

*Deloitte Touche LLP*

February 12, 2025

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SCHEDULE OF OPERATING SURPLUS

**YEAR ENDED DECEMBER 31, 2024** (amounts in U.S. Dollars)

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OPERATING REVENUES (Procedure 1)	\$ 2,610,503,263
OPERATING EXPENSES (Procedure 2)	<u>(512,935,655)</u>
NET OPERATING REVENUE	2,097,567,608
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Procedure 2)	(3,432,008)
DEBT SERVICE ON BONDS (Procedure 3)	(677,233,877)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Procedure 4)	16,758,031
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Procedure 5)	(8,579,703)
ADJUSTMENTS (Procedure 8):	
OPERATING EXPENSES RELATED TO 2023	310,442
OPERATING REVENUES RELATED TO 2023	<u>(1,982,365)</u>
OPERATING SURPLUS	<u>\$ 1,423,408,128</u>

See Independent Accountant's Agreed-Upon  
Procedures Report and accompanying notes.

# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## NOTES TO THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2024 (Exhibit A)

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### 1. REPORTING ENTITY

The Triborough Bridge and Tunnel Authority (the “Authority” or “MTA Bridges and Tunnels”) is a public benefit corporation created pursuant to the Public Authorities Law (the “Act”) of the State of New York (the “State”). MTA Bridges and Tunnels is a component unit of the Metropolitan Transportation Authority (“MTA”). The MTA is a component unit of the State and is included in the State’s Annual Comprehensive Financial Report of the Comptroller as a public benefit corporation. MTA Bridges and Tunnels is operationally and legally independent of the MTA. MTA Bridges and Tunnels enjoy certain rights typically associated with separate legal status including the ability to issue debt. However, MTA Bridges and Tunnels is included in the MTA’s consolidated financial statements as a blended component unit because of the MTA’s financial accountability and MTA Bridges and Tunnels is under the direction of the MTA Board (a reference to “MTA Board” means the board of MTA and/or the boards of the MTA Bridges and Tunnels and other MTA component units that apply in the specific context, all of which are comprised of the same persons). Under accounting principles generally accepted in the United States of America (“GAAP”), the MTA is required to include MTA Bridges and Tunnels in its consolidated financial statements.

### 2. OPERATING SURPLUS CALCULATION REQUIREMENTS

The operating surplus is calculated based upon Title 9 Section 1219-a (2)(d) of the New York Public Authorities Law (“PAL”) and various bond resolutions. This surplus is transferred to the MTA and the MTA New York City Transit Authority (“Transit”). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. The Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) is included as additional information providing further detail for the amounts recorded in the Schedule of Operating Surplus (Exhibit A) (the “Schedule”).

### 3. BASIS OF ACCOUNTING

The Schedule excludes Central Business District (“CBD”) Tolling activities. The operating revenues and operating expenses are included in the Schedule in accordance with Title 9 Section 1219-a (2)(d) of the New York Public Authorities Law and the applicable bond resolutions on the accrual basis of accounting.

# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2024 (Exhibit A)

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### 1. OPERATING REVENUES

- We compared the “Operating Revenues” which consists of Vehicle Toll Revenue, Advertising, Rents & Concessions, and Other Revenue of the Triborough Bridge and Tunnel Authority (“TBTA”) appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA, which excludes Central Business District (CBD) Tolling activities, and confirmed them to be in agreement.
- We inquired with management their policy for recording operating revenues and we have been informed that operating revenues were recorded using the accrual basis of accounting and that operating revenues excluded interest income.

### 2. OPERATING EXPENSES

- We compared the aggregate “Operating Expenses” of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA, which excludes CBD Tolling activities, and confirmed them to be in agreement.

We inquired with management their policy for recording operating expenses and we have been informed that operating expenses were recorded using the accrual basis of accounting and that operating expenses excluded depreciation.

- We compared the following expense items to the general ledger of the TBTA, which excludes, CBD Tolling activities: “Non-Operating Expenses” and “Reimbursement of Personnel Costs”, as noted on Exhibit C, and confirmed them to be in agreement.
- We recalculated the “Increase in Prepaid Expenses and Other Adjustments” appearing on the Schedule of Operating Surplus (Exhibit A) and compared it to the general ledger of the TBTA, which excludes CBD Tolling activities, and confirmed them to be in agreement.

We inquired whether the operating expenses were adjusted to include amounts charged to prepaid expenses on a cash basis of accounting and we have been informed that the operating expenses were adjusted to include amounts charged to prepaid expenses on a cash basis of accounting.

We inquired whether any cash adjustments were made for changes in accounts payable, accrued expenses, or accounts receivable and we have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2024 (Exhibit A)

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#### 3. DEBT SERVICE ON BONDS

- We compared the “Debt Service on Bonds” on the following bonds appearing on the Schedule of Operating Surplus (Exhibit A) to the TBTA debt service schedules listed below and confirmed them to be in agreement:
  - General Revenue Bonds, and
  - Subordinate Revenue Bonds.
- We compared the “Debt Service on Bonds” on the TBTA’s portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedule and confirmed them to be in agreement.
- We confirmed that the Debt Service on Bonds represents interest paid and/or accrued applicable to calendar year 2024 and the principal payment due January 1, 2025, on all bond indebtedness and certificates.

#### 4. INTEREST INCOME

- We compared the aggregated amounts of “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” appearing on the Schedule of Operating Surplus (Exhibit A) to the debt service schedules (General Revenue Bonds and Subordinate Revenue Bonds) and confirmed them to be in agreement.
- We compared the interest income to the debt service schedules (General Revenue Bonds and Subordinate Revenue Bonds) as noted in Exhibit C and confirmed them to be in agreement.

We inquired whether interest income is excluded from operating revenues on the Schedule of Operating Surplus (Exhibit A) and we have been informed that interest income is excluded from “Operating Revenues” on the Schedule of Operating Surplus (Exhibit A).

We inquired whether interest income on the debt service fund consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA Bonds from their respective dates of issuance and we have been informed that interest income on the debt service fund investments consists of income from (a) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (b) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We inquired whether the interest income was included in the computation of operating surplus as a reduction of debt service cost (therefore increasing operating surplus) and we have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### **AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2024 (Exhibit A)**

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- We inquired whether unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels and we have been informed that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels.

#### **5. CAPITAL ASSETS FUNDED FROM OPERATIONS**

- We compared the amount of "Purchase of Capital Assets Funded From Operations", which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of Operating Surplus (Exhibit A), which excludes CBD Tolling activities, to the general ledger of the TBTA and confirmed them to be in agreement.

We inquired whether these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A) and we have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

#### **6. NECESSARY RECONSTRUCTION RESERVE**

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the TBTA Financial Plan, which was approved by the Finance Committee at the December 20, 2023, meeting, to set aside and reduce the operating surplus by \$0 and confirmed them to be in agreement. (We confirmed the Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968).

We inquired whether this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of TBTA's General Revenue Bond Resolution and we have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### **AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2024 (Exhibit A)**

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#### **7. CAPITAL CONTRIBUTION - PAYGO**

- We compared the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Capital Contribution - PAYGO” to the TBTA Financial Plan which was approved by the Finance Committee at the December 20, 2023 meeting, to set aside and reduce the operating surplus by \$0 and confirmed them to be in agreement.

#### **8. ADJUSTMENTS**

- We compared the amount appearing on the Schedule of Operating Surplus as “Operating Expenses Related To 2023” to the difference between the December 31, 2023 Surplus and Post Surplus Operating Expenses in the general ledger of the TBTA, which excludes CBD Tolling activities, and confirmed to be in agreement.
- We compared the amount appearing on the Schedule of Operating Surplus as “Operating Revenues Related To 2023” to the difference between the December 31, 2023 Surplus and Post Surplus Operating Revenues (net of other revenues) in the general ledger of the TBTA, which excludes CBD Tolling activities, and confirmed to be in agreement.

#### **9. RECONCILIATION OF EXHIBIT C TO EXHIBIT A**

- We compared the operating revenues, operating expenses, increase in prepaid expenses and other adjustments, interest income on unexpended bond proceeds and debt service funds, and total debt service on bonds appearing on the Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) to the respective amounts appearing on the Schedule of Operating Surplus (Exhibit A), and confirmed them to be in agreement.

\* \* \* \* \*

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2024 (amounts in U.S. Dollars)

TOTAL REVENUES		\$	2,621,752,902
LESS: Interest Income			<u>11,249,639</u>
OPERATING REVENUES (Exhibit A)		\$	<u>2,610,503,263</u>
TOTAL EXPENSES (excluding depreciation)		\$	857,568,228
LESS: Non-Operating Expenses (Procedure 2)	\$	326,683,209	
Reimbursement of Personnel Costs (Procedure 2)		<u>17,949,364</u>	<u>\$ 344,632,573</u>
OPERATING EXPENSES (Exhibit A)		\$	<u>512,935,655</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:			
Balance December 31, 2023	\$	23,294,871	
Balance December 31, 2024		<u>26,726,879</u>	
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		\$	<u>3,432,008</u>
DEBT SERVICE ON BONDS:			
TBTA	\$	422,960,576	
MTA		74,148,764	
NYCTA		<u>163,366,506</u>	
Subtotal		660,475,846	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Exhibit A)		<u>16,758,031</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		\$	<u>677,233,877</u>





# Bridges and Tunnels

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



**MTA BRIDGES & TUNNELS**  
**FEBRUARY FINANCIAL PLAN FOR 2025-2028**  
**2024 FINAL ESTIMATE AND 2025 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bridges & Tunnels' 2024 Final Estimate, 2025 Adopted Budget and the Financial Plan for 2025-2028. Financials are unchanged from the November Plan, which was adopted by the MTA Board in December 2024. Minor technical adjustments with no material financial impact have been incorporated into this Plan.

The February Plan also provides schedules detailing the monthly allocation of financials, including headcount and utilization, based on the 2025 Adopted Budget for the purpose of reporting actual results to the MTA Board.

**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2025-2028**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
 (\$ in millions)

		Favorable/(Unfavorable)							
2024		2025		2026		2027		2028	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2024 November Financial Plan: Adjusted Net Surplus/(Deficit)</b>	1,066	\$2,084.959	984	\$2,067.014	984	\$2,081.613	984	\$2,092.882	984	\$2,094.207
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**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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**MTA Plan Adjustments:**

MTA Policy Actions:

MTA Re-estimates:

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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<b>2025 February Financial Plan: Adjusted Net Surplus/(Deficit)</b>	1,066	\$2,084.959	984	\$2,067.014	984	\$2,081.613	984	\$2,092.882	984	\$2,094.207
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**MTA BRIDGES & TUNNELS**  
**February Financial Plan 2025-2028**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

		Favorable/(Unfavorable)							
2024		2025		2026		2027		2028	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

<b>2024 November Financial Plan: Adjusted Net Surplus/(Deficit)</b>	<b>87</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>
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**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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**MTA Plan Adjustments:**

MTA Policy Actions:

MTA Re-estimates:

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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<b>2025 February Financial Plan: Adjusted Net Surplus/(Deficit)</b>	<b>87</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>	<b>61</b>	<b>\$0.000</b>
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**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2025 - 2028**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

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

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

	Final Estimate 2024	Adopted Budget 2025	2026	2027	2028
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
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	30.958	31.101	31.225	31.335
Investment Income	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>	<b>\$31.225</b>	<b>\$31.335</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$13.525	\$13.603	\$13.684	\$13.766	\$13.832
Overtime	1.039	1.039	1.060	1.060	1.060
Health and Welfare	2.801	2.816	2.831	2.846	2.862
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	3.406	3.424	3.443	3.462	3.481
Other Fringe Benefits	1.545	1.552	1.560	1.568	1.576
Reimbursable Overhead	8.523	8.523	8.523	8.523	8.523
<b>Total Labor Expenses</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>	<b>\$31.225</b>	<b>\$31.335</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$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 Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and 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>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$30.838</b>	<b>\$30.958</b>	<b>\$31.101</b>	<b>\$31.225</b>	<b>\$31.335</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Final Estimate 2024	Adopted Budget 2025	2026	2027	2028
<b>Non-Reimbursable / Reimbursable</b>					
Page 1 of 2					
<b>Operating Revenue</b>					
Toll Revenue	\$2,576.221	\$2,583.402	\$2,610.788	\$2,636.652	\$2,654.148
Other Operating Revenue	27.099	27.099	27.099	27.099	27.099
Capital and Other Reimbursements	30.838	30.958	31.101	31.225	31.335
Investment Income	13.240	1.240	1.240	1.240	1.240
<b>Total Revenues</b>	<b>\$2,647.398</b>	<b>\$2,642.699</b>	<b>\$2,670.228</b>	<b>\$2,696.217</b>	<b>\$2,713.822</b>
<b>Operating Expense</b>					
<b>Labor:</b>					
Payroll	\$111.882	\$116.572	\$118.903	\$121.281	\$123.707
Overtime	32.063	33.262	33.966	34.755	35.451
Health and Welfare	29.930	33.482	34.984	37.292	39.745
OPEB Current Payments	35.920	38.111	40.436	42.903	45.520
Pension	31.856	34.580	39.264	40.477	42.310
Other Fringe Benefits	17.125	19.557	19.412	20.107	20.823
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$258.776</b>	<b>\$275.564</b>	<b>\$286.965</b>	<b>\$296.815</b>	<b>\$307.556</b>
<b>Non-Labor:</b>					
Electric Power	\$4.428	\$5.527	\$6.215	\$6.333	\$6.462
Fuel	2.007	1.861	1.759	1.741	1.792
Insurance	11.211	13.699	14.626	15.864	17.363
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	162.359	166.910	164.495	166.815	169.345
Professional Services Contracts	30.897	27.130	28.844	29.450	30.116
Materials and Supplies	3.162	2.712	2.782	2.841	2.906
Other Business Expenses	60.460	59.069	59.095	59.116	59.139
<b>Total Non-Labor Expenses</b>	<b>\$274.523</b>	<b>\$276.907</b>	<b>\$277.817</b>	<b>\$282.160</b>	<b>\$287.124</b>
<b>Other Expense Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$533.299</b>	<b>\$552.472</b>	<b>\$564.782</b>	<b>\$578.975</b>	<b>\$594.679</b>
Depreciation	\$226.229	\$220.350	\$224.836	\$228.617	\$232.770
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(20.335)	(22.445)	(26.813)	(27.608)	(29.023)
GASB 75 OPEB Expense Adjustment	18.593	17.161	16.627	16.022	15.320
GASB 87 Lease Adjustment	5.616	5.616	5.616	5.616	5.616
GASB 96 SBITA Adjustment	0.002	0.002	0.002	0.002	0.002
<b>Total Non-Cash Liability Adjustments</b>	<b>\$230.106</b>	<b>\$220.684</b>	<b>\$220.269</b>	<b>\$222.650</b>	<b>\$224.686</b>
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$763.404</b>	<b>\$773.156</b>	<b>\$785.050</b>	<b>\$801.625</b>	<b>\$819.365</b>
Less: Depreciation	226.229	220.350	224.836	228.617	232.770
GASB 68 Pension Expense Adj	(20.335)	(22.445)	(26.813)	(27.608)	(29.023)
GASB 75 OPEB Expense Adj	18.593	17.161	16.627	16.022	15.320
GASB 87 Net Adjustment	5.616	5.616	5.616	5.616	5.616
GASB 96 SBITA Adjustment	0.002	0.002	0.002	0.002	0.002
<b>Total Expenses</b>	<b>\$533.299</b>	<b>\$552.472</b>	<b>\$564.782</b>	<b>\$578.975</b>	<b>\$594.679</b>
<b>Net Surplus/(Deficit)</b>	<b>\$2,114.099</b>	<b>\$2,090.227</b>	<b>\$2,105.446</b>	<b>\$2,117.242</b>	<b>\$2,119.143</b>

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

	Final Estimate 2024	Adopted Budget 2025	2026	2027	2028
<b>Non-Reimbursable / Reimbursable</b>					
Page 2 of 2					
<b>Net Surplus/(Deficit)</b>	<b>\$2,114.099</b>	<b>\$2,090.227</b>	<b>\$2,105.446</b>	<b>\$2,117.242</b>	<b>\$2,119.143</b>
<b><u>Deductions from Income:</u></b>					
Less: Capitalized Assets	\$29.141	\$23.213	\$23.833	\$24.360	\$24.936
B&T Capital Reserves & Prepaid Exp.	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$2,084.959</b>	<b>\$2,067.014</b>	<b>\$2,081.613</b>	<b>\$2,092.882</b>	<b>\$2,094.207</b>
Less: Debt Service	\$621.165	\$739.159	\$813.797	\$869.519	\$961.744
Less: Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000
<b>Income Available for Distribution</b>	<b>\$1,463.794</b>	<b>\$1,327.855</b>	<b>\$1,267.816</b>	<b>\$1,223.363</b>	<b>\$1,132.463</b>
<b><u>Distributable To:</u></b>					
MTA - Investment Income	\$13.240	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	758.199	691.040	659.087	637.229	594.354
NYCT - Distributable Income	692.354	635.575	607.490	584.893	536.868
<b>Total Distributable Income</b>	<b>\$1,463.794</b>	<b>\$1,327.855</b>	<b>\$1,267.816</b>	<b>\$1,223.363</b>	<b>\$1,132.463</b>
<b><u>Actual Cash Transfers:</u></b>					
MTA - Investment Income - Prior Year	\$12.369	\$13.240	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	791.103	697.756	662.282	639.415	598.642
NYCT - Cash Surplus Transfer	719.291	641.252	610.298	587.153	541.671
<b>Total Cash Transfers</b>	<b>\$1,522.763</b>	<b>\$1,352.248</b>	<b>\$1,273.820</b>	<b>\$1,227.808</b>	<b>\$1,141.553</b>
<b>SUPPORT TO MASS TRANSIT:</b>					
Total Revenue	\$2,647.398	\$2,642.699	\$2,670.228	\$2,696.217	\$2,713.822
Total Expenses Before Non-Cash Liability Adjs.	533.299	552.472	564.782	578.975	594.679
<b>Net Operating Income</b>	<b>\$2,114.099</b>	<b>\$2,090.227</b>	<b>\$2,105.446</b>	<b>\$2,117.242</b>	<b>\$2,119.143</b>
<b><u>Deductions from Operating Income:</u></b>					
B&T Debt Service	\$383.126	\$523.248	\$606.738	\$660.436	\$739.370
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	29.141	23.213	23.833	24.360	24.936
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000
<b>Total Deductions from Operating Income</b>	<b>\$412.267</b>	<b>\$546.461</b>	<b>\$630.571</b>	<b>\$684.795</b>	<b>\$764.305</b>
<b>Total Support to Mass Transit</b>	<b>\$1,701.832</b>	<b>\$1,543.766</b>	<b>\$1,474.876</b>	<b>\$1,432.446</b>	<b>\$1,354.837</b>



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

	<b>Final Estimate</b>	<b>Adopted Budget</b>			
	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>

**TRAFFIC VOLUME**

<b>Total Traffic Volume</b>	<b>338.655</b>	<b>339.600</b>	<b>343.200</b>	<b>346.600</b>	<b>348.900</b>
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**TOLL REVENUE**

<b>Toll Revenue</b>	<b>\$2,576.221</b>	<b>\$2,583.402</b>	<b>\$2,610.788</b>	<b>\$2,636.652</b>	<b>\$2,654.148</b>
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**MTA BRIDGES AND TUNNELS**  
**February Financial Plan 2025-2028**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

FUNCTION/DEPARTMENT	Final Estimate 2024	Adopted Budget 2025	2026	2027	2028
<b>Administration</b>					
Executive	17	17	17	17	17
Law <sup>(1)</sup>	12	5	5	5	5
Budget & Finance	17	12	12	12	12
Administration	38	26	26	26	26
EEO	1	0	0	0	0
<b>Total Administration</b>	<b>85</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
<b>Operations</b>					
ITS & Tolling	63	63	63	63	63
Operations (Non-Security)	54	54	54	54	54
<b>Total Operations</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>
<b>Maintenance</b>					
Maintenance	205	205	205	205	205
Operations - Maintainers	183	183	183	183	183
<b>Total Maintenance</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering/Capital</b>					
Engineering & Construction	123	97	97	97	97
Health & Safety	9	9	9	9	9
Law <sup>(1)</sup>	18	6	6	6	6
Planning & Budget Capital	8	6	6	6	6
<b>Total Engineering/Capital</b>	<b>158</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>
<b>Public Safety</b>					
Operations (Security)	360	317	317	317	317
Internal Security - Operations	45	45	45	45	45
<b>Total Public Safety</b>	<b>405</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>
<b>Total Positions</b>	<b>1,153</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>
<i>Non-Reimbursable</i>	1,066	984	984	984	984
<i>Reimbursable</i>	87	61	61	61	61
<i>Total Full-Time</i>	1,153	1,045	1,045	1,045	1,045
<i>Total Full-Time Equivalents</i>	0	0	0	0	0

(2) Includes Accounts Payable, Accounting, Payroll and Operating Budget staff.

(3) Includes Human Resources and Administration staff.

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

FUNCTION / OCCUPATIONAL GROUP	Final Estimate 2024	Adopted Budget 2025	2026	2027	2028
<b>Administration</b>					
Managers/Supervisors	32	20	20	20	20
Professional/Technical/Clerical	53	40	40	40	40
Operational Hourlies	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>85</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
<b>Operations</b>					
Managers/Supervisors	62	62	62	62	62
Professional/Technical/Clerical	55	55	55	55	55
Operational Hourlies (1)	0	0	0	0	0
<b>Total Operations Headcount</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>
<b>Maintenance</b>					
Managers/Supervisors	27	27	27	27	27
Professional/Technical/Clerical	11	11	11	11	11
Operational Hourlies (2)	350	350	350	350	350
<b>Total Maintenance Headcount</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	34	23	23	23	23
Professional/Technical/Clerical	124	95	95	95	95
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>158</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>
<b>Public Safety</b>					
Managers/Supervisors	117	117	117	117	117
Professional, Technical, Clerical	36	36	36	36	36
Operational Hourlies (3)	252	209	209	209	209
<b>Total Public Safety Headcount</b>	<b>405</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>
<b>Total Positions</b>					
Managers/Supervisors	<b>272</b>	<b>249</b>	<b>249</b>	<b>249</b>	<b>249</b>
Professional, Technical, Clerical	<b>279</b>	<b>237</b>	<b>237</b>	<b>237</b>	<b>237</b>
Operational Hourlies	<b>602</b>	<b>559</b>	<b>559</b>	<b>559</b>	<b>559</b>
<b>Total Positions</b>	<b>1,153</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>

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

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

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

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2025 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>	\$192,317	\$183,018	\$215,349	\$210,515	\$227,358	\$224,826	\$224,053	\$229,831	\$217,375	\$226,896	\$215,303	\$216,561	\$2,583,402
Toil Revenue	1,539	2,379	2,635	1,723	2,353	2,353	2,353	2,353	2,353	2,353	2,353	2,353	27,089
Other Operating Revenue	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	1,240
Investment Income													
<b>Total Revenues</b>	<b>\$193,960</b>	<b>\$185,500</b>	<b>\$218,087</b>	<b>\$212,342</b>	<b>\$229,814</b>	<b>\$227,282</b>	<b>\$226,509</b>	<b>\$232,288</b>	<b>\$219,831</b>	<b>\$229,353</b>	<b>\$217,759</b>	<b>\$219,017</b>	<b>\$2,611,741</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$9,308	\$9,308	\$9,308	\$9,308	\$9,308	\$9,308	\$9,308	\$9,308	\$9,308	\$9,308	\$9,308	\$9,308	\$102,968
Overtime	2,805	2,366	2,806	2,306	2,662	2,685	2,849	2,821	2,631	2,920	2,816	2,556	32,223
Health and Welfare	2,708	2,708	2,708	2,708	2,708	2,708	2,708	2,708	2,708	2,708	2,708	2,708	30,666
OPEB Current Payments	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	38,111
Pension	2,763	2,763	2,763	2,763	2,763	2,763	2,763	2,763	2,763	2,763	2,763	2,763	31,156
Other Fringe Benefits	1,585	1,585	1,585	1,585	1,585	1,585	1,585	1,585	1,585	1,585	1,585	1,585	18,005
Reimbursable Overhead	(0.584)	(0.584)	(0.584)	(0.584)	(0.584)	(0.584)	(0.584)	(0.584)	(0.584)	(0.584)	(0.584)	(2.104)	(8,523)
<b>Total Labor Expenses</b>	<b>\$21,760</b>	<b>\$21,321</b>	<b>\$21,762</b>	<b>\$21,262</b>	<b>\$21,617</b>	<b>\$21,640</b>	<b>\$21,804</b>	<b>\$21,776</b>	<b>\$21,586</b>	<b>\$21,875</b>	<b>\$21,771</b>	<b>\$6,434</b>	<b>\$244,607</b>
<b>Non-Labor:</b>													
Electric Power	\$0.634	\$0.573	\$0.393	\$0.729	\$0.364	\$0.364	\$0.364	\$0.364	\$0.364	\$0.364	\$0.364	\$0.648	\$5,527
Fuel	0.122	0.225	0.324	0.064	0.173	0.126	0.101	0.101	0.126	0.126	0.126	0.241	1,861
Insurance	1,088	1,088	1,088	1,088	1,088	1,088	1,088	1,088	1,088	1,088	1,088	1,088	13,699
Claims	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8,508	8,441	13,431	9,226	9,945	19,247	9,691	11,082	21,005	10,378	10,642	35,315	166,910
Professional Services Contracts	1,571	1,593	2,527	1,915	1,944	2,797	1,943	1,934	2,970	1,918	1,960	4,057	27,130
Materials and Supplies	0.055	0.251	0.379	0.023	0.199	0.205	0.199	0.199	0.205	0.318	0.306	0.372	2,712
Other Business Expenses	4.881	4.788	5.088	4.834	4.846	4.857	4.861	4.861	4.861	4.888	4.859	5.415	59,069
<b>Total Non-Labor Expenses</b>	<b>\$16,859</b>	<b>\$16,959</b>	<b>\$23,229</b>	<b>\$17,879</b>	<b>\$18,560</b>	<b>\$28,719</b>	<b>\$18,244</b>	<b>\$19,630</b>	<b>\$30,619</b>	<b>\$19,081</b>	<b>\$19,351</b>	<b>\$47,778</b>	<b>\$276,907</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$38,619</b>	<b>\$38,280</b>	<b>\$44,991</b>	<b>\$39,140</b>	<b>\$40,177</b>	<b>\$50,359</b>	<b>\$40,048</b>	<b>\$41,406</b>	<b>\$52,204</b>	<b>\$40,956</b>	<b>\$41,122</b>	<b>\$54,212</b>	<b>\$521,514</b>
Depreciation	\$18,435	\$18,435	\$18,435	\$19,924	\$18,140	\$18,140	\$18,140	\$18,140	\$18,140	\$18,140	\$18,140	\$18,140	\$220,350
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(22,445)	(22,445)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17,161	17,161
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	1,404	0.000	0.000	1,404	0.000	0.000	1,404	5,616
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.002
<b>Total Non-Cash Liability Adjustments</b>	<b>\$18,435</b>	<b>\$18,435</b>	<b>\$19,839</b>	<b>\$19,924</b>	<b>\$18,140</b>	<b>\$19,544</b>	<b>\$18,140</b>	<b>\$18,140</b>	<b>\$19,544</b>	<b>\$18,140</b>	<b>\$18,140</b>	<b>\$14,262</b>	<b>\$220,684</b>
<b>Total Expenses/Expenditures</b>	<b>\$57,055</b>	<b>\$56,715</b>	<b>\$64,830</b>	<b>\$59,064</b>	<b>\$58,317</b>	<b>\$69,903</b>	<b>\$58,188</b>	<b>\$59,546</b>	<b>\$71,748</b>	<b>\$59,096</b>	<b>\$59,262</b>	<b>\$68,473</b>	<b>\$742,198</b>
Less: Depreciation	18,435	18,435	18,435	19,924	18,140	18,140	18,140	18,140	18,140	18,140	18,140	18,140	220,350
GASB 68 Pension Expense Adj	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(22,445)	(22,445)
GASB 75 OPEB Expense Adj	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17,161	17,161
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	1,404	0.000	0.000	1,404	0.000	0.000	1,404	5,616
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.002
<b>Total Expenses</b>	<b>\$38,619</b>	<b>\$38,280</b>	<b>\$44,991</b>	<b>\$39,140</b>	<b>\$40,177</b>	<b>\$50,359</b>	<b>\$40,048</b>	<b>\$41,406</b>	<b>\$52,204</b>	<b>\$40,956</b>	<b>\$41,122</b>	<b>\$54,212</b>	<b>\$521,514</b>
<b>Net Surplus/(Deficit)</b>	<b>\$155,340</b>	<b>\$147,220</b>	<b>\$173,096</b>	<b>\$173,202</b>	<b>\$189,637</b>	<b>\$176,923</b>	<b>\$186,461</b>	<b>\$190,882</b>	<b>\$167,626</b>	<b>\$188,396</b>	<b>\$176,637</b>	<b>\$164,806</b>	<b>\$2,090,227</b>

-- Differences are due to rounding

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2025 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	16.618
Capital and Other Reimbursements	\$1.304	\$1.304	\$1.304	\$1.304	\$1.304	\$1.304	\$1.304	\$1.304	\$1.304	\$1.304	\$1.304	\$1.304	\$16.618
<b>Total Revenues</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$30.958</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$13.603
Overtime	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.190	1.039
Health and Welfare	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.083	0.083	1.908	2.816
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.109	0.109	0.109	0.109	0.109	0.109	0.109	0.109	0.109	0.109	0.109	2.229	3.424
Other Fringe Benefits	0.045	0.045	0.045	0.045	0.045	0.045	0.045	0.045	0.045	0.045	0.045	1.055	1.552
Reimbursable Overhead	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	0.584	2.104	8.523
<b>Total Labor Expenses</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$30.958</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjts.</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$1.304</b>	<b>\$30.958</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

-- Differences are due to rounding

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2025 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable - Page 1 of 2</b>													
<b>Operating Revenue</b>	\$192,317	\$183,018	\$215,349	\$210,515	\$227,358	\$224,826	\$224,053	\$229,831	\$217,375	\$226,896	\$215,303	\$216,561	\$2,583,402
Toll Revenue	1,539	2,379	2,635	1,723	2,353	2,353	2,353	2,353	2,353	2,353	2,353	2,353	27,099
Other Operating Revenue	1,304	1,304	1,304	1,304	1,304	1,304	1,304	1,304	1,304	1,304	1,304	1,304	16,618
Capital and Other Reimbursements	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	0.103	1,240
Investment Income	\$196,263	\$186,804	\$219,391	\$213,645	\$231,118	\$228,585	\$227,813	\$233,591	\$221,134	\$230,656	\$219,063	\$235,635	\$2,642,699
<b>Total Revenues</b>													
<b>Operating Expenses</b>	\$9,714	\$9,714	\$9,714	\$9,714	\$9,714	\$9,714	\$9,714	\$9,714	\$9,714	\$9,714	\$9,714	\$9,714	\$116,572
<b>Labor:</b>													
Payroll	2,883	2,443	2,884	2,384	2,739	2,762	2,926	2,898	2,708	2,997	2,893	2,746	33,262
Overtime	2,790	2,790	2,790	2,790	2,790	2,790	2,790	2,790	2,790	2,790	2,790	2,790	33,482
Health and Welfare	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	3,176	38,111
OPEB Current Payments	2,871	2,871	2,871	2,871	2,871	2,871	2,871	2,871	2,871	2,871	2,871	2,871	34,580
Pension	1,630	1,630	1,630	1,630	1,630	1,630	1,630	1,630	1,630	1,630	1,630	1,630	19,557
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	\$23,064	\$22,625	\$23,065	\$22,921	\$22,921	\$22,944	\$23,708	\$23,079	\$22,869	\$23,778	\$23,074	\$23,052	\$275,564
<b>Total Labor Expenses</b>													
<b>Non-Labor:</b>	\$0,634	\$0,573	\$0,393	\$0,729	\$0,364	\$0,364	\$0,364	\$0,364	\$0,364	\$0,364	\$0,364	\$0,648	\$5,527
Electric Power	0.122	0.225	0.324	0.064	0.173	0.126	0.101	0.101	0.126	0.126	0.132	0.241	1,861
Fuel	1,088	1,088	1,088	1,088	1,088	1,088	1,088	1,088	1,088	1,088	1,088	1,088	13,699
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	8,508	8,441	13,431	9,226	9,945	19,247	9,691	11,082	21,005	10,378	10,642	35,315	166,910
Maintenance and Other Operating Contracts	1,571	1,593	2,527	1,915	1,944	2,927	1,944	1,944	2,970	1,918	1,918	4,057	27,130
Professional Services Contracts	0,055	0,251	0,379	0,023	0,199	0,205	0,199	0,199	0,205	0,318	0,306	0,372	2,712
Materials and Supplies	4,881	4,788	5,088	4,834	4,846	4,891	4,857	4,861	4,861	4,888	4,859	5,415	59,069
Other Business Expenses	\$16,959	\$16,959	\$23,229	\$17,879	\$18,560	\$28,779	\$18,244	\$19,630	\$30,679	\$19,081	\$19,351	\$47,778	\$276,907
<b>Total Non-Labor Expenses</b>													
<b>Other Expense Adjustments:</b>	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$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>Total Expenses before Depreciation and GASB Adjs.</b>	\$39,923	\$39,584	\$46,295	\$40,444	\$41,480	\$51,663	\$41,351	\$42,709	\$53,508	\$42,260	\$42,426	\$70,829	\$552,472
Depreciation	\$18,435	\$18,435	\$18,435	\$19,924	\$18,140	\$18,140	\$18,140	\$18,140	\$18,140	\$18,140	\$18,140	\$18,140	\$220,350
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(22,445)	(22,445)
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17,161	17,161
GASB 87 Lease Adjustment	0.000	0.000	1,404	0.000	0.000	1,404	0.000	0.000	1,404	0.000	0.000	1,404	5,616
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002
<b>Total Non-Cash Liability Adjustments</b>	\$18,435	\$18,435	\$19,839	\$19,924	\$18,140	\$19,544	\$18,140	\$18,140	\$19,544	\$18,140	\$18,140	\$14,262	\$220,684
<b>Total Expenses/Expenditures</b>	\$58,358	\$58,019	\$66,134	\$60,368	\$59,620	\$71,207	\$59,491	\$60,849	\$73,052	\$60,400	\$60,566	\$85,091	\$773,156
Less: Depreciation	18,435	18,435	18,435	19,924	18,140	18,140	18,140	18,140	18,140	18,140	18,140	18,140	220,350
GASB 68 Pension Expense Adj	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(22,445)	(22,445)
GASB 75 OPEB Expense Adj	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	17,161	17,161
GASB 87 Lease Adjustment	0.000	0.000	1,404	0.000	0.000	1,404	0.000	0.000	1,404	0.000	0.000	1,404	5,616
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002
<b>Total Expenses</b>	\$39,923	\$39,584	\$46,295	\$40,444	\$41,480	\$51,663	\$41,351	\$42,709	\$53,508	\$42,260	\$42,426	\$70,829	\$552,472
<b>Net Surplus/(Deficit)</b>	\$155,340	\$147,220	\$173,096	\$173,202	\$189,637	\$176,923	\$186,461	\$190,882	\$167,626	\$188,396	\$176,637	\$164,806	\$2,090,227

-- Differences are due to rounding

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2025 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable - Page 2 of 2</b>													
<b>Net Surplus/(Deficit)</b>	<b>\$155.340</b>	<b>\$147.220</b>	<b>\$173.096</b>	<b>\$173.202</b>	<b>\$189.637</b>	<b>\$176.923</b>	<b>\$186.461</b>	<b>\$190.882</b>	<b>\$167.626</b>	<b>\$188.396</b>	<b>\$176.637</b>	<b>\$164.806</b>	<b>\$2,090.227</b>
<b>Deductions from Income:</b>													
B&T Capitalized Assets	\$0.082	\$0.069	\$0.901	\$0.109	\$0.332	\$2.020	\$0.248	\$0.452	\$1.904	\$0.307	\$3.064	\$13.725	\$23.213
B&T Capital Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T Capital Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T Prepaid Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
B&T GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$155.259</b>	<b>\$147.151</b>	<b>\$172.195</b>	<b>\$173.093</b>	<b>\$189.305</b>	<b>\$174.903</b>	<b>\$186.213</b>	<b>\$190.430</b>	<b>\$165.723</b>	<b>\$188.089</b>	<b>\$173.573</b>	<b>\$151.080</b>	<b>\$2,067.014</b>
Total Debt Service	\$54.705	\$54.705	\$54.705	\$54.705	\$58.175	\$65.255	\$65.255	\$65.255	\$67.322	\$67.322	\$64.881	\$66.872	\$739.159
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Income Available for Distribution</b>	<b>\$100.553</b>	<b>\$92.445</b>	<b>\$117.490</b>	<b>\$118.387</b>	<b>\$131.131</b>	<b>\$109.647</b>	<b>\$120.958</b>	<b>\$125.175</b>	<b>\$98.401</b>	<b>\$120.767</b>	<b>\$108.692</b>	<b>\$84.208</b>	<b>\$1,327.855</b>
<b>Distributable To:</b>													
MTA - Investment Income	\$0.103	\$0.103	\$0.103	\$0.103	\$0.103	\$0.103	\$0.103	\$0.103	\$0.103	\$0.103	\$0.103	\$0.103	\$1.240
MTA - Distributable Income	52.559	48.505	61.027	61.476	67.848	57.106	62.761	64.870	51.483	62.666	56.535	44.206	691.040
NYCT - Distributable Income	47.891	43.837	56.359	56.808	63.180	52.438	58.093	60.202	46.815	57.998	52.054	39.899	635.575
<b>Total Distributable Income:</b>	<b>\$100.553</b>	<b>\$92.445</b>	<b>\$117.490</b>	<b>\$118.387</b>	<b>\$131.131</b>	<b>\$109.647</b>	<b>\$120.958</b>	<b>\$125.175</b>	<b>\$98.401</b>	<b>\$120.767</b>	<b>\$108.692</b>	<b>\$84.208</b>	<b>\$1,327.855</b>
<b>Actual Cash Transfers:</b>													
MTA - Investment Income - Prior Year	\$0.000	\$13.240	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$13.240
MTA - Cash Surplus Transfer	0.000	123.112	46.505	51.531	55.843	59.640	50.058	57.961	55.848	50.719	56.342	90.198	697.756
NYCT - Cash Surplus Transfer	0.000	112.326	42.304	47.330	51.642	55.439	45.857	53.760	51.647	46.517	52.141	82.290	641.252
<b>Total Cash Transfers:</b>	<b>\$0.000</b>	<b>\$248.678</b>	<b>\$88.808</b>	<b>\$98.861</b>	<b>\$107.484</b>	<b>\$115.078</b>	<b>\$95.915</b>	<b>\$111.722</b>	<b>\$107.495</b>	<b>\$97.237</b>	<b>\$108.482</b>	<b>\$172.489</b>	<b>\$1,352.248</b>
<b>SUPPORT TO MASS TRANSIT:</b>													
Total Revenue	\$195.263	\$186.804	\$219.391	\$213.645	\$231.118	\$228.585	\$227.813	\$233.591	\$221.134	\$230.656	\$219.063	\$235.635	\$2,642.699
Total Expenses Before Non-Cash Liability Adjs.	39.923	39.584	46.295	40.444	41.480	51.663	41.351	42.709	53.508	42.260	42.426	70.829	552.472
<b>Net Operating Income:</b>	<b>\$155.340</b>	<b>\$147.220</b>	<b>\$173.096</b>	<b>\$173.202</b>	<b>\$189.637</b>	<b>\$176.923</b>	<b>\$186.461</b>	<b>\$190.882</b>	<b>\$167.626</b>	<b>\$188.396</b>	<b>\$176.637</b>	<b>\$164.806</b>	<b>\$2,090.227</b>
<b>Deductions from Operating Income:</b>													
B&T Debt Service	\$36.609	\$36.609	\$36.609	\$36.609	\$40.078	\$47.159	\$47.159	\$47.159	\$49.225	\$49.225	\$47.210	\$49.600	\$523.248
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	0.082	0.069	0.901	0.109	0.332	2.020	0.248	0.452	1.904	0.307	3.064	13.725	23.213
Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Deductions from Operating Income:</b>	<b>\$36.690</b>	<b>\$36.678</b>	<b>\$37.510</b>	<b>\$36.718</b>	<b>\$40.410</b>	<b>\$49.179</b>	<b>\$47.406</b>	<b>\$47.610</b>	<b>\$51.129</b>	<b>\$49.532</b>	<b>\$50.274</b>	<b>\$63.325</b>	<b>\$546.461</b>
<b>Total Support to Mass Transit:</b>	<b>\$118.650</b>	<b>\$110.542</b>	<b>\$135.586</b>	<b>\$136.484</b>	<b>\$149.227</b>	<b>\$127.744</b>	<b>\$139.055</b>	<b>\$143.272</b>	<b>\$116.498</b>	<b>\$138.864</b>	<b>\$126.364</b>	<b>\$101.481</b>	<b>\$1,543.766</b>

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2025 Adopted Budget**  
**Traffic Volume (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
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Traffic Volume	25,439	24,273	28,485	27,663	29,798	29,466	29,365	29,965	28,452	29,582	28,479	28,633	339,600
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Toll Revenue	\$192,317	\$183,018	\$215,349	\$210,515	\$227,358	\$224,826	\$224,053	\$229,831	\$217,375	\$226,896	\$215,303	\$216,561	\$2,583,402
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**TRAFFIC VOLUME**

Traffic Volume

**TOLL REVENUE**

Toll Revenue



**MTA BRIDGES & TUNNELS**  
**February Financial Plan - 2025 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive	17	17	17	17	17	17	17	17	17	17	17	17
Law <sup>(1)</sup>	5	5	5	5	5	5	5	5	5	5	5	5
Budget & Finance Administration <sup>(3)</sup>	12	12	12	12	12	12	12	12	12	12	12	12
EEO	26	26	26	26	26	26	26	26	26	26	26	26
	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
<b>Operations</b>												
ITS & Tolling	63	63	63	63	63	63	63	63	63	63	63	63
Operations (Non-Security)	54	54	54	54	54	54	54	54	54	54	54	54
<b>Total Operations</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>
<b>Maintenance</b>												
Maintenance	205	205	205	205	205	205	205	205	205	205	205	205
Operations - Maintainers	183	183	183	183	183	183	183	183	183	183	183	183
<b>Total Maintenance</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering/Capital</b>												
Engineering & Construction	97	97	97	97	97	97	97	97	97	97	97	97
Health & Safety	9	9	9	9	9	9	9	9	9	9	9	9
Law <sup>(1)</sup>	6	6	6	6	6	6	6	6	6	6	6	6
CFO-Planning & Budget Capital	6	6	6	6	6	6	6	6	6	6	6	6
<b>Total Engineering/Capital</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>
<b>Public Safety</b>												
Operations (Security)	317	317	317	317	317	317	317	317	317	317	317	317
Internal Security - Operations	45	45	45	45	45	45	45	45	45	45	45	45
<b>Total Public Safety</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>
<b>Total Positions</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>
<b>Non-Reimbursable</b>	<b>984</b>	<b>984</b>	<b>984</b>	<b>984</b>	<b>984</b>	<b>984</b>	<b>984</b>	<b>984</b>	<b>984</b>	<b>984</b>	<b>984</b>	<b>984</b>
<b>Reimbursable</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>	<b>61</b>
<b>Total Full-Time</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>
<b>Total Full-Time Equivalents</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

**MTA BRIDGES AND TUNNELS**  
**February Financial Plan - 2025 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	20	20	20	20	20	20	20	20	20	20	20	20
Professional/Technical/Clerical	40	40	40	40	40	40	40	40	40	40	40	40
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>	<b>60</b>
<b>Operations</b>												
Managers/Supervisors	62	62	62	62	62	62	62	62	62	62	62	62
Professional/Technical/Clerical	55	55	55	55	55	55	55	55	55	55	55	55
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Operations Headcount</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>	<b>117</b>
<b>Maintenance</b>												
Managers/Supervisors	27	27	27	27	27	27	27	27	27	27	27	27
Professional/Technical/Clerical	11	11	11	11	11	11	11	11	11	11	11	11
Operational Hourlies	350	350	350	350	350	350	350	350	350	350	350	350
<b>Total Maintenance Headcount</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>	<b>388</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	23	23	23	23	23	23	23	23	23	23	23	23
Professional/Technical/Clerical	95	95	95	95	95	95	95	95	95	95	95	95
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>	<b>118</b>
<b>Public Safety</b>												
Managers/Supervisors	117	117	117	117	117	117	117	117	117	117	117	117
Professional, Technical, Clerical	36	36	36	36	36	36	36	36	36	36	36	36
Operational Hourlies	209	209	209	209	209	209	209	209	209	209	209	209
<b>Total Public Safety Headcount</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>	<b>362</b>
<b>Total Positions</b>												
Managers/Supervisors	249	249	249	249	249	249	249	249	249	249	249	249
Professional, Technical, Clerical	237	237	237	237	237	237	237	237	237	237	237	237
Operational Hourlies	559	559	559	559	559	559	559	559	559	559	559	559
<b>Total Positions</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>	<b>1,045</b>



# Bridges and Tunnels

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## Central Business District Tolling Program

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## Central Business District Tolling Program

On January 5, 2025, MTA Bridges and Tunnels launched the Central Business District Tolling Program (CBDTP) - commonly referred to as congestion pricing. This program tolls vehicles that enter the Congestion Relief Zone (CRZ) in Manhattan.

The daily average number of vehicles entering the CRZ from January 5<sup>th</sup> to January 31<sup>st</sup> was 473,053. Entries were highest on Thursdays and Fridays. Entries on Martin Luther King Jr. Day (January 20<sup>th</sup>) and the day before (January 19<sup>th</sup>) were lower than on other consecutive Sundays and Mondays in the month.

### Daily Vehicle Entries to the CRZ, January 5 – January 31, 2025

