

Bridges & Tunnels Committee / Board Meeting

Wednesday, 5/20/2026

Time TBD

1. Summary of Actions - None

2. Public Comments Period

3. Approval of Minutes

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4. Committee Work Plan

2026 Work Plan - Page 6

5. Performance Metrics

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6. Procurements- None

7. Information Item

BT-CBDTP April 2026 Monthly Financial Report - Page 26

8. Final Review of 2025 Operating Budget Results

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CBDTP Year End 2025 - Page 56

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

April 27, 2026

9:00 a.m.

In attendance were the Honorable:

Samuel Chu, Acting Chair
David Mack
James O'Donnell
Andrew Albert
Randolph Glucksman

Also in Attendance:
Gerard Bringmann
Janno Lieber, MTA Chair & CEO

In Person:

Charlie Chavez, Senior Vice President, Security & Operations, and Chief of Department
Romolo De Santis, C&D Senior Vice President and TBTA Chief Engineer
Paul L. Friman, General Counsel and Corporate Secretary
David Hanley, Assistant Deputy Chief, MTA Procurement Operations
Diane Kenneally, Chief of Staff and Chief Administrative Officer
Stephen Knapp, Senior Vice President, Tolling Management
Edwin T. King, Executive Vice President
Matthew Medina, MTAPD Chief of Operations & Field Services
Rose Pascone, Assistant Director, Government and Community Relations
Catherine T. Sheridan, P.E., President
Thomas Taffe, MTAPD Chief
Marlene Thompson, Senior Vice President, Facility Management
Krishna Venkataswami, Assistant Vice President, Intelligent Transportation Systems

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

April 27, 2026

Minutes of TBTA Committee held April 27, 2026 at 9:00 a.m. A list of those in attendance is attached.

Public Speakers

The following speakers commented during the public speakers' session:

- Jesse Figueroa about operational performance.
- Aleta Dupree about congestion pricing.
- Murray Bodin about reflective gear.

Minutes

As a quorum of the Committee was not in attendance, Acting Chair Chu postponed the approval of the minutes of the Committee Meeting held on March 23, 2026.

Committee Work Plan

President Sheridan stated that there are no changes to the TBTA Committee Work Plan.

President Sheridan's Remarks

President Sheridan stated that April brings us National Work Zone Safety Awareness Week, an important annual observance and ongoing cause for TBTA. This year's theme is "Safe Actions Save Lives." Under Governor Hochul's leadership, New York keeps expanding initiatives under the state's work zone speed enforcement program, and TBTA fully supports a current legislative proposal to increase penalties for repeat violators to further strengthen protections for roadside workers and the driving public.

TBTA Chief of Staff and Chief Administrative Officer Diane Kenneally was proud to represent TBTA and the MTA at a multi-agency event last Monday in Albany. This gathering demonstrated robust support of statewide efforts to raise awareness about work zone safety alongside TBTA's partners at the New York State Department of Transportation and New York State Thruway Authority. In addition to regular "toolbox talks" for TBTA field employees that focus on strengthening situational awareness, TBTA uses digital sign messaging to advise customers on safe driving.

For the third consecutive year TBTA participated as an exhibitor at the New York International Auto Show at the Jacob Javits Center. As in past years, TBTA's display, which featured one of TBTA's fully equipped patrol vehicles, was a big hit among visitors of all ages, with high engagement and positive feedback. Employees representing all TBTA departments staffed the event. They sold more than 150 E-ZPass on-the-go tags and provided information about TBTA's facilities and tolling operations. In addition, TBTA launched a mini E-ZPass New York customer service center with representatives on hand to address customer billing and account issues. These reps assisted more than 1,000 customers over 10 days at the show.

Finally, President Sheridan acknowledged TBTA's dedicated volunteers and donors who participated in the quarterly agency Blood Drive on Randall's Island at the end of March.

Overview of Intelligent Transportation Systems

Senior Vice President, Marlene Thompson, and Assistant Vice President for ITS, Krishna Venkataswami, presented a detailed overview of TBTA's Intelligent Transportation Systems division.

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 President Sheridan and Assistant Vice President Venkataswami's responses.

Procurements

For April 2026, Deputy Chief Procurement Officer (DCPO) David Hanley stated that there is one (1) procurement action.

Non-Competitive Procurements

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

Competitive Procurements

DCPO Hanley stated that there is one (1) procurement action sought for approval, as follows:

TBTA requests approval to award one competitively solicited personal service contract for Construction Management and Inspection Services, which will support Contract WBM-389/TNM-402, Bridge Preservation at the Bronx-Whitestone and Throgs Neck bridges. The award will be to M & J Engineering in the amount of \$4,262,875 dollars over a period of 4 years and 4 months. The consultant will support the bridge preservation project through task-based assignments, overseeing contractor activities and applying project management practices to monitor cost, schedule, safety, and quality control.

Acting Chair Chu deferred the approval of the procurement to the April Board meeting as a quorum of the Committee was not in attendance.

Presentation of Certificates of Recognition

President Sheridan, Acting Chair Chu, and MTA Chair Lieber commended two TBTA Maintainers and three MTAPD Officers who performed extraordinary lifesaving work and exercised incredible bravery, heroism, and humanitarian judgment in handling the following two separate, extremely serious moments of crisis:

1. Late in the evening on the last day of March, TBTA Maintenance staff working near the Cross Bay Veterans Memorial Bridge tolling gantry observed flames coming from a residential home behind the facility. Maintainers Giuseppe Lattuca-Bonamico and Brian Keyes and MTAPD Officer Ryan Sullivan responded to the scene, where they acted swiftly to ensure all occupants were safely evacuated from the home. While awaiting the arrival of emergency services, they stayed with and assisted the displaced residents. This three-alarm fire ultimately resulted in the destruction of two homes and damage to a nearby restaurant, but the rapid response and sound judgment demonstrated by Guiseppe, Brian, and Officer Sullivan helped prevent an even more severe outcome.
2. On Monday, April 13th at approximately 4:00 p.m., MTAPD Officers Raheem Uddin and Jesus Alberto Fernandez were advised through the TBTA Security Operations Center of an emergency situation on the northbound side of the Bronx-Whitestone Bridge. The officers immediately responded to the location and observed a person near a vacated vehicle who appeared to be experiencing an emotional crisis. The officers engaged with

and built a rapport with the person. At an opportune moment, the officers took action to approach and take hold of the person in a safe manner without further incident. They remained with the person until the arrival of Emergency Medical Services, who transported the person to a nearby hospital.

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

Committee Work Plan



2026 Bridges and Tunnels Committee Work Plan

AGENDA ITEMS

<u>January 2026</u>	<u>Responsibility</u>
2025 Accomplishments	President
<u>February 2026</u>	
2026 Adopted Budget/Financial Plan 2026-2029	MTA Finance
2025 B&T Operating Surplus	MTA Finance
Operating Performance	Facility Mgt
<u>March 2026</u>	
Enforcement	Security & Operations
<u>April 2026</u>	
Operating Performance	Facility Mgt
<u>May 2026</u>	
Final Review of 2025 Year-End Operating Budget Results	MTA Finance
<u>June 2026</u>	
Revenue Collection	Tolling Mgt
Operating Performance	Facility Mgt
<u>July 2026</u>	
Security & Enforcement	Security & Operations
Customer & Employee Safety	Env, Health & Safety
<u>August 2026</u>	
No meeting scheduled	
<u>September 2026</u>	
2027 Preliminary Budget	MTA Finance
2026 Mid-Year Forecast	MTA Finance
Operating Performance	Facility Mgt
<u>October 2026</u>	
Revenue Collection	Tolling Mgt
<u>November 2026</u>	
2027 Proposed Committee Work Plan	Committee Chair & Members

December 2026

2027 Approve Committee Work Plan
2027 Proposed Final Budget

Committee Chair & Members
MTA Finance

RECURRING AGENDA ITEMS

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.

Key Performance Metrics

A summary of major MTA Bridges and Tunnels Key Performance Indicators (KPIs), featuring graphics and analyses covering Traffic Trends, Safety Performance, Enforcement Activity, Financial Results, and Major Project Updates.

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.

BRIDGES AND TUNNELS KEY PERFORMANCE METRICS

May 2026





This performance metrics document was prepared for the May 2026 meeting of the Bridges and Tunnels Committee.

2 Broadway • New York, NY 10004
May 20, 2026

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Visit <https://new.mta.info/transparency/board-and-committee-meetings> or scan the QR code for Board action staff summaries, administrative items, and information items.



Data in this report is current as of the publication date. For the most up-to-date data, visit metrics.mta.info or scan the QR code to access a comprehensive dashboard of Bridges and Tunnels metrics.



Bridges and Tunnels

MESSAGE FROM THE PRESIDENT



Catherine Sheridan
President, Bridges and Tunnels

May has been a month of pride, reflection, and meaningful recognition across MTA Bridges and Tunnels, offering several opportunities to honor the people, history, and values that define this agency.

On May 14, we joined the American Society of Civil Engineers for the unveiling of the ASCE Historic Landmark plaque at the Hugh L. Carey Tunnel—an acknowledgment of the engineering innovation and dedication that has sustained this iconic piece of New York’s infrastructure for more than eight decades. The designation is a tribute not only to the original designers and builders, but also to the generations of B&T employees who have operated, maintained, and modernized the tunnel to meet the needs of our region. It was a moment that underscored the essential role our crossings play in New York’s transportation network and the expertise that makes their continued success possible.

This month we also celebrated a series of milestones that highlight the strength of our workforce. At our Employee Recognition Awards, we honored dozens of colleagues whose professionalism, teamwork, and commitment to public service exemplify the best of MTA Bridges and Tunnels. Their contributions—whether on the front lines, in the field, or supporting operations behind the scenes—reflect the dedication that keeps our facilities safe and reliable every day.

We also congratulated our newest 40 graduates from our Maintainer class, who completed rigorous training and demonstrated the skill, focus, and readiness required to support the 24/7 operations of this agency. We are proud to welcome them into the B&T family and look forward to the impact they will have in the years ahead.

May also marks Peace Officer Memorial Day, a solemn reminder of the sacrifices made by law enforcement personnel across the country, including our TBTA officers and our partners at the MTA Police Department. We honor the officers who have given their lives in the line of duty and reaffirm our gratitude for the courage and professionalism demonstrated by these officers each day as they protect our customers, employees, and facilities.



Their service reflects a shared commitment to safety that is at the heart of our mission. Finally, I would like to recognize Yvette Morera for her three decades of service to MTA Bridges and Tunnels, after graduating as part of the July 2006 class of Maintainers. Yvette was one of only two women working as a maintainer at the time, starting on the night crew at the Queens-Midtown Tunnel, and she became the first woman at B&T to reach Level 3 Maintainer in the Agency's history. Yvette is known for going above and beyond her Central Maintenance Sign Shop duties, through her creative contributions to special projects requiring visual displays, including our facility anniversaries. She was recognized by the Latinos and Friends Employee Resource Group at their Hispanic Heritage Month Celebration last fall. Yvette was recently presented with the President's Award for exemplary actions for her lasting contributions to the Agency.

As we move into the summer season, I want to thank all employees for the work they do to ensure that our bridges and tunnels operate safely, efficiently, and reliably. Whether maintaining critical infrastructure, supporting customers, advancing long-term projects, or representing this agency at public events, their efforts continue to strengthen the trust New Yorkers place in our Agency. I am grateful for their dedication and proud of what we continue to accomplish together.

40 new maintainers

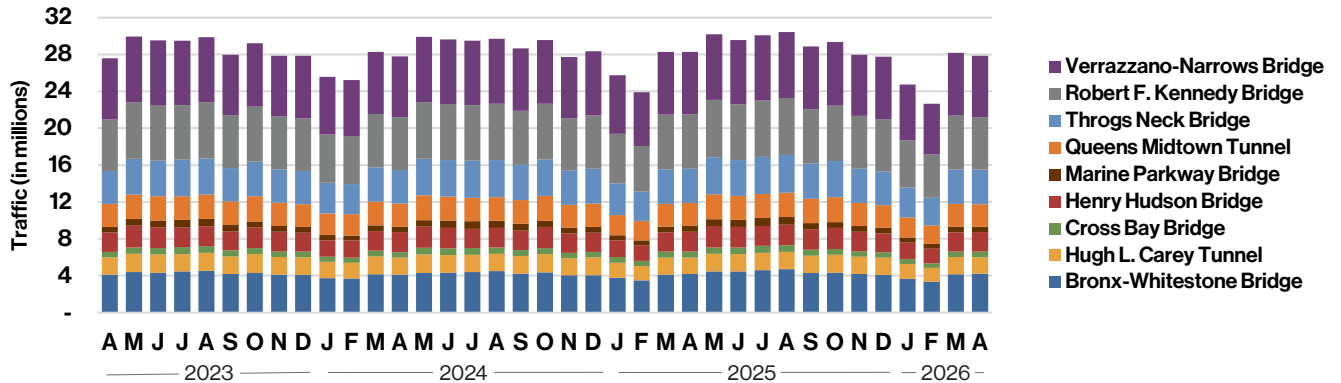
completed initial training

Hugh L. Carey Tunnel

recognized by ASCE as Historic
Civil Engineering Landmark

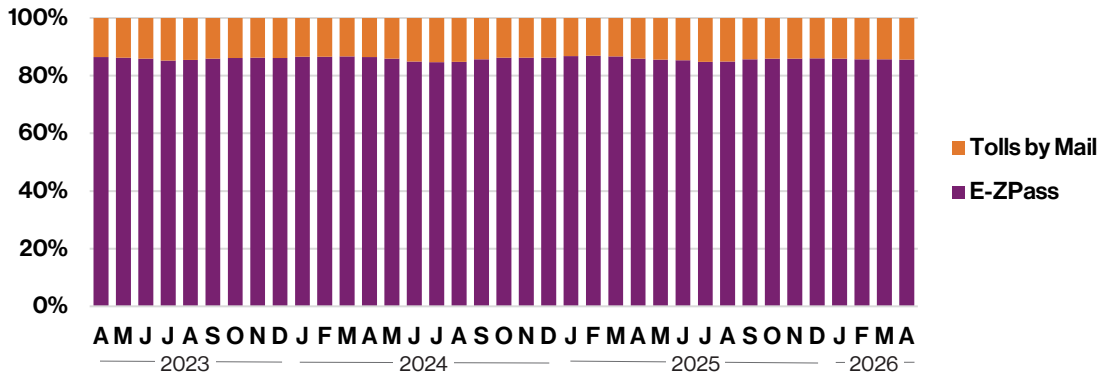
Total Traffic by Facility

The number of vehicles crossing each MTA Bridges and Tunnels facility.



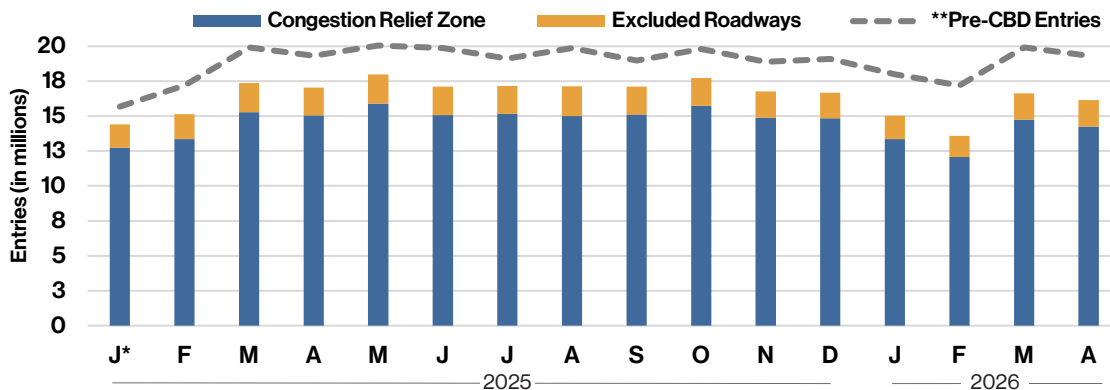
Payment Method (Preliminary)

Preliminary assessment of a vehicle's payment method at the time of crossing a MTA Bridges and Tunnels facility.



Congestion Relief Zone Vehicle Entries

The number of vehicles entering the Congestion Relief Zone and excluded roadways.



*Partial month (program inception January 5, 2025)

**Pre-CBD Entries calculated using 2022 / 2023 data



Data Review

Traffic at MTA Bridges and Tunnels in April 2026 declined by 417,881 vehicles, or 1.5%, compared to April 2025. The Bronx-Whitestone Bridge and Throgs Neck Bridge were the only crossings with increases, up 35,539 vehicles, or 0.9%, and 23,034 vehicles, or 0.6%, respectively. All other crossings declined, with the largest volume decreases at the Robert F. Kennedy Bridge, down 172,784 vehicles, or 2.9%, and the Verrazzano-Narrows Bridge, down 121,249 vehicles, or 1.8%.

Year-to-date traffic through April 2026 was down 2,762,198 vehicles, or 2.6%, compared to the same period in 2025, partly due to snowstorms in January and February. The largest declines were at the Robert F. Kennedy Bridge, down 760,685 vehicles, or 3.4%, and the Verrazzano-Narrows Bridge, down 742,484 vehicles, or 2.9%. The Cross Bay Bridge had the largest percentage decline, down 8.9%.

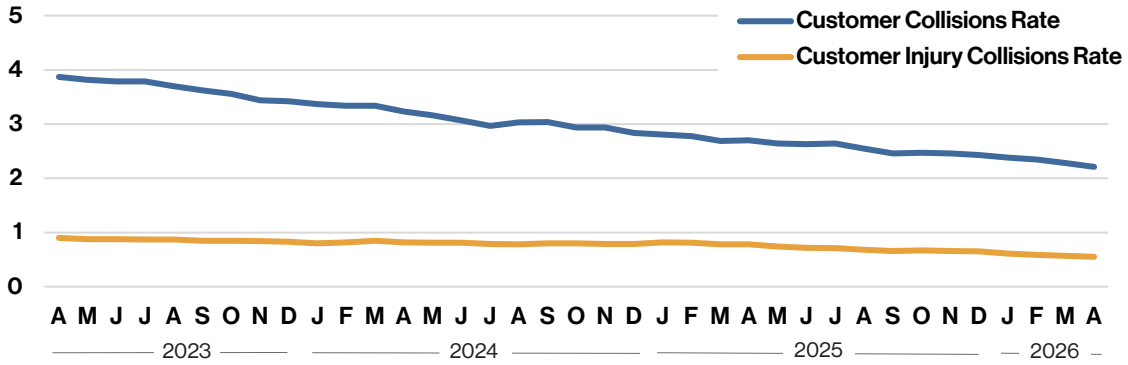
Year-to-date CBD entries, including the CRZ and Excluded Roadways, totaled 61,408,112 vehicles, averaging 511,734 vehicles per day. CRZ entries accounted for 54,438,577 vehicles, averaging 453,655 vehicles per day. Compared to 2025, average daily CBD entries were down 7.2% while CRZ entries were down 6.8%.

Moving Forward

CBD entries and total traffic across MTA Bridges and Tunnels facilities are expected to increase in May 2026, based on historical seasonal traffic patterns. However, increases in gas prices could further impact 2026 traffic volumes.

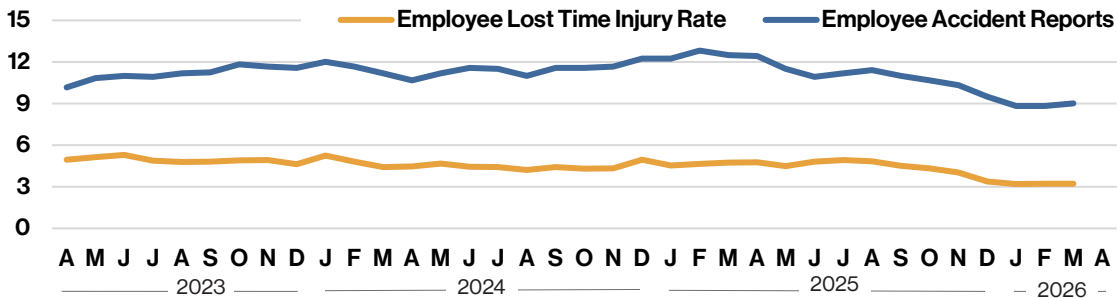
Customer Collision Rate and Customer Collision Injury Rate

The rate of customer vehicle collisions per one million vehicles and the rate of customer injuries from collisions per one million vehicles (12-month rolling average).



Employee Lost Time Injury Rate and Employee Accident Reports

The rate of employee lost time accidents per 200,000 hours worked and the number of reported employee accidents (12-month rolling average).



SAFETY

Data Review

In April 2026, MTA Bridges and Tunnels recorded a total collision rate of 2.21 per million vehicles, a 18.1% decrease from the rate of 2.70 per million vehicles recorded in April 2025. The collisions-with-injury per million vehicles also declined to 0.55, a 29.5% reduction from last year's rate of 0.78. The lost-time injury rate for March 2026 was 3.22, which constitutes a 32.2% decrease relative to March 2025, when the rate was 4.75.

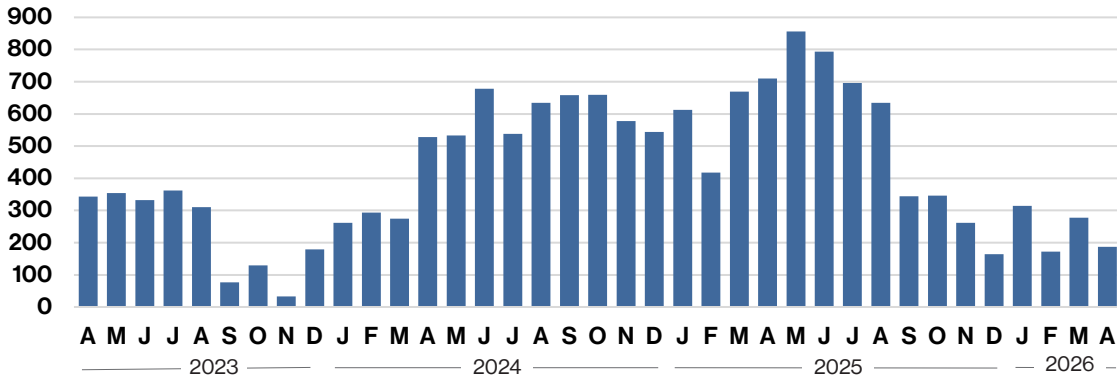
Moving Forward

MTA Bridges and Tunnels staff and joint partners continue to reduce collisions through engineering, education, and enforcement. Facility-specific initiatives, including increased safety inspections, high-hazard work activity reviews, and enhanced safety training, have further strengthened injury reduction efforts.

Bridges and Tunnels ENFORCEMENT

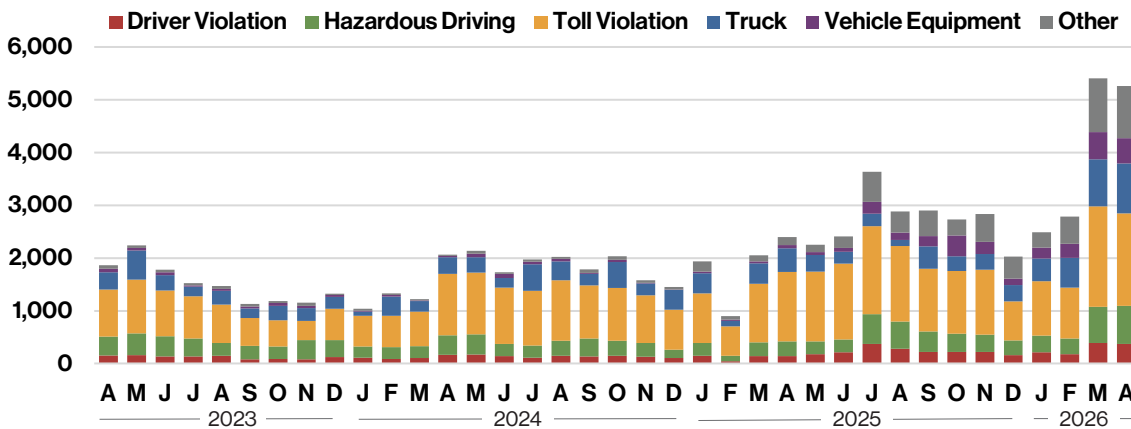
Roadway Interdictions

The number of vehicles interdicted on MTA Bridges and Tunnels includes MTAPD since July 2025.



Summonses

The number of summonses issued across MTA Bridges and Tunnels facilities.



Data Review

In April 2026, MTA Bridges and Tunnels continued its focused enforcement efforts to address toll evasion across the system. These operations led to the interdiction of 187 persistent toll violators and the issuance of 5,265 summonses. This summons activity marks a 119.7% increase over April 2025 (2,397 summonses), underscoring the agency's commitment to accountability and compliance.

Moving Forward

Enforcement operations expanded across multiple facilities with an emphasis on visible, consistent enforcement and the strategic deployment of resources. In coordination with regional law enforcement partners, MTA Bridges and Tunnels will further expand joint enforcement operations during the month of May as part of its ongoing efforts to combat toll evasion and enhance systemwide compliance.



FINANCIAL RESULTS

2026 Revenues & Expenses, April Year-to-Date

\$ in millions favorable / (unfavorable)

Bridge and Tunnel Facilities	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$864.6	\$864.8	\$0.3
Toll Revenue	\$855.1	\$853.9	(\$1.2)
Other Revenue	\$9.4	\$10.9	\$1.5
Total Non-Reimbursable Expenses	\$155.2	\$149.0	\$6.2
Labor Expenses	\$80.0	\$83.7	(\$3.8)
Non-Labor Expenses	\$75.2	\$65.2	\$10.0
Non Cash Liabilities	\$78.1	\$80.1	(\$2.0)
Net Surplus / (Deficit) - Accrued	\$709.4	\$715.9	\$6.5

Total Support to Mass Transit	\$516.0	\$555.6	\$39.6
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Congestion Relief Zone	Budget	Actual	Variance
Total revenue	\$217.0	\$242.9	\$25.9
Program expenses	\$48.4	\$37.6	\$10.8
Net Surplus / (Deficit) - Accrued	\$168.5	\$205.3	\$36.7

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	867	809	58
Reimbursable	72	66	6
Total Positions	939	875	64

Data Review

Year-to-Date toll revenue is \$1.2 million below the Adopted Budget. Total non-reimbursable expenses are favorable by \$6.2 million, primarily due to the timing of non-labor expenses. Total Support to Mass Transit is \$555.6 million, which is \$39.6 million favorable. Year-to-Date CRZ revenue is favorable to budget by \$25.9 million, with a year-to-date net surplus of \$36.7 million.

Moving Forward

The Agency remains dedicated to keeping its facilities in a state of good repair and providing support to Mass Transit. These goals are accomplished by implementing cost-effective strategies for operational efficiencies and management of expenses.

Throgs Neck Bridge Underdeck Platform Installation



MTA Construction & Development recently began active construction on a contract to keep the Throgs Neck Bridge approaches in a state of good repair. The \$118 million, 34-month contract, which was awarded in December 2025, provides for miscellaneous structural rehabilitation and painting of the Bronx and Queens approaches of the bridge. This project is required due to a high level of truck traffic on the bridge which greatly contributes to the load fatigue of steel elements.

Work under the contract includes repair and replacement of various steel elements, including sub-floor beams, floor beams, stringers, and deck rib bearing plates, as well as replacement of bolts at the Bronx and Queens approaches. The contract also includes replacement of hanger assemblies and tower wind pins at the Bronx and Queens towers, which provide critical support to the roadway at the towers.

The painting work includes brush blasting and painting of nine spans of the Bronx approach, as well as spot cleaning and painting of the rest of the approach structure. This work will extend the life of the overall paint system on the Bronx approach steel, which was last painted in 2014.

The structural steel work was bundled with painting work under one contract to take advantage of the under-deck access platforms being installed under the Bronx and Queens approach viaducts, which can be used for both types of work. Use of the under-deck platforms will ensure that traffic impacts from this project are negligible. The contractor is currently installing the temporary under-deck platform in preparation for the steel repairs.



ABOUT THE METROPOLITAN TRANSPORTATION AUTHORITY AND BRIDGES AND TUNNELS

The Metropolitan Transportation Authority is North America's largest transportation network, serving a population of 15.3 million people across a 5,000 square-mile travel area surrounding New York City through Long Island, southeastern New York State, and Connecticut.

MTA Bridges and Tunnels is comprised of over 1,000 employees and operates seven bridges and two tunnels in New York City, handling over 330 million vehicle crossings every year in addition to managing the Congestion Relief Zone.

The MTA is governed by a 23-member Board, organized in eight committees. Members of the Bridges and Tunnels Committee include:

- David Mack, Co-Chair
- Samuel Chu, Co-Chair
- Andrew Albert
- Randolph Glucksman
- James O'Donnell
- Lisa Sorin



MTA BRIDGES AND TUNNELS
February Financial Plan - Adopted Budget
ACCUAL STATEMENT of OPERATIONS by CATEGORY
Apr 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	224.965	229.179	4.214	1.9	0.000	0.000	0.000	-	224.965	229.179	4.214	1.9
Other Operating Revenue	2.256	1.719	(0.537)	(23.8)	0.000	0.000	0.000	-	2.256	1.719	(0.537)	(23.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.592	0.786	(1.805)	(69.7)	2.592	0.786	(1.805)	(69.7)
Investment Income	0.103	0.699	0.596	*	0.000	0.000	0.000	-	0.103	0.699	0.596	*
Total Revenue	\$227.324	\$231.597	\$4.272	1.9	\$2.592	\$0.786	(\$1.805)	(69.7)	\$229.916	\$232.383	\$2.467	1.1
Expenses												
<i>Labor:</i>												
Payroll	\$8.352	\$8.639	(\$0.287)	(3.4)	\$1.140	\$0.295	\$0.845	74.1	9.492	8.935	\$0.558	5.9
Overtime	2.300	1.700	0.600	26.1	\$0.088	(0.054)	0.143	*	2.388	1.645	0.743	31.1
Health and Welfare	2.613	1.974	0.639	24.5	\$0.236	0.091	0.144	61.3	2.849	2.065	0.784	27.5
OPEB Current Payment	3.030	3.424	(0.393)	(13.0)	0.000	0.000	0.000	-	3.030	3.424	(0.393)	(13.0)
Pensions	3.151	3.296	(0.146)	(4.6)	0.287	0.098	0.189	65.8	3.437	3.394	0.043	1.3
Other Fringe Benefits	1.390	1.282	0.108	7.8	0.130	0.029	0.101	77.5	1.520	1.311	0.209	13.7
Reimbursable Overhead	(0.710)	(0.326)	(0.384)	(54.0)	0.710	0.326	0.384	54.0	0.000	0.000	0.000	-
Total Labor Expenses	\$20.125	\$19.988	\$0.137	0.7	\$2.592	\$0.786	\$1.805	69.7	\$22.717	\$20.774	\$1.943	8.6
<i>Non-Labor:</i>												
Electric Power	\$0.146	\$0.644	(\$0.497)	*	\$0.000	\$0.000	\$0.000	-	\$0.146	\$0.644	(\$0.497)	*
Fuel	0.246	(0.166)	0.412	*	0.000	0.000	0.000	-	0.246	(0.166)	0.412	*
Insurance	1.112	1.006	0.106	9.6	0.000	0.000	0.000	-	1.112	1.006	0.106	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	9.812	7.569	2.243	22.9	0.000	0.000	0.000	-	9.812	7.569	2.243	22.9
Professional Service Contracts	1.307	2.489	(1.182)	(90.4)	0.000	0.000	0.000	-	1.307	2.489	(1.182)	(90.4)
Materials & Supplies	0.192	0.353	(0.161)	(84.1)	0.000	0.000	0.000	-	0.192	0.353	(0.161)	(84.1)
Other Business Expenses	4.186	4.577	(0.391)	(9.3)	0.000	0.000	0.000	-	4.186	4.577	(0.391)	(9.3)
Total Non-Labor Expenses	\$17.002	\$16.472	\$0.530	3.1	\$0.000	\$0.000	\$0.000	-	\$17.002	\$16.472	\$0.530	3.1
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.	\$37.128	\$36.460	\$0.667	1.8	\$2.592	\$0.786	\$1.805	69.7	\$39.719	\$37.247	\$2.473	6.2
Depreciation	\$20.315	\$19.390	\$0.926	4.6	\$0.000	\$0.000	\$0.000	-	20.315	19.390	\$0.926	4.6
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	0.603	(0.603)	-	0.000	0.000	0.000	-	0.000	0.603	(0.603)	-
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.	\$57.443	\$56.465	\$0.978	1.7	\$2.592	\$0.786	\$1.805	69.7	\$60.035	\$57.251	\$2.783	4.6
Less: Depreciation	\$20.315	\$19.390	\$0.926	4.6	\$0.000	\$0.000	\$0.000	-	\$20.315	\$19.390	\$0.926	4.6
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	0.603	(0.603)	-	0.000	0.000	0.000	-	0.000	0.603	(0.603)	-
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	\$37.128	\$36.460	\$0.667	1.8	\$2.592	\$0.786	\$1.805	69.7	\$39.719	\$37.247	\$2.473	6.2
Net Surplus/(Deficit)	\$190.197	\$195.137	\$4.940	2.6	\$0.000	\$0.000	\$0.000	-	\$190.197	\$195.137	\$4.940	2.6

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
Apr 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)								\$190.197	\$195.137	\$4.940	2.6	
Less: Capitalized Assets								0.041	0.415	(0.374)	*	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$190.156	\$194.722	\$4.566	2.4	
Less: Debt Service								65.959	64.788	1.170	1.8	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$124.197	\$129.933	\$5.736	4.6	
Distributable To:												
MTA - Investment Income								0.103	0.699	0.596	*	
MTA - Distributable Income								64.296	68.308	4.012	6.2	
NYCTR - Distributable Income								59.798	60.926	1.128	1.9	
Total Distributable Income								\$124.197	\$129.933	\$5.736	4.6	
Support to Mass Transit:												
Total Revenues								229.916	232.383	2.467	1.1	
Less: Total Operating Expenses								<u>39.719</u>	<u>37.247</u>	<u>2.473</u>	6.2	
Net Operating Income/(Deficit)								\$190.197	\$195.137	\$4.940	2.6	
Deductions from Net Operating Income:												
Capitalized Assets								0.041	0.415	(0.374)	*	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								48.161	40.120	8.042	16.7	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$48.202	\$40.534	\$7.668	15.9	
Total Support to Mass Transit								\$141.995	\$154.602	\$12.607	8.9	

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
Apr 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	855.130	853.898	(1.232)	(0.1)	0.000	0.000	0.000	-	855.130	853.898	(1.232)	(0.1)
Other Operating Revenue	9.023	7.170	(1.853)	(20.5)	0.000	0.000	0.000	-	9.023	7.170	(1.853)	(20.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	10.367	3.911	(6.456)	(62.3)	10.367	3.911	(6.456)	(62.3)
Investment Income	0.413	3.772	3.358	*	0.000	0.000	0.000	-	0.413	3.772	3.358	*
Total Revenue	\$864.566	\$864.840	\$0.273	0.0	\$10.367	\$3.911	(\$6.456)	(62.3)	\$874.933	\$868.751	(\$6.183)	(0.7)
Expenses												
<i>Labor:</i>												
Payroll	\$33.103	\$32.988	\$0.115	0.3	4.561	1.344	\$3.218	70.5	37.664	34.331	\$3.333	8.8
Overtime	9.199	11.065	(1.866)	(20.3)	0.353	0.051	0.303	85.6	9.552	11.115	(1.563)	(16.4)
Health and Welfare	10.452	8.752	1.700	16.3	0.944	0.404	0.540	57.2	11.395	9.156	2.239	19.6
OPEB Current Payment	12.024	13.783	(1.759)	(14.6)	0.000	0.000	0.000	-	12.024	13.783	(1.759)	(14.6)
Pensions	12.492	13.257	(0.765)	(6.1)	1.148	0.435	0.713	62.1	13.639	13.692	(0.052)	(0.4)
Other Fringe Benefits	5.559	5.449	0.110	2.0	0.520	0.134	0.386	74.2	6.079	5.583	0.496	8.2
Reimbursable Overhead	(2.841)	(1.544)	(1.297)	(45.7)	2.841	1.544	1.297	45.7	0.000	0.000	0.000	-
Total Labor Expenses	\$79.987	\$83.749	(\$3.762)	(4.7)	\$10.367	\$3.911	\$6.456	62.3	\$90.354	\$87.660	\$2.694	3.0
<i>Non-Labor:</i>												
Electric Power	\$1.687	\$1.856	(\$0.169)	(10.0)	0.000	0.000	\$0.000	-	\$1.687	\$1.856	(\$0.169)	(10.0)
Fuel	1.040	0.603	0.437	42.0	0.000	0.000	0.000	-	1.040	0.603	0.437	42.0
Insurance	4.449	4.055	0.394	8.9	0.000	0.000	0.000	-	4.449	4.055	0.394	8.9
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	42.673	34.767	7.907	18.5	0.000	0.000	0.000	-	42.673	34.767	7.907	18.5
Professional Service Contracts	6.981	8.108	(1.127)	(16.1)	0.000	0.000	0.000	-	6.981	8.108	(1.127)	(16.1)
Materials & Supplies	1.041	1.350	(0.309)	(29.7)	0.000	0.000	0.000	-	1.041	1.350	(0.309)	(29.7)
Other Business Expenses	17.323	14.520	2.803	16.2	0.000	0.000	0.000	-	17.323	14.520	2.803	16.2
Total Non-Labor Expenses	\$75.195	\$65.234	\$9.961	13.2	\$0.000	\$0.000	\$0.000	-	\$75.195	\$65.234	\$9.961	13.2
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.	\$155.182	\$148.983	\$6.199	4.0	\$10.367	\$3.911	\$6.456	62.3	\$165.549	\$152.894	\$12.655	7.6
Depreciation	\$76.686	\$77.762	(\$1.076)	(1.4)	\$0.000	\$0.000	\$0.000	-	\$76.686	\$77.762	(\$1.076)	(1.4)
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	1.371	1.404	(0.033)	(2.4)	0.000	0.000	0.000	-	1.371	1.404	(0.033)	(2.4)
GASB_96_SBITA_Adjustment	0.000	(0.114)	0.114	-	0.000	0.000	0.000	-	0.000	(0.114)	0.114	-
Total Expenses after Non-Cash Liability Adjs.	\$233.240	\$228.036	\$5.204	2.2	\$10.367	\$3.911	\$6.456	62.3	\$243.607	\$231.947	\$11.660	4.8
Less: Depreciation	\$76.686	\$77.762	(\$1.076)	(1.4)	\$0.000	\$0.000	\$0.000	-	\$76.686	\$77.762	(\$1.076)	(1.4)
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	1.371	1.404	(0.033)	(2.4)	0.000	0.000	0.000	-	1.371	1.404	(0.033)	(2.4)
Less: GASB_96_SBITA_Adjustment	0.000	(0.114)	0.114	-	0.000	0.000	0.000	-	0.000	(0.114)	0.114	-
Total Expenses	\$155.182	\$148.983	\$6.199	4.0	\$10.367	\$3.911	\$6.456	62.3	\$165.549	\$152.894	\$12.655	7.6
Net Surplus/(Deficit)	\$709.384	\$715.857	\$6.473	0.9	\$0.000	\$0.000	\$0.000	-	\$709.384	\$715.857	\$6.473	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
Apr 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
Net Income/(Deficit)									\$709.384	\$715.857	\$6.473	0.9
Less: Capitalized Assets									0.711	1.164	(\$0.454)	(63.8)
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$708.673	\$714.693	\$6.019	0.8
Less: Debt Service									263.836	257.339	6.496	2.5
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$444.838	\$457.353	\$12.516	2.8
Distributable To:												
MTA - Investment Income									0.413	3.772	3.358	*
MTA - Distributable Income									231.208	241.479	10.271	4.4
NYCTR - Distributable Income									213.216	212.102	(1.114)	(0.5)
Total Distributable Income									\$444.838	\$457.353	\$12.516	2.8
Support to Mass Transit:												
Total Revenues									874.933	868.751	(6.183)	(0.7)
Less: Total Operating Expenses									<u>165.549</u>	<u>152.894</u>	<u>12.655</u>	7.6
Net Operating Income/(Deficit)									\$709.384	\$715.857	\$6.473	0.9
Deductions from Net Operating Income:												
Capitalized Assets									0.711	1.164	(0.454)	(63.8)
Reserves									0.000	0.000	0.000	-
B&T Debt Service									192.645	159.060	33.585	17.4
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$193.356	\$160.224	\$33.132	17.1
Total Support to Mass Transit									\$516.028	\$555.632	\$39.604	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		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	Year-to-Date			Year-to-Date		
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	4.214	1.9%	Favorable results are primarily due to higher traffic volume and higher average toll revenue per vehicle.	(1.232)	-0.1%	Unfavorable variance is due to lower traffic resulting from inclement winter weather
Other Operating Revenue	(0.537)	-23.8%	Unfavorability driven by Telephone Cable Rental and Rental - Utilities	(1.853)	-20.5%	Unfavorability driven by Telephone Cable Rental and Rental, Lower fees due to delay billing, and lower than budgeted FEMA Loss Recovery Revenue
Investment Income	0.596	*	Favorability due to higher than budgeted interest income on E-ZPass bank account balance	3.358	*	Favorability due to higher than budgeted interest income on E-ZPass bank account balance
Payroll	(0.287)	-3.4%	Unfavorability driven by new maintenance hires and the non-reimbursable/reimbursable payroll allocation mix	0.115	0.3%	Favorability driven by non-reimbursable/reimbursable allocation mix
Overtime	0.600	26.1%	Favorability primarily driven by seasonal decreases during warmer months and the increased Maintainers after recent deployment in March.	(1.866)	-20.3%	Unfavorability primarily caused by maintenance overtime, increase coverage because of attrition, and increase weather emergencies due to inclement winter weather.
Health and Welfare	0.639	24.5%	Favorability driven by timing of Welfare BTO expenses.	1.700	16.3%	Favorability driven by lower expenses in the Empire Plan offset by lower than anticipated reimbursements
OPEB Current Payment	(0.393)	-13.0%	Unfavorability largely due to unfavorability in Non-Reimbursable spend.	(1.759)	-14.6%	Unfavorability largely due to higher than budgeted retirees
Pensions	(0.146)	-4.6%	Unfavorability driven by non-reimbursable/reimbursable allocation mix	(0.765)	-6.1%	Unfavorability driven by non-reimbursable/reimbursable allocation mix
Other Fringe Benefits	0.108	7.8%	Favorability was primarily due to lower than budgeted Workers Compensation costs (\$0.2M), partially offset by Misc Fringe Benefits (\$0.1M).	0.110	2.0%	Favorability was primarily due to lower than budgeted Workers Compensation costs (\$0.5M) and Uniform Allowance (\$0.1M), partially offset by Misc Fringe Benefits (\$0.4M) and Social Security (\$0.2M).
Electric Power	(0.497)	-339.4%	Unfavorable variance due to higher energy price and timing of invoices.	(0.169)	-10.0%	Unfavorable variance due to higher energy price and higher-than-budgeted expenses against the adopted budget allocation .
Fuel	0.412	167.2%	Favorable due to reversing large overaccrual from March.	0.437	42.0%	Favorable variance against the adopted budget allocation.
Insurance	0.106	*	Favorable variance primarily due to the timing of property insurance premiums against the adopted budget allocation.	0.394	8.9%	Favorable variance primarily due to the timing of property insurance premiums against the adopted budget allocation.
Maintenance and Other Operating Contracts	2.243	22.9%	Favorable variance mainly due to lower than anticipated major maintenance & painting expenses(\$1.9M), Customer Service Center expenses (\$1.2M), partially offset by timing of guard services costs (\$0.2M), security surveillance equipment costs (\$1.0M).	7.907	18.5%	Favorable variance was mainly due to lower than anticipated Customer Service Center expenses (\$3.4M, lower biennial inspection payments in major maintenance & painting (\$4.5M), and lower tag purchase (\$1.0M)
Professional Services Contracts	(1.182)	-90.4%	Unfavorable in Professional Services Contracts by \$1.5M due to timing of invoices and a reclass for PBS Engineering and Bond Issuance Costs (\$0.6M) partially offset by Treasury journals (\$1.0M).	(1.127)	-16.1%	Unfavorability due to higher than service contracts (\$3.6M) partially offset by Treasury journals (\$1.1M), Engineering Services (\$0.9M), Procurement Card Purchases (\$0.5M), and Bond Issuance Costs (\$0.4M).
Materials & Supplies	(0.161)	*	Unfavorability largely due to auto parts purchases to extend vehicle life (\$0.4M), other material and supplies (\$0.2M), partially offset by reversal of over accrued deicing materials expenses (\$0.4M)).	(0.309)	-29.7%	Unfavorability largely due to higher de-icing materials expenses resulting from inclement winter weather (\$0.5M), automotive parts (\$0.3M), partially offset by lower than budgeted roadway equipment purchases (\$0.4M).
Other Business Expense	(0.391)	-9.3%	Unfavorable variance due to higher credit card processing fees against budget allocation (\$0.6M), partially offset by lower debt collection commission costs (\$0.3M) due to delay in Tolls by Mail bills.	2.803	16.2%	Favorable variance due to lower than budget debt collection commission costs (\$1.8M), credit card processing fees (\$0.2M), and the timing of TRANSCOM membership dues (\$0.8M)
Depreciation	0.926	4.6%	Favorable variance mainly due to lower than budgeted depreciation	(1.076)	-1.4%	Unfavorable variance mainly due to higher than budgeted depreciation
Reimbursable						
Capital and Other Reimbursements	(1.805)	-69.7%	Unfavorable due to lower Capitalized Personnel Expenses	(6.456)	-62.3%	Unfavorable due to lower Capitalized Personnel Expenses
Payroll	0.845	74.1%	Favorable due to much lower activity than budgeted	3.218	70.5%	Favorable due to much lower activity than budgeted
Overtime	0.143	61.3%	Favorable due to much lower activity than budgeted	0.303	85.6%	Favorable due to much lower activity than budgeted
Health and Welfare	0.144	*	Favorable due to much lower activity than budgeted and Fringe Benefits	0.540	*	Favorable due to much lower activity than budgeted and Fringe Benefits
Pensions	0.189	65.8%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.713	62.1%	Favorable due to much lower activity than budgeted and Fringe Benefits
Other Fringe Benefits	0.101	77.5%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.386	74.2%	Favorable due to much lower activity than budgeted and Fringe Benefits
Reimbursable Overhead	0.384	54.0%	Favorable due to much lower than budgeted Reimbursable Overhead	1.297	45.7%	Favorable due to much lower than budgeted Reimbursable Overhead

*Variance exceeds 100%

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

Month of Apr 2026

Year to date ending Apr 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	\$34.8	4.2	38.6	2.6%	10.9%	Bronx-Whitestone	15.5	\$132.0	15.4	\$142.3	-0.7%	7.8%
0.7	1.7	0.6	1.8	-8.0%	3.2%	Cross Bay	2.4	7.1	2.2	\$6.9	-8.7%	-3.3%
2.1	9.1	2.1	9.7	2.5%	7.4%	Henry Hudson	7.7	32.3	7.6	\$34.8	-1.4%	7.6%
1.8	13.5	1.8	14.3	-2.9%	6.0%	Hugh L. Carey	6.8	50.6	6.7	\$54.0	-1.3%	6.7%
0.6	1.7	0.6	1.8	-2.6%	9.4%	Marine Parkway	2.3	6.5	2.3	\$6.9	-2.8%	5.8%
2.4	19.8	2.4	19.9	-1.2%	0.8%	Queens Midtown	9.1	72.2	9.1	\$76.6	-0.8%	6.1%
5.9	46.5	5.7	50.4	-3.0%	8.4%	RFK	22.0	179.0	21.3	\$189.6	-3.1%	5.9%
3.7	35.1	3.7	39.0	0.1%	10.9%	Throgs Neck	14.0	134.2	13.6	\$141.6	-2.4%	5.5%
6.8	48.6	6.6	53.5	-2.0%	10.1%	Verrazzano-Narrows	25.6	187.6	24.9	\$201.2	-2.5%	7.2%
28.1	\$210.9	27.8	\$229.2	-1.1%	8.7%	Total	105.4	\$801.7	103.1	\$853.8	-2.2%	6.5%
	<u>\$7.511</u>		<u>\$8.253</u>		<u>9.9%</u>	Revenue Per Vehicle		<u>\$7.608</u>		<u>\$8.283</u>		<u>8.9%</u>

1) Toll increase implemented January 4, 2026

Comparison Actual vs. Adopted Budget

Adopted Budget		Apr 2026 Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
27.6	\$225.0	27.8	\$229.2	0.6%	1.9%	Total All	105.0	\$855.1	103.1	\$853.8	-1.8%	-0.2%
	<u>\$8.147</u>		<u>\$8.253</u>		<u>1.3%</u>	Revenue Per Vehicle		<u>\$8.147</u>		<u>\$8.283</u>		<u>1.7%</u>

2) 2026 April traffic is 27.8M, which represents a 1.1% decrease YoY. Revenue is \$18.3M above April 2025, an increase of 8.7%.

3) 2026 April YTD traffic is 2.3M below April YTD 2025, a decrease of 2.2%, and April YTD revenue is \$52.1M above April 2025, an increase of 6.5% .

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
FFP - 2026 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
April 2026

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance vs Adopted Budget	Explanation of Variances vs Adopted Budget
Administration				
Executive	28	7	21	16 Managerial and 5 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	43	28	
Operations				
ITS & Tolling	71	71	-	11 Managerial vacancies offset by 11 overrun in Professional
Operations (Non-Security)	43	48	(5)	29 Managerial vacancies partially offset by 34 overrun in Professional
Total Operations	114	119	(5)	
Maintenance				
Maintenance	205	220	(15)	7 Professional and 22 Hourly overrun partially offset by 14 Managerial vacancies
Operations - Maintainers	183	161	22	23 Maintainer vacancies partially offset by 1 overrun in Professional
Total Maintenance	388	381	7	
Engineering/Capital				
Engineering & Construction	97	85	12	5 Managerial and 7 Professional vacancies
Health & Safety	9	5	4	4 Managerial vacancies
Law ⁽¹⁾	6	3	3	1 Managerial and 2 Professional vacancies
Planning & Budget Capital	6	6	-	1 Managerial vacancy partially offset by 1 Professional overrun
Total Engineering/Capital	118	99	19	
Public Safety				
Operations (Security)	203	201	2	4 Managerial vacancies partially offset by 2 Operational Hourly overrun
Internal Security - Operations	45	32	13	7 Managerial and 6 Professional vacancies
Total Public Safety	248	233	15	
Total Positions				
	939	875	64	
Non-Reimbursable	867	808	59	
Reimbursable	72	67	5	
Total Full-Time				
	939	875	64	

(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
FFP - 2026 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
April 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	33	11	5 vacancies in Executive, 3 in Administration, 2 in Budget & Finance and 1 in Law
Operational Hourlies	-	-	-	
Total Administration	71	43	28	
Operations				
Managers/Supervisors	57	17	40	29 vacancies in Operations (Non-Security) and 11 in ITS & Tolling
Professional, Technical, Clerical	57	102	(45)	34 overrun in Operations (Non-Security) and 11 in ITS & Tolling
Operational Hourlies	-	-	-	
Total Operations	114	119	(5)	
Maintenance				
Managers/Supervisors	27	13	14	14 vacancies in Maintenance
Professional, Technical, Clerical	11	19	(8)	7 overrun in Maintenance and 1 in Operations
Operational Hourlies ⁽¹⁾	350	349	1	23 vacancies in Operations and 22 overrun in Maintenance
Total Maintenance	388	381	7	
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	87	8	7 vacancies in Engineering, and 2 in Law, partially offset by 1 overrun in Planning & Budget Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	118	99	19	
Public Safety				
Managers/Supervisors	77	66	11	7 vacancies in Internal Security and 4 vacancies in Operations
Professional, Technical, Clerical	36	30	6	6 vacancies in Internal Security
Operational Hourlies ⁽²⁾	135	137	(2)	2 BTO overrun in Operations
Total Public Safety	248	233	15	
Total Positions				
Managers/Supervisors	211	118	93	
Professional, Technical, Clerical	243	271	(28)	
Operational Hourlies	485	486	(1)	
Total Positions	939	875	64	

(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**

	April 2026 (\$ in millions)				April 2026 Year-To-Date (\$ in millions)			
	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	57.179	62.548	5.369	9.4	216.814	242.468	25.654	11.8
Other Operating Revenue	0.041	0.152	0.110	*	0.157	0.443	0.286	*
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	\$57.220	\$62.700	\$5.480	9.6	\$216.971	\$242.911	\$25.940	12.0
Expenses								
<i>Labor:</i>								
Payroll	0.306	0.493	(\$0.187)	(61.1)	1.028	1.554	(\$0.526)	(51.2)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Health and Welfare	0.071	0.103	(0.032)	(45.0)	0.221	0.308	(0.088)	(39.7)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.060	0.117	(0.057)	(94.6)	0.186	0.332	(0.147)	(78.9)
Other Fringe Benefits	0.042	0.051	(0.009)	(21.5)	0.137	0.175	(0.038)	(27.9)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenses	\$0.480	\$0.765	(\$0.285)	(59.5)	\$1.571	\$2.369	(\$0.798)	(50.8)
<i>Non-Labor:</i>								
Electric Power	\$0.036	\$0.028	\$0.008	23.4	\$0.145	\$0.078	\$0.066	45.8
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	5.599	2.047	26.8	30.583	25.911	4.672	15.3
Professional Service Contracts	1.333	0.617	0.716	53.7	5.333	2.113	3.221	60.4
Materials & Supplies	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Business Expenses	4.350	2.349	2.001	46.0	10.800	7.161	3.639	33.7
Total Non-Labor Expenses	\$13.365	\$8.592	\$4.773	35.7	\$46.861	\$35.264	\$11.598	24.7
<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.	\$13.845	\$9.357	\$4.488	32.4	\$48.432	\$37.633	\$10.799	22.3
Depreciation	0.000	1.604	(\$1.604)	-	\$0.000	\$6.401	(\$6.401)	-
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.	\$13.845	\$10.961	\$2.884	20.8	\$48.432	\$44.034	\$4.398	9.1
Less: Depreciation	\$0.000	\$1.604	(\$1.604)	-	\$0.000	\$6.401	(\$6.401)	-
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	\$13.845	\$9.357	\$4.488	32.4	\$48.432	\$37.633	\$10.799	22.3
Net Surplus/(Deficit)	\$43.376	\$53.343	\$9.968	23.0	\$168.539	\$205.278	\$36.739	21.8

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**

April 2026
 (\$ in millions)

	Total				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Net Income/(Deficit)	\$43.376	\$53.343	\$9.968	23.0	\$168.539	\$205.278	\$36.739	21.8
Transfer to Capital Lockbox	43.376	53.343	9.968	23.0	168.539	205.278	36.739	21.8
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

April 2026 Year-To-Date

(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$25.940	12.0	Higher revenue driven by higher than forecast fees revenues and lower Bad Debt reserve
Total Expenses	\$10.799	22.3	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.

**MTA BRIDGES & TUNNELS
2025 YEAR-END REPORT
SUMMARY**

MTA Bridges & Tunnels (B&T) financial performance compared to the 2025 Final Estimate was unfavorable, with Operating Revenues of \$2,590.5 million, unfavorable by \$24.7 million, partially offset by non-reimbursable expenses before non-cash liabilities of 491.3 million, favorable by \$15.4 million.

B&T's Net Surplus of \$2,099.3 million was \$9.3 million lower than the Final Estimate, primarily due to lower vehicle toll revenue, and higher labor expenses due to higher expenses for payroll, overtime, pension, health & welfare, materials & supplies and lower reimbursable overhead credits, partially offset by lower other fringe benefit expenses, lower non-labor expenses driven by lower maintenance and other operating contracts, other business expenses, and professional services. In 2025, B&T generated \$1,625.9 million in Support to Mass Transit, which was \$45.3 million lower than 2024, but \$1.5 million above the Final Estimate of \$1,624.4 million.

Total Non-Reimbursable Revenues were \$24.7 million lower than the Final Estimate comprised of lower Toll Revenue of \$19.4 million largely due to tolls by mail reconciliation and higher than estimated bad debt write-off of \$4.6 million, offset by higher Other Operating Revenue of \$0.4 million primarily due to higher rental income, and higher investment income of \$5.4 million due to higher short-term investment returns on E-ZPass account balances. Overall, traffic volume was 0.23% higher than the 2024 traffic volume. While traffic volume achieved a record level of 338.1 million crossings, it was 0.9 million or 0.3% lower than the Final Estimate.

Total Non-Reimbursable Expenses Before Depreciation and Other were \$15.4 million lower than the Final Estimate.

Labor expenses of \$248.0 million were \$16.7 million higher than the Final Estimate primarily due to higher payroll, overtime, health & welfare (including retirees) and pension expenses. These results were partially offset by lower other fringe benefits expenses.

Non-labor expenses of \$243.3 million were \$32.0 million lower than the Final Estimate primarily due to lower overall E-ZPass Customer Service Center expenses, lower major maintenance & painting and E-ZPass tag costs, lower costs for property and liability insurance, credit card processing fees, engineering services, bond issuances, and restitution for tunnel damage caused by an accident. These results were partially offset by higher roadway and automotive materials expenses.

Reimbursable revenues and expenses were \$16.3 million each. In both cases, this was \$14.7 million below the 2025 Final Estimate due to due to lower than planned capital project work.

Deductions from Income, which include Debt Service and Capitalized Assets, totaled \$473.3 million. This was \$10.8 million below the Final Estimate primarily due to lower B&T Debt Service expenses and lower Capitalized Assets expenses.

Debt Service of \$758.7 million was \$34.0 million above the 2025 Final Estimate. B&T's portion of debt service was \$451.0 million, which was \$7.6 million below the Final Estimate.

MTA BRIDGES & TUNNELS
2025 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS

2025 Final Estimate vs. Actual

Non-Reimbursable

Revenue:

- **Toll Revenue** was \$30.6 million or 1.2% unfavorable versus the Final Estimate due to lower reconciled tolls (\$19.4million), lower violation fees (\$6.2 million), bad debt write-off of \$4.6 million, and lower than estimated average revenue per vehicle. Traffic volume of 338.1 million was 0.3% unfavorable versus the Final Estimate.
- **Other Operating Revenue** was slightly favorable to the Final Estimate primarily due to higher rental income.
- **Investment Income** was \$5.4 million favorable to the Final Estimate due to higher than anticipated interest earned on E-ZPass account balances.

Expenses:

- **Payroll** was \$10.2 million or 10.7% unfavorable to the Final Estimate largely due to the forecasted allocation mix between non-reimbursable and reimbursable expenses in December, and additional labor expenses billed back by Construction & Development for engineering expenses.
- **Overtime** was \$2.0 million or 6.7% unfavorable to the Final Estimate primarily due to higher attrition and vacancy coverage (B&T/MTAPD Safety Initiative acceleration); and the mix of non-reimbursable/reimbursable expense in December.
- **Health & Welfare** was \$0.9 million or 3.4% unfavorable to the Final Estimate primarily due to the forecasted allocation mix between non-reimbursable and reimbursable expenses.
- **OPEB Current Payment** was \$2.0 million or 5.7% unfavorable to the Final Estimate due to higher retirees/beneficiaries than estimated.
- **Pensions** was \$1.7 million or 4.7% unfavorable to the Final Estimate primarily due to higher expenses than estimated actuarial assumptions provided by NYCERS, as well as lower capital reimbursement offsets.
- **Other Fringe Benefits** were \$3.1 million or 20.4% favorable to the Final Estimate primarily due to lower than anticipated Workman's Compensation costs.
- **Reimbursable Overhead** was \$2.8 million or 32.9% unfavorable to the Final Estimate, resulting from lower than estimated capital project activity.
- **Electric Power** was \$0.9 million or 17.6% unfavorable to the Final Estimate due to higher rates and consumption.

- **Fuel** was \$0.2 million or 9.4% unfavorable to the Final Estimate primarily due to higher than planned heating fuel prices.
- **Insurance** was \$2.6 million or 18.6% favorable to the Final Estimate due to lower than estimated property and liability expenses
- **Maintenance and Other Operating Contracts** were \$22.9 million (14.2%) favorable to the Final Estimate, driven primarily by reduced costs at the E-ZPass Customer Service Center related to challenges in transitioning to a new back-office system, lower Major Maintenance expenses—largely due to reduced biennial inspection costs—fewer E-ZPass tags issued in 2025, and decreased maintenance costs for E-ZPass equipment.
- **Professional Service Contracts** were \$4.1 million (13.2%) favorable to the Final Estimate, driven primarily by lower-than-forecasted costs for bond issuance fees, reduced engineering service needs, fewer planning studies, and decreased spending on other outside services, partially attributable to a credit for electronic transaction consulting. These favorable variances were partially offset by increased toll collection consulting costs associated with ongoing customer service center back-office issues.
- **Materials & Supplies** was \$1.6 million or 48.2% unfavorable to the Final Estimate due to higher than planned expenses across various small equipment and supply categories, including roadway equipment, automotive materials, and de-icing materials used for winter weather.
- **Other Business Expenses** was \$5.5 million or 9.4% favorable to the Final Estimate primarily due to lower than planned expenses for credit card processing fees, debt collection fees, and restitution for tunnel damage caused by an accident.
- **Depreciation** was \$2.0 million or 0.8% favorable to the Final Estimate due to a year-end review of capital assets reaching beneficial use.
- **GASB 68 Pension Adjustment** was \$11.2 million unfavorable to the Final Estimate based on the latest actuarial estimate.
- **GASB 75 OPEB Expense Adjustment** was \$17.6 million unfavorable to the Final Estimate based on the latest actuarial report.
- **GASB 87 Lease Adjustment** was \$1.7 million unfavorable to the Final Estimate based on the latest actuarial estimate.
- **GASB 96 Adjustment** was less than \$0.1 million favorable to the Final Estimate based on the latest actuarial estimate.
- **GASB 101 Adjustment** was \$1.0 million favorable to the Final Estimate based on the latest actuarial estimate.

Reimbursable:

Total reimbursable revenues and operating expenses were each \$16.3 million, which was \$14.7 million below the 2025 Final Estimate. The variance resulted from lower than estimated capital project activity.

2025 Adopted Budget vs. Actual

B&T's financial performance versus the 2025 Adopted Budget was favorable by \$17.5 million (0.8%). This variance was driven by lower-than-budgeted non-reimbursable expenses before non-cash liabilities of \$491.3 million, \$30.3 million below plan, partially offset by Operating Revenues of \$2,599.0 million, which were \$12.8 million below the Adopted Budget.

Non-Reimbursable

Revenue:

- **Toll Revenue** was \$21.3 million or 0.8% unfavorable to the Adopted Budget due to a higher than anticipated bad debt write-off, and lower than budgeted traffic volume, but slightly higher average toll revenue per vehicle. Traffic volume of 338.1 million was 0.4% below the Adopted Budget.
- **Other Operating Revenue** was \$1.3 million or 4.8% unfavorable to the Adopted Budget primarily due to lower than planned income from telephone cable rental, FEMA Loss revenue recovery, and E-ZPass Revoked Tag Fees, partially offset by higher than budgeted revenue from other miscellaneous rentals.
- **Investment Income** was \$9.3 million favorable to the Adopted Budget due to higher than anticipated short-term investment returns on fund balances.

Expenses:

- **Payroll** was \$4.9 million or 4.7% unfavorable to the Adopted Budget primarily due to higher salaries and lower rates of capitalized work chargebacks.
- **Overtime** was \$0.5 million or 1.5% favorable to the Adopted Budget primarily due to mild weather in the 1st quarter of 2025.
- **Health & Welfare** was \$3.8 million or 12.5% favorable to the Adopted Budget primarily due to the existence of vacant positions.
- **OPEB Current Payment** was \$1.3 million or 3.4% favorable to the Adopted Budget due to lower retirees/beneficiaries than estimated.
- **Pensions** were \$7.1 million or 22.8% unfavorable to the Adopted Budget primarily due to higher expenses than actuarial assumptions provided by NYCERS.
- **Other Fringe Benefits** was \$5.8 million or 32.1% favorable to the Adopted Budget primarily due to lower than estimated workmen's compensation expenses.

- **Reimbursable Overhead** was \$2.8 million or 32.9% unfavorable to the Adopted Budget, resulting in lower credits due to decreased capital project activity.
- **Electric Power** was \$0.3 million or 6.3% unfavorable to the Adopted Budget primarily due to higher rates and higher than planned usage.
- **Fuel** was \$0.3 million or 18.2% unfavorable to the Adopted Budget primarily due to higher than planned fuel prices.
- **Insurance** was \$2.3 million or 16.6% favorable to the Adopted Budget due to lower than planned property and general liability expenses.
- **Maintenance and Other Operating Contracts** were \$28.9 million or 17.3% favorable to the Adopted Budget primarily due to lower than estimated costs for the E-ZPass Customer Service Center, maintenance of E-Z Pass equipment expenses, E-ZPass tags, and numerous underruns across a variety of routine maintenance contracts.
- **Professional Service Contracts** was \$0.1 million or 0.2% unfavorable to the Adopted Budget, primarily due to higher than estimated customer service center back-office consultant's expenses, and legal fees, partially offset by lower than estimated bond issuance costs, planning studies, and engineering services.
- **Materials & Supplies** was \$2.3 million or 85.2% unfavorable to the Adopted Budget due to higher than planned expenses for roadway equipment, automotive materials, and higher than planned expenses across various small equipment and supply categories.
- **Other Business Expenses** were \$5.9 million or 10.0% favorable to the Adopted Budget primarily due to lower than planned debt collection fees, credit card processing fees, and restitution for tunnel damage caused by an accident.
- **Depreciation** was \$11.6 million or 5.3% unfavorable to the Adopted Budget due to a year-end review of capital assets reaching beneficial use.
- **GASB 68 Pension Adjustment** was \$3.8 million favorable to the Adopted Budget based on the latest actuarial estimate.
- **GASB 75 OPEB Expense Adjustment** was \$21.1 million unfavorable to the Adopted Budget based on the latest actuarial report.
- **GASB 87 Lease Adjustment** was \$1.7 million unfavorable to the Adopted Budget based on the latest actuarial estimate.
- **GASB 101 Compensated Absences** were \$1.0 million favorable to the Adopted Budget based on the latest actuarial estimate.

Reimbursable:

Total reimbursable revenues and operating expenses were each \$14.7 million below the 2024 Adopted Budget. The variance resulted from lower than estimated capital project activity.

Non-Reimbursable and Reimbursable

Deductions from Income include B&T Debt Service, Capitalized Assets and Prepaid Expenses. B&T Debt Services were \$72.3 million favorable, Prepaid expenses was \$2.2 million unfavorable and Capitalized Assets was \$3.1 million favorable to the Adopted Budget.

Debt Service totaled \$758.7 million in 2025, which was \$19.5 million unfavorable to the Adopted Budget. B&T's portion of total debt service was \$451.0 million, which was \$72.3 million favorable to the Adopted Budget.

Total Support to Mass Transit was \$1,625.9 million in 2025, which was \$82.1 million, or 5.3%, favorable to the Adopted Budget primarily driven by lower B&T debt service of \$72.3 million, and lower total expenses of \$44.9 million, partially offset by lower total revenue of \$35.9 million.

MTA BRIDGES AND TUNNELS
Accrual Statement of Operations
2025 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

<u>Non-Reimbursable</u>	December 2025 Year-to-Date			Variance: Favorable/(Unfavorable)			
	Adopted Budget	Final Estimate	Actual	Adopted Budget vs Actual		Final Estimate vs Actual	
				\$	%	\$	%
Revenue							
Toll Revenue	\$2,583.402	\$2,584.730	\$2,554.140	(\$29.262)	(1.1)	(\$30.590)	(1.2)
Other Operating Revenue	27.099	25.352	25.799	(1.300)	(4.8)	0.447	1.8
Investment Income	1.240	5.098	10.540	9.300	> 100.0	5.442	> 100.0
Total Revenues	\$2,611.741	\$2,615.180	\$2,590.480	(\$21.262)	(0.8)	(\$24.701)	(0.9)
Expenses							
<u>Labor:</u>							
Payroll	\$102.968	\$97.422	\$107.827	(\$4.858)	(4.7)	(\$10.404)	(10.7)
Overtime	32.223	29.732	31.732	0.491	1.5	(2.000)	(6.7)
Health and Welfare	30.666	25.932	26.823	3.844	12.5	(0.891)	(3.4)
OPEB Current Payments	38.111	34.830	36.809	1.302	3.4	(1.980)	(5.7)
Pension	31.156	36.545	38.264	(7.109)	(22.8)	(1.720)	(4.7)
Other Fringe Benefits	18.005	15.367	12.232	5.773	32.1	3.135	20.4
Reimbursable Overhead	(8.523)	(8.523)	(5.719)	(2.804)	(32.9)	(2.804)	(32.9)
Total Labor Expenses	\$244.607	\$231.304	\$247.968	(\$3.361)	(1.4)	(\$16.664)	(7.2)
<u>Non-Labor:</u>							
Electric Power	\$5.527	\$4.994	\$5.874	(\$0.347)	(6.3)	(\$0.880)	(17.6)
Fuel	1.861	2.011	2.200	(0.339)	(18.2)	(0.189)	(9.4)
Insurance	13.699	14.042	11.429	2.270	16.6	2.614	18.6
Claims	0.000	0.000	0.401	(0.401)	N/A	(0.401)	N/A
Paratransit Service Contracts	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Maintenance and Other Operating Contracts	166.910	160.852	137.982	28.928	17.3	22.871	14.2
Professional Services Contracts	27.130	31.309	27.190	(0.060)	(0.2)	4.119	13.2
Materials and Supplies	2.712	3.390	5.025	(2.312)	(85.2)	(1.635)	(48.2)
Other Business Expenses	59.069	58.705	53.185	5.883	10.0	5.520	9.4
Total Non-Labor Expenses	\$276.907	\$275.305	\$243.286	\$33.622	12.1	\$32.019	11.6
<u>Other Expense Adjustments</u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	N/A	\$0.000	N/A
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	N/A	\$0.000	N/A
Total Expenses Before Non-Cash Liability Adjs.	\$521.514	\$506.609	\$491.254	\$30.260	5.8	\$15.355	3.0
Depreciation	\$220.350	\$233.920	\$231.951	(\$11.602)	(5.3)	\$1.969	0.8
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	N/A	0.000	N/A
GASB 68 Pension Expense Adjustment	(22.445)	(15.045)	(26.219)	3.773	16.8	11.173	74.3
GASB 75 OPEB Expense Adjustment	17.161	20.716	38.272	(21.111)	<(100.0)	(17.556)	(84.7)
GASB 87 Lease Adjustment	5.616	5.616	7.344	(1.728)	(30.8)	(1.728)	(30.8)
GASB 96 SBITA Adjustment	0.002	0.002	(0.005)	0.007	> 100.0	0.007	> 100.0
GASB 101 Compensated Absences	0.000	0.000	(1.027)	1.027	N/A	1.027	N/A
Total Expenses After Non-Cash Liability Adjs.	\$742.198	\$751.818	\$741.572	\$0.626	0.1	\$10.247	1.4
Net Surplus/(Deficit)	\$1,869.543	\$1,863.362	\$1,848.908	(\$20.635)	(1.1)	(\$14.454)	(0.8)
Depreciation	220.350	233.920	231.951	(\$11.602)	(5.3)	\$1.969	0.8
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	N/A	0.000	N/A
GASB 68 Pension Expense Adjustment	(22.445)	(15.045)	(26.219)	3.773	16.8	11.173	74.3
GASB 75 OPEB Expense Adjustment	17.161	20.716	38.272	21.111	> 100.0	17.556	84.7
GASB 87 Lease Adjustment	5.616	5.616	7.344	(1.728)	(30.8)	(1.728)	(30.8)
GASB 96 SBITA Adjustment	0.002	0.002	(0.005)	(0.007)	<(100.0)	(0.007)	<(100.0)
GASB 101 Compensated Absences	0.000	0.000	(1.027)	(1.027)	N/A	(1.027)	N/A
Total Expenses	\$521.514	\$506.609	\$491.254	\$30.260	5.8	\$15.355	3.0
Net Surplus/(Deficit)	\$2,090.227	\$2,108.571	\$2,099.226	\$8.999	0.4	(\$9.346)	(0.4)

Note: Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
Accrual Statement of Operations
2025 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

<u>Reimbursable</u>	<u>December 2025 Year-to-Date</u>			<u>Variance: Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget vs Actual</u>		<u>Final Estimate vs Actual</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	N/A	\$0.000	N/A
Other Operating Revenue	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Capital and Other Reimbursements	30.958	30.958	16.275	(14.683)	(47.4)	(14.683)	(47.4)
Investment Income	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Total Revenues	\$30.958	\$30.958	\$16.275	(\$14.683)	(47.4)	(\$14.683)	(47.4)
Expenses							
<u>Labor:</u>							
Payroll	\$13.603	\$13.603	\$5.751	\$7.853	57.7	\$7.853	57.7
Overtime	1.039	1.039	0.822	0.217	20.9	0.217	20.9
Health and Welfare	2.816	2.816	1.771	1.045	37.1	1.045	37.1
OPEB Current Payments	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Pension	3.424	3.424	1.512	1.911	55.8	1.911	55.8
Other Fringe Benefits	1.552	1.552	0.700	0.853	54.9	0.853	54.9
Reimbursable Overhead	8.523	8.523	5.719	2.804	32.9	2.804	32.9
Total Labor Expenses	\$30.958	\$30.958	\$16.275	\$14.683	47.4	\$14.683	47.4
<u>Non-Labor:</u>							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	N/A	\$0.000	N/A
Fuel	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Insurance	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Claims	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Paratransit Service Contracts	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Professional Services Contracts	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Materials and Supplies	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Other Business Expenses	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	N/A	\$0.000	N/A
<u>Other Expense Adjustments</u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	N/A	\$0.000	N/A
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	N/A	\$0.000	N/A
Total Expenses Before Non-Cash Liability Adjs.	\$30.958	\$30.958	\$16.275	\$14.683	47.4	\$14.683	47.4
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	<(100.0)	\$0.000	<(100.0)

Note: Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
Accrual Statement of Operations
2025 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

<u>Total Non-Reimbursable/Reimbursable</u>	<u>December 2025 Year-to-Date</u>			<u>Variance: Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget vs Actual</u>		<u>Final Estimate vs Actual</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
Toll Revenue	\$2,583.402	\$2,584.730	\$2,554.140	(\$29.262)	(1.1)	(\$30.590)	(1.2)
Other Operating Revenue	27.099	25.352	25.799	(1.300)	(4.8)	0.447	1.8
Capital and Other Reimbursements	30.958	30.958	16.275	(14.683)	(47.4)	(14.683)	(47.4)
Investment Income	1.240	5.098	10.540	9.300	> 100.0	5.442	> 100.0
Total Revenues	\$2,642.699	\$2,646.138	\$2,606.755	(\$35.944)	(1.4)	(\$39.383)	(1.5)
Expenses							
Labor:							
Payroll	\$116.572	\$111.026	\$113.577	\$2.994	2.6	(\$2.552)	(2.3)
Overtime	33.262	30.772	32.554	0.708	2.1	(1.783)	(5.8)
Health and Welfare	33.482	28.747	28.594	4.888	14.6	0.153	0.5
OPEB Current Payments	38.111	34.830	36.809	1.302	3.4	(1.980)	(5.7)
Pension	34.580	39.969	39.777	(5.197)	(15.0)	0.192	0.5
Other Fringe Benefits	19.557	16.919	12.931	6.626	33.9	3.988	23.6
Reimbursable Overhead	0.000	0.000	0.000	0.000	> 100.0	0.000	N/A
Total Labor Expenses	\$275.564	\$262.262	\$264.243	\$11.321	4.1	(\$1.981)	(0.8)
Non-Labor:							
Electric Power	\$5.527	\$4.994	\$5.874	(\$0.347)	(6.3)	(\$0.880)	(17.6)
Fuel	1.861	2.011	2.200	(0.339)	(18.2)	(0.189)	(9.4)
Insurance	13.699	14.042	11.429	2.270	16.6	2.614	18.6
Claims	0.000	0.000	0.401	(0.401)	N/A	(0.401)	N/A
Paratransit Service Contracts	0.000	0.000	0.000	0.000	N/A	0.000	N/A
Maintenance and Other Operating Contracts	166.910	160.852	137.982	28.928	17.3	22.871	14.2
Professional Services Contracts	27.130	31.309	27.190	(0.060)	(0.2)	4.119	13.2
Materials and Supplies	2.712	3.390	5.025	(2.312)	(85.2)	(1.635)	(48.2)
Other Business Expenses	59.069	58.705	53.185	5.883	10.0	5.520	9.4
Total Non-Labor Expenses	\$276.907	\$275.305	\$243.286	\$33.622	12.1	\$32.019	11.6
Other Expense Adjustments							
Other	\$0.000	\$0.000	\$0.000	\$0.000	N/A	\$0.000	N/A
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	N/A	\$0.000	N/A
Total Expenses Before Non-Cash Liability Adjs.	\$552.472	\$537.567	\$507.529	\$44.943	8.1	\$30.038	5.6
Depreciation	\$220.350	\$233.920	\$231.951	(\$11.602)	(5.3)	\$1.969	0.8
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	N/A	0.000	N/A
GASB 68 Pension Expense Adjustment	(22.445)	(15.045)	(26.219)	3.773	16.8	11.173	74.3
GASB 75 OPEB Expense Adjustment	17.161	20.716	38.272	(21.111)	<(100.0)	(17.556)	(84.7)
GASB 87 Lease Adjustment	5.616	5.616	7.344	(1.728)	(30.8)	(1.728)	(30.8)
GASB 96 SBITA Adjustment	0.002	0.002	(0.005)	0.007	> 100.0	0.007	> 100.0
GASB 101 Compensated Absences	0.000	0.000	(1.027)	1.027	N/A	1.027	N/A
Total Expenses After Non-Cash Liability Adjs.	\$773.156	\$782.776	\$757.847	\$15.309	2.0	\$24.930	3.2
Net Surplus/(Deficit)	\$1,869.543	\$1,863.362	\$1,848.908	(\$20.635)	(1.1)	(\$14.454)	(0.8)
Depreciation	220.350	233.920	231.951	(\$11.602)	(5.3)	\$1.969	0.8
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	N/A	0.000	N/A
GASB 68 Pension Expense Adjustment	(22.445)	(15.045)	(26.219)	3.773	16.8	11.173	74.3
GASB 75 OPEB Expense Adjustment	17.161	20.716	38.272	21.111	> 100.0	17.556	84.7
GASB 87 Lease Adjustment	5.616	5.616	7.344	(1.728)	(30.8)	(1.728)	(30.8)
GASB 96 SBITA Adjustment	0.002	0.002	(0.005)	(0.007)	<(100.0)	(0.007)	<(100.0)
GASB 101 Compensated Absences	0.000	0.000	(1.027)	(1.027)	N/A	(1.027)	N/A
Total Expenses	\$552.472	\$537.567	\$507.529	\$44.943	8.1	\$30.038	5.6
Net Surplus/(Deficit)	\$2,090.227	\$2,108.571	\$2,099.226	\$8.999	0.4	(\$9.346)	(0.4)

Note: Totals may not add due to rounding

MTA BRIDGES AND TUNNELS
2025 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

Total Non-Reimbursable/Reimbursable (Page 2 of 2)	December 2025 Year-to-Date			Variance: Favorable/(Unfavorable)			
	Adopted Budget	Final Estimate	Actual	Adopted Budget vs Actual		Final Estimate vs Actual	
				\$	%	\$	%
Net Surplus/(Deficit)	\$2,090.227	\$2,108.571	\$2,099.226	\$8.999	0.4	(\$9.346)	(0.4)
<u>Deductions from Income:</u>							
B&T Capitalized Assets	23.213	25.533	20.124	\$3.089	(13.3)	\$5.409	(21.2)
B&T Capital Reserves and Prepaid Exp.	0.000	0.000	2.215	(2.215)	0.0	(2.215)	0.0
B&T GASB Reserves	0.000	0.000	0.000	0.000	0.0	0.000	0.0
Adjusted Net Income/(Deficit)	\$2,067.014	\$2,083.038	\$2,076.886	\$9.872	0.5	(\$6.152)	(0.3)
Less: Debt Service	\$739.159	\$724.691	\$758.668	(19.509)	(2.6)	(33.977)	(4.5)
Less: B&T Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.0	0.000	0.0
Income Available for Distribution	\$1,327.855	\$1,358.347	\$1,318.218	(\$9.637)	(0.7)	(\$40.129)	(3.0)
<u>Distributable To:</u>							
MTA - Investment Income	1.240	5.098	10.540	\$9.300	> 100.0	\$5.442	>100.0
MTA - Distributable Income	691.040	714.850	700.300	9.261	(1.3)	(14.550)	2.1
NYCT - Distributable Income	635.575	638.399	607.378	(28.197)	4.6	(31.021)	5.1
Total Distributable Income	\$1,327.855	\$1,358.347	\$1,318.218	(\$9.637)	(0.7)	(\$40.129)	(3.0)
<u>Actual Cash Transfers:</u>							
MTA - B&T Investment Income - Prior Year	\$13.240	\$11.250	\$11.250	(\$1.991)	17.7	\$0.000	0.0
MTA - Cash Surplus Transfer	\$697.756	\$749.146	\$705.141	7.386	(1.0)	(44.005)	6.2
NYCT - Cash Surplus Transfer	\$641.252	\$665.510	\$610.470	(30.782)	5.0	(55.040)	9.0
Total Cash Transfers	\$1,352.248	\$1,425.906	\$1,326.861	(\$25.387)	(1.9)	(\$99.045)	(6.9)
<u>Support to Mass Transit:</u>							
Total Revenues	\$2,642.699	\$2,646.138	\$2,606.755	(\$35.944)	(1.4)	(\$39.383)	(1.5)
Less: Total Operating Expenses	552.472	537.567	507.529	44.943	(8.1)	30.038	(5.6)
Net Surplus/(Deficit)	\$2,090.227	\$2,108.571	\$2,099.226	\$8.999	0.4	(\$9.346)	(0.4)
<u>Deductions from Operating Income:</u>							
B&T Debt Service	\$523.248	\$458.611	\$450.971	\$72.277	(13.8)	\$7.640	(1.7)
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.0	0.000	0.0
Capitalized Assets	23.213	25.533	20.124	3.089	(13.3)	5.409	(21.2)
B&T Capital Reserves and Prepaid Exp.	0.000	0.000	2.215	(2.215)	0.0	(2.215)	0.0
B&T GASB Reserves	0.000	0.000	0.000	0.000	0.0	0.000	0.0
Total Deductions from Net Surplus/(Deficit)	\$546.461	\$484.144	\$473.310	\$73.151	15.5	\$10.834	2.3
Total Support to Mass Transit	\$1,543.766	\$1,624.427	\$1,625.915	\$82.149	5.3	\$1.488	0.1

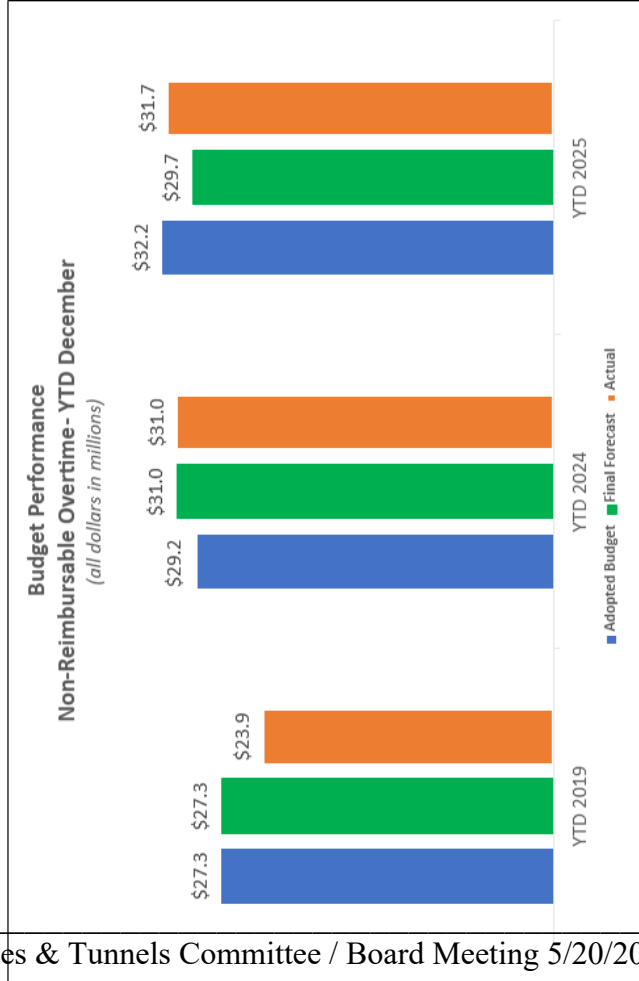
BRIDGES AND TUNNELS - NON-REIMBURSABLE OVERTIME

Overview

December 2025 year-to-date overtime is higher than the Final Forecast by \$2.0 million (6.7%) primarily due to a rise in employee attrition and higher required vacancy coverage. December year-to-date overtime spending was lower than the Adopted Budget by \$0.5 million (1.6%) mainly due to higher availability and less coverage for vacancies.

Agency Detail

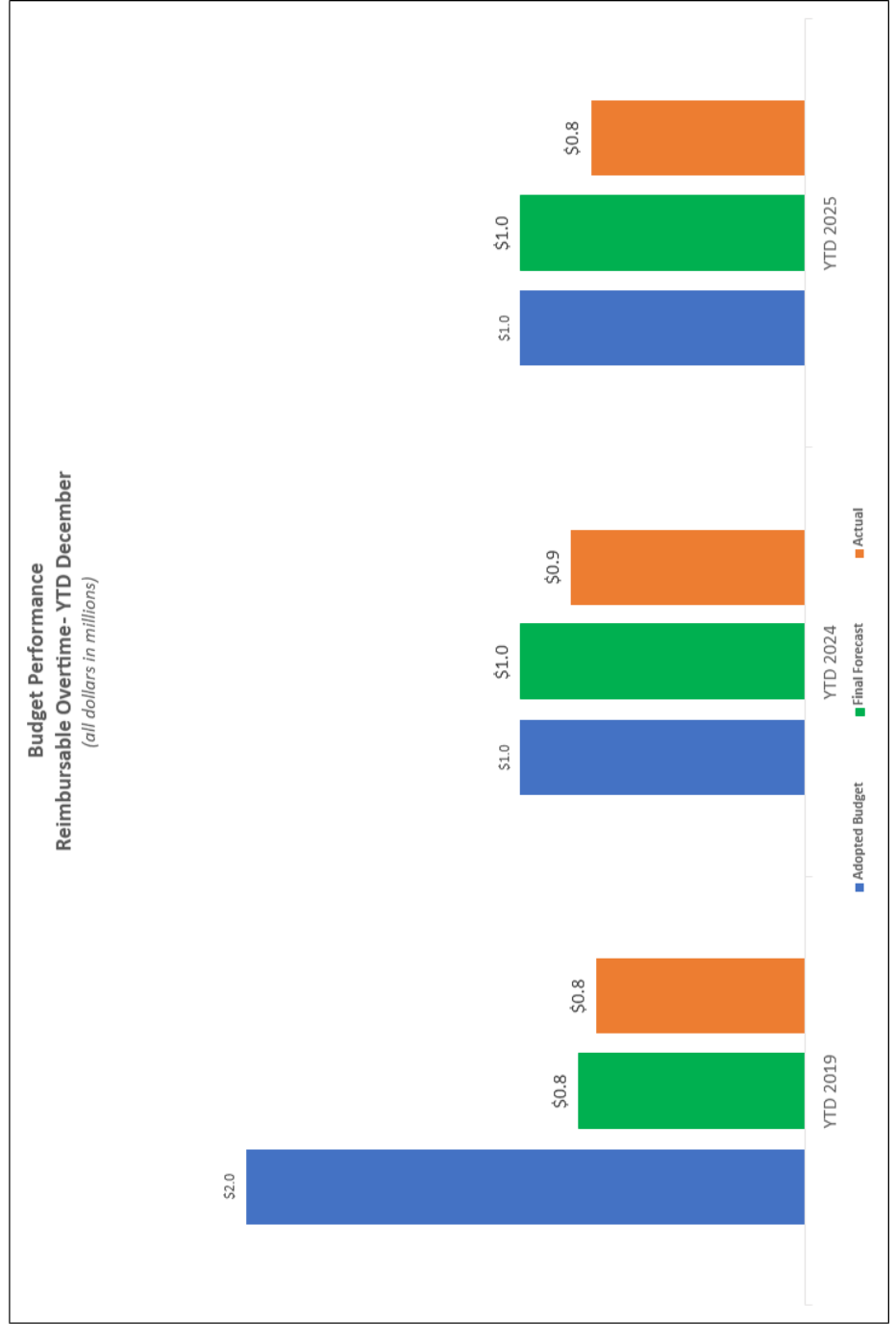
- Vacancy/Absentee Coverage** remains above the Final Forecast due to increased vacancy rates resulting from a rise in employee attrition, largely due to the Planned Attrition Initiative, without staffing replenishment, along with needed coverage for unplanned absences. B&T's Operations and Maintenance 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.
- 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

- December 2025 year-to-date overtime is \$0.3 million (24.8%) lower than both the Final Forecast and Adopted Budget largely due to less capital project activities.



MTA BRIDGES & TUNNELS
2025 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON TRAFFIC VOLUME/ (UTILIZATION)

2025 Final Estimate vs. Actual

Paid traffic totaled 338.1 million crossings, a new record, and traffic volume was 0.2% higher than 2024 but was 0.3% below the Final Estimate of 339.0 million due to lower-than-forecasted traffic volume in December.

2025 Adopted Budget vs. Actual

Paid traffic totaled 338.1 million crossings, which was 1.5 million crossings, or 0.4% below the Adopted Budget, primarily due to slowing economic conditions in the fourth quarter. Traffic was 0.2% higher than in 2024.

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

Comparison Current Year vs. Prior Year

	Prior Year		Current Year*		Percentage Change	
	Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
Bronx-Whitestone	49.6	\$420.9	50.4	\$421.6	1.6%	1.5%
Cross Bay	7.7	22.5	7.8	22.7	0.8%	2.1%
Henry Hudson	25.1	107.0	25.2	106.6	0.3%	1.0%
Hugh L. Carey	22.4	164.9	21.8	160.3	-2.6%	-1.7%
Marine Parkway	7.9	22.3	8.0	22.3	1.3%	1.3%
Queens Midtown	30.1	237.7	29.7	231.2	-1.4%	-1.5%
RFK	69.1	564.7	69.5	564.4	0.6%	1.2%
Throgs Neck	44.9	429.8	44.9	426.4	0.1%	0.4%
Verrazzano-Narrows	80.5	602.4	80.8	598.6	0.3%	0.5%
Total	337.3	\$2,572.3	338.1	\$2,554.1	0.2%	-0.7%
Revenue Per Vehicle		\$7.625		\$7.554		-0.9%

Comparison Actual vs. Adopted Budget and Final Estimate

	Adopted Budget		Final Estimate		Actual		Percentage Change	
	Budget		Estimate		Actual	Budget	Estimate	
Traffic	339.6		339.0		338.1	-0.4%		-0.3%
Toll Revenue	\$2,583.4		\$2,584.7		\$2,554.1	-1.1%		-1.2%
Revenue Per Vehicle	\$7.607		\$7.625		\$7.554	-0.7%		-0.9%

1) Numbers may not add due to rounding.
2) 2025 December YTD traffic is 0.8M above December YTD 2024, an increase of 0.2%, and December YTD revenue is \$9.6M below December YTD 2024, a decrease of 0.4%.

**MTA BRIDGES AND TUNNELS
2025 YEAR-END REPORT
EXPLANATIONS OF VARIANCES on POSITIONS
By FUNCTION and DEPARTMENT
NON-REIMBURSABLE/ REIMBURSABLE and FULL-TIME/ FULL-TIME EQUIVALENTS**

2025 Final Estimate vs. Actual

At year-end, B&T had 874 total employees, which consisted of 802 non-reimbursable and 72 reimbursable employees. Staffing was 122, or 12.2%, below the Final Estimate of 996 positions.

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

2025 Adopted Budget vs. Actual

At year-end, B&T had 874 total employees, which consisted of 802 non-reimbursable and 72 reimbursable employees. Staffing was 171, or 16.4%, below the Adopted budget of 1,045 positions.

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

MTA BRIDGES AND TUNNELS
DECEMBER 2025 PRELIMINARY FINANCIAL REPORT
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
 December 2025

Department	Adopted Budget	Final Estimate	Actual	Variance (Unfavorable)	
				Adopted Budget	Variance vs Final Estimate
Administration					
Executive	17	17	20	(3)	(3)
Law ⁽¹⁾	5	5	4	1	1
Budget & Finance ⁽²⁾	12	12	9	3	3
Administration ⁽³⁾	26	26	24	2	2
EEO	-	-	-	-	-
Total Administration	60	60	57	3	3
Operations					
ITS & Tolling	63	63	68	(5)	(5)
Operations (Non-Security)	54	54	33	21	21
Total Operations	117	117	101	16	16
Maintenance					
Maintenance	205	205	194	11	11
Operations - Maintainers	183	183	155	28	28
Total Maintenance	388	388	349	39	39
Engineering/Capital					
Engineering & Construction	97	97	89	8	8
Health & Safety	9	9	6	3	3
Law ⁽¹⁾	6	6	3	3	3
Planning & Budget Capital	6	6	5	1	1
Total Engineering/Capital	118	118	103	15	15
Public Safety					
Operations (Security)	317	268	232	85	36
Internal Security - Operations	45	45	32	13	13
Total Public Safety	362	313	264	98	49
Total Positions	1,045	996	874	171	122
Non-Reimbursable	984	924	802	182	122
Reimbursable	61	72	72	(11)	-
Total Full-Time	1,045	996	874	171	122

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

MTA BRIDGES & TUNNELS
2025 YEAR-END REPORT
EXPLANATIONS of VARIANCES on POSITIONS
By FUNCTION AND OCCUPATIONAL GROUP

2025 Final Estimate vs. Actual

At year-end, B&T had 874 total employees, which was 122 or 12.2% below the Final Estimate of 996 positions. Overall, there were 89 Managerial/Supervisor vacancies (7 in Administration, 43 in Operations, 9 in Maintenance, 11 in Engineering/Capital, and 19 in Public Safety); an overrun of 30 Professional/Technical/Clerical employees (4 in Administration, 27 in Operations, 9 in Maintenance, 4 vacancies in Engineering/Capital, and 6 vacancies in Public Safety); and 63 Operational Hourly vacancies (39 in Maintenance and 24 in Public Safety).

2025 Adopted Budget vs. Actual

At year-end, B&T had 874 total employees, which was 171 or 16.4% below the Adopted Budget of 1,045 positions. Overall, there were 108 Managerial/Supervisor vacancies (7 in Administration, 43 in Operations, 9 in Maintenance, 11 in Engineering/Capital, and 38 in Public Safety); an overrun of 30 Professional/Technical/Clerical employees (4 in Administration, 27 in Operations, 9 in Maintenance, 4 vacancies in Engineering/Capital, and 6 vacancies in Public Safety); and 93 Operational Hourly vacancies (39 in Maintenance and 54 in Public Safety).

MTA BRIDGES AND TUNNELS
DECEMBER 2025 PRELIMINARY FINANCIAL REPORT
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 December 2025

	Adopted Budget	Final Estimate	Actual	(Unfavorable)	
				Variance vs Adopted Budget	Variance vs Final Estimate
Administration					
Managers/Supervisors	20	20	13	7	7
Professional, Technical, Clerical	40	40	44	(4)	(4)
Operational Hourlies	-	-	-	-	-
Total Administration	60	60	57	3	3
Operations					
Managers/Supervisors	62	62	19	43	43
Professional, Technical, Clerical	55	55	82	(27)	(27)
Operational Hourlies	-	-	-	-	-
Total Operations	117	117	101	16	16
Maintenance					
Managers/Supervisors	27	27	18	9	9
Professional, Technical, Clerical	11	11	20	(9)	(9)
Operational Hourlies ⁽¹⁾	350	350	311	39	39
Total Maintenance	388	388	349	39	39
Engineering/Capital					
Managers/Supervisors	23	23	12	11	11
Professional, Technical, Clerical	95	95	91	4	4
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	118	118	103	15	15
Public Safety					
Managers/Supervisors	117	98	79	38	19
Professional, Technical, Clerical	36	36	30	6	6
Operational Hourlies ⁽²⁾	209	179	155	54	24
Total Public Safety	362	313	264	98	49
Total Positions					
Managers/Supervisors	249	230	141	108	89
Professional, Technical, Clerical	237	237	267	(30)	(30)
Operational Hourlies	559	529	466	93	63
Total Positions	1,045	996	874	171	122

(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
2025 ACTUAL VS FINAL ESTIMATE
ACCRUAL STATEMENT of OPERATIONS by CATEGORY**

	December 2025 (\$ in millions)				December 2025 Year-To-Date (\$ in millions)			
					Total			
	Final Estimate	Actual	Variance	Percent	Final Estimate	Actual	Variance	Percent
			Favorable (Unfavorable)				Favorable (Unfavorable)	
Revenue								
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	54.888	74.262	19.374	35.3	677.262	713.100	35.838	5.3
Other Operating Revenue	0.012	0.609	0.597	*	0.145	1.029	0.883	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Investment Income	0.500	(7.093)	(7.593)	*	10.361	2.336	(8.025)	(77.5)
Total Revenue	\$55.400	\$67.778	\$12.378	22.3	\$687.768	\$716.464	\$28.696	4.2
Expenses								
<i>Labor:</i>								
Payroll	0.245	0.264	(\$0.019)	(7.8)	2.942	3.049	(\$0.107)	(3.6)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Health and Welfare	0.050	0.047	0.003	6.3	0.602	0.610	(0.008)	(1.4)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.043	0.040	0.002	4.9	0.511	0.520	(0.009)	(1.8)
Other Fringe Benefits	0.033	0.033	(0.000)	(0.0)	0.391	0.400	(0.009)	(2.2)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenses	\$0.371	\$0.384	(\$0.014)	(3.8)	\$4.446	\$4.579	(\$0.133)	(3.0)
<i>Non-Labor:</i>								
Electric Power	\$0.023	\$0.046	(\$0.024)	*	\$0.272	\$0.278	(\$0.006)	(2.2)
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	7.960	(1.397)	9.357	*	87.234	81.716	5.518	6.3
Professional Service Contracts	1.968	5.614	(3.646)	*	12.989	16.392	(3.403)	(26.2)
Materials & Supplies	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Business Expenses	2.127	(13.614)	15.740	*	34.564	18.484	16.080	46.5
Total Non-Labor Expenses	\$12.078	(\$9.350)	\$21.428	*	\$135.059	\$116.871	\$18.189	13.5
Other Expense Adjustments:								
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.	\$12.448	(\$8.966)	\$21.414	*	\$139.505	\$121.450	\$18.056	12.9
Depreciation	(12.402)	1.600	(\$14.002)	*	\$0.000	\$18.776	(\$18.776)	-
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.	\$0.046	(\$7.365)	\$7.412	*	\$139.505	\$140.226	(\$0.720)	(0.5)
Less: Depreciation	(\$12.402)	\$1.600	(\$14.002)	*	\$0.000	\$18.776	(\$18.776)	-
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	\$12.448	(\$8.966)	\$21.414	*	\$139.505	\$121.450	\$18.056	12.9
Net Surplus/(Deficit)	\$42.951	\$76.743	\$33.792	78.7	\$548.263	\$595.014	\$46.751	8.5

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

CENTRAL BUSINESS DISTRICT TOLLING PROGRAM
2025 ACTUAL VS FINAL ESTIMATE
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
December 2025
(\$ in millions)

	Total				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Final Estimate	Actual	Variance	Percent	Final Estimate	Actual	Variance	Percent
Net Income/(Deficit)	\$42.951	\$76.743	\$33.792	78.7	\$548.263	\$595.014	\$46.751	8.5
Transfer to Capital Lockbox	42.951	76.743	33.792	78.7	548.263	595.014	\$46.751	8.5
Adjusted Net Income/(Deficit)	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-

MTA BRIDGES AND TUNNELS

EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND ACTUAL RESULTS

NON-REIMBURSABLE December 2025 Year-To-Date (\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$28.696	4.2	Higher toll revenue was partially offset by unfavorable investment income, which will be excluded from future CBDTP operating revenues and reclassified in future financial plans.
Total Expenses	\$18.056	12.9	Overall expenses were favorable to Final Forecast, driven by lower costs for maintenance, debt collection and credit card processing fees, and legal fees, partially offset by higher professional service contract expenses.