

MTA BRIDGES AND TUNNELS
February Financial Plan - Adopted Budget
ACCUAL STATEMENT of OPERATIONS by CATEGORY
Mar 2026
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	233.428	230.242	(3.186)	(1.4)	0.000	0.000	0.000	-	233.428	230.242	(3.186)	(1.4)
Other Operating Revenue	2.256	2.054	(0.202)	(8.9)	0.000	0.000	0.000	-	2.256	2.054	(0.202)	(8.9)
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.592	1.510	(1.082)	(41.7)	2.592	1.510	(1.082)	(41.7)
Investment Income	0.103	0.595	0.492	*	0.000	0.000	0.000	-	0.103	0.595	0.492	*
Total Revenue	\$235.787	\$232.891	(\$2.896)	(1.2)	\$2.592	\$1.510	(\$1.082)	(41.7)	\$238.379	\$234.401	(\$3.978)	(1.7)
Expenses												
<i>Labor:</i>												
Payroll	\$8.461	\$8.238	\$0.224	2.6	\$1.140	\$0.500	\$0.640	56.2	9.602	8.738	\$0.864	9.0
Overtime	2.300	3.252	(0.952)	(41.4)	\$0.088	(0.018)	0.106	*	2.388	3.234	(0.846)	(35.4)
Health and Welfare	2.613	2.365	0.248	9.5	\$0.236	0.124	0.112	47.5	2.849	2.489	0.360	12.6
OPEB Current Payment	3.065	3.597	(0.531)	(17.3)	0.000	0.000	0.000	-	3.065	3.597	(0.531)	(17.3)
Pensions	3.190	3.246	(0.056)	(1.7)	0.287	0.175	0.111	38.8	3.477	3.421	0.056	1.6
Other Fringe Benefits	1.390	1.502	(0.112)	(8.1)	0.130	0.036	0.094	72.3	1.520	1.538	(0.018)	(1.2)
Reimbursable Overhead	(0.710)	(0.693)	(0.017)	(2.5)	0.710	0.693	0.017	2.5	0.000	0.000	0.000	-
Total Labor Expenses	\$20.309	\$21.507	(\$1.198)	(5.9)	\$2.592	\$1.510	\$1.082	41.7	\$22.901	\$23.017	(\$0.116)	(0.5)
<i>Non-Labor:</i>												
Electric Power	\$1.034	\$0.640	\$0.395	38.2	\$0.000	\$0.000	\$0.000	-	\$1.034	\$0.640	\$0.395	38.2
Fuel	0.476	0.476	0.000	0.0	0.000	0.000	0.000	-	0.476	0.476	0.000	0.0
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	15.249	14.185	1.064	7.0	0.000	0.000	0.000	-	15.249	14.185	1.064	7.0
Professional Service Contracts	2.937	5.580	(2.642)	(89.9)	0.000	0.000	0.000	-	2.937	5.580	(2.642)	(89.9)
Materials & Supplies	0.234	0.563	(0.329)	*	0.000	0.000	0.000	-	0.234	0.563	(0.329)	*
Other Business Expenses	4.263	2.905	1.358	31.9	0.000	0.000	0.000	-	4.263	2.905	1.358	31.9
Total Non-Labor Expenses	\$25.307	\$25.365	(\$0.059)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$25.307	\$25.365	(\$0.059)	(0.2)
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.	\$45.616	\$46.873	(\$1.257)	(2.8)	\$2.592	\$1.510	\$1.082	41.7	\$48.208	\$48.383	(\$0.175)	(0.4)
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	1.404	0.693	0.712	50.7	0.000	0.000	0.000	-	1.404	0.693	0.712	50.7
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.	\$65.810	\$67.035	(\$1.225)	(1.9)	\$2.592	\$1.510	\$1.082	41.7	\$68.402	\$68.545	(\$0.143)	(0.2)
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	1.404	0.693	0.712	50.7	0.000	0.000	0.000	-	1.404	0.693	0.712	50.7
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	\$45.616	\$46.873	(\$1.257)	(2.8)	\$2.592	\$1.510	\$1.082	41.7	\$48.208	\$48.383	(\$0.175)	(0.4)
Net Surplus/(Deficit)	\$190.171	\$186.018	(\$4.153)	(2.2)	\$0.000	\$0.000	\$0.000	-	\$190.171	\$186.018	(\$4.153)	(2.2)

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

MTA BRIDGES AND TUNNELS
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ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Mar 2026
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$190.171	\$186.018	(\$4.153)	(2.2)	
Less: Capitalized Assets								0.327	0.049	0.278	85.0	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$189.844	\$185.969	(\$3.875)	(2.0)	
Less: Debt Service								65.959	63.726	2.232	3.4	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$123.885	\$122.243	(\$1.642)	(1.3)	
Distributable To:												
MTA - Investment Income								0.103	0.568	0.464	*	
MTA - Distributable Income								64.140	64.593	0.454	0.7	
NYCTR - Distributable Income								59.642	57.081	(2.560)	(4.3)	
Total Distributable Income								\$123.885	\$122.243	(\$1.642)	(1.3)	
Support to Mass Transit:												
Total Revenues								238.379	234.401	(3.978)	(1.7)	
Less: Total Operating Expenses								<u>48.208</u>	<u>48.383</u>	<u>(0.175)</u>	(0.4)	
Net Operating Income/(Deficit)								\$190.171	\$186.018	(\$4.153)	(2.2)	
Deductions from Net Operating Income:												
Capitalized Assets								0.327	0.049	0.278	85.0	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								48.161	38.530	9.631	20.0	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$48.489	\$38.579	\$9.909	20.4	
Total Support to Mass Transit								\$141.683	\$147.439	\$5.757	4.1	

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
Mar 2026 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	630.164	624.719	(5.446)	(0.9)	0.000	0.000	0.000	-	630.164	624.719	(5.446)	(0.9)
Other Operating Revenue	6.768	5.451	(1.316)	(19.4)	0.000	0.000	0.000	-	6.768	5.451	(1.316)	(19.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	7.775	3.124	(4.651)	(59.8)	7.775	3.124	(4.651)	(59.8)
Investment Income	0.310	3.073	2.763	*	0.000	0.000	0.000	-	0.310	3.073	2.763	*
Total Revenue	\$637.242	\$633.243	(\$3.999)	(0.6)	\$7.775	\$3.124	(\$4.651)	(59.8)	\$645.017	\$636.367	(\$8.650)	(1.3)
Expenses												
<i>Labor:</i>												
Payroll	\$24.751	\$24.349	\$0.402	1.6	3.421	1.048	\$2.373	69.4	28.172	25.397	\$2.775	9.9
Overtime	6.899	9.365	(2.466)	(35.7)	0.265	0.105	0.160	60.4	7.164	9.470	(2.306)	(32.2)
Health and Welfare	7.839	6.779	1.060	13.5	0.708	0.313	0.395	55.8	8.547	7.091	1.455	17.0
OPEB Current Payment	8.993	10.359	(1.366)	(15.2)	0.000	0.000	0.000	-	8.993	10.359	(1.366)	(15.2)
Pensions	9.341	9.961	(0.619)	(6.6)	0.861	0.336	0.524	60.9	10.202	10.297	(0.095)	(0.9)
Other Fringe Benefits	4.170	4.167	0.002	0.1	0.390	0.105	0.285	73.1	4.560	4.272	0.288	6.3
Reimbursable Overhead	(2.131)	(1.217)	(0.913)	(42.9)	2.131	1.217	0.913	42.9	0.000	0.000	0.000	-
Total Labor Expenses	\$59.862	\$63.762	(\$3.899)	(6.5)	\$7.775	\$3.124	\$4.651	59.8	\$67.638	\$66.886	\$0.751	1.1
<i>Non-Labor:</i>												
Electric Power	\$1.540	\$1.212	\$0.328	21.3	0.000	0.000	\$0.000	-	\$1.540	\$1.212	\$0.328	21.3
Fuel	0.794	0.768	0.025	3.2	0.000	0.000	0.000	-	0.794	0.768	0.025	3.2
Insurance	3.337	3.049	0.288	8.6	0.000	0.000	0.000	-	3.337	3.049	0.288	8.6
Claims	0.000	(0.025)	0.025	-	0.000	0.000	0.000	-	0.000	(0.025)	0.025	-
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	32.861	27.198	5.663	17.2	0.000	0.000	0.000	-	32.861	27.198	5.663	17.2
Professional Service Contracts	5.674	5.619	0.055	1.0	0.000	0.000	0.000	-	5.674	5.619	0.055	1.0
Materials & Supplies	0.849	0.997	(0.148)	(17.4)	0.000	0.000	0.000	-	0.849	0.997	(0.148)	(17.4)
Other Business Expenses	13.137	9.943	3.194	24.3	0.000	0.000	0.000	-	13.137	9.943	3.194	24.3
Total Non-Labor Expenses	\$58.192	\$48.761	\$9.431	16.2	\$0.000	\$0.000	\$0.000	-	\$58.192	\$48.761	\$9.431	16.2
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.	\$118.055	\$112.523	\$5.532	4.7	\$7.775	\$3.124	\$4.651	59.8	\$125.830	\$115.647	\$10.183	8.1
Depreciation	\$56.371	\$58.373	(\$2.002)	(3.6)	\$0.000	\$0.000	\$0.000	-	\$56.371	\$58.373	(\$2.002)	(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	1.404	2.079	(0.675)	(48.1)	0.000	0.000	0.000	-	1.404	2.079	(0.675)	(48.1)
GASB_96_SBITA_Adjustment	0.000	(0.126)	0.126	-	0.000	0.000	0.000	-	0.000	(0.126)	0.126	-
Total Expenses after Non-Cash Liability Adjs.	\$175.830	\$172.848	\$2.981	1.7	\$7.775	\$3.124	\$4.651	59.8	\$183.605	\$175.973	\$7.632	4.2
Less: Depreciation	\$56.371	\$58.373	(\$2.002)	(3.6)	\$0.000	\$0.000	\$0.000	-	\$56.371	\$58.373	(\$2.002)	(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	1.404	2.079	(0.675)	(48.1)	0.000	0.000	0.000	-	1.404	2.079	(0.675)	(48.1)
Less: GASB_96_SBITA_Adjustment	0.000	(0.126)	0.126	-	0.000	0.000	0.000	-	0.000	(0.126)	0.126	-
Total Expenses	\$118.055	\$112.523	\$5.532	4.7	\$7.775	\$3.124	\$4.651	59.8	\$125.830	\$115.647	\$10.183	8.1
Net Surplus/(Deficit)	\$519.187	\$520.720	\$1.533	0.3	\$0.000	\$0.000	\$0.000	-	\$519.187	\$520.720	\$1.533	0.3

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*Variance exceeds 100%

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(\$ in millions)

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	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)								\$519.187	\$520.720	\$1.533	0.3	
Less: Capitalized Assets								0.670	(1.209)	\$1.879	*	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$518.517	\$521.929	\$3.412	0.7	
Less: Debt Service								197.877	192.551	5.326	2.7	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$320.641	\$329.378	\$8.738	2.7	
Distributable To:												
MTA - Investment Income								0.310	3.073	2.763	*	
MTA - Distributable Income								166.912	174.150	7.238	4.3	
NYCTR - Distributable Income								153.418	152.155	(1.263)	(0.8)	
Total Distributable Income								\$320.641	\$329.378	\$8.738	2.7	
Support to Mass Transit:												
Total Revenues								645.017	636.367	(8.650)	(1.3)	
Less: Total Operating Expenses								<u>125.830</u>	<u>115.647</u>	<u>10.183</u>	8.1	
Net Operating Income/(Deficit)								\$519.187	\$520.720	\$1.533	0.3	
Deductions from Net Operating Income:												
Capitalized Assets								0.670	(1.209)	1.879	*	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								144.484	118.940	25.544	17.7	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$145.154	\$117.732	\$27.422	18.9	
Total Support to Mass Transit								\$374.033	\$402.989	\$28.955	7.7	

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

MTA BRIDGES AND TUNNELS
February Financial Plan - Adopted Budget
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Mar	Favorable/ (Unfavorable) Variance		Year-to-Date
	\$		Reason for Variance	\$	%	Reason for Variance
Nonreimbursable						
Vehicle Toll Revenue	(3.186)	-1.4%	Unfavorable variance is due to lower traffic resulting from inclement winter weather	(5.446)	-0.9%	Unfavorable variance is due to lower traffic resulting from inclement winter weather
Other Operating Revenue	(0.202)	-8.9%	Unfavorability driven by timing of administration fees and rental income	(1.316)	-19.4%	Unfavorability driven by timing of administration fees and rental income
Investment Income	0.492	*	Favorability due to higher than budgeted interest income	2.763	*	Favorability due to higher than budgeted interest income
Payroll	0.224	2.6%	Favorability driven by non-reimbursable/reimbursable allocation mix	0.402	1.6%	Favorability driven by non-reimbursable/reimbursable allocation mix
Overtime	(0.952)	-41.4%	Unfavorability primarily caused by catching up on deferred maintenance project owing from inclement winter weather, availability, and increased coverage due to new maintainer training class.	(2.466)	-35.7%	Unfavorability primarily caused by maintenance overtime, increase coverage because of attrition, and increase weather emergencies due to inclement winter weather.
Health and Welfare	0.248	9.5%	Favorability driven by lower expenses in the Empire Plan offset by lower than anticipated reimbursements	1.060	13.5%	Favorability driven by lower expenses in the Empire Plan offset by lower than anticipated reimbursements
OPEB Current Payment	(0.531)	-17.3%	Unfavorability largely due to higher than budgeted retirees	(1.366)	-15.2%	Unfavorability largely due to higher than budgeted retirees
Pensions	(0.056)	-1.7%	Unfavorability mainly due to the timing of payments	(0.619)	-6.6%	Unfavorability mainly due to the timing of payments
Other Fringe Benefits	(0.112)	-8.1%	Unfavorability was primarily due to higher than budgeted FICA costs (\$0.2M), partially offset by unfavorable Workers Compensation (\$0.1M).	0.002	0.1%	Favorability was primarily due to lower than budgeted Workers Compensation (\$0.4M) and uniform allowance (\$0.1M), partially offset by unfavorability in FICA costs (\$0.2M) and Miscellaneous Fringe Benefits (\$0.2M)
Electric Power	0.395	38.2%	Favorable variance due to lower-than-budgeted expenses against the adopted budget allocation.	0.328	21.3%	Favorable variance due to lower-than-budgeted expenses against the adopted budget allocation and lower-than-budgeted usage.
Fuel	0.000	0.0%	Fuel was on par with the adopted budget.	0.025	3.2%	Slightly favorable variance against the adopted budget allocation.
Insurance	0.096	*	Favorable variance primarily due to the timing of property insurance premiums against the adopted budget allocation.	0.288	8.6%	Favorable variance primarily due to the timing of property insurance premiums against the adopted budget allocation.
Maintenance and Other Operating Contracts	1.064	7.0%	Favorable variance mainly due to lower than anticipated major maintenance & painting expenses(\$0.8M), timing of guard services costs (\$0.4M), security surveillance equipment costs (\$0.3M), partially offset by higher than budgeted maintenance of heating and ventilation system expenses (\$0.2M)	5.663	17.2%	Favorable variance was mainly due to lower than anticipated Customer Service Center expenses (\$2.3M), lower biennial inspection payments in major maintenance & painting (\$2.6M), partially offset by higher than expected Maintenance of E-ZPass Equipment (\$0.5M)
Professional Services Contracts	(2.642)	-89.9%	Unfavorability due to reversal of a prior month interagency group credit payment from PA Turnpike (\$2.5M), higher than anticipated toll consultation services (0.8M), partially offset by lower biennial engineering services expenses (\$0.2M).	0.055	1.0%	Favorability due to lower than anticipated bond issuance costs (\$1.0M), lower biennial engineering services expenses (\$0.7M), lower than anticipated procurement card services costs (\$0.4M), partially offset by higher than anticipated toll consultation services (\$2.1M)
Materials & Supplies	(0.329)	*	Unfavorable largely due to higher de-icing materials expenses resulting from inclement winter weather	(0.148)	-17.4%	Unfavorable largely due to higher de-icing materials expenses resulting from inclement winter weather
Other Business Expense	1.358	31.9%	Favorable variance due to lower credit card processing fees (\$0.8M) and debt collection commission costs (\$0.5M)	3.194	24.3%	Favorable variance due to lower than budget debt collection commission costs (\$1.4M), credit card processing fees (\$0.8M), and the timing of TRANSCOM membership dues (\$0.9M)
Depreciation	(0.667)	-3.6%	Unfavorable variance mainly due to higher than budgeted depreciation	(2.002)	-3.6%	Unfavorable variance mainly due to higher than budgeted depreciation
Reimbursable						
Capital and Other Reimbursements	(1.082)	-41.7%	Unfavorable due to lower Capitalized Personnel Expenses	(4.651)	-59.8%	Unfavorable due to lower Capitalized Personnel Expenses
Payroll	0.640	56.2%	Favorable due to much lower activity than budgeted	2.373	69.4%	Favorable due to much lower activity than budgeted
Overtime	0.106	47.5%	Favorable due to much lower activity than budgeted	0.160	60.4%	Favorable due to much lower activity than budgeted
Health and Welfare	0.112	*	Favorable due to much lower activity than budgeted and Fringe Benefits	0.395	*	Favorable due to much lower activity than budgeted and Fringe Benefits
Pensions	0.111	38.8%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.524	60.9%	Favorable due to much lower activity than budgeted and Fringe Benefits
Other Fringe Benefits	0.094	72.3%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.285	73.1%	Favorable due to much lower activity than budgeted and Fringe Benefits
Reimbursable Overhead	0.017	2.5%	Favorable due to much lower than budgeted Reimbursable Overhead	0.913	42.9%	Favorable due to much lower than budgeted Reimbursable Overhead

*Variance exceeds 100%

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

Month of Mar 2026

Year to date ending Mar 2026

Comparison Current Year vs. Prior Year:

Prior Year		*Current Year		Percentage Change			Prior Year		*Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.1	\$35.8	4.1	38.0	1.3%	6.2%	Bronx-Whitestone	11.3	\$97.2	11.2	\$103.6	-1.4%	6.6%
0.7	2.0	0.6	1.9	-6.5%	-7.5%	Cross Bay	1.8	5.4	1.6	\$5.1	-9.6%	-5.4%
2.1	8.8	2.1	9.4	0.0%	6.2%	Henry Hudson	5.5	23.3	5.4	\$25.1	-1.8%	7.7%
1.8	13.8	1.8	14.7	0.6%	6.4%	Hugh L. Carey	5.0	37.1	4.9	\$39.7	-1.8%	6.9%
0.6	1.8	0.6	1.9	0.2%	6.4%	Marine Parkway	1.7	4.8	1.7	\$5.0	-3.4%	4.6%
2.4	19.2	2.5	20.6	1.7%	7.0%	Queens Midtown	6.7	52.4	6.7	\$56.7	0.1%	8.1%
5.9	48.9	5.8	51.2	-1.1%	4.8%	RFK	16.1	132.5	15.6	\$139.2	-3.2%	5.1%
3.7	36.7	3.7	38.4	-0.7%	4.7%	Throgs Neck	10.3	99.1	9.9	\$102.6	-3.7%	3.5%
6.8	50.6	6.8	54.2	0.4%	7.1%	Verrazzano-Narrows	18.8	139.0	18.3	\$147.6	-2.9%	6.2%
28.1	\$217.6	28.1	\$230.2	0.0%	5.8%	Total	77.3	\$590.8	75.3	\$624.7	-2.6%	5.7%
	\$7.751		\$8.201		5.8%	Revenue Per Vehicle		\$7.641		\$8.294		8.5%

1) Toll increase implemented January 4, 2026

Comparison Actual vs. Adopted Budget

Adopted Budget		Mar 2026 Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
28.7	\$233.4	28.1	\$230.2	-2.0%	-1.4%	Total All	77.3	\$630.2	75.3	\$624.7	-2.6%	-0.9%
	\$8.147		\$8.201		0.7%	Revenue Per Vehicle		\$8.147		\$8.294		1.8%

2) 2026 March traffic is on par with March 2025 traffic, and revenue is \$12.6M above March 2025, an increase of 5.8%.

3) 2026 March YTD traffic is 2.0M below March YTD 2025, a decrease of 2.6%, and March YTD revenue is \$33.8M above March 2025, an increase of 5.7% .

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

Facility	Revenue Collection Rate March 2026
Henry Hudson Bridge	94.2%
Hugh L. Carey Tunnel	94.6%
Queens Midtown Tunnel	95.5%
Marine Parkway Bridge	95.9%
Cross Bay Bridge	94.6%
Robert F. Kennedy Bridge	91.9%
Verrazzano-Narrows Bridge	91.9%
Bronx-Whitestone Bridge	91.1%
Throgs Neck Bridge	91.9%
All Facilities	92.4%

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PALN - 2026 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
March 2026

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance vs Adopted Budget	Explanation of Variances vs Adopted Budget
Administration				
Executive	28	8	20	16 Managerial and 4 Professional vacancies
Law ⁽¹⁾	5	4	1	1 Professional vacancy
Budget & Finance ⁽²⁾	12	9	3	1 Managerial vacancy and 2 Professional vacancies
Administration ⁽³⁾	26	23	3	3 Professional vacancies
EEO	-	-	-	
Total Administration	71	44	27	
Operations				
ITS & Tolling	71	70	1	11 Managerial vacancies offset by 10 overrun in Professional
Operations (Non-Security)	43	49	(6)	28 Managerial vacancies partially offset by 34 overrun in Professional
Total Operations	114	119	(5)	
Maintenance				
Maintenance	205	228	(23)	6 Professional and 30 Hourly overrun partially offset by 13 Managerial vacancies
Operations - Maintainers	183	155	28	29 Maintainer vacancies partially offset by 1 overrun in Professional
Total Maintenance	388	383	5	
Engineering/Capital				
Engineering & Construction	97	85	12	5 Managerial and 7 Professional vacancies
Health & Safety	9	7	2	4 Managerial vacancies partially offset by 2 overrun in Professional
Law ⁽¹⁾	6	3	3	1 Managerial and 2 Professional vacancy
Planning & Budget Capital	6	6	-	1 Managerial vacancy partially offset by 1 Professional overrun
Total Engineering/Capital	118	101	17	
Public Safety				
Operations (Security)	203	203	-	4 Managerial vacancies partially offset by 4 Operational Hourly overrun
Internal Security - Operations	45	33	12	7 Managerial and 5 Professional vacancies
Total Public Safety	248	236	12	
Total Positions				
	939	883	56	
Non-Reimbursable	867	814	53	
Reimbursable	72	69	3	
Total Full-Time				
	939	883	56	

(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 - 2026 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
March 2026

	Adopted Budget	Actual	Favorable (Unfavorable) Variance vs Adopted Budget	Explanation of Variances vs Adopted Budget
Administration				
Managers/Supervisors	27	10	17	16 vacancies in Executive and 1 in Budget & Finance
Professional, Technical, Clerical	44	34	10	4 vacancies in Executive, 3 in Administration, 2 in Budget & Finance and 1 in Law
Operational Hourlies	-	-	-	
Total Administration	71	44	27	
Operations				
Managers/Supervisors	57	18	39	28 vacancies in Operations (Non-Security) and 11 in ITS & Tolling
Professional, Technical, Clerical	57	101	(44)	34 overrun in Operations (Non-Security) and 10 in ITS & Tolling
Operational Hourlies	-	-	-	
Total Operations	114	119	(5)	
Maintenance				
Managers/Supervisors	27	14	13	13 vacancies in Maintenance
Professional, Technical, Clerical	11	18	(7)	1 overrun in Maintenance and 1 in Operations
Operational Hourlies ⁽¹⁾	350	351	(1)	29 vacancies in Operations and 30 overrun in Maintenance
Total Maintenance	388	383	5	
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	89	6	7 vacancies in Engineering, and 2 in Law, partially offset by 2 overrun in Health & Safety and 1 in Planning & Budget Ca
Operational Hourlies	-	-	-	
Total Engineering/Capital	118	101	17	
Public Safety				
Managers/Supervisors	77	66	11	7 vacancies in Internal Security and 4 vacancies in Operations
Professional, Technical, Clerical	36	31	5	5 vacancies in Internal Security
Operational Hourlies ⁽²⁾	135	139	(4)	4 BTO overrun in Operations
Total Public Safety	248	236	12	
Total Positions				
Managers/Supervisors	211	120	91	
Professional, Technical, Clerical	243	273	(30)	
Operational Hourlies	485	490	(5)	
Total Positions	939	883	56	

(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**

	March 2026 (\$ in millions)				March 2026 Year-To-Date (\$ in millions)			
					Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
		Variance	Percent			Variance	Percent	
Revenue								
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	58.803	65.548	6.745	11.5	159.635	179.919	20.284	12.7
Other Operating Revenue	0.043	0.292	0.249	*	0.116	0.292	0.176	*
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	-
Total Revenue	\$58.845	\$65.840	\$6.994	11.9	\$159.751	\$180.211	\$20.460	12.8
Expenses								
<i>Labor:</i>								
Payroll	0.253	0.378	(\$0.125)	(49.5)	0.722	1.060	(\$0.339)	(47.0)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Health and Welfare	0.049	0.074	(0.025)	(51.3)	0.150	0.206	(0.056)	(37.1)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.041	0.084	(0.043)	*	0.126	0.215	(0.090)	(71.3)
Other Fringe Benefits	0.032	0.043	(0.010)	(32.6)	0.094	0.123	(0.029)	(30.8)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenses	\$0.375	\$0.578	(\$0.203)	(54.1)	\$1.091	\$1.605	(\$0.513)	(47.0)
<i>Non-Labor:</i>								
Electric Power	\$0.036	\$0.026	\$0.010	27.8	\$0.108	\$0.051	\$0.058	53.2
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	12.357	(4.712)	(61.6)	22.938	20.313	2.625	11.4
Professional Service Contracts	1.333	0.742	0.591	44.4	4.000	1.496	2.504	62.6
Materials & Supplies	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Business Expenses	2.950	2.258	0.692	23.4	6.450	4.812	1.638	25.4
Total Non-Labor Expenses	\$11.965	\$15.384	(\$3.418)	(28.6)	\$33.496	\$26.671	\$6.825	20.4
<i>Other Expense Adjustments:</i>								
Other	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	-
Total Expenses before Non-Cash Liability Adjs.	\$12.340	\$15.962	(\$3.621)	(29.3)	\$34.587	\$28.276	\$6.311	18.2
Depreciation	0.000	1.599	(\$1.599)	-	\$0.000	\$4.797	(\$4.797)	-
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	-
Total Expenses after Non-Cash Liability Adjs.	\$12.340	\$17.561	(\$5.221)	(42.3)	\$34.587	\$33.073	\$1.514	4.4
Less: Depreciation	\$0.000	\$1.599	(\$1.599)	-	\$0.000	\$4.797	(\$4.797)	-
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	-
Total Expenses	\$12.340	\$15.962	(\$3.621)	(29.3)	\$34.587	\$28.276	\$6.311	18.2
Net Surplus/(Deficit)	\$46.505	\$49.878	\$3.373	7.3	\$125.163	\$151.935	\$26.772	21.4

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
 March 2026
 (\$ in millions)**

	Total				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Net Income/(Deficit)	\$46.505	\$49.878	\$3.373	7.3	\$125.163	\$151.935	\$26.772	21.4
Transfer to Capital Lockbox	46.505	49.878	3.373	7.3	125.163	151.935	26.772	21.4
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 March 2026 Year-To-Date (\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$20.460	12.8	Higher revenue driven by higher than forecast fees revenues and lower Bad Debt reserve
Total Expenses	\$6.311	18.2	Overall expenses are favorable to Adopted Budget, driven by lower costs for maintenance, debt collection, professional service contracts, and legal fees, partially offset by higher labor expenses, and higher credit card processing fees which is due to timing.

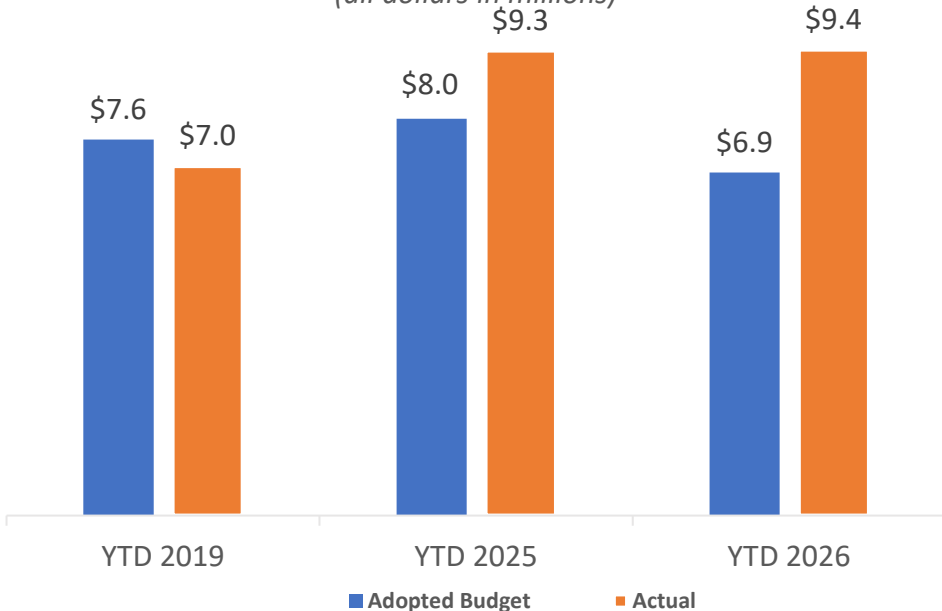
BRIDGES AND TUNNELS - NON-REIMBURSABLE OVERTIME

Overview

- March 2026 year-to-date overtime is higher than the Adopted Budget by \$2.5 million (35.7%) primarily due to lower budgets year-over-year. The budget is \$1.1M lower for the anticipated drop in need for OT due to reductions in BTO and SOBA which did not materialize. In addition, a rise in employee attrition and higher required vacancy coverage. March year-to-date overtime spending slightly higher than previous year by \$0.02 million (0.2%) mainly due to higher availability and less coverage for vacancies.

Budget Performance Non-Reimbursable Overtime - YTD March

(all dollars in millions)



Agency Detail

- **Vacancy/Absentee Coverage** remains above the Adopted Budget due to increased vacancy rates resulting from a rise in employee attrition, largely due to the Planned Attrition Initiative, without staffing replenishment, along with needed coverage for unplanned absences. B&T's Operations and Maintenance Department Management Team utilizes discretion regarding the use of overtime to cover operationally vital work assignments when applicable. Scheduling strategies remain dynamic with updated schedules developed and implemented as required to ensure delivery of service needs are met.
- **Weather Emergencies** overtime is higher than budget due to more adverse winter weather events experienced this year than planned.
- **Transition of Public Safety to MTAPD at RFK and VN** drove a temporary need for training and availability coverage during the transition month of March.
- **Maintainer Class** entered the workforce this month driving additional OT for training during the first initial weeks.

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

BRIDGES AND TUNNELS - REIMBURSABLE OVERTIME

Overview

- March 2026 year-to-date overtime is \$0.2 million (60.4%) lower than Adopted Budget largely due to less capital project activities.

