

**CENTRAL BUSINESS DISTRICT TOLLING PROGRAM  
FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY**

	January 2026 (\$ in millions)				January 2026 Year-To-Date (\$ in millions)			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	52.053	62.226	10.173	19.5	52.053	62.226	10.173	19.5
Other Operating Revenue	0.038	0.000	(0.038)	(100.0)	0.038	0.000	(0.038)	(100.0)
Capital & Other Reimbursements	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Investment Income	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Revenue</b>	<b>\$52.091</b>	<b>\$62.226</b>	<b>\$10.135</b>	<b>19.5</b>	<b>\$52.091</b>	<b>\$62.226</b>	<b>\$10.135</b>	<b>19.5</b>
<b>Expenses</b>								
<i>Labor:</i>								
Payroll	0.245	0.339	(\$0.095)	(38.7)	0.245	0.339	(\$0.095)	(38.7)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Health and Welfare	0.050	0.065	(0.014)	(28.4)	0.050	0.065	(0.014)	(28.4)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.042	0.054	(0.013)	(30.0)	0.042	0.054	(0.013)	(30.0)
Other Fringe Benefits	0.032	0.044	(0.013)	(39.9)	0.032	0.044	(0.013)	(39.9)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$0.368</b>	<b>\$0.502</b>	<b>(\$0.134)</b>	<b>(36.4)</b>	<b>\$0.368</b>	<b>\$0.502</b>	<b>(\$0.134)</b>	<b>(36.4)</b>
<i>Non-Labor:</i>								
Electric Power	\$0.036	\$0.000	\$0.036	100.0	\$0.036	\$0.000	\$0.036	100.0
Fuel	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Insurance	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.646	6.634	1.012	13.2	7.646	6.634	1.012	13.2
Professional Service Contracts	1.333	0.717	0.616	46.2	1.333	0.717	0.616	46.2
Materials & Supplies	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Business Expenses	1.750	0.952	0.798	45.6	1.750	0.952	0.798	45.6
<b>Total Non-Labor Expenses</b>	<b>\$10.765</b>	<b>\$8.303</b>	<b>\$2.462</b>	<b>22.9</b>	<b>\$10.765</b>	<b>\$8.303</b>	<b>\$2.462</b>	<b>22.9</b>
<b>Other Expense Adjustments:</b>								
Other	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>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$11.133</b>	<b>\$8.805</b>	<b>\$2.328</b>	<b>20.9</b>	<b>\$11.133</b>	<b>\$8.805</b>	<b>\$2.328</b>	<b>20.9</b>
Depreciation	0.000	1.599	(\$1.599)	-	\$0.000	\$1.599	(\$1.599)	-
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB_96_SBITA_Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses after Non-Cash Liability Adjs.</b>	<b>\$11.133</b>	<b>\$10.404</b>	<b>\$0.729</b>	<b>6.5</b>	<b>\$11.133</b>	<b>\$10.404</b>	<b>\$0.729</b>	<b>6.5</b>
Less: Depreciation	\$0.000	\$1.599	(\$1.599)	-	\$0.000	\$1.599	(\$1.599)	-
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB_96_SBITA_Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenses</b>	<b>\$11.133</b>	<b>\$8.805</b>	<b>\$2.328</b>	<b>20.9</b>	<b>\$11.133</b>	<b>\$8.805</b>	<b>\$2.328</b>	<b>20.9</b>
<b>Net Surplus/(Deficit)</b>	<b>\$40.958</b>	<b>\$53.421</b>	<b>\$12.463</b>	<b>30.4</b>	<b>\$40.958</b>	<b>\$53.421</b>	<b>\$12.463</b>	<b>30.4</b>

Results are preliminary and subject to audit review.

Differences are due to rounding.

\*Variance exceeds 100%

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 January 2026  
 (\$ in millions)**

	Total				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Net Income/(Deficit)</b>	<b>\$40.958</b>	<b>\$53.421</b>	<b>\$12.463</b>	<b>30.4</b>	<b>\$40.958</b>	<b>\$53.421</b>	<b>\$12.463</b>	<b>30.4</b>
Transfer to Capital Lockbox	40.958	53.421	12.463	30.4	40.958	53.421	12.463	30.4
<b>Adjusted Net Income/(Deficit)</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>

**MTA BRIDGES AND TUNNELS**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS**

**NON-REIMBURSABLE**  
**January 2026 Year-To-Date**  
**(\$ in millions)**

	<u>Favorable/(Unfavorable)</u> <u>Variance</u>	<u>Percent</u>	<u>Variance Explanation</u>
Total Revenue	\$10.135	19.5	Higher toll revenue driven by favorable allocation for January and lower Bad Debt reserve
Total Expenses	\$2.328	20.9	Overall expenses are favorable to Adopted Budget, driven by lower costs for maintenance, debt collection and credit card processing fees, and legal fees, partially offset by higher labor expenses