Bridges & Tunnels Committee Meeting
Monday, 7/27/2026
9:30 - 10:00 AM ET

MONTHLY MEETING OF
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

June 22, 2026

9:00 a.m.

In attendance were the Honorable:

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

Also in Attendance:
Gerard Bringmann

In Person:

Charlie Chavez, Senior Vice President, Security & Operations, and Chief of Department
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer
Romolo De Santis, C&D Senior Vice President and TBTA Chief Engineer
Anthony Ferrara, MTA PD Deputy Inspector
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
Rose Pascone, Assistant Director, Government and Community Relations
Catherine T. Sheridan, P.E., President
Richard Verdi, Vice President, Maintenance

MONTHLY MEETING OF
TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

June 22, 2026

Minutes of TBTA Committee held June 22, 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 the summer travel season.

Acknowledgment

Chair Chu acknowledged the service of former Committee Chair David Mack.

Minutes

As a quorum of the Committee was not in attendance, Chair Chu postponed the approval of the TBTA section of the minutes of the Joint Committee Meeting held on May 20, 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 the Automated Work Zone Speed Enforcement program will be in effect beginning June 30th on TBTA's bridges and tunnels. Drivers who speed in designated active work zones will be subject to a warning or fine, in a phased implementation.

President Sheridan, who serves on the Board of Directors of the International Bridge, Tunnel and Turnpike Association (IBTTA), stated that IBTTA's Global Road Safety Week is underway and encouraged everyone to visit the IBTTA website, to register for safety webinars, and take the Be Safe Together Pledge, as part of IBTTA's campaign to reduce distracted driving, help save lives, and advance safer roads for all.

Report on Traffic, Revenue, and Collisions

Chief Operating Officer, Allison C. de Cerreño, reported that paid vehicle traffic on TBTA's bridges and tunnels in May 2026 was 29.6 million vehicles, compared with 30.2 million vehicles in May 2025, representing a decrease of nearly 520,000 vehicles (1.7%) year-over-year. The two tunnels showed a larger year-over-year decline, 4.1%, than the seven bridges, where traffic declined by 1.3%. By facility, the largest year-over-year decreases were at the Queens-Midtown Tunnel, which was down 5.0%, and the Cross Bay and Marine Parkway Bridges, which were down 4.3% and 3.8%, respectively.

Overall, year-to-date traffic has been trending down as well, by 2.4%, with year-to-date traffic at this time in 2025 at 136.3 million vehicles and year-to-date traffic this year through May of 133.1 million vehicles. The January and February snowstorms accounted for roughly half of the year-to-date decline; without those events, traffic is still down compared to 2025, but only by a little over 1%.

Central Business District vehicle entries for May 2026 were 14.9 million for the Congestion Relief Zone (CRZ) and 1.9 million for the Excluded Roadways. Combined, entries totaled 16.8 million, compared with approximately 18 million in May 2025, a decrease of 6.5% year over year. Year-to-date traffic in the CRZ decreased 3.5% compared to the same period in 2025.

During this period average gas prices increased by nearly 19%.

Turning to revenue, year-to-date toll revenue is $7.0 million below the Adopted Budget, which reflects the decrease in overall traffic. Total expenses are $0.5 million unfavorable to budget through May. Total Support to Mass Transit is $714.6 million, which is $34.6 million favorable due to lower TBTA Debt Service allocation to transit and commuter projects than budgeted. Year-to-date CRZ revenue is favorable to budget by $24.7 million, with a year-to-date net surplus of $256.7 million.

As to Safety, customer collision rates improved compared with the same period last year. TBTA's May 2026 total collision rate was 2.23 per million vehicles, down from 2.64 in May 2025, reflecting a 15.5% decrease year-over-year. The May 2026 collisions-with-injury rate was 0.59 per million vehicles, down from 0.74 in May 2025, reflecting a 20.3% decrease year-over-year.

Employee lost-time injury rates and employee accident reports also improved compared with the same period last year. The employee lost time injury rate in April 2026 was 2.92 incidents per 200,000 work hours, down from 4.77 in April 2025, reflecting a 38.8% decrease year-over-year. Accident reports were also down, by 26.9% year-over-year.

<u>Report on Enforcement</u>

Executive Vice President Edwin King reported that in May 2026, TBTA continued its focused enforcement efforts to combat toll evasion throughout the region. These operations resulted in 202 vehicle interdictions involving persistent toll violators and the issuance of 4,236 summonses, representing an 88% increase compared to May 2025, when 2,251 summonses were issued. In coordination with regional law enforcement partners, TBTA conducted five joint enforcement operations during May 2026.

Since its inception, the Multi-Agency Task Force targeting "ghost vehicles" -- vehicles with fraudulent, altered, or obstructed license plates -- has conducted 135 joint operations, resulting in the issuance of more than 81,000 summonses, the towing of over 7,700 vehicles, and more than 1,800 arrests. Collectively, those scofflaws owed more than $67 million to the participating agencies.

Enforcement efforts also included increased enforcement of commercial vehicle and truck compliance. Through the end of May 2026, this yielded significant results compared to the same period in 2025. Commercial vehicle interdictions increased by 142 percent, commercial vehicles removed from service increased by 112 percent, and total commercial vehicle summonses increased by 160 percent.

Responding to Commissioner Albert's question as to whether the Automated Work Zone Speed Enforcement program can detect ghost plates, tampered plates, or hidden plates, President Sheridan stated that the vendor's technology is designed to read an actual license plate and charge the registered vehicle owner, similar to Tolls by Mail. Commissioner O'Donnell urged using every tool available in the Vehicle and Traffic Law to keep towing scofflaw vehicles. Echoing those sentiments, Chair Chu noted that TBTA continues to seek needed further legislative assistance in that regard to build on TBTA's impressive metrics.

Overview of the Central Maintenance Sign Shop

Richard Verdi, Vice President of Maintenance, delivered a special "behind-the-scenes" presentation spotlighting the Central Maintenance Sign Shop within the Facility Management department.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation.

Procurements

For June 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 a competitively solicited personal service contract to Gannett Fleming Engineers and Architects. The contract is for E-ZPass Hub Consultant Services, in a not-to-exceed amount of $5.5 million over six years, and will be administered on behalf of the E-ZPass InterAgency Group (IAG), which operates the system across member agencies. The Hub serves as the centralized exchange point for interagency transactions. The consultant will use its expertise in tolling systems and data exchange standards to help member Customer Service Centers manage these transactions, oversee documentation and system performance, and support future expansion phases.

At Chair Chu's request, DCPO Hanley provided additional background on the Hub.

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

FIFA World Cup

President Sheridan reported that TBTA personnel have been participating in multi-agency planning and strategy meetings for many months, and TBTA is prepared and well-suited to keep its crossings open and available to customers and emergency responders. In addition to posting informative messaging on its electronic signs, TBTA has curtailed most routine and temporary lane closures for soccer match days to do its part in facilitating travel by minimizing impacts at its crossings during this major event.

Triborough Bridge 90th Anniversary

President Sheridan stated that TBTA will soon mark a special milestone -- the 90th anniversary of its flagship, the Triborough Bridge, now known as the Robert F. Kennedy Bridge. This three bridge complex, with extensive elevated roadways and ramps, opened in the midst of the Great Depression on July 11, 1936, and provided jobs that put thousands to work daily during its construction. The RFK Bridge continues to serve as a critical link in the New York City regional transportation network. President Sheridan encouraged those passing through Grand Central Terminal to view the two RFK exhibits installed in the Vanderbilt Passage, courtesy of TBTA's Special Archive team.

Presentation of Certificates of Recognition

President Sheridan, MTA PD Deputy Inspector Anthony Ferrara, and PBA Trustee Chris Jones, recognized Officers Edward Macaluso and Joseph Brienza of the MTA Police Department's Emergency Services Unit for their decisive actions and thoughtful engagement in preventing a potential tragedy involving a person experiencing an emotional crisis at one of TBTA's bridges.

Adjournment

There being no further business before the Committee, the meeting was adjourned.

Respectfully submitted,

Paul L. Friman
General Counsel and Corporate Secretary

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

<u>December 2026</u>

2027 Approve Committee Work Plan	Committee Chair & Members
2027 Proposed Final Budget	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

July 2026

mta.info


CLEARANCE 0-6
LEFT
EXIT 16
BELT PARKWAY
STAY LEFT
Belt Pkwy EAST
JFK Airport
PASSENGER CARS ONLY
EXIT ONLY
278 EAST
Bklyn-Qns
Expwy

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

2 Broadway • New York, NY 10004
July 27, 2026

Table of Contents

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.

MESSAGE FROM THE PRESIDENT

Catherine Sheridan
President, Bridges and Tunnels

July has been a month defined by both high visibility events and steady operational progress across MTA Bridges and Tunnels, underscoring the resilience and preparedness of our organization. Regional activity increased notably due to FIFA World Cup-related travel patterns and the nation's 250th anniversary.

One of the most significant moments this month was the celebration of the 90th anniversary of the Robert F. Kennedy Bridge, our flagship facility. Since its opening on July 11, 1936, The bridge has served as a vital link connecting Manhattan, Queens, and the Bronx — a 14-mile network of spans, viaducts, ramps, and approaches that carried nearly 70 million vehicles last year and supports over 1,000 MTA buses each weekday. Over its nine decades, the RFK Bridge has undergone transformative capital investments: the addition of new ramps connecting Randall's Island to Queens and Manhattan, the opening of new bicycle, pedestrian, and micromobility paths, and ongoing projects to strengthen the East River Suspension Spans and improve accessibility. To mark this anniversary, an exhibit titled Three Boroughs, One Bridge: 90 Years of the Triborough Bridge opened at Grand Central Terminal, celebrating both the bridge's engineering legacy and our long-term commitment to state-of-good-repair investments.

At the same time, July marked a major advancement in worker safety with the activation of Automated Work Zone Speed Enforcement across MTA Bridges and Tunnels. Speed cameras now operate in active construction zones, beginning with the issuance of warning notices. This initiative, signed into law in 2021 and expanded under the 2025 State Budget, reinforces our commitment to protecting crews who work in high-risk environments. Early compliance trends are encouraging, and broader public communication is helping to reinforce safe driving behaviors.

Our drone program also continued to mature and expand. The addition of new docks and more trained pilots is already improving the speed and precision of inspections, enabling more frequent assessments of hard-to-reach infrastructure components and enhancing our emergency response readiness. This investment in technology supports long-term state-of-good-repair efforts and reflects our broader push toward modern, efficient asset management tools.

Looking ahead, preparations are well underway for the August public hearing on updates to Weigh-In-Motion policy. This hearing represents a significant step toward strengthening overweight enforcement, improving transparency, and ensuring the public understands both the need for these updates and the benefits they bring to the longevity and safety of our structures.

July has showcased the resilience, history, and forward momentum of MTA Bridges and Tunnels — balancing high-profile public moments with long-term strategic progress that will benefit the region for decades to come.

June 30th

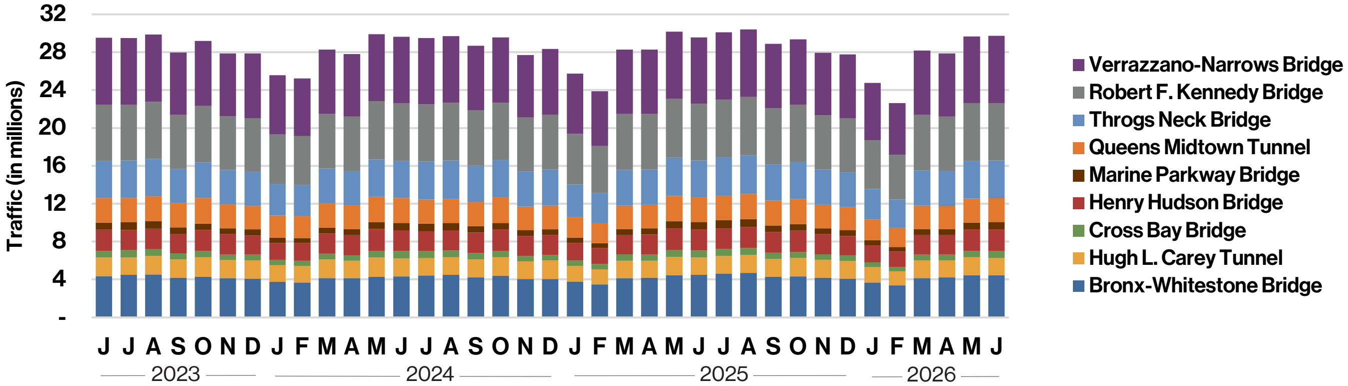
Automated Work Zone Speed Enforcement commenced

90th Anniversary

Robert F. Kennedy Bridge

Total Traffic by Facility

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

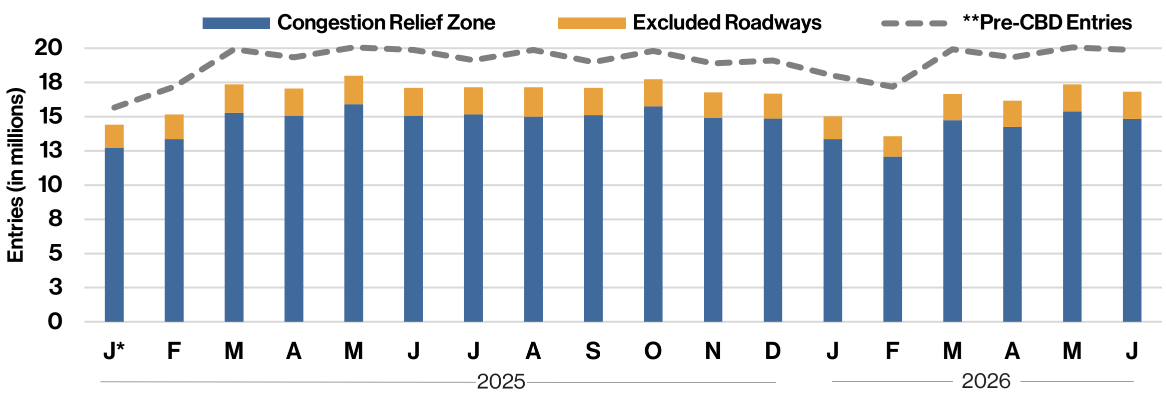


Payment Method (Preliminary)

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 increased by 143,657 vehicles, or 0.5%, in June 2026 compared with June 2025. June marked the first month of 2026 in which traffic exceeded the same month of the prior year. The largest increases occurred at the Verrazzano-Narrows Bridge, with 106,923 vehicles, or 1.5%; the Throgs Neck Bridge, with 86,107 vehicles, or 2.2%; and the Marine Parkway Bridge, with 17,352 vehicles, or 2.2%. The Robert F. Kennedy Bridge and Hugh L. Carey Tunnel each recorded modest increases of 0.5%, while traffic declined at the Queens Midtown Tunnel, Cross Bay Bridge, and Bronx-Whitestone Bridge.

Year-to-date traffic through June 2026 decreased by 3,138,201 vehicles, or 1.9%, compared to the same period in 2025, with all crossings reporting lower traffic volumes. The largest declines occurred at the Robert F. Kennedy Bridge, which decreased by 71,582 vehicles, or 2.5%, and the Verrazzano-Narrows Bridge, which decreased by 697,203 vehicles, or 1.8%.

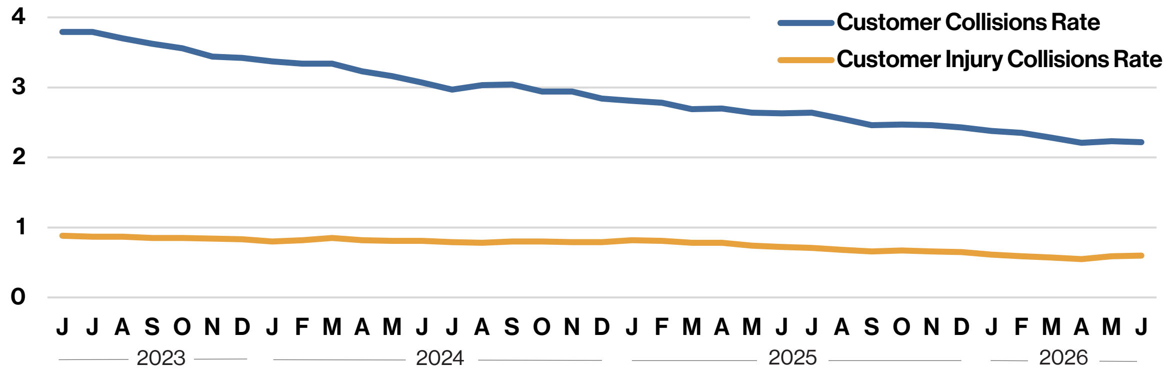
Year-to-date Central Business District (CBD) entries, including the Congestion Relief Zone (CRZ) and Excluded Roadways, totaled 95,573,309, averaging 539,962 vehicles per day. CRZ entries totaled 84,644,565, averaging 478,218 vehicles per day. Compared with 2025, average daily CBD entries declined 3.5%, while CRZ entries decreased 1.0%. In June 2026, average daily CBD entries declined by 27,802 vehicles, or 4.9%, compared with June 2025, while average daily CRZ entries declined by 7,754 vehicles, or 1.5%.

Moving Forward

Traffic in July 2026 is expected to be close to or slightly above June 2026 traffic, based on recent historical trends.

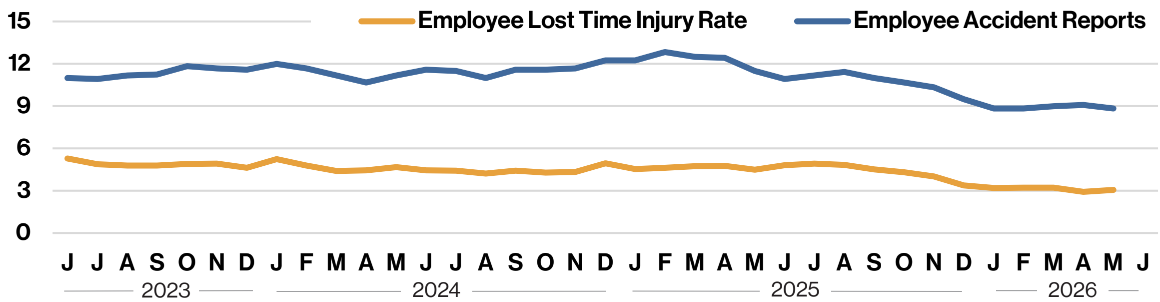
Customer Collision Rate and Customer Collision Injury Rate

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

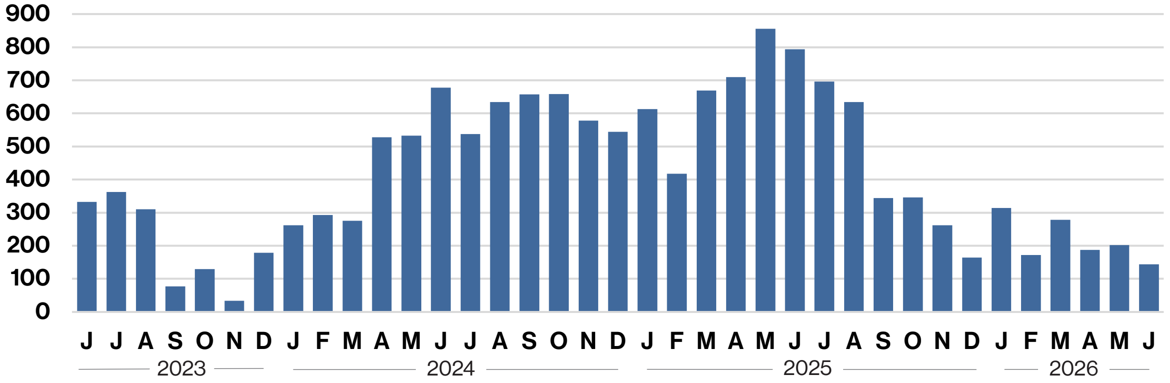
In June 2026, MTA Bridges and Tunnels recorded a total collision rate of 2.25 per million vehicles, a 14.4% decrease from the rate of 2.63 per million vehicles recorded in June 2025. The collisions-with-injury per million vehicles rate declined to 0.60, a 16.7% reduction from June 2025 rate of 0.72. The lost-time injury rate for May 2026 was 3.06, which constitutes a 31.8% decrease relative to May 2025, when the rate was 4.49.

Moving Forward

MTA Bridges and Tunnels staff, in collaboration with our partner agencies, continue to improve safety and reduce collisions through engineering, education, and enforcement efforts. Facility-specific initiatives, including increased safety inspections, strengthened protocols for high-hazard work activities, and enhanced employee training programs, have further supported injury prevention and reinforced a strong culture of safety. In the past month, special emphasis has been placed on the confined space and lockout/tagout programs to ensure this high-hazard work is being conducted safely.

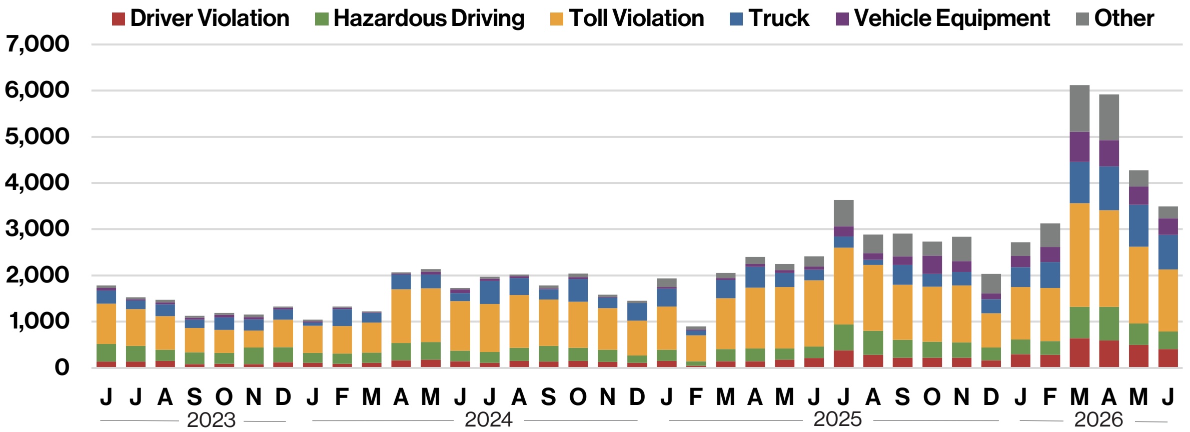
Roadway Interdictions

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 June 2026, MTA Bridges and Tunnels focused enforcement efforts to address toll evasion across the system. These operations resulted in the interdiction of 144 persistent toll violators and the issuance of 3,494 summonses. This represents a 44.9% increase from June 2025, when 2,411 summonses were issued, demonstrating the agency's ongoing commitment to accountability, compliance, and the protection of critical transportation infrastructure. Enforcement efforts resulted in the issuance of 751 truck-related summonses, a 229.4% increase from the 228 summonses issued in June 2025.

Moving Forward

Enforcement operations expanded across multiple facilities, with an emphasis on visible, consistent enforcement and the strategic deployment of resources. Enforcement efforts will continue to focus on commercial vehicle and truck compliance, resulting in enhanced inspections and targeted activity at key facilities throughout the system.

2026 Revenues & Expenses, June Year-to-Date

$ in millions favorable / (unfavorable)

Bridge and Tunnel Facilities	Budget	Actual	Variance
Total Non-Reimbursable Revenues	**$1,358.4**	**$1,349.7**	**($8.6)**
Toll Revenue	$1,344.2	$1,334.2	($10.0)
Other Revenue	$14.2	$15.5	$1.4
Total Non-Reimbursable Expenses	**$238.7**	**$245.3**	**($6.6)**
Labor Expenses	$119.6	$122.9	($3.4)
Non-Labor Expenses	$119.2	$122.3	($3.2)
Non Cash Liabilities	**$116.4**	**$120.7**	**($4.2)**
Net Surplus / (Deficit) - Accrued	**$1,119.7**	**$1,104.5**	**($15.2)**
Total Support to Mass Transit	**$826.1**	**$859.1**	**$33.0**

Congestion Relief Zone	Budget	Actual	Variance
Total revenue	$340.8	$364.6	$23.8
Program expenses	$76.7	$55.7	$21.1
Net Surplus/(Deficit) - Accrued	**$264.1**	**$308.9**	**$44.9**

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 $10.0 million below the Adopted Budget, which reflects a decrease in overall traffic in 2026 when compared to 2025. Total expenses are $6.6 million unfavorable to budget through June. Labor expenses are $3.4M unfavorable, mostly due to overtime related to winter weather, while non-labor expenses are $3.2 million unfavorable, due to timing for major maintenance expenses. Total Support to Mass Transit is $859.1 million, which is $33.0 favorable due to various costs lower than budget including B&T Debt Service and commuter projects. Year-to-Date CRZ revenue is favorable to budget by $23.8 million, with a year-to-date net surplus of $308.9 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.

Rehabilitation of Governors Island Pedestrian Bridge to Hugh L. Carey Tunnel Vent Building

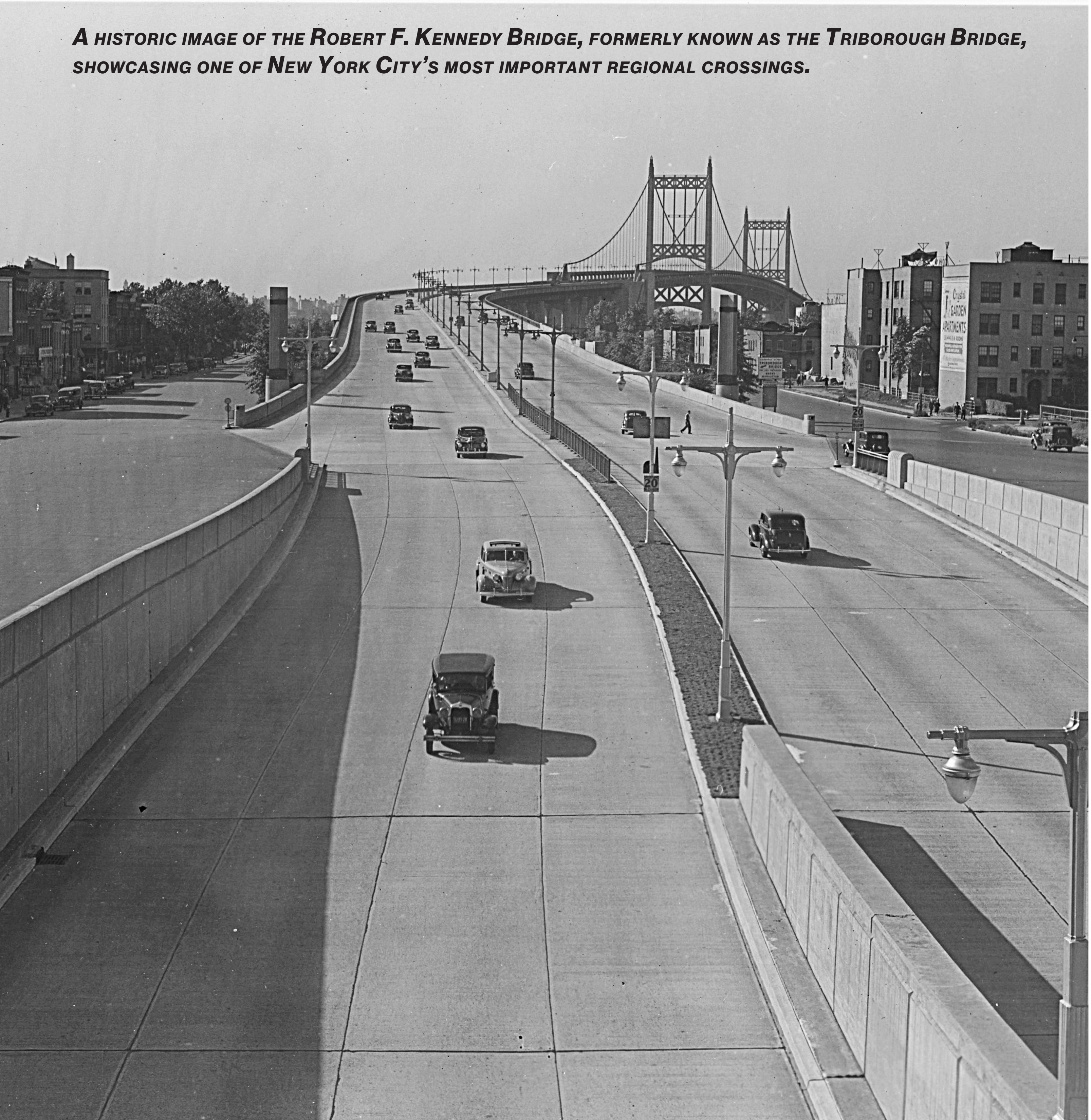
MTA Construction & Development awarded a $4.9 million design-bid-build contract in June 2026 to The Outfit M&J LLC for the rehabilitation of the Governors Island Pedestrian Bridge and Fender Wharf at the Hugh L. Carey Tunnel Vent Building. The 15-month project will restore these critical assets to a state of good repair.

The pedestrian bridge connects Governors Island to the tunnel's ventilation building, which is located on an artificial island surrounding the tunnel's ventilation shaft. In addition to providing access to the building, the bridge carries electrical and communications utilities serving Governors Island. Originally constructed with the tunnel in the 1940s, the bridge was rehabilitated in the 1990s, when its timber structure was replaced with a concrete-filled steel deck.

The project will rehabilitate deteriorated timber piles and cap beams using fiber-reinforced polymer jackets and epoxy grout, replace neoprene bearings, and clean and paint corroded steel components. Work will include restoration of stone scour protection and repairs to the adjacent wharf, which supports equipment deliveries and FDNY fireboat operations.

Additional improvements include replacement of the sanitary force main serving the ventilation building and installation of new light poles equipped with solar-powered fixtures.

A historic image of the Robert F. Kennedy Bridge, formerly known as the Triborough Bridge, showcasing one of New York City’s most important regional crossings.



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
- Gerard Bringmann
- Randolph Glucksman
- Melanie Hartzog
- Blanca P. López, M.S.
- James O'Donnell
- Matt Rand
- Lisa Sorin

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of $152.5M.

Subject	Request for Authorization to Award Various Procurements	July 21, 2026
Department	MTA Procurement	**Department**
Department Head Name	David Hanley	**Department Head Name**
Department Head Signature		**Department Head Signature**
Project Manager Name	Various	**Internal Approvals**

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	7/27/26			
2	Board	7/29/26			

Internal Approvals

Order	Approval	Order	Approval
	President		
	Gen. Counsel & Corporate Secretary		
	MTA Chief Procurement Officer		

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

PURPOSE

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Bridges & Tunnels Committee of these procurement actions.

DISCUSSION

MTA B&T proposes to award Noncompetitive procurements in the following categories: None

MTA B&T proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote:	# of Actions	$ Amount
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	$ 152.5 M

MTA B&T proposes to award Ratifications in the following categories: None

TOTAL	1	$ 152.5 M

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

The legal name of MTA Bridges & Tunnels is Triborough Bridge and Tunnel Authority.

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JULY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. **TransCore LP** **$152,454,311** ***Staff Summary Attached***
12 years + 7 months
Contract # PSC-13-2949 Mod. 21
Contract award for the All-Electronic Open-Road Tolling system; Modification in order to extend the contract term, upgrade, and maintain the existing Open Road Toll collection system so that it aligns with the capacity and functional capabilities of the Central Business District Tolling system.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

MTA Bridges and Tunnels

Item Number: 1

Vendor Name (Location) TransCore LP (Nashville, Tennessee)	
Description All-Electronic Open-Road Tolling System	
Contract Term (including Options, if any) 12 Years, Seven Months (July 18, 2014–February 28, 2027)	
Option(s) included in Total Amount?	☐ Yes ☒ No ☐ n/a
Procurement Type	☒ Competitive ☐ Noncompetitive
Solicitation Type	☒ RFP ☐ Bid ☐ Other:
Funding Source ☒ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Department Vice President, Tolling Operations, Sergio Reis	

Contract Number		**AWO/Modification #**
PSC-13-2949		21
Original Amount:	$	7,968,282
Prior Modifications:	$	208,315,034
Prior Budgetary Increases:	$	0.00
Current Amount:	$	216,283,316
This Request:	$	$152,454,311
% of This Request to Current Amount:		70.5%
% of Modifications (including This Request) to Original Amount:		4527%

Discussion

Bridges and Tunnels ("B&T"), in accordance with the All-Agency Service Contract Procurement Guidelines, is seeking Board approval to amend personal service Contract PSC-13-2949 with TransCore, LP ("TransCore"), in the not-to-exceed amount of $152,454,311, and extend the contract term 4 years, upgrade and enhance the existing Open Road Toll ("ORT") collection system so that it aligns with the capacity and functional capabilities of the Central Business District ("CBD") Tolling system.

The base contract was awarded in July 2014 for a term of eight years to install and maintain an All-Electronic Tolling / Open-Road Tolling ("ORT") system at the Henry Hudson Bridge. This system enables B&T to debit toll accounts or invoice registered vehicle owners for tolls incurred. Patrons are identified either through an on-board transponder (E-ZPass tag) or by capturing a license plate image via on-site cameras. Under ORT, cash is not accepted and traffic flows freely, similar to an open highway. Subsequent amendments increased the contract value by $208,351,034 to extend cashless tolling to eight additional Authority Toll Facilities and implement an automated revenue recovery system to address plate obstructions. Additional amendments: (1) funded full-system cashless tolling implementation with a one-year ORT maintenance term (October 2016); (2) provided additional maintenance support at all facilities for six years (February 2018); and (3) exercised three one-year renewal options for ORT maintenance (January 2024), establishing a new expiration date of February 28, 2027.

Aligning ORT with the CBD tolling platform, launched in 2025 and operating through 2031 under its current contract, will improve reliability, cybersecurity, customer experience, and long-term maintainability. Upgrading now enables the Authority to sustain stable operations through 2030 while avoiding the inefficiencies and higher costs of a standalone ORT procurement in the near term. This approach positions the Authority to issue a single, consolidated RFP around 2028 for a next-generation integrated tolling platform, reducing duplication, improving cost-effectiveness, and supporting a seamless transition to a unified system. The funding request extends the ORT period of performance to align with the CBD expiration.

The ORT system generates more than $2.4 billion in annual toll revenue across nine bridges and tunnels, but the technology installed in 2016 is now nearing the end of useful life. In contrast, the CBD system uses more modern camera-based technologies that improve billing accuracy, enhance customer service, and support more flexible business rules. To close this technology gap and ensure continued reliable operations, B&T has directed TransCore to upgrade the ORT System to a CBD equivalent technology standard that will extend ORT's service life by an estimated six to ten years.

TransCore proposed a cost of $152,454,311 which is slightly below the Project Manager's estimate and is consistent with the existing rates of the contract. Based on the aforementioned, the value of this Amendment is considered fair and reasonable. TransCore shall be compensated under the existing rates of the contract. The total amount of this amendment is in the not-to-exceed amount of $152,454,311.

This contract has been evaluated to determine the necessary and appropriate, if any, cybersecurity requirements, including any requirements under federal and local law or regulation. TransCore has certified that pursuant Executive Order 16, it is not doing business in Russia. The user departments for this contract have found TransCore's performance to be satisfactory during the contract's present term. TransCore is a responsible contractor.

Impact on Funding

Funding for the ORT System Upgrade is available in in a mixture of the 2020-2024 and 2025-2029 Capital Programs. Funding for ORT System O&M is available in the Operating Budget under GL #711420.

MTA BRIDGES AND TUNNELS

February Financial Plan - Adopted Budget

ACCRUAL STATEMENT of OPERATIONS by CATEGORY

Jun 2026

($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Vehicle Toll Revenue	244.070	241.012	(3.058)	(1.3)	0.000	0.000	0.000	-	244.070	241.012	(3.058)	(1.3)
Other Operating Revenue	2.256	2.012	(0.244)	(10.8)	0.000	0.000	0.000	-	2.256	2.012	(0.244)	(10.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	2.592	0.467	(2.124)	(82.0)	2.592	0.467	(2.124)	(82.0)
Investment Income	0.103	0.760	0.657	*	0.000	0.000	0.000	-	0.103	0.760	0.657	*
Total Revenue	**$246.429**	**$243.784**	**($2.645)**	**(1.1)**	**$2.592**	**$0.467**	**($2.124)**	**(82.0)**	**$249.021**	**$244.252**	**($4.769)**	**(1.9)**
Expenses												
Labor:												
Payroll	$8.343	$8.165	$0.178	2.1	$1.140	$0.127	$1.013	88.8	9.484	8.292	$1.191	12.6
Overtime	2.300	1.916	0.383	16.7	$0.088	0.089	(0.001)	(1.3)	2.388	2.006	0.382	16.0
Health and Welfare	2.613	2.538	0.075	2.9	$0.236	0.049	0.187	79.4	2.849	2.587	0.262	9.2
OPEB Current Payment	3.027	3.539	(0.512)	(16.9)	0.000	0.000	0.000	-	3.027	3.539	(0.512)	(16.9)
Pensions	3.147	3.370	(0.223)	(7.1)	0.287	0.052	0.235	81.8	3.434	3.423	0.012	0.3
Other Fringe Benefits	1.390	1.220	0.170	12.2	0.130	0.013	0.117	89.9	1.520	1.233	0.287	18.9
Reimbursable Overhead	(0.710)	(0.137)	(0.574)	(80.8)	0.710	0.137	0.574	80.8	0.000	0.000	0.000	-
Total Labor Expenses	**$20.110**	**$20.612**	**($0.502)**	**(2.5)**	**$2.592**	**$0.467**	**$2.124**	**82.0**	**$22.702**	**$21.080**	**$1.622**	**7.1**
Non-Labor:												
Electric Power	$0.134	$0.603	($0.469)	*	$0.000	$0.000	$0.000	-	$0.134	$0.603	($0.469)	*
Fuel	0.207	(0.081)	0.288	*	0.000	0.000	0.000	-	0.207	(0.081)	0.288	*
Insurance	1.112	0.794	0.318	28.6	0.000	0.000	0.000	-	1.112	0.794	0.318	28.6
Claims	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	17.817	22.209	(4.392)	(24.7)	0.000	0.000	0.000	-	17.817	22.209	(4.392)	(24.7)
Professional Service Contracts	2.975	2.704	0.271	9.1	0.000	0.000	0.000	-	2.975	2.704	0.271	9.1
Materials & Supplies	0.270	0.272	(0.002)	(0.6)	0.000	0.000	0.000	-	0.270	0.272	(0.002)	(0.6)
Other Business Expenses	4.189	5.744	(1.555)	(37.1)	0.000	0.000	0.000	-	4.189	5.744	(1.555)	(37.1)
Total Non-Labor Expenses	**$26.704**	**$32.245**	**($5.541)**	**(20.8)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$26.704**	**$32.245**	**($5.541)**	**(20.8)**
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.	**$46.814**	**$52.857**	**($6.043)**	**(12.9)**	**$2.592**	**$0.467**	**$2.124**	**82.0**	**$49.406**	**$53.325**	**($3.919)**	**(7.9)**
Depreciation	$18.487	$19.689	($1.202)	(6.5)	$0.000	$0.000	$0.000	-	18.487	19.689	($1.202)	(6.5)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000		0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	1.404	0.838	0.566	40.3	0.000	0.000	0.000	-	1.404	0.838	0.566	40.3
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.	**$66.706**	**$73.396**	**($6.691)**	**(10.0)**	**$2.592**	**$0.467**	**$2.124**	**82.0**	**$69.297**	**$73.864**	**($4.566)**	**(6.6)**
Less: Depreciation	$18.487	$19.689	($1.202)	(6.5)	$0.000	$0.000	$0.000	-	$18.487	$19.689	($1.202)	(6.5)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	1.404	0.838	0.566	40.3	0.000	0.000	0.000	-	1.404	0.838	0.566	40.3
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	**$46.814**	**$52.857**	**($6.043)**	**(12.9)**	**$2.592**	**$0.467**	**$2.124**	**82.0**	**$49.406**	**$53.325**	**($3.919)**	**(7.9)**
Net Surplus/(Deficit)	**$199.615**	**$190.927**	**($8.688)**	**(4.4)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$199.615**	**$190.927**	**($8.688)**	**(4.4)**

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
Jun 2026
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Net Income/(Deficit)									**$199.615**	**$190.927**	**($8.688)**	**(4.4)**
Less: Capitalized Assets									2.538	2.007	0.531	20.9
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									**$197.077**	**$188.919**	**($8.157)**	**(4.1)**
Less: Debt Service									68.668	69.385	(0.717)	(1.0)
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									**$128.409**	**$119.535**	**($8.875)**	**(6.9)**
Distributable To:												
MTA - Investment Income									0.103	0.760	0.657	*
MTA - Distributable Income									66.402	63.180	(3.222)	(4.9)
NYCTR - Distributable Income									61.904	55.595	(6.309)	(10.2)
Total Distributable Income									**$128.409**	**$119.535**	**($8.875)**	**(6.9)**
Support to Mass Transit:												
Total Revenues									249.021	244.252	(4.769)	(1.9)
Less: Total Operating Expenses									49.406	53.325	(3.919)	(7.9)
Net Operating Income/(Deficit)									**$199.615**	**$190.927**	**($8.688)**	**(4.4)**
Deductions from Net Operating Income:												
Capitalized Assets									2.538	2.007	0.531	20.9
Reserves									0.000	0.000	0.000	-
B&T Debt Service									50.870	44.234	6.636	13.0
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									**$53.408**	**$46.242**	**$7.166**	**13.4**
Total Support to Mass Transit									**$146.207**	**$144.685**	**($1.522)**	**(1.0)**

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
Jun 2026 Year-To-Date
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Vehicle Toll Revenue	1,344.238	1,334.219	(10.019)	(0.7)	0.000	0.000	0.000	-	1,344.238	1,334.219	(10.019)	(0.7)
Other Operating Revenue	13.535	11.150	(2.385)	(17.6)	0.000	0.000	0.000	-	13.535	11.150	(2.385)	(17.6)
Capital & Other Reimbursements	0.000	0.000	0.000	-	15.550	6.692	(8.858)	(57.0)	15.550	6.692	(8.858)	(57.0)
Investment Income	0.620	4.378	3.758	*	0.000	0.000	0.000	-	0.620	4.378	3.758	*
Total Revenue	**$1,358.393**	**$1,349.746**	**($8.647)**	**(0.6)**	**$15.550**	**$6.692**	**($8.858)**	**(57.0)**	**$1,373.944**	**$1,356.438**	**($17.505)**	**(1.3)**
Expenses												
Labor:												
Payroll	$49.402	$49.109	$0.293	0.6	6.842	2.227	$4.615	67.4	56.244	51.336	$4.908	8.7
Overtime	13.798	15.044	(1.246)	(9.0)	0.530	0.321	0.209	39.4	14.328	15.366	(1.037)	(7.2)
Health and Welfare	15.678	13.200	2.478	15.8	1.415	0.661	0.754	53.3	17.093	13.862	3.232	18.9
OPEB Current Payment	17.955	20.800	(2.845)	(15.8)	0.000	0.000	0.000	-	17.955	20.800	(2.845)	(15.8)
Pensions	18.646	19.826	(1.180)	(6.3)	1.721	0.711	1.010	58.7	20.368	20.537	(0.169)	(0.8)
Other Fringe Benefits	8.339	7.515	0.824	9.9	0.780	0.222	0.558	71.6	9.119	7.737	1.382	15.2
Reimbursable Overhead	(4.262)	(2.549)	(1.713)	(40.2)	4.262	2.549	1.713	40.2	0.000	0.000	0.000	-
Total Labor Expenses	**$119.557**	**$122.946**	**($3.389)**	**(2.8)**	**$15.550**	**$6.692**	**$8.858**	**57.0**	**$135.107**	**$129.637**	**$5.470**	**4.0**
Non-Labor:												
Electric Power	$2.301	$3.547	($1.246)	(54.1)	0.000	0.000	$0.000	-	$2.301	$3.547	($1.246)	(54.1)
Fuel	1.340	0.671	0.669	49.9	0.000	0.000	0.000	-	1.340	0.671	0.669	49.9
Insurance	6.674	5.873	0.801	12.0	0.000	0.000	0.000	-	6.674	5.873	0.801	12.0
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	70.239	67.889	2.349	3.3	0.000	0.000	0.000	-	70.239	67.889	2.349	3.3
Professional Service Contracts	11.344	17.088	(5.743)	(50.6)	0.000	0.000	0.000	-	11.344	17.088	(5.743)	(50.6)
Materials & Supplies	1.576	2.464	(0.888)	(56.3)	0.000	0.000	0.000	-	1.576	2.464	(0.888)	(56.3)
Other Business Expenses	25.688	24.703	0.986	3.8	0.000	0.000	0.000	-	25.688	24.703	0.986	3.8
Total Non-Labor Expenses	**$119.163**	**$122.330**	**($3.168)**	**(2.7)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$119.163**	**$122.330**	**($3.168)**	**(2.7)**
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.	**$238.719**	**$245.276**	**($6.557)**	**(2.7)**	**$15.550**	**$6.692**	**$8.858**	**57.0**	**$254.270**	**$251.968**	**$2.302**	**0.9**
Depreciation	$113.660	$116.892	($3.232)	(2.8)	$0.000	$0.000	$0.000	-	$113.660	$116.892	($3.232)	(2.8)
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	2.808	3.848	(1.040)	(37.0)	0.000	0.000	0.000		2.808	3.848	(1.040)	(37.0)
GASB_96_SBITA_Adjustment	0.000	(0.090)	0.090	-	0.000	0.000	0.000		0.000	(0.090)	0.090	-
Total Expenses after Non-Cash Liability Adjs.	**$355.188**	**$365.926**	**($10.739)**	**(3.0)**	**$15.550**	**$6.692**	**$8.858**	**57.0**	**$370.738**	**$372.618**	**($1.880)**	**(0.5)**
Less: Depreciation	$113.660	$116.892	($3.232)	(2.8)	$0.000	$0.000	$0.000	-	$113.660	$116.892	($3.232)	(2.8)
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	2.808	3.848	(1.040)	(37.0)	0.000	0.000	0.000	-	2.808	3.848	(1.040)	(37.0)
Less: GASB_96_SBITA_Adjustment	0.000	(0.090)	0.090	-	0.000	0.000	0.000	-	0.000	(0.090)	0.090	-
Total Expenses	**$238.719**	**$245.276**	**($6.557)**	**(2.7)**	**$15.550**	**$6.692**	**$8.858**	**57.0**	**$254.270**	**$251.968**	**$2.302**	**0.9**
Net Surplus/(Deficit)	**$1,119.674**	**$1,104.470**	**($15.203)**	**(1.4)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$1,119.674**	**$1,104.470**	**($15.203)**	**(1.4)**

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
Jun 2026 Year-To-Date
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Net Income/(Deficit)									**$1,119.674**	**$1,104.470**	**($15.203)**	**(1.4)**
Less: Capitalized Assets									3.666	3.480	$0.186	5.1
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									**$1,116.008**	**$1,100.990**	**($15.017)**	**(1.3)**
Less: Debt Service									396.657	388.736	7.921	2.0
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									**$719.351**	**$712.255**	**($7.096)**	**(1.0)**
Distributable To:												
MTA - Investment Income									0.620	4.378	3.758	*
MTA - Distributable Income									372.859	375.879	3.020	0.8
NYCTR - Distributable Income									345.872	331.998	(13.874)	(4.0)
Total Distributable Income									**$719.351**	**$712.255**	**($7.096)**	**(1.0)**
Support to Mass Transit:												
Total Revenues									1,373.944	1,356.438	(17.505)	(1.3)
Less: Total Operating Expenses									254.270	251.968	2.302	0.9
Net Operating Income/(Deficit)									**$1,119.674**	**$1,104.470**	**($15.203)**	**(1.4)**
Deductions from Net Operating Income:												
Capitalized Assets									3.666	3.480	0.186	5.1
Reserves									0.000	0.000	0.000	-
B&T Debt Service									289.871	241.857	48.014	16.6
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									**$293.537**	**$245.337**	**$48.200**	**16.4**
Total Support to Mass Transit									**$826.136**	**$859.133**	**$32.996**	**4.0**

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	Jun			Year-to-Date		
Generic Revenue or Expense Category	**Favorable/ (Unfavorable) Variance $**		**Reason for Variance**	**Favorable/ (Unfavorable) Variance $**	**%**	**Reason for Variance**
Nonreimbursable						
Vehicle Toll Revenue	(3.058)	-1.3%	Unfavorable results are primarily due to lower traffic volume which was unfavorable to plan by 1.1%.	(10.019)	-0.7%	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	(0.244)	-10.8%	Unfavorability driven by lower Telephone Cable Rental income, lower fees due to delayed billing, and lower than budgeted FEMA Loss Recovery Revenue partially offset by higher than budgeted Other Rent Income.	(2.385)	-17.6%	Unfavorability driven by lower Telephone Cable Rental income, lower fees due to delayed billing, and lower than budgeted FEMA Loss Recovery Revenue partially offset by higher than budgeted Other Rent Income.
Investment Income	0.657	*	Favorability due to higher than budgeted interest income on E-ZPass bank account balance.	3.758	*	Favorability due to higher than budgeted interest income on E-ZPass bank account balance.
Payroll	0.178	2.1%	Favorable primarily due to higher-than-planned attrition in Public Safety and other departments.	0.293	0.6%	Favorable primarily due to attrition in Public Safety and lower-than-budgeted Maintainer expenses during the first quarter, prior to the new class beginning in March.
Overtime	0.383	16.7%	Favorability primarily driven by seasonal decreases during warmer months and increase in Maintainers after recent deployment in March.	(1.246)	-9.0%	Unfavorable primarily due to higher maintenance overtime, additional staffing coverage required to address attrition, and increased weather-related emergency response costs resulting from severe winter weather.
Health and Welfare	0.075	2.9%	Favorability driven by lower than budgeted Empire Plan expenses partially offset by lower than budgeted reimbursements.	2.478	15.8%	Favorability driven by lower than budgeted Empire Plan expenses partially offset by lower than budgeted reimbursements.
OPEB Current Payment	(0.512)	-16.9%	Unfavorability largely due to higher than budgeted retirees.	(2.845)	-15.8%	Unfavorability largely due to higher than budgeted retirees.
Pensions	(0.223)	-7.1%	Unfavorability driven by non-reimbursable/reimbursable allocation mix	(1.180)	-6.3%	Unfavorability driven by non-reimbursable/reimbursable allocation mix
Other Fringe Benefits	0.170	12.2%	Favorability was primarily due to lower than budgeted Workers Compensation and Social Security costs, partially offset by Miscellaneous Fringe Benefits.	0.824	9.9%	Favorability was primarily due to lower than budgeted Workers Compensation and Social Security expenses, partially offset by Miscellaneous Fringe Benefits.
Electric Power	(0.469)	-351.4%	Unfavorable variance due to higher prices.	(1.246)	-54.1%	Unfavorable variance due to higher prices.
Fuel	0.288	139.1%	Favorable variance against the adopted budget allocation due to lower costs for gasoline for non-revenue vehicles and heating fuel.	0.669	49.9%	Favorable variance against the adopted budget allocation due to lower costs for gasoline for non-revenue vehicles and heating fuel.
Insurance	0.318	*	Favorable variance primarily due to the timing of Property Insurance premiums partially offset by the timing of invoices in Liability Insurance.	0.801	12.0%	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	(4.392)	-24.7%	Unfavorable variance mainly due to Major Maintenance & Painting expenses ($4.9M) partially offset by lower than budgeted HEAT, VENT & A/C (HVAC) maintenance expenses ($0.2M).	2.349	3.3%	Favorable variance was mainly due to lower than anticipated expenses for Tolling Back Office (Conduent) costs ($2.4M), and Customer Service Center (TTEC) expenses ($1.5M) partially offset by higher Major Maintenance & Painting expenses ($1.7M).
Professional Services Contracts	0.271	9.1%	Favorable variance due to the timing of underwriting costs for bonds issuance ($0.8M) partially offset by overages in engineering services ($0.5M).	(5.743)	-50.6%	Unfavorable due to higher Bond Issuance costs ($3.4M) and higher Professional Services Contract costs due to overruns in consultant costs related to back-office issues ($4.5M), partially offset by higher than anticipated Interagency Group HUB credit ($1.3M) and lower Engineering Services biennial inspection ($1.1M).
Materials & Supplies	(0.002)	-0.6%	Expenses are on par with the budget	(0.888)	-56.3%	Unfavorability largely due to higher deicing materials expenses ($0.7M) caused by severe winter weather, and higher automotive parts costs ($0.5M), partially offset by other small material and supplies expenses ($0.3M).
Other Business Expense	(1.555)	-37.1%	Unfavorable variance due to higher credit card processing fees ($1.2M) and the write-off of other operating revenue bad debt for telephone rental income ($0.8M), partially offset by lower debt collection costs due to lower servicing rates from vendor ($0.4M).	0.986	3.8%	Favorable mostly due to lower than anticipated debt collection expenses ($2.6M) due to favorable rates and lower tolls-by mail volume, partially offset by higher that anticipated credit card processing fees ($1.2M) and the write-off of other operating revenue telephone rental bad debts ($0.8M)
Depreciation	(1.202)	-6.5%	Unfavorable variance mainly due to higher than budgeted depreciation	(3.232)	-2.8%	Unfavorable variance mainly due to higher than budgeted depreciation
Reimbursable						
Capital and Other Reimbursements	(2.124)	-82.0%	Unfavorable due to lower Capitalized Personnel Expenses	(8.858)	-57.0%	Unfavorable due to lower Capitalized Personnel Expenses
Payroll	1.013	88.8%	Favorable due to much lower activity than budgeted	4.615	67.4%	Favorable due to much lower activity than budgeted
Overtime	(0.001)	-1.3%	Unfavorable due to much higher activity than budgeted	0.209	39.4%	Favorable due to much lower activity than budgeted
Health and Welfare	0.187	79.4%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.754	53.3%	Favorable due to much lower activity than budgeted and Fringe Benefits
Pensions	0.235	81.8%	Favorable due to much lower activity than budgeted and Fringe Benefits	1.010	58.7%	Favorable due to much lower activity than budgeted and Fringe Benefits
Other Fringe Benefits	0.117	89.9%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.558	71.6%	Favorable due to much lower activity than budgeted and Fringe Benefits
Reimbursable Overhead	0.574	80.8%	Favorable due to lower than budgeted Reimbursable Overhead	1.713	40.2%	Favorable due to much lower than budgeted Reimbursable Overhead

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Comparison Current Year vs. Prior Year:

Month of June 2026							Year to date ending June 2026					
Prior Year		Current Year		Percentage Change			Prior Year		Current Year		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
4.5	$37.1	4.4	40.2	-0.5%	8.3%	Bronx-Whitestone	24.4	$206.1	24.2	$222.7	-0.5%	8.1%
0.7	2.2	0.7	2.1	-1.6%	-3.6%	Cross Bay	3.9	11.4	3.6	$11.0	-6.6%	-3.5%
2.2	9.7	2.3	10.3	2.3%	6.3%	Henry Hudson	12.2	51.8	12.1	$55.5	-0.6%	7.1%
1.8	14.1	1.8	14.7	0.8%	3.9%	Hugh L. Carey	10.5	79.7	10.4	$83.5	-1.1%	4.7%
0.8	2.2	0.8	2.4	2.5%	6.7%	Marine Parkway	3.8	10.7	3.8	$11.3	-1.6%	5.3%
2.6	20.8	2.5	20.5	-2.7%	-1.5%	Queens Midtown	14.4	114.5	14.1	$118.1	-1.8%	3.2%
6.0	49.7	6.0	52.6	0.8%	5.8%	RFK	34.2	279.2	33.4	$294.7	-2.2%	5.6%
3.9	37.9	4.0	40.9	2.9%	8.0%	Throgs Neck	21.8	210.3	21.6	$222.9	-1.1%	6.0%
7.0	52.8	7.1	57.3	2.0%	8.5%	Verrazzano-Narrows	39.6	293.3	39.0	$314.5	-1.3%	7.2%
29.4	**$226.6**	**29.6**	**$241.0**	**1.0%**	**6.4%**	**Total**	**164.7**	**$1,257.0**	**162.3**	**$1,334.2**	**-1.5%**	**6.1%**
	$7.719		**$8.132**		**5.4%**	**Revenue Per Vehicle**		**$7.633**		**$8.221**		**7.7%**

1) Toll increase implemented January 4, 2026

Comparison Actual vs. Adopted Budget

Adopted Budget		June 2026 Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
30.0	**$244.1**	**29.6**	**$241.0**	**-1.1%**	**-1.3%**	**Total All**	**165.0**	**$1,344.2**	**162.3**	**$1,334.2**	**-1.6%**	**-0.8%**
	$8.147		**$8.132**		**-0.2%**	**Revenue Per Vehicle**		**$8.147**		**$8.221**		**0.9%**

2) 2026 June traffic is 29.6M, which represents a 1.0% increase YoY. Revenue is $14.4M above June 2025, an increase of 6.4%.

3) 2026 June YTD traffic is 2.4M below June YTD 2025, a decrease of 1.5%, and June YTD revenue is $77.2M above June 2025, an increase of 6.1% .

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
FEBRUARY FINANCIAL PLAN - 2026 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
June 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	207	(2)	9 Professional and 8 Hourly overrun partially offset by 15 Managerial vacancies
Operations - Maintainers	183	173	10	11 Maintainer vacancies partially offset by 1 overrun in Professional
Total Maintenance	**388**	**380**	**8**	
Engineering/Capital				
Engineering & Construction	97	83	14	6 Managerial and 8 Professional vacancies
Health & Safety	9	3	6	5 Managerial and 1 Professional 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**	**95**	**23**	
Public Safety				
Operations (Security)	203	196	7	6 Managerial and 1 Operational Hourly vacancies
Internal Security - Operations	45	33	12	7 Managerial and 5 Professional vacancies
Total Public Safety	**248**	**229**	**19**	
Total Positions	**939**	**866**	**73**	
Non-Reimbursable	**867**	**803**	**64**	
Reimbursable	72	63	9	
Total Full-Time	**939**	**866**	**73**	

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

MTA BRIDGES AND TUNNELS
FEBRUARY FINANCIAL PLAN - 2026 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
June 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	347	3	11 vacancies in Operations and 8 overrun in Maintenance
Total Maintenance	**388**	**380**	**8**	
Engineering/Capital				
Managers/Supervisors	23	10	13	6 vacancies in Engineering, 5 in Health & Safety, 1 in Law, and 1 in Planning & Budget Capital
Professional, Technical, Clerical	95	85	10	8 vacancies in Engineering, 2 in Law, 1 in Health & Safety partially offset by 1 overrun in Planning & Budget Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	**118**	**95**	**23**	
Public Safety				
Managers/Supervisors	77	64	13	6 vacancies in Internal Security and 1 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**	**229**	**19**	
Total Positions				
Managers/Supervisors	211	112	99	
Professional, Technical, Clerical	243	273	(30)	
Operational Hourlies	485	481	4	
Total Positions	**939**	**866**	**73**	

(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

	June 2026 ($ in millions)				June 2026 Year-To-Date ($ in millions)			
			Favorable (Unfavorable)		Total		Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue								
Farebox Revenue	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Vehicle Toll Revenue	60.453	59.551	(0.901)	(1.5)	340.542	363.202	22.660	6.7
Other Operating Revenue	0.044	0.086	0.042	96.5	0.247	0.628	0.381	*
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	0.785	0.785	-
Total Revenue	**$60.496**	**$59.637**	**($0.859)**	**(1.4)**	**$340.789**	**$364.614**	**$23.825**	**7.0**
Expenses								
Labor:								
Payroll	0.508	0.376	$0.133	26.1	1.760	2.308	($0.548)	(31.2)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Health and Welfare	0.148	0.074	0.074	50.1	0.416	0.456	(0.040)	(9.7)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.104	0.084	0.020	19.4	0.330	0.500	(0.170)	(51.6)
Other Fringe Benefits	0.063	0.040	0.024	37.1	0.231	0.250	(0.019)	(8.2)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenses	**$0.825**	**$0.574**	**$0.251**	**30.4**	**$2.736**	**$3.514**	**($0.778)**	**(28.4)**
Non-Labor:								
Electric Power	$0.036	$0.028	$0.008	23.5	$0.217	$0.129	$0.088	40.5
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	3.398	4.248	55.6	45.875	35.258	10.617	23.1
Professional Service Contracts	1.333	1.146	0.187	14.0	8.000	4.413	3.587	44.8
Materials & Supplies	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Business Expenses	4.550	2.272	2.278	50.1	19.900	12.355	7.545	37.9
Total Non-Labor Expenses	**$13.565**	**$6.843**	**$6.722**	**49.6**	**$73.992**	**$52.155**	**$21.836**	**29.5**
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.	**$14.390**	**$7.417**	**$6.973**	**48.5**	**$76.728**	**$55.670**	**$21.059**	**27.4**
Depreciation	0.000	1.607	($1.607)	-	$0.000	$9.590	($9.590)	-
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.	**$14.390**	**$9.024**	**$5.366**	**37.3**	**$76.728**	**$65.259**	**$11.469**	**14.9**
Less: Depreciation	$0.000	$1.607	($1.607)	-	$0.000	$9.590	($9.590)	-
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	**$14.390**	**$7.417**	**$6.973**	**48.5**	**$76.728**	**$55.670**	**$21.059**	**27.4**
Net Surplus/(Deficit)	**$46.106**	**$52.220**	**$6.114**	**13.3**	**$264.061**	**$308.945**	**$44.884**	**17.0**

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
June 2026
($ in millions)

	Total				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Net Income/(Deficit)	**$46.106**	**$52.220**	**$6.114**	**13.3**	**$264.061**	**$308.945**	**$44.884**	**17.0**
Transfer to Capital Lockbox	46.106	52.220	6.114	13.3	264.061	308.945	$44.884	17.0
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

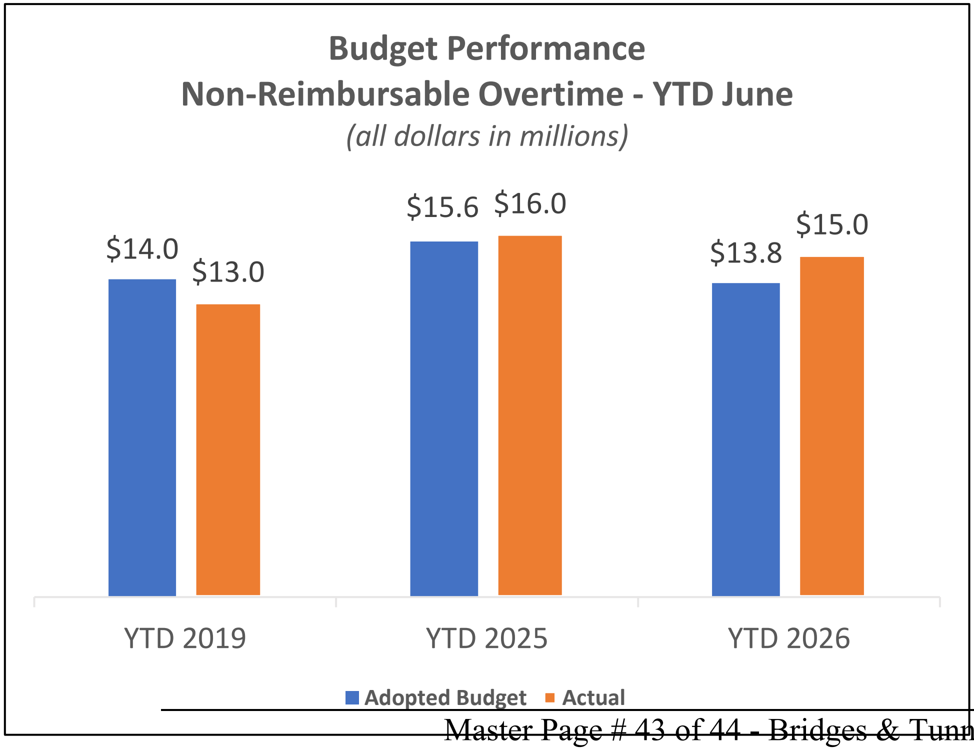
NON-REIMBURSABLE
June 2026 Year-To-Date
($ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	Variance	Percent	
Total Revenue	$23.825	7.0	Higher revenue largely driven by higher than budgeted fee income and lower bad debt reserve.
Total Expenses	$21.059	27.4	Overall expenses are favorable to Adopted Budget, driven by lower costs for maintenance, debt collection, professional service contracts, and legal fees, partially offset by higher labor expenses, and higher credit card processing fees which is due to timing.

BRIDGES AND TUNNELS - NON-REIMBURSABLE OVERTIME

Overview

- June 2026 year-to-date overtime is higher than the Adopted Budget by $1.2 million (8.7%) primarily due to lower budgets year-over-year, winter storms and the High Visibility security posture that has been in place since late Q1. The budget is $1.8M lower year-over-year for the anticipated drop in need for OT due to reductions in BTO and SOBA . Q2 is favorable to Adopted Budget by $1.2M continuing a seasonal trend into the warmer months and the onboarding on a new Maintainer class in March that is reducing overtime needs.



Agency Detail

- **Vacancy/Absentee Coverage** remains above the Adopted Budget YTD due to increased vacancy rates resulting from a rise in employee attrition, largely due to the Public Safety Initiative, without staffing replenishment, along with needed coverage for unplanned absences. B&T's Operations and Maintenance Department Management Team utilizes discretion regarding the use of overtime to cover operationally vital work assignments when applicable. Scheduling strategies remain dynamic with updated schedules developed and implemented as required to ensure delivery of service needs are met.

- **Weather Emergencies** overtime is higher than budget due to more adverse winter weather events experienced this year than planned in Q1.

- **Transition of Public Safety to MTAPD at RFK and VN** drove a temporary need for training and availability coverage during the transition months of March and April.

- **Maintainer Class** entered the workforce in March driving additional OT for training during the first two months of on-boarding.

Q2 is lower because of the seasonal trend and continued management oversight/governance of OT usage.

BRIDGES AND TUNNELS - REIMBURSABLE OVERTIME

Overview

- June 2026 year-to-date overtime is $0.2 million (60.6%) lower than Adopted Budget largely due to less capital project activities.