

Bridges & Tunnels Committee Meeting
Monday, 6/22/2026
Time TBD

1. Summary of Actions - None

2. Approval of Minutes

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3. Committee Work Plan

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4. Performance Metrics

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5. Procurements

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6. B&T Diversity/EEO Report - First Quarter 2026

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7. 7. Financial Report

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In 2025, the Hugh L. Carey Tunnel was designated as a Civil Engineering Landmark by the American Society of Civil Engineers (ASCE). In culmination of the 75th anniversary of the tunnel, officials from ASCE joined TBTA and MTA C&D recently for the official dedication of the landmark plaque at the Manhattan ventilation building.

Installed in 2017 as part of TBTA's long-term flood mitigation program, annual flood door testing at the Hugh L. Carey and Queens Midtown Tunnels started in April and continues through May during overnight low-volume traffic periods.

On May 7th at Grand Central Terminal's Vanderbilt Hall, TBTA leadership presented its annual Employee Recognition Awards for exemplary service. And in April, TBTA was one of 16 recipients nationwide of the Engineering Excellence Honor Award from the American Council of Engineering Companies for the Central Business District Tolling Program, which brings the total number of awards thus far to eight.

TBTA welcomed a new class of 40 Level One Maintainers who graduated on May 8th having completed a multi-disciplinary training regimen that includes safety protocols in roadway and electrical work; commercial vehicle driving; OSHA-30 hour training; forklift operations; firefighting, wrecker and aerial truck safety; incident command; and administrative duties.

TBTA recently marked the national observance of Police Week and Peace Officer Memorial Day by gathering at the Hugh L. Carey Tunnel to remember fallen officers and honor current Members of Service.

President Sheridan stated there are no procurements.

Responding to Commissioner Glucksman's question as to whether there was an increase in bridge traffic during the LIRR strike, President Sheridan stated that there was an insignificant increase at the Queens-Midtown Tunnel from the same time period of the prior week.

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

June 2026



SIGN SHOP



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

2 Broadway • New York, NY 10004
June 22, 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.





Catherine Sheridan
President, Bridges and Tunnels

June highlights the ongoing strategic preparation, robust enforcement, and extraordinary public service that defines MTA Bridges and Tunnels every day. As we look ahead to the 250th anniversary of the United States and the upcoming World Cup, our Operations and Security teams are maximizing roadway availability, optimizing staffing, and utilizing advanced incident-response and drone-detection technologies to ensure our crossings remain safe, secure, and clear for travelers.

Our fundamental mission remains the safety and protection of the public. This dedication was profoundly demonstrated on Saturday, May 23, 2026, when MTA Police Officers Edward Macaluso and Joseph Brienza arrived on the scene of a critical incident on the Throgs Neck Bridge. Under extreme pressure and challenging conditions, these officers spent more than two hours patiently communicating with an individual in severe emotional distress, building trust, and safely de-escalating the crisis to save a life. Their calm demeanor and exceptional compassion reflect the absolute highest standards of public service.

Behind the scenes, supporting our daily operations and facility preparedness is our B&T Sign Shop. This specialized three-member Central Maintenance crew designs and fabricates vital regulatory, roadway, and safety signage. Collaborating closely across internal departments to ensure full regulatory compliance, they have integrated innovative 3D printing into their workflow to streamline production, cut lead times, and deliver cost-effective safety solutions for our commuters.

This month also marks our agency's participation in the International Bridge, Tunnel and Tolling Association's Global Road Safety Week and the "Be Safe Together" initiative. By championing data-driven enforcement, mutual accountability, and infrastructure safety, we continue to reinforce the principle that road safety is a shared responsibility designed to protect every motorist and worker on our network.

We continue to accelerate our system-wide crackdown on toll evasion and unaccountable "ghost cars" with fraudulent or obstructed plates. Since its inception, our Multi-Agency Task Force has executed 135 joint operations, yielding more than 81,000 summonses and recovering \$67 million in lost revenue. Furthermore, our reinvestment in the Commercial Vehicle Safety Unit has driven a 142% year-to-date increase in commercial vehicle interdictions, reinforcing strict regulatory compliance across all facilities.

Through rapid crisis response, operational innovation, and rigorous enforcement, our workforce continues to strengthen the trust New Yorkers place in us every single day. I would like to thank our staff for their continued dedication to keeping our region moving safely ahead of an eventful summer season.

\$36.4 million

May YTD support to Mass Transit,
10% above budget

81,500+

summonses issued via the multi-
agency task force since inception

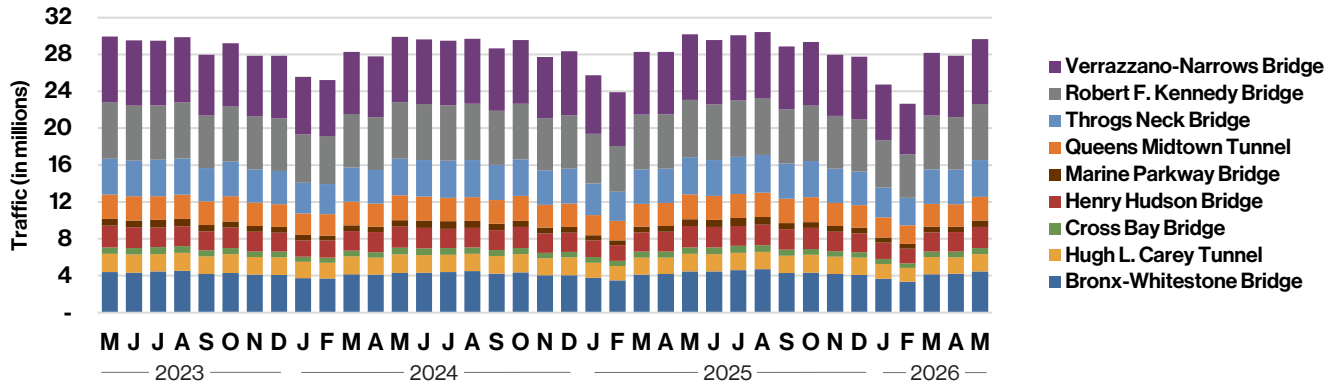


Bridges and Tunnels

TRAFFIC

Total Traffic by Facility

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



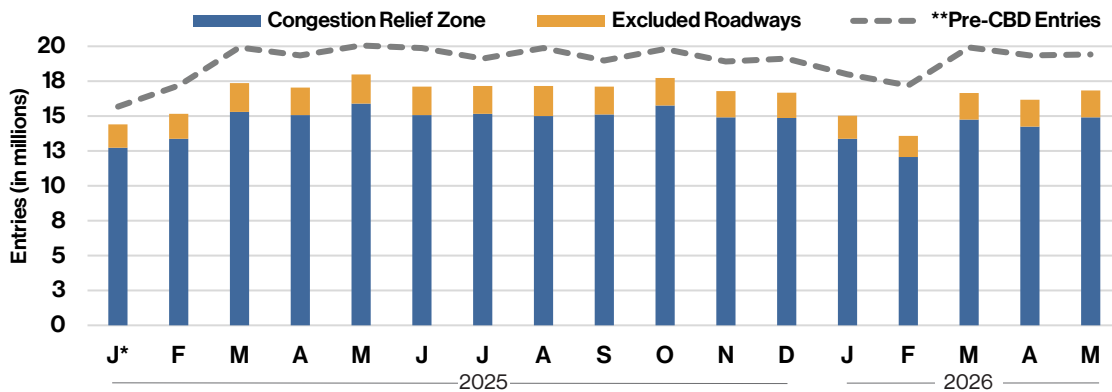
Payment Method (Preliminary)

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 declined in May 2026 compared with May 2025, decreasing by 519,660 vehicles, or 1.7%. All bridges experienced year-over-year declines. The largest bridge volume decreases occurred at the Robert F. Kennedy Bridge, down 142,474 vehicles, or 2.3%, and the Verrazzano-Narrows Bridge, down 61,642 vehicles, or 0.9%. Both tunnels declined, with the Queens Midtown Tunnel down 136,264 vehicles, or 5.0%, and the Hugh L. Carey Tunnel down 55,156 vehicles, or 2.9%, compared with May 2025.

Year-to-date traffic through May 2026 was down 3,281,858 vehicles or 2.4% compared to the same period in 2025, with all facilities experiencing declines. The largest volume declines were at the Robert F. Kennedy Bridge, down 903,159 vehicles, or 3.2%, and the Verrazzano-Narrows Bridge, down 804,126 vehicles, or 2.4%.

Year-to-date Central Business District (CBD) entries, including the Congestion Relief Zone (CRZ) and Excluded Roadways, totaled 78,755,025 vehicles through May 2026, averaging 535,748 vehicles per day. CRZ entries accounted for 69,804,214 vehicles, averaging 474,859 vehicles per day.

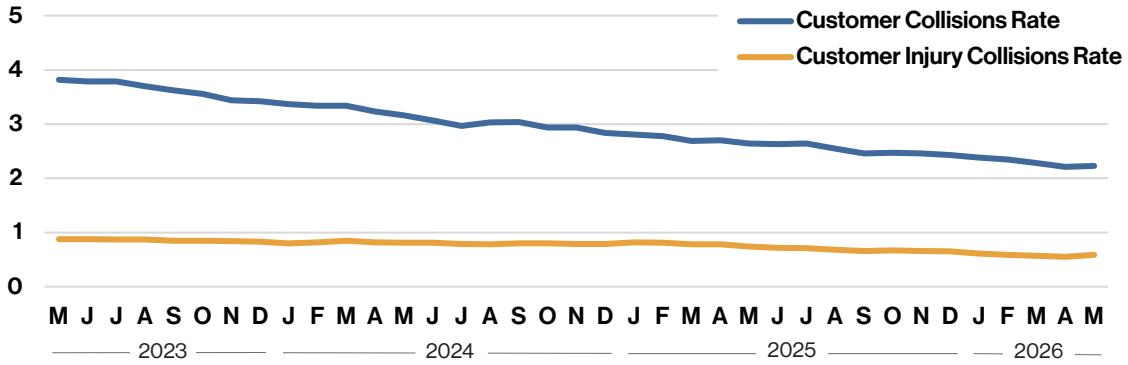
Compared with the same period in 2025, average daily CBD entries declined by 3.9%, while average daily CRZ entries declined by 0.9%. For May 2026, average daily CBD entries were down 20,648 vehicles, or 3.6%, compared with May 2025. Average daily CRZ entries also declined, decreasing by 17,259 vehicles, or 3.4%, compared with the same month last year.

Moving Forward

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

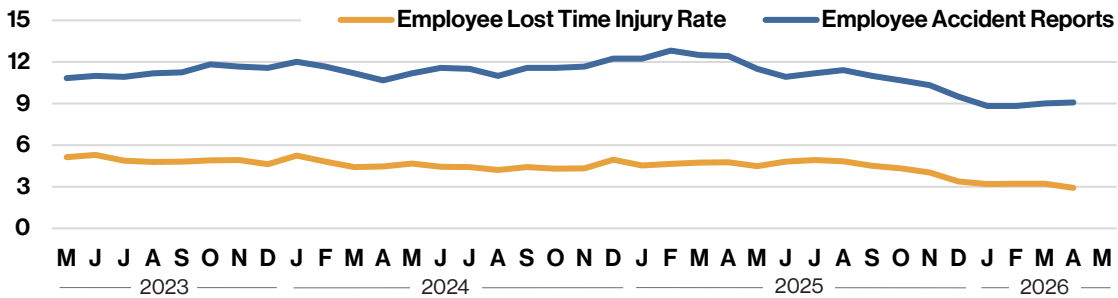
Customer Collision Rate and Customer Collision Injury Rate

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).



Data Review

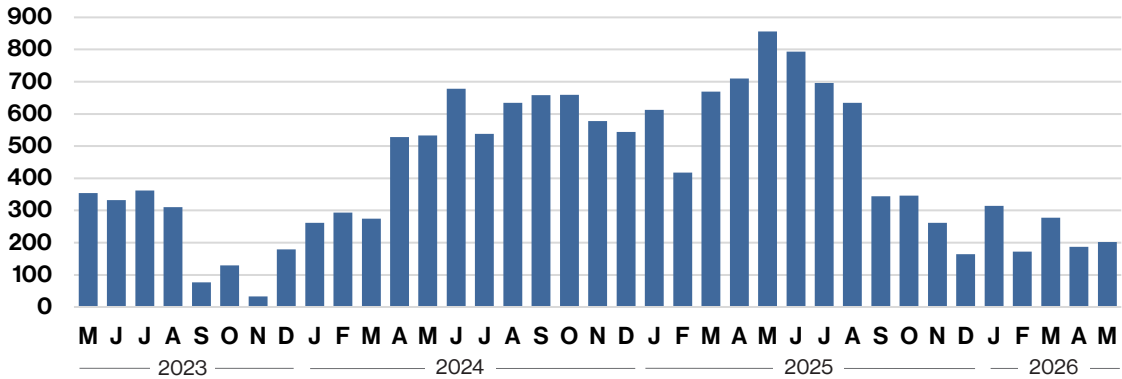
In May 2026, MTA Bridges and Tunnels recorded a total collision rate of 2.23 per million vehicles, a 15.5% decrease from the rate of 2.64 per million vehicles recorded in May 2025. The collisions-with-injury per million vehicles rate also declined to 0.59, a 20.3% reduction from last year's rate of 0.74. The lost-time injury rate for April 2026 was 2.92, which constitutes a 38.8% decrease relative to April 2025, when the rate was 4.77.

Moving Forward

MTA Bridges and Tunnels staff, in collaboration with partner agencies, continue to advance safety and reduce collisions through engineering, education, and enforcement initiatives. Facility-specific efforts, including increased safety inspections, stronger protocols for high-hazard work, and enhanced employee training, continue to support injury prevention and reinforce a strong safety culture. The agency will also participate in IBTTA's Global Roadway Safety Week from June 22–26, during which it will expand safety-focused communications for customers and employees and promote a formal roadway safety pledge.

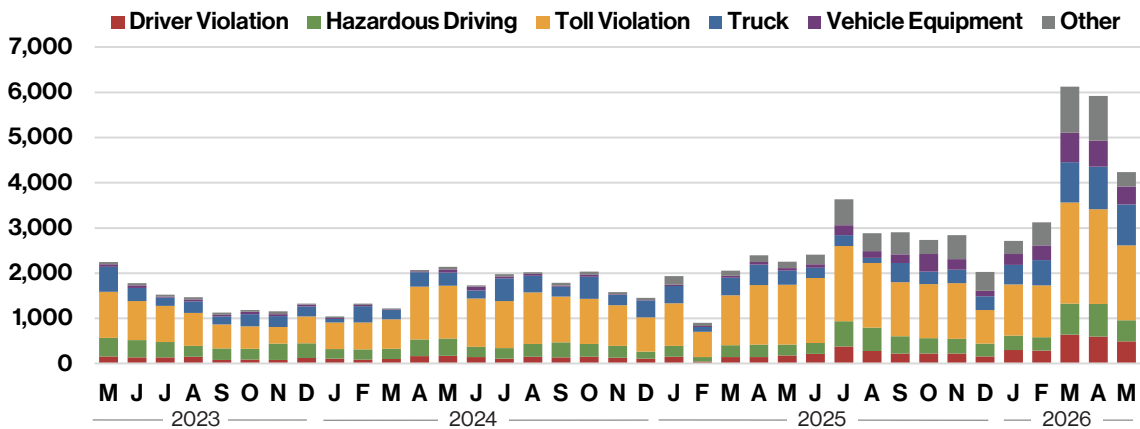
Roadway Interdictions

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 May 2026, MTA Bridges and Tunnels continued its focused enforcement efforts to address toll evasion across the system. These operations resulted in 202 vehicle interdictions involving persistent toll violators and the issuance of 4,236 summonses. This represents an 88.2% increase from May 2025, when 2,251 summonses were issued, demonstrating the agency’s ongoing commitment to accountability, compliance, and the protection of critical transportation infrastructure.

Moving Forward

Enforcement operations expanded across multiple facilities. MTA Bridges and Tunnels will continue joint operations with regional law enforcement partners, with added focus on commercial vehicle and truck compliance through targeted inspections at key facilities.



FINANCIAL RESULTS

2026 Revenues & Expenses, May Year-to-Date

\$ in millions favorable / (unfavorable)

Bridge and Tunnel Facilities	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$1,112.0	\$1,106.0	(\$6.0)
Toll Revenue	\$1,100.2	\$1,093.2	(\$7.0)
Other Revenue	\$11.8	\$12.8	\$1.0
Total Non-Reimbursable Expenses	\$191.9	\$192.4	(\$0.5)
Labor Expenses	\$99.4	\$102.3	(\$2.9)
Non-Labor Expenses	\$92.5	\$90.1	\$2.4
Non Cash Liabilities	\$96.5	\$100.1	(\$3.6)
Net Surplus / (Deficit) - Accrued	\$920.1	\$913.5	(\$6.5)

Total Support to Mass Transit	\$679.9	\$714.6	\$34.6
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Congestion Relief Zone	Budget	Actual	Variance
Total revenue	\$280.3	\$305.0	\$24.7
Program expenses	\$62.3	\$48.3	\$14.1
Net Surplus / (Deficit) - Accrued	\$218.0	\$256.7	\$38.8

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	867	806	61
Reimbursable	72	66	6
Total Positions	939	872	67

Data Review

Year-to-date toll revenue is \$7.0 million below the Adopted Budget, reflecting lower overall traffic in 2026 compared with 2025. Total expenses are \$0.5 million unfavorable through May. Labor expenses are \$2.9M unfavorable, mostly due to overtime related to winter weather, while non-labor expenses are \$2.4 million favorable, due to timing. Total Support to Mass Transit is \$714.6 million, which is \$34.6 million favorable. Year-to-Date CRZ revenue is favorable to budget by \$24.7 million, with a year-to-date net surplus of \$256.7 million.

Moving Forward

The Agency remains committed to maintaining its facilities in a state of good repair while continuing to support Mass Transit. These goals are advanced through cost-effective strategies that promote operational efficiency and responsible expense management.

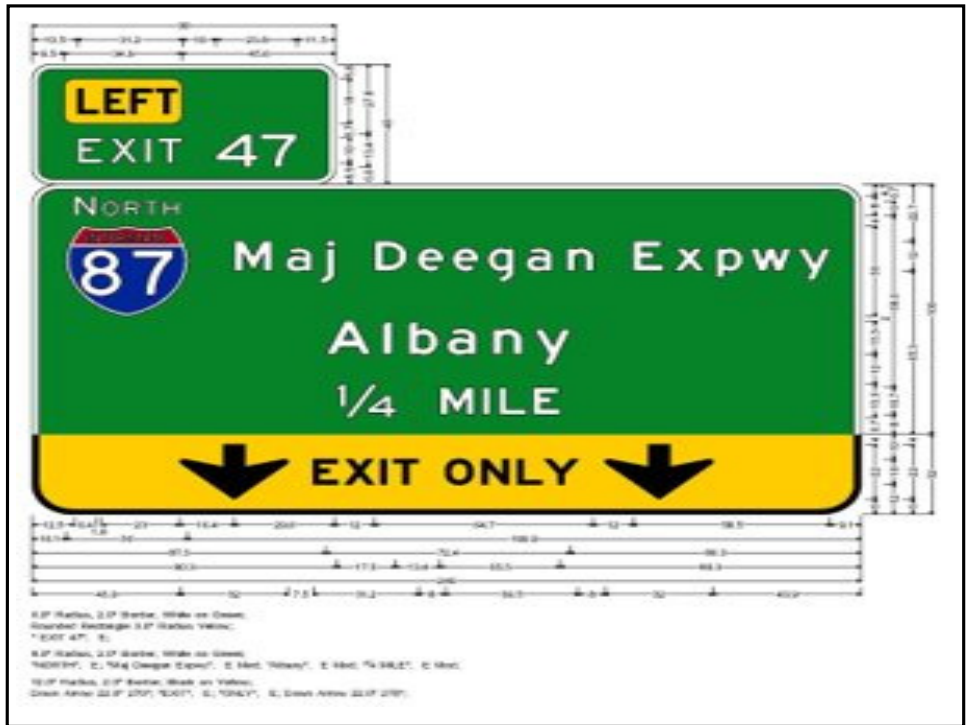
Main Cable Access Platforms Installation at Verrazzano-Narrows Bridge



Skanska Koch is installing main cable access platforms at the Verrazzano-Narrows Bridge as part of a MTA Construction & Development design-build project to dehumidify the main cables. The \$249 million, four-year contract, awarded last July. The Verrazzano-Narrows Bridge is the second of our four suspension bridges to receive this lifespan-extending technology.

The main cable access platforms provide workers with safe and efficient access to the main cables. The photo above shows the platforms being lifted by crane and hoisted into their final positions. Once installed, the platforms will support various activities on the bridge suspension system, including the replacement of cable band bolts, hand ropes, and electrical cables, as well as the installation of dehumidification and health monitoring systems.

Under the new dehumidification system, each main cable, made up of more than 26,000 wires, will be sealed with an elastomeric wrap. Dry air will then be pumped into the cables to reduce humidity below 40%, helping prevent corrosion and wire deterioration. The system is expected to extend the life of the main cables, and the bridge, by at least 50 years.



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:

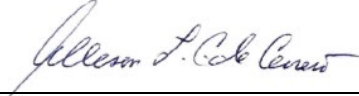


- Samuel Chu, Chair
- Andrew Albert
- Randolph Glucksman
- James O'Donnell
- Lisa Sorin



**MTA BRIDGES AND TUNNELS
COMMITTEE ACTIONS and PRESENTATIONS
SUMMARY for JUNE 2026**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Procurement	Gannett Fleming Engineers and Architects, P.C.	\$5,466,668	<ul style="list-style-type: none"> • Approval to Award a Personal Services Contract • Provide ongoing technical and project management consulting services in support of Hub operations as it moves into Project Phases 2 and 3.

Staff Summary

Item Number				SUMMARY INFORMATION			
Department, Department Head Name: Chief Operating Officer, Allison L. C. de Cerreño PhD 				Vendor Name Gannett Fleming Engineers and Architects, P.C.		Contract No. PSC-25-3078	
Internal Approvals				Total Amount:			
Order	Approval	Order	Approval	\$5,466,668			
1	General Counsel/Corporate Secretary	PLF	6/11/26	Contract Term (including Options, if any)			
2	MTA Chief Procurement Officer 		6/12/26	Six Years			
3	Director, B&T & C&D Budgets	ye	6/12/26	Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A			
4	DDCR			Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
5	President		6/15/2026	Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive			
				Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			
				Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			

Purpose

Bridges and Tunnels (“B&T”), in accordance with the All-Agency Service Contract Procurement Guidelines, is seeking Board approval to award a competitively solicited personal service contract to Gannett Fleming Engineers and Architects, P.C. (“Gannett”) for E-ZPass® Interoperability Hub Consultant Services in the not-to-exceed amount of \$5,466,668 for a duration of six years.

Discussion

The E-ZPass Inter-Agency Group (“IAG”) is an association of 39-member toll agencies in 20 states that together manage the E-ZPass interoperable electronic toll collection system (“E-ZPass System”). Members operate independent Customer Service Centers (“CSCs”) that enroll customers, issue transponders, manage customer accounts, and process and post toll transactions to the accounts. Each member agency (“Home agency”), under a reciprocity agreement, recognizes E-ZPass transponders issued by other member agencies (“Away agencies”) on its toll facilities.

To modernize and streamline this exchange of transaction data, the IAG initiated the Phase 1 Hub project (“Phase 1”), which created the Hub architecture, a centralized system designed to serve as the single point of communication among all member agencies. This Hub replaces the former peer-to-peer structure in which every CSC had to send and retrieve files directly from every other agency, a process that became increasingly difficult as the network expanded. With completion of Phase 1 in 2023, the Hub now functions as the central exchange for all interagency traffic.

The IAG requires the services of a firm to provide ongoing technical and project management consulting services in support of Hub operations as it moves into Phases 2 and 3. These next phases will focus on integrating the Hub with other regional tolling hubs and preparing member agencies to comply with emerging national data standards and real-time exchange requirements. The selected consultant will work closely with the IAG Hub Administration Team, member CSCs, and other stakeholders to support interoperability and oversee technical documentation and system performance.

On behalf of the IAG, in November 2025 B&T issued a Request for Proposals (“RFPs”) to vendors for Hub Consultant Services. The service requirements were publicly advertised, and 43 firms requested copies of the RFP. Proposals were received from three firms: Arcadis of New York, Inc., Innovative Business Concepts, Inc., and Gannett. The proposals were evaluated against established criteria set forth in the RFP, including the proposer’s understanding of the project, the firm’s record of performance, firm qualifications, proposed personnel, proposed schedule, and cost.

After completing the evaluations, the committee unanimously selected Gannett as it demonstrated a strong understanding of the work and

Staff Summary

had extensive experience developing and testing a national framework for toll interoperability and standardized data-exchange methods. This experience is particularly valuable, as the next phase involves integrating the Hub with other regional tolling hubs. Gannett is familiar with the IAG's operations, maintains the data exchange and reporting specifications for members, and has broad experience with toll agencies and CSC providers nationwide.

Gannett submitted a price proposal of \$5,466,668, which is 7.19 percent higher than the IAG's estimate. A price analysis was conducted and the pricing submitted by Gannett is supported by adequate price competition. A cost analysis followed to evaluate proposed labor rates and level of effort. Gannett proposed five labor categories with an average hourly rate of \$102.84, comprised of individual rates ranging from \$53.24 to \$151.83. The variation in hourly rates reflects differences in respective titles and qualifications. The proposed labor-hour level of effort and Gannett's projected annual 5 percent escalation of hourly rates were reviewed. During negotiations, the parties agreed that the proposed escalation rate would not be automatically applied and that any annual escalation request will be subject to review and determination solely by B&T, and in no event may any approved increase exceed 4 percent per labor rate.

Gannett is the incumbent on the Phase 1 contract, which totaled \$3.1 million and expires June 30, 2026. The increase in cost for Phases 2 and 3 reflects escalation in labor rates and a more complex scope. Phase 2 extends the Hub beyond the E-ZPass network by enabling data exchange with other regional tolling hubs nationwide, requiring translation between IAG and national formats. Phase 3 goes even further by fully aligning the IAG with national real-time standards, requiring updates to every agency's back-office systems before nationwide, end-to-end interoperability can be achieved. Based on the foregoing, Gannett's proposed not-to-exceed amount is considered fair and reasonable.

Gannett is deemed to be a responsible consultant and has been performing satisfactorily under the Phase 1 contract.

The contract resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations.

No SAI per VRU

Gannett has certified that, pursuant to Executive Order 16, it is not doing business in Russia.

MBE, WBE & SDVOE Information

In accordance with State law, the MTA Department of Diversity and Civil Rights has established goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOE on this contract. Gannett has submitted MBE, WBE, SDVOE utilization plans that meet the goals.

Impact on Funding

Funding is available in the 2026 operating budget under General Ledger No. 712549. It is noted that the full cost of these services will be reimbursed by the IAG.

Alternatives

There are no recommended alternatives. The Authority and the IAG do not possess the resources to perform these services in-house.

Recommendation

It is recommended that the Board approve the award of this personal service contract, Contract PSC-25-3078, to Gannett in the not-to-exceed amount of \$5,466,668.



Bridges and Tunnels

Diversity and Equal Opportunity

1st Quarter Report

June 22, 2026



BTA Workforce as of March 31, 2026

JOB CATEGORY	TOTAL		Minorities		2+ RACES		AI/AN*		ASIANS		BLACKS		HISPANICS		NHOPJ**		WHITES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Master	124		73	59%	10	8%	0	0%	16	13%	26	21%	21	17%	0	0%	51	41%	2	2%	7	6%
Officials & Administrators	43	35%	31	25%	3	2%	0	0%	7	6%	16	13%	5	4%	0	0%	12	10%	1	1%	4	3%
Professionals	81	65%	42	34%	7	6%	0	0%	9	7%	10	8%	16	13%	0	0%	39	31%	1	1%	3	2%
Technicians	95		72	76%	10	11%	0	0%	15	16%	31	33%	16	17%	0	0%	23	24%	1	1%	0	0%
Protective Services	38	40%	33	35%	2	2%	0	0%	4	4%	20	21%	7	7%	0	0%	5	5%	0	0%	0	0%
Paraprofessionals	57	60%	39	41%	8	8%	0	0%	11	12%	11	12%	9	9%	0	0%	18	19%	1	1%	0	0%
Administrative Support	46		21	46%	2	4%	0	0%	3	7%	6	13%	10	22%	0	0%	25	54%	0	0%	0	0%
Skilled Craft	6	13%	4	9%	1	2%	0	0%	0	0%	1	2%	2	4%	0	0%	2	4%	0	0%	0	0%
Service Maintenance	40	87%	17	37%	1	2%	0	0%	3	7%	5	11%	8	17%	0	0%	23	50%	0	0%	0	0%
Total	139		97	70%	5	4%	1	1%	4	3%	49	35%	38	27%	0	0%	42	30%	1	1%	0	0%
	25	18%	22	16%	1	1%	1	1%	0	0%	19	14%	1	1%	0	0%	3	2%	0	0%	0	0%
	114	82%	75	54%	4	3%	0	0%	4	3%	30	22%	37	27%	0	0%	39	28%	1	1%	0	0%
	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	19		17	89%	2	11%	0	0%	1	5%	11	58%	3	16%	0	0%	2	11%	1	5%	0	0%
	13	68%	12	63%	1	5%	0	0%	1	5%	8	42%	2	11%	0	0%	1	5%	1	5%	0	0%
	6	32%	5	26%	1	5%	0	0%	0	0%	3	16%	1	5%	0	0%	1	5%	0	0%	0	0%
	337		169	50%	36	11%	3	1%	12	4%	59	18%	59	18%	0	0%	168	50%	2	1%	2	1%
	5	1%	3	1%	0	0%	0	0%	0	0%	2	1%	1	0%	0	0%	2	1%	0	0%	0	0%
	332	99%	166	49%	36	11%	3	1%	12	4%	57	17%	58	17%	0	0%	166	49%	2	1%	2	1%
	22		21	95%	0	0%	0	0%	1	5%	10	45%	10	45%	0	0%	1	5%	0	0%	1	5%
	9	41%	9	41%	0	0%	0	0%	0	0%	1	5%	8	36%	0	0%	0	0%	0	0%	0	0%
	13	59%	12	55%	0	0%	0	0%	1	5%	9	41%	2	9%	0	0%	1	5%	0	0%	1	5%
Total	782		470	60%	65	8%	4	1%	52	7%	192	25%	157	20%	0	0%	312	40%	7	1%	10	1%

NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process and have been rounded up to the nearest whole number.

* American Indian/Alaskan Native
 ** Native Hawaiian Other Pacific Islander
 *** Persons With Disabilities

• F represent employees who Self-Identified as Females
 • M represent employees who Self-Identified as Males



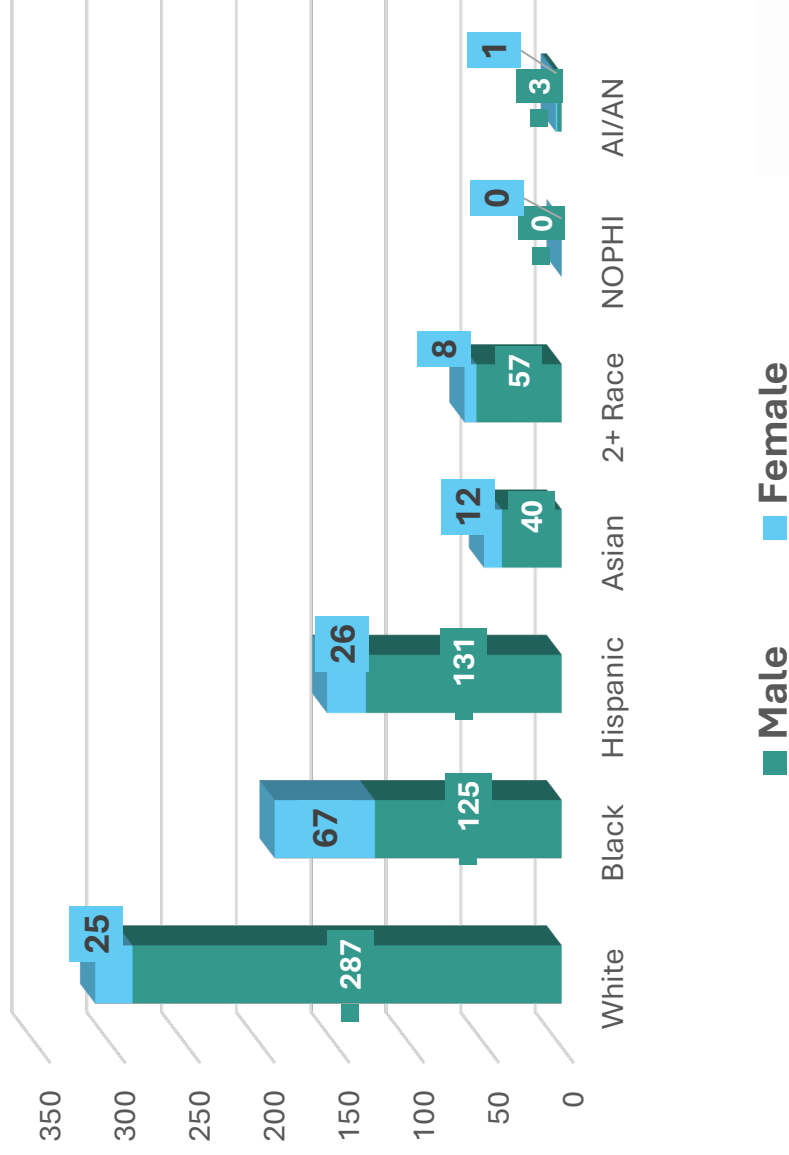


BTA Workforce: Q1

782 strong as of March 31, 2026

- **18% (139) self-identified as females**
- **60% (470) self-identified as minorities**
- **1% (7) veterans**
- **1% (10) self-identified as a person with a disability**

Workforce by Sex and Ethnicity



NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process

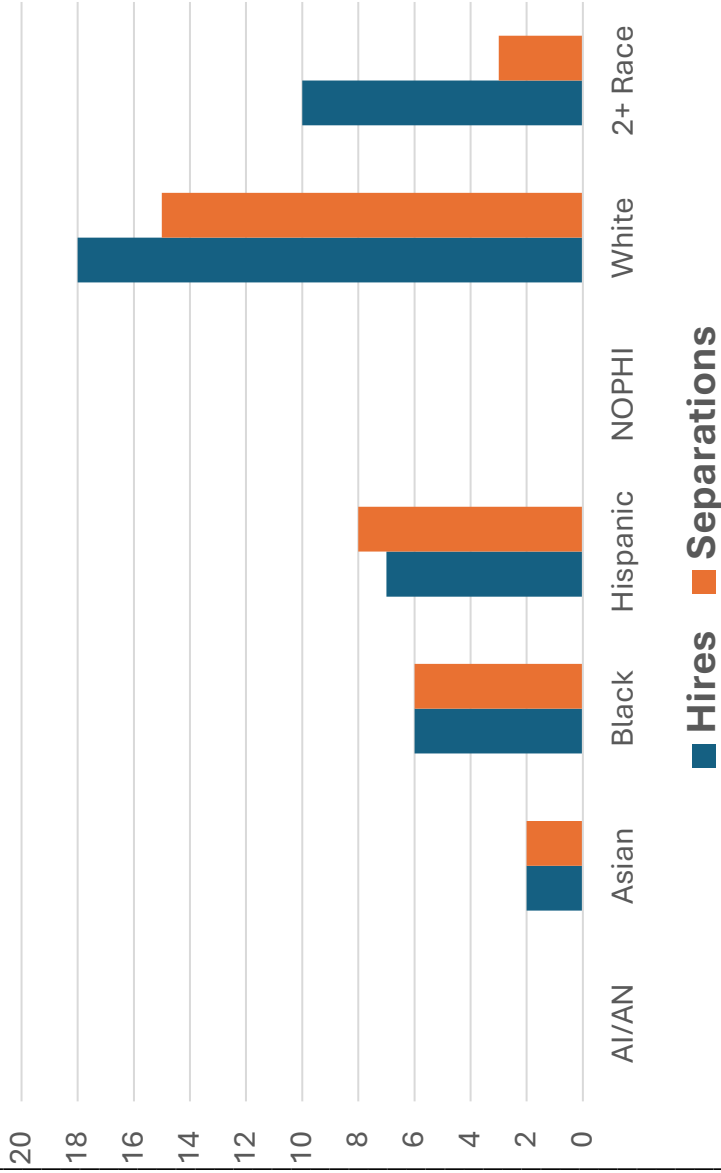
BTA Workforce: Q1

Hires and Separations

January 1, 2026 – March 31, 2026

43 new hires and 34 separations resulted in the following:

- A net **decrease** of **7** self-identified **female** employees and a net **increase of 16** self-identified **male** employees.
- A net **increase** of **6** employees who self-identified as **minorities**.
- Employees who self-identified as **veterans** **remained constant**.
- Employees who self-identified as individuals with **disabilities** **remained constant**.



NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process

All Agency Employee Resource Groups Quarterly Highlights – April - June

MTA Strategic Priority – Elevate The Employee Experience

Employee Resource Groups (ERGs) are important pillars of the MTA and contribute to a culture of inclusion and belonging while making a positive impact on the MTA. Ultimately all initiatives and programs should serve and champion members, maximize available resources, align with the MTA strategic priorities as well as the ERG goals and objectives.



B.E.G.I.N.: Leadership Conversation Series with MTA Presidents: Justin Vonashek, Metro-North – April 8, 2026

B.E.G.I.N Dialogue Series: Leadership Conversations, feature interviews with MTA Presidents to give members and employees insight into each agency and their President. In April, they interviewed Justin Vonashek, President of Metro-North Railroad to learn about his professional journey, strategic priorities and his leadership philosophy.



All Generational: MNR Train Module Workshops – April 14, May 13 and June 17, 2026

All Generational continued their Train Module Building workshop bringing together MTA employees from various crafts and agencies. Members collaborated to design and construct individual sections of an operational model railroad.

Young Professionals: Networking Hour - April 16, May 21 and June 18, 2026

The Young Professionals ERG hosted their monthly networking hour at various locations near major MTA office hubs. These informal gatherings provided colleagues the opportunity to connect, build relationships, and gain a broader understanding of the various agencies.



MTA Strategic Priority – Elevate The Employee Experience

All Agency Employee Resource Groups Quarterly Highlights – April-June



All Generational: Train Module Exhibition Take Your Child To Work Day - April 23, 2026

All Generational participated in the MTA's Take Your Child to Work Day held at 130 Livingston. They presented a Train Module Exhibition, showcasing completed model railroad sections, highlighting the collaborative work of employees across various crafts and agencies.



Veterans – Memorial Day Ceremony - May 21, 2026

The Veterans Employee Resource Group hosted a wreath-laying ceremony in the lobby of 2 Broadway to honor and remember the service and sacrifice of our nation's fallen heroes. This meaningful tribute provided employees with an opportunity to reflect, show gratitude, and stand in solidarity with the veteran community.

Latinos & Friends Como Yo Program - May 26, 2026

Latinos & Friends hosted a four-week program which allowed employees to attend 60-minute virtual sessions designed to build beginner to intermediate level Spanish skills. The sessions were held twice weekly and facilitated by Spanish-speaking members of the group.

Pride Express: Meet Ups – May 13 & June 10, 2026

Pride Express held meet ups in May and June to foster greater awareness, appreciation of LGBTQ's experiences and offer an opportunity for their members and allies to network.



MTA Strategic Priority – Elevate The Employee Experience

All Agency Employee Resource Groups Quarterly Highlights – April - June

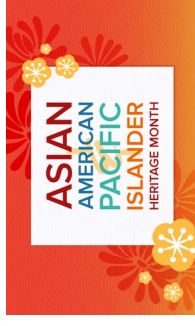


Abilities: Mental Health Awareness - May 28, 2026

The Abilities Employee Resource Group hosted a Mental Health Awareness Month event focused on understanding the impact of stress and promoting overall well-being. During the event, participants explored common stressors and learn practical, healthy coping strategies to support their mental health. The session also highlighted the Employee Assistance Program (EAP) as a resource.

TransportAsian: Asian American Pacific Islander Celebration - June 2, 2026

TransportAsian brought together diverse voices through an engaging panel discussion highlighting the experiences of the Asian American and Pacific Islander community at the MTA. They also had entertainment to showcase their cultural pride.



Pride Express: West Village Historical Walking Tour - June 10, 2026

To celebrate Pride Month, Pride Express led and narrated a one-hour walking tour highlighting historic sites and landmarks that mark pivotal moments in LGBTQIA+ equality.



Pride Express: NY Mets Pride Night - June 26, 2026

The Pride Express Employee Resource Group invited its members, allies, and all MTA employees to come together at Citi Field for NY Mets Pride Night, celebrating LGBTQ+ Pride and fostering community, inclusion, and connection.



Pride Express: Pride March - June 28, 2026

Pride Express invited its members, allies, and all MTA employees to join them in the 2026 NYC Pride March in celebration of unity, diversity, and visibility. They walked proudly displaying their Pride Express banner alongside Transport Workers Union (TWU).



MTA Strategic Priority – Elevate The Employee Experience



Complaints and Lawsuits

January 1, 2026 – March 31, 2026

EO Employee Discrimination Complaints

January 1, 2026 – March 31, 2026

There were no internal or external discrimination complaints or lawsuits filed during this quarter.



*Note: *Formal complaints can be filed alleging multiple bases.*

*Note: **Other consists of any of the remaining 12 legally protected bases not individually shown. Additionally, numerous incoming matters were also handled during this time-period.*

MTA BRIDGES AND TUNNELS
February Financial Plan - Adopted Budget
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May 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	245.038	239.309	(5.729)	(2.3)	0.000	0.000	0.000	-	245.038	239.309	(5.729)	(2.3)
Other Operating Revenue	2.256	1.967	(0.288)	(12.8)	0.000	0.000	0.000	-	2.256	1.967	(0.288)	(12.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.592	2.314	(0.278)	(10.7)	2.592	2.314	(0.278)	(10.7)
Investment Income	0.103	(0.154)	(0.257)	*	0.000	0.000	0.000	-	0.103	(0.154)	(0.257)	*
Total Revenue	\$247.397	\$241.122	(\$6.275)	(2.5)	\$2.592	\$2.314	(\$0.278)	(10.7)	\$249.989	\$243.436	(\$6.553)	(2.6)
Expenses												
<i>Labor:</i>												
Payroll	\$7.956	\$7.956	(\$0.000)	(0.0)	\$1.140	\$0.756	\$0.384	33.7	9.096	8.712	\$0.384	4.2
Overtime	2.300	2.063	0.237	10.3	\$0.088	0.181	(0.093)	*	2.388	2.244	0.144	6.0
Health and Welfare	2.613	1.910	0.703	26.9	\$0.236	0.209	0.027	11.5	2.849	2.118	0.731	25.6
OPEB Current Payment	2.904	3.478	(0.574)	(19.8)	0.000	0.000	0.000	-	2.904	3.478	(0.574)	(19.8)
Pensions	3.007	3.199	(0.192)	(6.4)	0.287	0.224	0.063	21.9	3.294	3.423	(0.129)	(3.9)
Other Fringe Benefits	1.390	0.847	0.543	39.1	0.130	0.075	0.055	42.6	1.520	0.922	0.598	39.4
Reimbursable Overhead	(0.710)	(0.869)	0.158	22.3	0.710	0.869	(0.158)	(22.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$19.459	\$18.584	\$0.875	4.5	\$2.592	\$2.314	\$0.278	10.7	\$22.051	\$20.897	\$1.153	5.2
<i>Non-Labor:</i>												
Electric Power	\$0.481	\$1.089	(\$0.608)	*	\$0.000	\$0.000	\$0.000	-	\$0.481	\$1.089	(\$0.608)	*
Fuel	0.093	0.149	(0.056)	(60.6)	0.000	0.000	0.000	-	0.093	0.149	(0.056)	(60.6)
Insurance	1.112	1.024	0.089	8.0	0.000	0.000	0.000	-	1.112	1.024	0.089	8.0
Claims	0.000	0.120	(0.120)	-	0.000	0.000	0.000	-	0.000	0.120	(0.120)	-
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	9.749	10.914	(1.165)	(11.9)	0.000	0.000	0.000	-	9.749	10.914	(1.165)	(11.9)
Professional Service Contracts	1.388	6.276	(4.888)	*	0.000	0.000	0.000	-	1.388	6.276	(4.888)	*
Materials & Supplies	0.265	0.842	(0.577)	*	0.000	0.000	0.000	-	0.265	0.842	(0.577)	*
Other Business Expenses	4.176	4.438	(0.262)	(6.3)	0.000	0.000	0.000	-	4.176	4.438	(0.262)	(6.3)
Total Non-Labor Expenses	\$17.264	\$24.852	(\$7.588)	(44.0)	\$0.000	\$0.000	\$0.000	-	\$17.264	\$24.852	(\$7.588)	(44.0)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$36.723	\$43.436	(\$6.713)	(18.3)	\$2.592	\$2.314	\$0.278	10.7	\$39.314	\$45.749	(\$6.435)	(16.4)
Depreciation	\$18.487	\$19.440	(\$0.953)	(5.2)	\$0.000	\$0.000	\$0.000	-	18.487	19.440	(\$0.953)	(5.2)
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	0.604	(0.604)	-	0.000	0.000	0.000	-	0.000	0.604	(0.604)	-
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.	\$55.210	\$63.492	(\$8.282)	(15.0)	\$2.592	\$2.314	\$0.278	10.7	\$57.801	\$65.806	(\$8.004)	(13.8)
Less: Depreciation	\$18.487	\$19.440	(\$0.953)	(5.2)	\$0.000	\$0.000	\$0.000	-	\$18.487	\$19.440	(\$0.953)	(5.2)
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	0.604	(0.604)	-	0.000	0.000	0.000	-	0.000	0.604	(0.604)	-
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	\$36.723	\$43.436	(\$6.713)	(18.3)	\$2.592	\$2.314	\$0.278	10.7	\$39.314	\$45.749	(\$6.435)	(16.4)
Net Surplus/(Deficit)	\$210.675	\$197.687	(\$12.988)	(6.2)	\$0.000	\$0.000	\$0.000	-	\$210.675	\$197.687	(\$12.988)	(6.2)

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
May 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)								\$210.675	\$197.687	(\$12.988)	(6.2)	
Less: Capitalized Assets								0.417	0.308	0.109	26.1	
Reserves								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Adjusted Net Income/(Deficit)								\$210.257	\$197.378	(\$12.879)	(6.1)	
Less: Debt Service								64.153	62.012	2.142	3.3	
Less: Contribution to the Capital Program								0.000	0.000	0.000	-	
Income Available for Distribution								\$146.104	\$135.367	(\$10.737)	(7.3)	
Distributable To:												
MTA - Investment Income								0.103	(0.154)	(0.257)	*	
MTA - Distributable Income								75.249	71.220	(4.029)	(5.4)	
NYCTR - Distributable Income								70.751	64.301	(6.451)	(9.1)	
Total Distributable Income								\$146.104	\$135.367	(\$10.737)	(7.3)	
Support to Mass Transit:												
Total Revenues								249.989	243.436	(6.553)	(2.6)	
Less: Total Operating Expenses								<u>39.314</u>	<u>45.749</u>	<u>(6.435)</u>	(16.4)	
Net Operating Income/(Deficit)								\$210.675	\$197.687	(\$12.988)	(6.2)	
Deductions from Net Operating Income:												
Capitalized Assets								0.417	0.308	0.109	26.1	
Reserves								0.000	0.000	0.000	-	
B&T Debt Service								46.356	38.563	7.793	16.8	
Contribution to the Capital Program								0.000	0.000	0.000	-	
GASB Reserves								0.000	0.000	0.000	-	
Total Deductions From Operating Income								\$46.773	\$38.871	\$7.902	16.9	
Total Support to Mass Transit								\$163.902	\$158.816	(\$5.086)	(3.1)	

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

MTA BRIDGES AND TUNNELS
February Financial Plan - Adopted Budget
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May 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	1,100.168	1,093.207	(6.961)	(0.6)	0.000	0.000	0.000	-	1,100.168	1,093.207	(6.961)	(0.6)
Other Operating Revenue	11.279	9.138	(2.142)	(19.0)	0.000	0.000	0.000	-	11.279	9.138	(2.142)	(19.0)
Capital & Other Reimbursements	0.000	0.000	0.000	-	12.959	6.224	(6.734)	(52.0)	12.959	6.224	(6.734)	(52.0)
Investment Income	0.517	3.618	3.101	*	0.000	0.000	0.000	-	0.517	3.618	3.101	*
Total Revenue	\$1,111.964	\$1,105.962	(\$6.002)	(0.5)	\$12.959	\$6.224	(\$6.734)	(52.0)	\$1,124.922	\$1,112.187	(\$12.736)	(1.1)
Expenses												
<i>Labor:</i>												
Payroll	\$41.059	\$40.944	\$0.115	0.3	5.702	2.100	\$3.602	63.2	46.760	43.044	\$3.716	7.9
Overtime	11.499	13.128	(1.629)	(14.2)	0.442	0.232	0.210	47.5	11.940	13.360	(1.419)	(11.9)
Health and Welfare	13.065	10.662	2.403	18.4	1.179	0.613	0.567	48.1	14.244	11.275	2.970	20.8
OPEB Current Payment	14.927	17.261	(2.333)	(15.6)	0.000	0.000	0.000	-	14.927	17.261	(2.333)	(15.6)
Pensions	15.499	16.456	(0.957)	(6.2)	1.434	0.659	0.776	54.1	16.933	17.115	(0.181)	(1.1)
Other Fringe Benefits	6.949	6.296	0.653	9.4	0.650	0.209	0.441	67.9	7.599	6.505	1.095	14.4
Reimbursable Overhead	(3.551)	(2.412)	(1.139)	(32.1)	3.551	2.412	1.139	32.1	0.000	0.000	0.000	-
Total Labor Expenses	\$99.446	\$102.333	(\$2.887)	(2.9)	\$12.959	\$6.224	\$6.734	52.0	\$112.405	\$108.558	\$3.847	3.4
<i>Non-Labor:</i>												
Electric Power	\$2.168	\$2.945	(\$0.777)	(35.8)	0.000	0.000	\$0.000	-	\$2.168	\$2.945	(\$0.777)	(35.8)
Fuel	1.133	0.752	0.381	33.6	0.000	0.000	0.000	-	1.133	0.752	0.381	33.6
Insurance	5.562	5.079	0.483	8.7	0.000	0.000	0.000	-	5.562	5.079	0.483	8.7
Claims	0.000	0.095	(0.095)	-	0.000	0.000	0.000	-	0.000	0.095	(0.095)	-
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	52.422	45.680	6.742	12.9	0.000	0.000	0.000	-	52.422	45.680	6.742	12.9
Professional Service Contracts	8.369	14.384	(6.015)	(71.9)	0.000	0.000	0.000	-	8.369	14.384	(6.015)	(71.9)
Materials & Supplies	1.306	2.192	(0.886)	(67.9)	0.000	0.000	0.000	-	1.306	2.192	(0.886)	(67.9)
Other Business Expenses	21.499	18.958	2.541	11.8	0.000	0.000	0.000	-	21.499	18.958	2.541	11.8
Total Non-Labor Expenses	\$92.459	\$90.085	\$2.373	2.6	\$0.000	\$0.000	\$0.000	-	\$92.459	\$90.085	\$2.373	2.6
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.	\$191.905	\$192.419	(\$0.514)	(0.3)	\$12.959	\$6.224	\$6.734	52.0	\$204.864	\$198.643	\$6.221	3.0
Depreciation	\$95.173	\$97.203	(\$2.030)	(2.1)	\$0.000	\$0.000	\$0.000	-	\$95.173	\$97.203	(\$2.030)	(2.1)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	1.404	3.010	(1.606)	*	0.000	0.000	0.000	-	1.404	3.010	(1.606)	*
GASB_96_SBITA_Adjustment	0.000	(0.102)	0.102	-	0.000	0.000	0.000	-	0.000	(0.102)	0.102	-
Total Expenses after Non-Cash Liability Adjs.	\$288.482	\$292.530	(\$4.048)	(1.4)	\$12.959	\$6.224	\$6.734	52.0	\$301.441	\$298.755	\$2.686	0.9
Less: Depreciation	\$95.173	\$97.203	(\$2.030)	(2.1)	\$0.000	\$0.000	\$0.000	-	\$95.173	\$97.203	(\$2.030)	(2.1)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	1.404	3.010	(1.606)	*	0.000	0.000	0.000	-	1.404	3.010	(1.606)	*
Less: GASB_96_SBITA_Adjustment	0.000	(0.102)	0.102	-	0.000	0.000	0.000	-	0.000	(0.102)	0.102	-
Total Expenses	\$191.905	\$192.419	(\$0.514)	(0.3)	\$12.959	\$6.224	\$6.734	52.0	\$204.864	\$198.643	\$6.221	3.0
Net Surplus/(Deficit)	\$920.059	\$913.544	(\$6.515)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$920.059	\$913.544	(\$6.515)	(0.7)

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
May 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)									\$920.059	\$913.544	(\$6.515)	(0.7)
Less: Capitalized Assets									1.128	1.473	(\$0.345)	(30.6)
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$918.931	\$912.071	(\$6.860)	(0.7)
Less: Debt Service									327.989	319.351	8.638	2.6
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$590.942	\$592.720	\$1.778	0.3
Distributable To:												
MTA - Investment Income									0.517	3.618	3.101	*
MTA - Distributable Income									306.457	312.699	6.242	2.0
NYCTR - Distributable Income									283.968	276.403	(7.565)	(2.7)
Total Distributable Income									\$590.942	\$592.720	\$1.778	0.3
Support to Mass Transit:												
Total Revenues									1,124.922	1,112.187	(12.736)	(1.1)
Less: Total Operating Expenses									<u>204.864</u>	<u>198.643</u>	<u>6.221</u>	3.0
Net Operating Income/(Deficit)									\$920.059	\$913.544	(\$6.515)	(0.7)
Deductions from Net Operating Income:												
Capitalized Assets									1.128	1.473	(0.345)	(30.6)
Reserves									0.000	0.000	0.000	-
B&T Debt Service									239.001	197.623	41.378	17.3
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$240.129	\$199.096	\$41.033	17.1
Total Support to Mass Transit									\$679.930	\$714.448	\$34.518	5.1

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

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

Advertising, Rent, Freight and Other			May			Year-to-Date
	Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance	Reason for Variance	Favorable/ (Unfavorable) Variance	Reason for Variance	
		\$		%		\$
Nonreimbursable						
Vehicle Toll Revenue	(5.729)	-2.3%	Unfavorable results are primarily due to lower traffic volume.	(6.961)	-0.6%	Unfavorable variance is due to lower traffic volume, including impacts from Winter Storms Fern and Hernando in earlier part of the year.
Other Operating Revenue	(0.288)	-12.8%	Unfavorability driven by lower Telephone Cable Rental income, lower fees due to delayed billing, and lower than budgeted FEMA Loss Recovery Revenue.	(2.142)	-19.0%	Unfavorability driven by lower Telephone Cable Rental income, lower fees due to delayed billing, and lower than budgeted FEMA Loss Recovery Revenue.
Investment Income	(0.257)	*	Unfavorability due to lower than budgeted interest income on E-ZPass bank account balance.	3.101	*	Favorability due to higher than budgeted interest income on E-ZPass bank account balance.
Payroll	(0.000)	0.0%	Expenses are on par with Budget.	0.115	0.3%	Favorability driven by non-reimbursable/reimbursable allocation mix.
Overtime	0.237	10.3%	Favorability primarily driven by seasonal decreases during warmer months and increase in Maintainers after recent deployment in March.	(1.629)	-14.2%	Unfavorability primarily caused by maintenance overtime, increased coverage due to attrition, and increase weather emergencies due to inclement winter weather.
Health and Welfare	0.703	26.9%	Favorability driven by timing of Health & Welfare BTO expenses.	2.403	18.4%	Favorability driven by lower expenses in the Empire Plan offset by lower than anticipated reimbursements.
OPEB Current Payment	(0.574)	-19.8%	Unfavorability largely due to higher than budgeted retirees.	(2.333)	-15.6%	Unfavorability largely due to higher than budgeted retirees.
Pensions	(0.192)	-6.4%	Unfavorability driven by timing of pension contribution.	(0.957)	-6.2%	Unfavorability driven by non-reimbursable/reimbursable allocation mix
Other Fringe Benefits	0.543	39.1%	Favorability was primarily due to lower than budgeted FICA expenses (\$0.4M), Workers Compensation costs (\$0.2M), partially offset by Miscellaneous Fringe Benefits (\$0.1M).	0.653	9.4%	Favorability was primarily due to lower than budgeted Workers Compensation costs (\$0.7M) as well as lower FICA expense (\$0.2M), partially offset by Miscellaneous Fringe Benefits (\$0.4M).
Electric Power	(0.608)	-126.4%	Unfavorable variance due to higher energy prices and the timing of invoices.	(0.777)	-35.8%	Unfavorable variance due to higher energy prices and higher-than-budgeted expenses against the adopted budget allocation .
Fuel	(0.056)	-60.6%	Unfavorable largely due to higher fuel costs and an accrual in May which net to \$0.1M.	0.381	33.6%	Favorable variance against the adopted budget allocation due to lower costs for gasoline for non-revenue vehicles and heating fuel.
Insurance	0.089	*	Favorable variance primarily due to the timing of Property Insurance premiums partially offset by the timing of invoices in Liability Insurance.	0.483	8.7%	Favorable variance primarily due to the timing of Property Insurance premiums partially offset by the timing of invoices in Liability Insurance.
Maintenance and Other Operating Contracts	(1.165)	-11.9%	Unfavorable variance mainly due to timing of E-ZPass Tags expenses (\$1.5M) and Major Maintenance & Painting expenses for the FDR ramp work (\$1.2M), partially offset by the timing of guard services costs from Allied (\$0.5M), and security surveillance equipment costs related to accrual reversals for drones (\$0.3M).	6.742	12.9%	Favorable variance was mainly due to lower than anticipated Major Maintenance & Painting (\$3.2M), lower Tolling Back Office (Conduent) costs (\$2.6M), and Customer Service Center (TEC) expenses (\$1.7M) partially offset by higher E-zpass Tag expenses (\$0.5M).
Professional Services Contracts	(4.888)	-352.3%	Unfavorable due to the timing of underwriting costs for bonds issuance (\$4.6M), higher Professional Services Contracts due to overruns in consultant costs related to the back-office issues, and additional harmonization of security cameras expenses (\$0.4M), partially offset by lower than anticipated Engineering Services mainly due to the project schedule of biennial inspection (\$0.1M).	(6.015)	-71.9%	Unfavorable due to higher Bond Issuance costs (\$4.2M) and higher Professional Services Contract costs due to overruns in consultant cost related to back-office issues (\$4.0M), partially offset by higher than anticipated Interagency Group HUB credit (\$1.1M) and lower Engineering Services biennial inspection (\$1.0M).
Materials & Supplies	(0.577)	*	Unfavorability largely due to higher Roadway Equipment expenses (\$0.4M), and prior months deicing materials accruals reconciliation (\$0.2M), partially offset by other small material and supplies expenses (\$0.2M).	(0.886)	-67.9%	Unfavorability largely due to higher deicing materials expenses (\$0.7M) caused by severe winter weather, and higher automotive parts costs (\$0.4M), partially offset by other small material and supplies expenses (\$0.2M).
Other Business Expense	(0.262)	-6.3%	Unfavorable variance due to timing of Transcom membership fees (\$0.5M) and credit card processing fees (\$0.1M), partially offset by lower debt collection costs due to lower servicing rates from vendor (\$0.4M).	2.541	11.8%	Favorable mostly due to lower than anticipated debt collection expenses (\$2.1M) and Transcom Membership fees (\$0.4M)
Depreciation	(0.953)	-5.2%	Unfavorable variance mainly due to higher than budgeted depreciation	(2.030)	-2.1%	Unfavorable variance mainly due to higher than budgeted depreciation
Reimbursable						
Capital and Other Reimbursements	(0.278)	-10.7%	Unfavorable due to lower Capitalized Personnel Expenses	(6.734)	-52.0%	Unfavorable due to lower Capitalized Personnel Expenses
Payroll	0.384	33.7%	Favorable due to much lower activity than budgeted	3.602	63.2%	Favorable due to much lower activity than budgeted
Overtime	(0.093)	*	Unfavorable due to much higher activity than budgeted	0.210	47.5%	Favorable due to much lower activity than budgeted
Health and Welfare	0.027	*	Favorable due to much lower activity than budgeted and Fringe Benefits	0.567	*	Favorable due to much lower activity than budgeted and Fringe Benefits
Pensions	0.063	21.9%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.776	54.1%	Favorable due to much lower activity than budgeted and Fringe Benefits
Other Fringe Benefits	0.055	42.6%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.441	67.9%	Favorable due to much lower activity than budgeted and Fringe Benefits
Reimbursable Overhead	(0.158)	-22.3%	Unfavorable due to higher than budgeted Reimbursable Overhead	1.139	32.1%	Favorable due to much lower than budgeted Reimbursable Overhead

*Variance exceeds 100%

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

Month of May 2026

Year to date ending May 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
4.4	\$36.9	4.5	40.2	0.4%	8.9%	Bronx-Whitestone	19.9	\$169.0	19.8	\$182.0	-0.5%	7.7%
0.7	2.0	0.7	1.9	-4.1%	-4.4%	Cross Bay	3.1	9.1	2.9	\$8.8	-7.7%	-3.8%
2.3	9.8	2.3	10.4	-0.7%	6.1%	Henry Hudson	10.0	42.1	9.9	\$45.0	-1.3%	6.8%
1.9	15.0	1.9	14.8	-2.1%	-1.4%	Hugh L. Carey	8.7	65.6	8.6	\$68.6	-1.5%	4.5%
0.7	2.0	0.7	2.1	-2.2%	1.8%	Marine Parkway	3.0	8.5	3.0	\$8.9	-2.7%	4.6%
2.7	21.4	2.6	21.0	-4.2%	-2.2%	Queens Midtown	11.8	93.6	11.6	\$97.3	-1.6%	4.0%
6.2	50.5	6.1	52.5	-2.0%	3.9%	RFK	28.2	229.5	27.4	\$241.4	-2.8%	5.2%
4.0	38.2	4.0	40.4	-0.5%	5.8%	Throgs Neck	18.0	172.5	17.6	\$181.5	-2.0%	5.3%
7.1	52.9	7.0	56.1	-0.4%	6.1%	Verrazzano-Narrows	32.6	240.5	31.9	\$256.5	-2.1%	6.6%
29.9	\$228.8	29.6	\$239.3	-1.2%	4.6%	Total	135.3	\$1,030.4	132.6	\$1,090.0	-2.0%	5.8%
	\$7.640		\$8.092		5.9%	Revenue Per Vehicle		\$7.615		\$8.218		7.9%

1) Toll increase implemented January 4, 2026

Comparison Actual vs. Adopted Budget

Adopted Budget		May 2026 Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
30.1	\$245.0	29.6	\$239.3	-1.7%	-2.3%	Total All	135.0	\$1,100.2	132.6	\$1,090.0	-1.8%	-0.9%
	\$8.147		\$8.092		-0.7%	Revenue Per Vehicle		\$8.147		\$8.218		0.9%

2) 2026 May traffic is 29.6M, which represents a 1.2% decrease YoY. Revenue is \$10.5M above May 2025, an increase of 4.6%.

3) 2026 May YTD traffic is 2.4M below May YTD 2025, a decrease of 1.8%, and May YTD revenue is \$59.6M above May 2025, an increase of 5.8% .

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%

* Due to an unresolved fee data issue with Conduent, new rates are not ready to be released

MTA BRIDGES AND TUNNELS
FFP - 2026 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
May 2026

Department	Adopted Budget	Actual	Favorable (Unfavorable) Variance vs Adopted Budget	Explanation of Variances vs Adopted Budget
Administration				
Executive	28	8	20	16 Managerial and 4 Professional vacancies
Law ⁽¹⁾	5	4	1	1 Professional vacancy
Budget & Finance ⁽²⁾	12	9	3	1 Managerial vacancy and 2 Professional vacancies
Administration ⁽³⁾	26	24	2	2 Professional vacancies
EEO	-	-	-	
Total Administration	71	45	26	
Operations				
ITS & Tolling	71	70	1	11 Managerial vacancies offset by 10 overrun in Professional
Operations (Non-Security)	43	47	(4)	30 Managerial vacancies partially offset by 34 overrun in Professional
Total Operations	114	117	(3)	
Maintenance				
Maintenance	205	219	(14)	9 Professional and 20 Hourly overrun partially offset by 15 Managerial vacancies
Operations - Maintainers	183	163	20	21 Maintainer vacancies partially offset by 1 overrun in Professional
Total Maintenance	388	382	6	
Engineering/Capital				
Engineering & Construction	97	83	14	6 Managerial and 8 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	97	21	
Public Safety				
Operations (Security)	203	198	5	4 Managerial and 1 Operational Hourly vacancies
Internal Security - Operations	45	33	12	7 Managerial and 5 Professional vacancies
Total Public Safety	248	231	17	
Total Positions				
	939	872	67	
Non-Reimbursable	867	806	61	
Reimbursable	72	66	6	
Total Full-Time				
	939	872	67	

(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
May 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	35	9	4 vacancies in Executive, 2 in Administration, 2 in Budget & Finance and 1 in Law
Operational Hourlies	-	-	-	
Total Administration	71	45	26	
Operations				
Managers/Supervisors	57	16	41	30 vacancies in Operations (Non-Security) and 11 in ITS & Tolling
Professional, Technical, Clerical	57	101	(44)	34 overrun in Operations (Non-Security) and 10 in ITS & Tolling
Operational Hourlies	-	-	-	
Total Operations	114	117	(3)	
Maintenance				
Managers/Supervisors	27	12	15	15 vacancies in Maintenance
Professional, Technical, Clerical	11	21	(10)	9 overrun in Maintenance and 1 in Operations
Operational Hourlies ⁽¹⁾	350	349	1	21 vacancies in Operations and 20 overrun in Maintenance
Total Maintenance	388	382	6	
Engineering/Capital				
Managers/Supervisors	23	11	12	6 vacancies in Engineering, 4 in Health & Safety, 1 in Law, and 1 in Planning & Budget Capital
Professional, Technical, Clerical	95	86	9	8 vacancies in Engineering, and 2 in Law, partially offset by 1 overrun in Planning & Budget Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	118	97	21	
Public Safety				
Managers/Supervisors	77	66	11	7 vacancies in Internal Security and 4 vacancies in Operations
Professional, Technical, Clerical	36	31	5	5 vacancies in Internal Security
Operational Hourlies ⁽²⁾	135	134	1	1 BTO vacancy in Operations
Total Public Safety	248	231	17	
Total Positions				
Managers/Supervisors	211	115	96	
Professional, Technical, Clerical	243	274	(31)	
Operational Hourlies	485	483	2	
Total Positions	939	872	67	

(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**

	May 2026 (\$ in millions)				May 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	63.276	61.183	(2.093)	(3.3)	280.090	303.650	23.561	8.4
Other Operating Revenue	0.046	0.098	0.052	*	0.203	0.542	0.339	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Investment Income	0.000	0.785	0.785	-	0.000	0.785	0.785	-
Total Revenue	\$63.322	\$62.066	(\$1.256)	(2.0)	\$280.293	\$304.977	\$24.684	8.8
Expenses								
<i>Labor:</i>								
Payroll	0.224	0.379	(\$0.155)	(69.2)	1.251	1.932	(\$0.681)	(54.4)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Health and Welfare	0.046	0.074	(0.027)	(58.4)	0.267	0.382	(0.115)	(42.9)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.040	0.084	(0.044)	*	0.225	0.416	(0.191)	(84.6)
Other Fringe Benefits	0.031	0.035	(0.004)	(13.9)	0.168	0.210	(0.042)	(25.3)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenses	\$0.341	\$0.571	(\$0.230)	(67.6)	\$1.912	\$2.940	(\$1.029)	(53.8)
<i>Non-Labor:</i>								
Electric Power	\$0.036	\$0.023	\$0.013	36.3	\$0.181	\$0.101	\$0.079	43.9
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	5.949	1.696	22.2	38.229	31.861	6.368	16.7
Professional Service Contracts	1.333	1.154	0.179	13.4	6.667	3.267	3.400	51.0
Materials & Supplies	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Business Expenses	4.550	2.922	1.628	35.8	15.350	10.083	5.267	34.3
Total Non-Labor Expenses	\$13.565	\$10.049	\$3.517	25.9	\$60.426	\$45.312	\$15.114	25.0
<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.	\$13.906	\$10.620	\$3.286	23.6	\$62.338	\$48.253	\$14.085	22.6
Depreciation	0.000	1.581	(\$1.581)	-	\$0.000	\$7.982	(\$7.982)	-
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.	\$13.906	\$12.200	\$1.706	12.3	\$62.338	\$56.235	\$6.103	9.8
Less: Depreciation	\$0.000	\$1.581	(\$1.581)	-	\$0.000	\$7.982	(\$7.982)	-
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	\$13.906	\$10.620	\$3.286	23.6	\$62.338	\$48.253	\$14.085	22.6
Net Surplus/(Deficit)	\$49.416	\$51.446	\$2.030	4.1	\$217.955	\$256.724	\$38.769	17.8

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**

May 2026
 (\$ in millions)

	Total				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Net Income/(Deficit)	\$49.416	\$51.446	\$2.030	4.1	\$217.955	\$256.724	\$38.769	17.8
Transfer to Capital Lockbox	49.416	51.446	2.030	4.1	217.955	256.724	\$38.769	17.8
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

May 2026 Year-To-Date

(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$24.684	8.8	Higher revenue largely driven by higher than budgeted fee income and lower bad debt reserve.
Total Expenses	\$14.085	22.6	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.