



Bridges and Tunnels

Financial and Ridership Report (Information Item)



MTA BRIDGES AND TUNNELS
February Financial Plan - Adopted Budget
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Feb 2026
(\$ 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 |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 199.517 | 188.167 | (11.349) | (5.7) | 0.000 | 0.000 | 0.000 | - | 199.517 | 188.167 | (11.349) | (5.7) |
| Other Operating Revenue | 2.256 | 1.144 | (1.112) | (49.3) | 0.000 | 0.000 | 0.000 | - | 2.256 | 1.144 | (1.112) | (49.3) |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | * | 2.592 | 0.920 | (1.672) | (64.5) | 2.592 | 0.920 | (1.672) | (64.5) |
| Investment Income | 0.103 | 1.212 | 1.108 | * | 0.000 | 0.000 | 0.000 | - | 0.103 | 1.212 | 1.108 | * |
| Total Revenue | \$201.876 | \$190.523 | (\$11.353) | (5.6) | \$2.592 | \$0.920 | (\$1.672) | (64.5) | \$204.467 | \$191.442 | (\$13.025) | (6.4) |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | \$7.444 | \$7.044 | \$0.400 | 5.4 | \$1.140 | \$0.313 | \$0.827 | 72.5 | 8.584 | 7.357 | \$1.227 | 14.3 |
| Overtime | 2.300 | 3.008 | (0.708) | (30.8) | \$0.088 | 0.070 | 0.018 | 20.4 | 2.388 | 3.078 | (0.690) | (28.9) |
| Health and Welfare | 2.613 | 2.343 | 0.270 | 10.3 | \$0.236 | 0.106 | 0.130 | 55.2 | 2.849 | 2.448 | 0.400 | 14.1 |
| OPEB Current Payment | 2.740 | 3.385 | (0.644) | (23.5) | 0.000 | 0.000 | 0.000 | - | 2.740 | 3.385 | (0.644) | (23.5) |
| Pensions | 2.822 | 3.337 | (0.515) | (18.3) | 0.287 | 0.092 | 0.195 | 67.8 | 3.109 | 3.429 | (0.321) | (10.3) |
| Other Fringe Benefits | 1.390 | 1.291 | 0.099 | 7.1 | 0.130 | 0.038 | 0.092 | 70.7 | 1.520 | 1.329 | 0.191 | 12.6 |
| Reimbursable Overhead | (0.710) | (0.300) | (0.410) | (57.8) | 0.710 | 0.300 | 0.410 | 57.8 | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$18.598 | \$20.107 | (\$1.509) | (8.1) | \$2.592 | \$0.920 | \$1.672 | 64.5 | \$21.190 | \$21.026 | \$0.163 | 0.8 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | \$0.253 | \$0.080 | \$0.173 | 68.5 | \$0.000 | \$0.000 | \$0.000 | - | \$0.253 | \$0.080 | \$0.173 | 68.5 |
| Fuel | 0.217 | 0.179 | 0.039 | 17.8 | 0.000 | 0.000 | 0.000 | - | 0.217 | 0.179 | 0.039 | 17.8 |
| Insurance | 1.112 | 1.016 | 0.096 | 8.6 | 0.000 | 0.000 | 0.000 | - | 1.112 | 1.016 | 0.096 | 8.6 |
| 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 | 8.832 | 6.300 | 2.532 | 28.7 | 0.000 | 0.000 | 0.000 | - | 8.832 | 6.300 | 2.532 | 28.7 |
| Professional Service Contracts | 1.371 | (1.250) | 2.621 | * | 0.000 | 0.000 | 0.000 | - | 1.371 | (1.250) | 2.621 | * |
| Materials & Supplies | 0.360 | 0.496 | (0.135) | (37.6) | 0.000 | 0.000 | 0.000 | - | 0.360 | 0.496 | (0.135) | (37.6) |
| Other Business Expenses | 4.634 | 3.914 | 0.720 | 15.5 | 0.000 | 0.000 | 0.000 | - | 4.634 | 3.914 | 0.720 | 15.5 |
| Total Non-Labor Expenses | \$16.780 | \$10.735 | \$6.045 | 36.0 | \$0.000 | \$0.000 | \$0.000 | - | \$16.780 | \$10.735 | \$6.045 | 36.0 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$35.378 | \$30.842 | \$4.536 | 12.8 | \$2.592 | \$0.920 | \$1.672 | 64.5 | \$37.969 | \$31.761 | \$6.208 | 16.4 |
| Depreciation | \$18.790 | \$19.458 | (\$0.667) | (3.6) | \$0.000 | \$0.000 | \$0.000 | - | 18.790 | 19.458 | (\$0.667) | (3.6) |
| OPEB Obligation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB 87 Net Adjustment | 0.000 | 0.693 | (0.693) | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.693 | (0.693) | - |
| GASB_96_SBITA_Adjustment | 0.000 | 0.012 | (0.012) | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.012 | (0.012) | - |
| Total Expenses after Non-Cash Liability Adjs. | \$54.168 | \$51.004 | \$3.164 | 5.8 | \$2.592 | \$0.920 | \$1.672 | 64.5 | \$56.760 | \$51.924 | \$4.836 | 8.5 |
| Less: Depreciation | \$18.790 | \$19.458 | (\$0.667) | (3.6) | \$0.000 | \$0.000 | \$0.000 | - | \$18.790 | \$19.458 | (\$0.667) | (3.6) |
| Less: OPEB Obligation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Less: GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Less: GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Less: GASB 87 Net Adjustment | 0.000 | 0.693 | (0.693) | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.693 | (0.693) | - |
| Less: GASB_96_SBITA_Adjustment | 0.000 | 0.012 | (0.012) | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.012 | (0.012) | - |
| Total Expenses | \$35.378 | \$30.842 | \$4.536 | 12.8 | \$2.592 | \$0.920 | \$1.672 | 64.5 | \$37.969 | \$31.761 | \$6.208 | 16.4 |
| Net Surplus/(Deficit) | \$166.498 | \$159.681 | (\$6.817) | (4.1) | \$0.000 | \$0.000 | \$0.000 | - | \$166.498 | \$159.681 | (\$6.817) | (4.1) |

Results are preliminary and subject to audit review.
Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
February Financial Plan - Adopted Budget
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Feb 2026
(\$ 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 |
| Net Income/(Deficit) | | | | \$166.498 | \$159.681 | (\$6.817) | | | (4.1) |
| Less: Capitalized Assets Reserves | | | | 0.198 | 0.000 | 0.198 | | | 100.0 |
| GASB Reserves | | | | 0.000 | 0.000 | 0.000 | | | - |
| | | | | 0.000 | 0.000 | 0.000 | | | - |
| Adjusted Net Income/(Deficit) | | | | \$166.300 | \$159.681 | (\$6.619) | | | (4.0) |
| Less: Debt Service | | | | 65.959 | 64.656 | 1.303 | | | 2.0 |
| Less: Contribution to the Capital Program | | | | 0.000 | 0.000 | 0.000 | | | - |
| Income Available for Distribution | | | | \$100.341 | \$95.025 | (\$5.316) | | | (5.3) |
| Distributable To: | | | | | | | | | |
| MTA - Investment Income | | | | 0.103 | 1.267 | 1.164 | | | * |
| MTA - Distributable Income | | | | 52.368 | 50.429 | (1.938) | | | (3.7) |
| NYCTR - Distributable Income | | | | 47.870 | 43.328 | (4.542) | | | (9.5) |
| Total Distributable Income | | | | \$100.341 | \$95.025 | (\$5.316) | | | (5.3) |
| Support to Mass Transit: | | | | | | | | | |
| Total Revenues | | | | 204.467 | 191.442 | (13.025) | | | (6.4) |
| Less: Total Operating Expenses | | | | <u>37.969</u> | <u>31.761</u> | <u>6.208</u> | | | 16.4 |
| Net Operating Income/(Deficit) | | | | \$166.498 | \$159.681 | (\$6.817) | | | (4.1) |
| Deductions from Net Operating Income: | | | | | | | | | |
| Capitalized Assets Reserves | | | | 0.198 | 0.000 | 0.198 | | | 100.0 |
| B&T Debt Service | | | | 48.161 | 40.886 | 7.275 | | | 15.1 |
| Contribution to the Capital Program | | | | 0.000 | 0.000 | 0.000 | | | - |
| GASB Reserves | | | | 0.000 | 0.000 | 0.000 | | | - |
| Total Deductions From Operating Income | | | | \$48.359 | \$40.886 | \$7.473 | | | 15.5 |
| Total Support to Mass Transit | | | | \$118.139 | \$118.795 | \$0.656 | | | 0.6 |

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 - Adopted Budget
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
Feb 2026 Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|------------------|------------------|------------------|--------------|----------------|----------------|------------------|---------------|------------------|------------------|------------------|--------------|
| | Favorable | | Favorable | | Favorable | | Favorable | | Favorable | | Favorable | |
| | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Vehicle Toll Revenue | 396.737 | 394.410 | (2.326) | (0.6) | 0.000 | 0.000 | 0.000 | - | 396.737 | 394.410 | (2.326) | (0.6) |
| Other Operating Revenue | 4.512 | 3.250 | (1.262) | (28.0) | 0.000 | 0.000 | 0.000 | - | 4.512 | 3.250 | (1.262) | (28.0) |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 5.183 | 1.614 | (3.569) | (68.9) | 5.183 | 1.614 | (3.569) | (68.9) |
| Investment Income | 0.207 | 2.477 | 2.271 | * | 0.000 | 0.000 | 0.000 | - | 0.207 | 2.477 | 2.271 | * |
| Total Revenue | \$401.455 | \$400.137 | (\$1.318) | (0.3) | \$5.183 | \$1.614 | (\$3.569) | (68.9) | \$406.638 | \$401.752 | (\$4.886) | (1.2) |
| Expenses | | | | | | | | | | | | |
| Labor | | | | | | | | | | | | |
| Payroll | \$16.289 | \$16.278 | \$0.012 | 0.1 | 2.281 | 0.548 | \$1.732 | 76.0 | 18.570 | 16.826 | \$1.744 | 9.4 |
| Overtime | 4.599 | 6.113 | (1.513) | (32.9) | 0.177 | 0.123 | 0.054 | 30.3 | 4.776 | 6.236 | (1.460) | (30.6) |
| Health and Welfare | 5.226 | 4.427 | 0.799 | 15.3 | 0.472 | 0.189 | 0.283 | 60.0 | 5.698 | 4.616 | 1.082 | 19.0 |
| OPEB Current Payment | 5.928 | 6.763 | (0.834) | (14.1) | 0.000 | 0.000 | 0.000 | - | 5.928 | 6.763 | (0.834) | (14.1) |
| Pensions | 6.151 | 6.715 | (0.564) | (9.2) | 0.574 | 0.161 | 0.413 | 71.9 | 6.725 | 6.876 | (0.151) | (2.2) |
| Other Fringe Benefits | 2.780 | 2.865 | (0.115) | (4.1) | 0.260 | 0.069 | 0.191 | 73.5 | 3.040 | 2.734 | 0.306 | 10.1 |
| Reimbursable Overhead | (1.421) | (0.525) | (0.896) | (63.1) | 1.421 | 0.525 | 0.896 | 63.1 | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$39.553 | \$42.435 | (\$2.882) | (7.3) | \$5.183 | \$1.614 | (\$3.569) | 68.9 | \$44.737 | \$44.049 | \$0.687 | 1.5 |
| Non-Labor | | | | | | | | | | | | |
| Electric Power | \$0.506 | \$0.573 | (\$0.066) | (13.1) | 0.000 | 0.000 | \$0.000 | - | \$0.506 | \$0.573 | (\$0.066) | (13.1) |
| Fuel | 0.317 | 0.373 | (0.056) | (17.6) | 0.000 | 0.000 | 0.000 | - | 0.317 | 0.373 | (0.056) | (17.6) |
| Insurance | 2.225 | 2.033 | 0.192 | 8.6 | 0.000 | 0.000 | 0.000 | - | 2.225 | 2.033 | 0.192 | 8.6 |
| 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 | 17.612 | 13.756 | 3.855 | 21.9 | 0.000 | 0.000 | 0.000 | - | 17.612 | 13.756 | 3.855 | 21.9 |
| Professional Service Contracts | 2.737 | 0.230 | 2.507 | 91.6 | 0.000 | 0.000 | 0.000 | - | 2.737 | 0.230 | 2.507 | 91.6 |
| Materials & Supplies | 0.616 | 1.203 | (0.588) | (95.4) | 0.000 | 0.000 | 0.000 | - | 0.616 | 1.203 | (0.588) | (95.4) |
| Other Business Expenses | 8.873 | 7.526 | 1.347 | 15.2 | 0.000 | 0.000 | 0.000 | - | 8.873 | 7.526 | 1.347 | 15.2 |
| Total Non-Labor Expenses | \$32.886 | \$25.694 | \$7.192 | 21.9 | \$0.000 | \$0.000 | \$0.000 | - | \$32.886 | \$25.694 | \$7.192 | 21.9 |
| Other Expense Adjustments | | | | | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Non-Cash Liability Adjs. | \$72.439 | \$68.129 | \$4.310 | 5.9 | \$5.183 | \$1.614 | (\$3.569) | 68.9 | \$77.622 | \$69.744 | \$7.879 | 10.2 |
| Depreciation | \$37.580 | \$38.915 | (\$1.335) | (3.6) | \$0.000 | \$0.000 | \$0.000 | - | \$37.580 | \$38.915 | (\$1.335) | (3.6) |
| OPEB Obligation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| GASB 87 Net Adjustment | 0.000 | 1.386 | (1.386) | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 1.386 | (1.386) | - |
| GASB_96_SBITA_Adjustment | 0.000 | (0.138) | 0.138 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | (0.138) | 0.138 | - |
| Total Expenses after Non-Cash Liability Adjs. | \$110.019 | \$108.293 | \$1.727 | 1.6 | \$5.183 | \$1.614 | (\$3.569) | 68.9 | \$115.203 | \$109.907 | \$5.296 | 4.6 |
| Less: Depreciation | \$37.580 | \$38.915 | (\$1.335) | (3.6) | \$0.000 | \$0.000 | \$0.000 | - | \$37.580 | \$38.915 | (\$1.335) | (3.6) |
| Less: OPEB Obligation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Less: GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Less: GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Less: GASB 87 Net Adjustment | 0.000 | 1.386 | (1.386) | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 1.386 | (1.386) | - |
| Less: GASB_96_SBITA_Adjustment | 0.000 | (0.138) | 0.138 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | (0.138) | 0.138 | - |
| Total Expenses | \$72.439 | \$68.129 | \$4.310 | 5.9 | \$5.183 | \$1.614 | (\$3.569) | 68.9 | \$77.622 | \$69.744 | \$7.879 | 10.2 |
| Net Surplus/(Deficit) | \$329.016 | \$332.008 | \$2.992 | 0.9 | \$0.000 | \$0.000 | \$0.000 | - | \$329.016 | \$332.008 | \$2.992 | 0.9 |

Results are preliminary and subject to audit review.
Differences are due to rounding.
*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
February Financial Plan - Adopted Budget
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Feb 2026 Year-To-Date
(\$ 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 |
| Net Income/(Deficit) | | | | | | | | | |
| Less: Capitalized Assets Reserves | | | | | | | | | |
| GASB Reserves | | | | | | | | | |
| Adjusted Net Income/(Deficit) | | | | | | | | | |
| Less: Debt Service | | | | | | | | | |
| Less: Contribution to the Capital Program | | | | | | | | | |
| Income Available for Distribution | | | | | | | | | |
| Distributable To: | | | | | | | | | |
| MTA - Investment Income | | | | | | | | | |
| MTA - Distributable Income | | | | | | | | | |
| NYCTR - Distributable Income | | | | | | | | | |
| Total Distributable Income | | | | | | | | | |
| Support to Mass Transit: | | | | | | | | | |
| Total Revenues | | | | | | | | | |
| Less: Total Operating Expenses | | | | | | | | | |
| Net Operating Income/(Deficit) | | | | | | | | | |
| Deductions from Net Operating Income: | | | | | | | | | |
| Capitalized Assets Reserves | | | | | | | | | |
| B&T Debt Service | | | | | | | | | |
| Contribution to the Capital Program | | | | | | | | | |
| GASB Reserves | | | | | | | | | |
| Total Deductions From Operating Income | | | | | | | | | |
| Total Support to Mass Transit | | | | | | | | | |

Total Support to Mass Transit **\$232,351** **\$251,546** **\$19,195** **8.3**
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 - Adopted Budget
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

| Generic Revenue or Expense Category | Feb | | Year-to-Date | | |
|---|-----------------------------------|--------|-----------------------------------|--------|---|
| | Favorable/ (Unfavorable) Variance | | Favorable/ (Unfavorable) Variance | | |
| | \$ | % | \$ | % | |
| Nonreimbursable | | | | | |
| Vehicle Toll Revenue | (11.349) | -5.7% | (2.326) | -0.6% | Unfavorable variance is due to lower traffic resulting from inclement winter weather |
| Other Operating Revenue | (1.112) | -49.3% | (1.262) | -28.0% | Unfavorability driven by timing of administration fees and rental income |
| Investment Income | 1.108 | * | 2.271 | * | Favorability due to higher than budgeted interest income |
| Payroll | 0.400 | 5.4% | 0.012 | 0.1% | Favorability driven by non-reimbursable/reimbursable allocation mix and reimbursable accrual that will be reversed in March |
| Overtime | (0.708) | -30.8% | (1.513) | -32.9% | Unfavorability primarily caused by inclement winter weather |
| Health and Welfare | 0.270 | 10.3% | 0.799 | 15.3% | Favorability driven by lower expenses in the Empire Plan offset by lower than anticipated reimbursements |
| OPEB Current Payment | (0.644) | -23.5% | (0.834) | -14.1% | Unfavorability largely due to higher than budgeted retirees |
| Pensions | (0.515) | -18.3% | (0.564) | -9.2% | Unfavorability mainly due to the timing of payments |
| Other Fringe Benefits | 0.099 | 7.1% | 0.115 | 4.1% | Favorability was primarily due to lower than budgeted Workers Compensation (\$0.2M) offset by unfavorability in FICA costs (\$0.1M) and Miscellaneous Fringe Benefits (\$0.1M) |
| Electric Power | 0.173 | 68.5% | (0.066) | -13.1% | Favorable variance due to lower-than-budgeted expenses against the adopted budget allocation. |
| Fuel | 0.039 | 17.8% | (0.066) | -17.6% | Favorable variance against the adopted budget allocation. |
| Insurance | 0.096 | * | 0.192 | 8.6% | Favorable variance primarily due to the timing of property insurance premiums against the adopted budget allocation. |
| Maintenance and Other Operating Contracts | 2.532 | 28.7% | 3.855 | 21.9% | Favorable variance mainly due to lower than anticipated administrative Customer Service Center expenses (\$1.0M), lower E-ZPass tag distribution (\$0.3M), and lower costs for major maintenance & painting (\$0.9M) |
| Professional Services Contracts | 2.621 | 191.2% | 2.507 | 91.6% | Favorability due to higher than budgeted Customer Service Center contractual performance agreement reimbursement (\$2.5M), lower biennial engineering services expenses (\$0.2M), partially offset by higher than anticipated toll consultation services (0.5M) |
| Materials & Supplies | (0.135) | * | (0.588) | -95.4% | Unfavorable largely due to higher de-icing materials expenses resulting from inclement winter weather |
| Other Business Expense | 0.720 | 15.5% | 1.347 | 15.2% | Favorable variance due to lower credit card processing fees (\$0.3M) and the timing of TRANSCOM membership dues (\$0.4M) |
| Depreciation | (0.667) | -3.6% | (1.335) | -3.6% | Unfavorable variance mainly due to higher than budgeted depreciation |
| Reimbursable | | | | | |
| Capital and Other Reimbursements | (1.672) | -64.5% | (3.569) | -63.9% | Unfavorable due to lower Capitalized Personnel Expenses |
| Payroll | 0.827 | 72.5% | 1.732 | 76.0% | Favorable due to much lower activity than budgeted |
| Overtime | 0.018 | 55.2% | 0.064 | 30.3% | Favorable due to much lower activity than budgeted |
| Health and Welfare | 0.130 | * | 0.283 | * | Favorable due to much lower activity than budgeted and Fringe Benefits |
| Pensions | 0.195 | 67.8% | 0.413 | 71.9% | Favorable due to much lower activity than budgeted and Fringe Benefits |
| Other Fringe Benefits | 0.092 | 70.7% | 0.191 | 73.5% | Favorable due to much lower activity than budgeted and Fringe Benefits |
| Reimbursable Overhead | 0.410 | 57.8% | 0.896 | 63.1% | Favorable due to much lower than budgeted Reimbursable Overhead |

*Variance exceeds 100%

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

Year to date ending Feb 2026

Month of Feb 2026

Comparison Current Year vs. Prior Year:

| | Month of Feb 2026 | | *Current Year | | Prior Year | | *Current Year | | Percentage Change | |
|----------------------------|-------------------|----------------|---------------|----------------|-------------|----------------|---------------|----------------|-------------------|--------------|
| | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| | 3.5 | \$30.1 | 3.3 | 31.2 | 7.2 | \$61.4 | 7.0 | \$65.6 | -2.9% | 6.8% |
| Bronx-Whitestone | 0.6 | 1.6 | 0.5 | 1.5 | 1.1 | 3.3 | 1.0 | \$3.2 | -11.3% | -4.1% |
| Cross Bay | 1.7 | 7.2 | 1.6 | 7.5 | 3.5 | 14.4 | 3.4 | \$15.7 | -2.9% | 8.6% |
| Henry Hudson | 1.6 | 11.6 | 1.5 | 12.0 | 3.2 | 23.3 | 3.1 | \$25.0 | -3.2% | 7.2% |
| Hugh L. Carey | 0.5 | 1.5 | 0.5 | 1.5 | 1.1 | 3.0 | 1.0 | \$3.1 | -5.5% | 3.5% |
| Marine Parkway | 2.1 | 16.5 | 2.0 | 17.2 | 4.2 | 33.2 | 4.2 | \$36.1 | -0.9% | 8.7% |
| Queens Midtown | 4.9 | 41.0 | 4.7 | 42.1 | 10.3 | 83.6 | 9.8 | \$87.9 | -4.4% | 5.2% |
| RFK | 3.1 | 30.4 | 3.0 | 30.9 | 6.5 | 62.4 | 6.2 | \$64.2 | -5.4% | 2.9% |
| Throgs Neck | 5.8 | 42.5 | 5.5 | 44.2 | 12.1 | 88.4 | 11.5 | \$93.5 | -4.7% | 5.7% |
| Verrazano-Narrows | | | | | | | | | | |
| Total | 23.7 | \$182.5 | 22.6 | \$188.2 | 49.2 | \$373.2 | 47.2 | \$394.4 | -4.1% | 5.7% |
| Revenue Per Vehicle | | \$7.697 | | \$8.336 | | \$7.579 | | \$8.350 | | 10.2% |

1) Toll increase implemented January 4, 2026

Comparison Actual vs. Adopted Budget

| | Adopted Budget | | Feb 2026 Actual | | YTD Budget | | YTD Actual | | Percentage Change | |
|----------------------------|----------------|----------------|-----------------|----------------|------------|----------------|------------|----------------|-------------------|-------------|
| | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue | Traffic | Revenue |
| | 24.5 | \$199.5 | 22.6 | \$188.2 | 48.7 | \$396.7 | 47.2 | \$394.4 | -3.0% | -0.6% |
| Total All | | | | | | | | | | |
| Revenue Per Vehicle | | \$8.147 | | \$8.336 | | \$8.147 | | \$8.350 | | 2.5% |

2) 2026 February traffic is 1.1M below February 2025 traffic, a decrease of 4.8% and revenue is \$5.7M above January 2025, an increase of 3.1%.

3) 2026 February YTD traffic is 2.0M below February YTD 2025, a decrease of 4.1%, and February YTD revenue is \$21.2M above February 2024, an increase of 5.7%.

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

| Facility | Revenue Collection Rate February 2026 |
|---------------------------|--|
| Henry Hudson Bridge | 94.1% |
| Hugh L. Carey Tunnel | 94.7% |
| Queens Midtown Tunnel | 95.6% |
| Marine Parkway Bridge | 95.5% |
| Cross Bay Bridge | 93.9% |
| Robert F. Kennedy Bridge | 91.9% |
| Verrazzano-Narrows Bridge | 91.9% |
| Bronx-Whitestone Bridge | 91.2% |
| Throgs Neck Bridge | 92.0% |
| All Facilities | 92.5% |

1. Represents total revenue collections from transactions March 2024 through February 2025

MTA BRIDGES AND TUNNELS
February Financial Plan - Adopted Budget
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
Feb 2026

| Department | Adopted Budget | Actual | vs | | Explanation of Variances vs Adopted Budget |
|----------------------------------|----------------|------------|-------------------------|----------------|---|
| | | | Favorable (Unfavorable) | Adopted Budget | |
| Administration | | | | | |
| Executive | 28 | 20 | 8 | 8 | 13 Managerial vacancies partially offset by 5 professional overrun |
| Law ⁽¹⁾ | 5 | 4 | 1 | 1 | 1 Professional vacancy |
| Budget & Finance ⁽²⁾ | 12 | 9 | 3 | 3 | 1 Managerial vacancy and 2 Professional vacancies |
| Administration ⁽³⁾ | 26 | 23 | 3 | 3 | 2 Professional vacancies |
| EEO | - | - | - | - | |
| Total Administration | 71 | 56 | 15 | 15 | |
| Operations | | | | | |
| ITS & Tolling | 71 | 70 | 1 | 1 | 8 Professional overrun partially offset by 11 Managerial vacancies |
| Operations (Non-Security) | 43 | 34 | 9 | 9 | 27 Managerial vacancies partially offset by 17 overrun in Professional |
| Total Operations | 114 | 104 | 10 | 10 | |
| Maintenance | | | | | |
| Maintenance | 205 | 192 | 13 | 13 | 10 Managerial and 11 Hourly vacancies partially offset by 8 overrun in Professional |
| Operations - Maintainers | 183 | 155 | 28 | 28 | 28 Maintainer vacancies partially offset by 1 overrun in Professional |
| Total Maintenance | 388 | 347 | 41 | 41 | |
| Engineering/Capital | | | | | |
| Engineering & Construction | 97 | 85 | 12 | 12 | 5 Managerial and 6 Professional vacancies |
| Health & Safety | 9 | 7 | 2 | 2 | 4 Managerial vacancies partially offset by 2 overrun in Professional |
| Law ⁽¹⁾ | 6 | 3 | 3 | 3 | 1 Managerial and 2 Professional vacancy |
| Planning & Budget Capital | 6 | 5 | 1 | 1 | 1 Managerial vacancy |
| Total Engineering/Capital | 118 | 100 | 18 | 18 | |
| Public Safety | | | | | |
| Operations (Security) | 203 | 209 | (6) | (6) | 1 Managerial overrun and 10 Operational Hourly overrun |
| Internal Security - Operations | 45 | 32 | 13 | 13 | 7 Managerial and 6 Professional vacancies |
| Total Public Safety | 248 | 241 | 7 | 7 | |
| Total Positions | 939 | 848 | 91 | 91 | |
| Non-Reimbursable | 867 | 780 | 87 | 87 | |
| Reimbursable | 72 | 68 | 4 | 4 | |
| Total Full-Time | 939 | 848 | 91 | 91 | |

(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 - Adopted Budget
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
Feb 2026

| | Adopted Budget | Actual | Variance vs Adopted Budget | Explanation of Variances |
|-----------------------------------|----------------|------------|----------------------------|---|
| Administration | | | | |
| Managers/Supervisors | 27 | 13 | 14 | 13 vacancies in Executive and 1 in Budget & Finance |
| Professional, Technical, Clerical | 44 | 43 | 1 | 3 vacancies in Administration, 2 in Budget & Finance and 1 in Law, partially offset by 5 overrun in Executive |
| Operational Hours | - | - | - | |
| Total Administration | 71 | 56 | 15 | |
| Operations | | | | |
| Managers/Supervisors | 57 | 18 | 39 | 28 vacancies in Operations (Non-Security) and 11 in ITS & Tolling |
| Professional, Technical, Clerical | 57 | 86 | (29) | 19 overrun in Operations (Non-Security) and 10 in ITS & Tolling |
| Operational Hours | - | - | - | |
| Total Operations | 114 | 104 | 10 | |
| Maintenance | | | | |
| Managers/Supervisors | 27 | 16 | 11 | 11 vacancies in Maintenance |
| Professional, Technical, Clerical | 11 | 20 | (9) | 8 overrun in Maintenance and 1 in Operations |
| Operational Hours ⁽¹⁾ | 350 | 311 | 39 | 29 vacancies in Operations and 10 in Maintenance |
| Total Maintenance | 388 | 347 | 41 | |
| Engineering/Capital | | | | |
| Managers/Supervisors | 23 | 12 | 11 | 5 vacancies in Engineering, 4 in Health & Safety, 1 in Law, and 1 in Planning & Budget Capital |
| Professional, Technical, Clerical | 95 | 88 | 7 | 7 vacancies in Engineering, and 2 in Law, partially offset by 2 overrun in Health & Safety |
| Operational Hours | - | - | - | |
| Total Engineering/Capital | 118 | 100 | 18 | |
| Public Safety | | | | |
| Managers/Supervisors | 77 | 68 | 9 | 7 vacancies in Internal Security and 2 vacancies in Operations |
| Professional, Technical, Clerical | 36 | 30 | 6 | 6 vacancies in Internal Security |
| Operational Hours ⁽²⁾ | 135 | 143 | (8) | 8 BTO overrun in Operations |
| Total Public Safety | 248 | 241 | 7 | |
| Total Positions | | | | |
| Managers/Supervisors | 211 | 127 | 84 | |
| Professional, Technical, Clerical | 243 | 267 | (24) | |
| Operational Hours | 485 | 454 | 31 | |
| Total Positions | 939 | 848 | 91 | |

(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.

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

| | February 2026 (\$ in millions) | | | | February 2026 Year-To-Date (\$ in millions) | | | |
|---|-----------------------------------|-----------------|----------------------------|---------------|--|------------------|----------------------------|-------------|
| | Adopted Budget | | Favorable (Unfavorable) | | Adopted Budget | | Favorable (Unfavorable) | |
| | Actual | Variance | Percent | | Actual | Variance | Percent | |
| Revenue | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.000 | - | | \$0.000 | \$0.000 | - | |
| Vehicle Toll Revenue | 48.779 | 52.145 | 3.367 | 6.9 | 114.371 | 13.539 | 13.4 | |
| Other Operating Revenue | 0.035 | (0.035) | (100.0) | | 0.000 | (0.073) | (100.0) | |
| Capital & Other Reimbursements | 0.000 | 0.000 | - | | 0.000 | 0.000 | - | |
| Investment Income | 0.000 | 0.000 | - | | 0.000 | 0.000 | - | |
| Total Revenue | \$48.814 | \$52.145 | \$3.331 | 6.8 | \$114.371 | \$13.466 | 13.3 | |
| Expenses | | | | | | | | |
| Labor: | | | | | | | | |
| Payroll | 0.224 | 0.344 | (\$0.119) | (53.2) | 0.683 | (\$0.214) | (45.6) | |
| Overtime | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| Health and Welfare | 0.051 | 0.067 | (0.016) | (32.1) | 0.132 | (0.031) | (30.3) | |
| OPEB Current Payment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| Pensions | 0.042 | 0.077 | (0.034) | (81.6) | 0.131 | (0.047) | (55.9) | |
| Other Fringe Benefits | 0.031 | 0.037 | (0.006) | (19.6) | 0.081 | (0.019) | (29.9) | |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| Total Labor Expenses | \$0.348 | \$0.524 | (\$0.176) | (50.6) | \$0.716 | (\$0.310) | (43.3) | |
| Non-Labor: | | | | | | | | |
| Electric Power | \$0.036 | \$0.025 | \$0.012 | 31.9 | \$0.072 | \$0.048 | 66.0 | |
| 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 | 7.646 | 6.634 | 1.012 | 13.2 | 15.292 | 13.268 | 2.024 | 13.2 |
| Professional Service Contracts | 1.333 | 0.646 | 0.688 | 51.6 | 2.667 | 1.304 | 48.9 | |
| Materials & Supplies | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| Other Business Expenses | 1.750 | 1.602 | 0.148 | 8.5 | 3.500 | 2.554 | 27.0 | |
| Total Non-Labor Expenses | \$10.765 | \$8.906 | \$1.860 | 17.3 | \$17.209 | \$4.322 | 20.1 | |
| Other Expense Adjustments: | | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | - | |
| Total Expenses before Non-Cash Liability Adjs. | \$11.113 | \$9.430 | \$1.683 | 15.1 | \$22.247 | \$4.011 | 18.0 | |
| Depreciation | 0.000 | 1.599 | (\$1.599) | - | \$0.000 | \$3.198 | (\$3.198) | |
| OPEB Obligation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| GASB 75 OPEB Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| GASB 68 Pension Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| GASB 87 Net Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| GASB 96_SBITA_Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| Total Expenses after Non-Cash Liability Adjs. | \$11.113 | \$11.029 | \$0.084 | 0.8 | \$22.247 | \$21.434 | \$0.813 | 3.7 |
| Less: Depreciation | \$0.000 | \$1.599 | (\$1.599) | - | \$3.198 | (\$3.198) | - | |
| Less: OPEB Obligation | 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 | - | |
| Less: GASB 68 Pension Adjustment | 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 | - | |
| Less: GASB_96_SBITA_Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | - | |
| Total Expenses | \$11.113 | \$9.430 | \$1.683 | 15.1 | \$22.247 | \$18.235 | \$4.011 | 18.0 |
| Net Surplus/(Deficit) | \$37.701 | \$42.715 | \$5.014 | 13.3 | \$78.659 | \$96.136 | \$17.478 | 22.2 |

Results are preliminary and subject to audit review.
Differences are due to rounding.

*Variance exceeds 100%

CENTRAL BUSINESS DISTRICT TOLLING PROGRAM
FEBRUARY FINANCIAL PLAN - 2025 ADOPTED BUDGET
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
February 2026
(\$ in millions)

| | Total | | | Favorable (Unfavorable) | | | Total | | |
|--------------------------------------|-------------------|----------------|----------------|----------------------------|-------------------|----------------|----------------|----------|--|
| | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent | |
| Net Income/(Deficit) | \$37.701 | \$42.715 | \$5.014 | 13.3 | \$78.659 | \$96.136 | \$17.478 | 22.2 | |
| Transfer to Capital Lockbox | 37.701 | 42.715 | 5.014 | 13.3 | 78.659 | 96.136 | \$17.478 | 22.2 | |
| Adjusted Net Income/(Deficit) | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | |

MTA BRIDGES AND TUNNELS

EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS

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

| | <u>Favorable/(Unfavorable)</u> <u>Variance</u> | <u>Percent</u> | <u>Variance Explanation</u> |
|----------------|---|----------------|---|
| Total Revenue | \$13.466 | 13.3 | Higher toll revenue driven by lower Bad Debt reserve and higher than forecast fee revenue |
| Total Expenses | \$4.011 | 18.0 | Overall expenses are favorable to Adopted Budget, driven by lower costs for maintenance, debt collection, and legal fees, partially offset by higher labor expenses, and higher credit card processing fees which is due to timing. |