

Bridges & Tunnels Committee Meeting

Monday, 9/28/2026

9:00 - 9:30 AM ET

1. Summary of Actions

2026 September Staff Summary Resol. WIM Regs - Page 2

2. Approval of Minutes

TBTA Committee Minutes 072726 - Page 9

3. Committee Work Plan

2026 Work Plan - Page 13

4. Performance Metrics

MTA_TBTA_Key_Performance_Metrics_2026-09 - Page 16

5. Procurements - None

6. B&T Diversity Report - Second Quarter 2026

B&T Diversity Report - Second Quarter 2026 - Page 32

7. Financial Report

BT-CBDTP August 2026 Monthly Financial Report - Page 40

BT-CBDTP July 2026 Monthly Financial Report - Page 52

8. Information Items

WIM Transcript Cover - Page 64

Affidavits WIM SAPA Hearing ad - Page 96

Public Comments Summary August 17th 2026 SAPA Public Hearing - Page 141

Staff Summary

Subject	Date
Height and Width limitations for Vehicles and Liability for Overweight Vehicles pursuant to the Weigh-in-Motion Program on RFK Bridge	September 23, 2026
Department	Vendor Name
Tolling Management	N/A
Department Head Name	Contract Number
Stephen Knapp	N/A
Department Head Signature	Contract Manager Name
	N/A
Project Manager	Table of Contents Ref #
David Gmach	N/A

Board Action					Internal Approvals	
2	Board	9/30/26			4	President
1	B&T Comm	9/28/26			3	Chief Operating Officer
					2	Sr. VP Toll Operations

I. PURPOSE:

To obtain the Board's approval of the annexed Resolution which will repeal and replace the Triborough Bridge and Tunnel Authority (TBTA) regulations (Part 1021.2 of Title 21 New York Codes, Rules and Regulations (TBTA Regulations)) to revise the height and width limitations for vehicles travelling on TBTA bridges and tunnels, to set rates for special handling of vehicles exceeding the set vehicle height, width and weight limitations, and to include a new subsection 1021.2(c) to establish a Weigh-in-Motion Violation Monitoring System (WIM) for the Robert F. Kennedy (RFK) Bridge pursuant to Section 385-a of the Vehicle and Traffic Law (VTL), and to impose liability on overweight vehicles in the sum of \$650 for each violation.

II. DISCUSSION:

New York State amended Section 385-a of the Vehicle and Traffic Law (VTL) in 2025 to allow TBTA to install and operate a Weigh-in-Motion demonstration program on the RFK Bridge. After conducting two public hearings on October 6 and 7, 2025, the Board adopted a resolution establishing the WIM program

on October 29, 2025. Now the Board is requested to amend the TBTA Regulations to update height and weight limitations for vehicles, set rates for special handling of vehicles exceeding the set vehicle height, weight and width limitations, implement regulations to establish the WIM violation monitoring system at the RFK Bridge and set flat rate liability for overweight vehicles at \$650 for each violation.

Implementing a WIM violation monitoring system and setting flat rate fines for violations at the RFK Bridge will reduce overweight vehicle traffic and will preserve bridges and roadways from damage caused by overweight vehicle traffic. Section 385-a of the VTL which authorizes the TBTA to install and operate a WIM violation monitoring system at the RFK Bridge, provides that trucks exceeding the maximum allowable gross weight by more than 10% and/or the maximum axle weights by more than 20% will be subject to a violation. A violation of weight limitations will result in fines which increase based on the percentage of excess weight that the vehicle is found to have. VTL 385(19). In implementing the WIM monitoring system, which will use roadway sensors to weigh the vehicles along with cameras to identify the vehicles, the TBTA desires to promulgate a flat fine for violations pursuant to the WIM monitoring system, in order to simplify the violation process and to set a flat rate that is identical to the WIM fine of \$650 promulgated by the City of New York in 2022 for its WIM violation monitoring system located on a section of I-278 (BQE) in Brooklyn NY. See Rules of the City of New York 39-22. The New York City Department of Finance Parking Violations Bureau will conduct WIM violation appeals and adjudications.

The proposed regulation will also amend the rate for permits issued for overweight/over-dimensional passage at the applicable toll plus either \$55 or the applicable Tolls by Mail rate, whichever is greater. This overweight/over-dimensional permit fee will replace the current regulation which requires payment of a double toll which since the removal of toll booths on TBTA facilities half of which has not been collected. The vehicle will still pay the required toll to cross our facilities.

Finally, the vehicle clearances for TBTA bridges and tunnels set in 21 New York Codes, Rules and Regulations, Section 102.2 have been updated to reflect current height clearances.

The proposed changes to the TBTA Regulations would 1) authorize the TBTA to implement its WIM violation monitoring system with fines consistent with those of the City of New York, would increase the longevity of bridges and tunnels, and the safety of the public through decreasing the use of overweight vehicles, and 2) implement a toll for special handling of over-dimensional and overweight vehicles to replace the current double toll regulation. The vehicle will still pay the toll rate to cross our facilities.

A public hearing was conducted in which members of the public were invited to comment on the proposed program. Information was also posted on the MTA website offering the public the opportunity to submit written comments online, and by email and mail. Transcripts of the hearing testimony and copies of written and recorded statements have been distributed to Board members for their consideration.

If approved, the program is anticipated to commence in the first quarter of 2027.

III. IMPACT ON FUNDING:

Adoption of this Resolution and the proposed TBTA regulations establishing the WIM monitoring system is anticipated to raise revenues in of more than \$15 million in 2027 and more than \$25 million annually in subsequent years through the collection of fines. TBTA will receive 80% of the fines collected. After paying operating costs, 100% of the remaining funds are to be allocated to MTA B&T capital projects.

IV. RECOMMENDATION:

It is recommended that the Board adopt and approve the attached Resolution repealing TBTA Regulations and establishing new TBTA Regulations to revise the height and width limitations for vehicles travelling on TBTA bridges and tunnels, to set rates for special handling of vehicles exceeding the set vehicle height, width and weight limitations, and to include a new subsection 1021.2(c) to establish a WIM Violation Monitoring System for the RFK Bridge pursuant to Section 385-a of the VTL, and to impose liability on overweight vehicles in the sum of \$650 for each violation.

RESOLUTION

WHEREAS, Section 385-a of the Vehicle and Traffic Law was amended in 2025 to establish a demonstration weigh-in-motion (WIM) program to impose vehicle owner liability for failure of an operator to comply with gross vehicle weight and/or axle weight restrictions on the Robert F Kennedy (RFK) Bridge and requires the approval of a majority of the members of the Triborough Bridge and Tunnel Authority (Authority) board prior to implementation of the WIM program; and

WHEREAS, on October 29, 2025, the Board authorized the President of the Authority to implement a demonstration program imposing owner liability for failure of an operator to comply with maximum allowable gross weights and/or maximum allowable axle weights, known as the Weigh-in-Motion program; and

WHEREAS, following a public hearing and approval of the WIM program by the Board, the President of the Authority was authorized to establish a WIM demonstration program on the RFK Bridge; and

WHEREAS, to implement the WIM program, authority is now requested to amend Part 1021.2 of Title 21 New York Codes, Rules and Regulations (TBTA Regulations) to update height and weight limitations for vehicles, set rates for special handling of vehicles exceeding the set vehicle height, weight and width limitations, establish the WIM violation monitoring system at the RFK Bridge and set flat rate liability for overweight vehicles at \$650 for each violation; and

Whereas, a notice of the proposed rule making was published in the New York State Register on June 17, 2026 and the public was invited to submit comments to the Authority.

WHEREAS, advertisements of public hearing on the proposed changes to the TBTA Regulations to establish the WIM program were published by the Authority in 22 print media outlets, including the *New York Daily News*, *the Daily Challenge*, *the Jewish Press*, *the Bronx Times*, *El Diario*, *Haiti Liberte*, *Weekly Bangalee*, *the New Amsterdam News*, *the Staten Island Advance*, *the Straus Manhattan*, *the Riverdale Press*, *the Chinese World Journal*, *the Russkaya Reklama*, *the Harlem Community News*, *the Queens Chronicle*, *the Rockaway Wave*, *Newark Star Ledger (Digital)*, *Korea Daily New York*, *El Especialito*, *Allewaa Alarabi*, *Der Yid* and *the Italian Tribune*. The Metropolitan Transportation Authority (MTA) and TBTA also provided notice of the hearings in two press releases, on the MTA website, and via Instagram Stories, Facebook, Threads, BlueSky, and LinkedIn.

WHEREAS, one hybrid public hearing was conducted by the Authority at the Metropolitan Transportation Authority, New York, NY on August 17, 2026, at the time set forth in the aforesaid notices of public hearing, at which all persons who wished to comment on the proposed changes to the TBTA Regulations to establish the WIM program were permitted to speak and written comments for inclusion in the record of the proceeding were invited and accepted until August 27, 2026; and

WHEREAS, the Board has considered the testimony of the public at the hybrid public hearing and the written comments that were submitted; and

WHEREAS, the Board has considered the recent amendments authorizing a WIM program on the RFK Bridge, pursuant to Section 385-a of the Vehicle and Traffic Law, current practices of the New York City Department of Transportation in implementing a WIM Program on I-278 in Brooklyn in 2023 that has reduced overweight truck traffic Queens-bound by 60 percent in the first year of WIM enforcement, as well as safety impacts; and considers that WIM will reduce non-compliance with weight restrictions on the RFK Bridge; and

WHEREAS, the Board has considered all of the above.

NOW, THEREFORE, upon motion duly made and seconded, the following resolution is adopted by the Board:

RESOLVED, that the Board of the Triborough Bridge and Tunnel Authority (Authority) in accordance with Section 385-a of the Vehicle and Traffic Law, hereby repeals the prior Part 1021.2 of Title 21 of the New York Codes, Rules and Regulations entitled Vehicle Limitations and hereby adopts the new Part 1021.2 of Title 21 of the New York Codes, Rules and Regulations entitled Vehicle Limitations and Weigh-in-Motion Violation Monitoring, as set forth in the attachment to this resolution, to be implemented effective immediately; and be it further

RESOLVED, that the Authority further hereby fully authorizes and directs the President of the Authority or her designee to take such steps as may be necessary or desirable to repeal the prior Part 1021.2 of Title 21 of the New York Codes, Rules and Regulations entitled Vehicle Limitations and establish, implement and adopt the proposed Part 1021.2 of Title 21 of the New York Codes, Rules and Regulations entitled Vehicle Limitations and Weigh-in-Motion Violation Monitoring, annexed hereto, pursuant to law.

September 30, 2026

New York, New York

21 NYCRR § 1021.2 Vehicle limitations and Weigh-in-Motion Violation Monitoring

(a) The toll rates set forth in section 1021.1 of this Part are applicable only to vehicles which do not exceed the following limits:

(1) Width-overall, including load:

Tunnels-8 ft. 6 in.

Bridges-9 ft 6 in.

(2) Height-overall, from roadway:

Tunnels-12 ft. 1 in.

Bridges:

Robert F. Kennedy

Harlem River Lift Span:

From Manhattan: 12 ft 11 in.

To Manhattan: 14 ft.

Bronx Truss Spans

From the Bronx: 13 ft. 3 in.

To the Bronx: 14 ft.

Queens Suspended Span:

From Queens: 15 ft. 2 in.

To Queens: 14 ft. 9 in.

Bronx-Whitestone

Bronx-bound: 15 ft

Queens-bound: 15 ft 1 in

Throgs Neck

Bronx-bound: 15 ft 2 in

Queens-bound: 14 ft 11 in

Cross Bay Veterans Memorial

Northbound

From 94 St: 15 ft 2 in

From Beach Channel Dr traveling west: 13 ft 10 in

From Beach Channel Dr traveling east: 14 ft 1 in

Southbound

To 95 St: 15 ft 2 in

To Beach Channel Dr traveling west: 15 ft 2 in

To Beach Channel Dr traveling east: 14 ft

Marine Parkway Gil Hodges Memorial

Northbound

From Beach Channel Dr traveling west: 14 ft 1 in

From Beach Channel Dr traveling east: 15 ft 1 in

Southbound

To Beach Channel Dr traveling west: 15 ft 1 in
To Beach Channel Dr traveling east: 12 ft 11 in

Henry Hudson-12 ft.

Verrazzano-Narrows

Lower level:

Westbound: 13 ft 7 in

Eastbound: 13 ft 6 in

Upper level:

Westbound: 14 ft 6 in

Eastbound: 14 ft 5 in

(3) Weight:

Tunnels and bridges-limits as prescribed by 34 Rules of the City of New York section 4-15(b).

(b) No vehicles exceeding the limits set forth in this section shall be permitted in or upon the facilities, except by prior arrangement made through the Metropolitan Transportation Authority Central Permit Office. In addition to paying the crossing charge set forth in section 1021.1 of this Part, vehicles requiring special handling shall also pay a further toll at the greater amount of either: (1) the applicable rate for using fare media other than NYCSC E-ZPass, commonly referred to as Tolls by Mail, set forth in section 1021.1 of this Part ; or (2) the rate of \$55, which latter rate may be subject to adjustment at the authority's sole discretion in order to cover its costs attributable to such vehicles.

(c) Weigh-in-Motion Violation Monitoring System.

(1) Liability. The liability of an owner pursuant to section 385-a of the Vehicle and Traffic Law for a violation of section 385 of such law shall be \$650 for each such violation.

(2) Additional penalties. If the owner fails to respond to the notice of liability within 30 days after the mailing of the notice of liability, an additional penalty of \$25 may be assessed pursuant to subdivision (e) of section 385-a of the Vehicle and Traffic Law.

(3) Notice of liability. The notice of liability must be in accordance with the requirements of subdivision (g) of section 385-a of the Vehicle and Traffic Law and in such form and substance as prescribed by the director of the New York City Parking Violations Bureau.

(4) Effective dates. This section will remain in effect for as long as section 385-a of the Vehicle and Traffic Law shall remain in effect.

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

July 27, 2026

9:30 a.m.

In attendance were the Honorable:

Samuel Chu, Chair
Andrew Albert
Gerard Bringmann
Randolph Glucksman
James O'Donnell
Matt Rand

Also in Attendance:
David Jones

In Person:

Charlie Chavez, Senior Vice President, Security & Operations, and Chief of Department
Allison L. C. de Cerreño, Ph.D., Chief Operating Officer
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
Rose Pascone, Assistant Director, Government and Community Relations
Catherine T. Sheridan, P.E., President
Anthony Sydney, Vice President of Security
John Sterritt, Senior Vice President, Environmental, Health & Safety

MONTHLY MEETING OF TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE

July 27, 2026

Minutes of TBTA Committee held July 27, 2026 at 9:30 a.m. A list of those in attendance is attached.

Public Speakers

Government and Community Relations Assistant Director Rose Pascone stated that there were no public speakers.

Committee Work Plan

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

Acknowledgment

Chair Chu acknowledged the new members of the TBTA Committee: Gerry Bringmann, Mel Hartzog, and Matt Rand.

President Sheridan's Remarks

President Sheridan also welcomed the new members of the TBTA Committee.

President Sheridan stated that at the end of last month, TBTA initiated the Automated Work Zone Speed Enforcement program, which was signed into law in 2021 by Governor Hochul and amended in 2025 to include TBTA. Drivers who speed in designated active work zones will be subject to a warning or fine, in a phased implementation. In the first three weeks, TBTA captured more than 3,800 vehicles exceeding posted speed limits by more than 10 miles per hour.

Regarding another safety initiative, Weigh-In-Motion overweight truck enforcement (WIM), President Sheridan shared a reminder of the upcoming public hearing on August 17th to review the program's violation rates and other regulatory changes.

President Sheridan stated that targeted joint task force operations resumed in full last week after a few months of exceptional regional traffic impacts from high-profile events such as the World Cup and America's 250th. President Sheridan welcomed two new partners to the task force: the Town of Haverstraw Police Department in Rockland County and the Town of Yorktown Police Department in Westchester County.

Report on Traffic, Revenue, and Safety

Chief Operating Officer Allison C. de Cerreño reported that TBTA traffic levels in June 2026 increased overall compared with June 2025. Tunnel traffic volume continues to decline, while bridge traffic volume is showing an increase. Tunnel traffic decreased 1.9%, while bridge traffic increased by 0.9%. Paid vehicle traffic on TBTA's bridges and tunnels in June 2026 was 29.7 million vehicles, compared with 29.6 million vehicles in June 2025. This represents an increase of 143,657 vehicles, or 0.5%, year-over-year. By facility, the largest year-over-year increases were at the Throgs Neck Bridge, up 2.2%, the Marine Parkway Bridge, up 2.2%, and the Verrazzano-Narrows Bridge, up 1.5%. Central Business District vehicle entries for June 2026 were 14.8 million for the Congestion Relief Zone and 2.0 million for the Excluded Roadways. Combined entries totaled 16.8 million compared with approximately 17.1 million in June 2025. This represents a decrease of 1.7% year-over-year.

During this period, average gas prices increased by nearly 21%.

Moving to revenue, year-to-date total 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 \$3.4 million 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 million favorable due to lower TBTA Debt Service allocation to transit and commuter projects than budgeted. Year-to-date Congestion Relief Zone revenue is favorable to budget by \$23.8 million, with a year-to-date net surplus of \$308.9 million.

Turning to Safety, customer collision rates improved compared with the same period last year. TBTA's June 2026 total collision rate was 2.25 per million vehicles, down from 2.63 in June 2025, reflecting a 14.4% decrease year-over-year. The June 2026 collisions with injury rate was 0.60 per million vehicles, down from 0.72 in June 2025, reflecting a 16.7% 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 May 2026 was 3.06 incidents per 200,000 work hours, down from 4.49 in May 2025, reflecting a 31.8% decrease year-over-year. Employee accident reports in May 2026 were 8.83, down from 11.50 in May 2025, reflecting a 23.2% decrease year-over-year.

Report on Enforcement

Senior Vice President Charles Chàvez reported that June 2026 enforcement efforts to address toll evasion throughout the region resulted in 144 vehicle interdictions involving persistent toll violators and the issuance of 3,494 summonses, representing a 44.9% increase compared to June 2025.

Enforcement of commercial vehicle and truck compliance through the end of June 2026 has yielded significant results compared to the same period in 2025. Commercial vehicle interdictions increased by 133%, non-compliant commercial vehicles removed from service increased by 171%, and total commercial vehicle summonses increased by 161%.

Presentation on Utilization of Technology to Improve Operational Response

Anthony Sydney, Vice President of Security, delivered a presentation spotlighting how TBTA's Security Department is using computer vision, video analytics, integrated security systems, and drones to improve transportation operations, and using artificial intelligence and machine-learning to further enhance operational capabilities.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details of the presentation, Chair Chu's question, and Vice President Sydney's response.

Minutes

Upon a motion duly made and seconded, the minutes of the Committee Meeting held on June 22, 2026 were approved.

Procurements

For July 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 amend personal service contract PSC-13-2949 with TransCore. This amendment will upgrade our Open Road Tolling system (ORT), and extend the contract for an additional four years. The negotiated price of \$152.5 million dollars is consistent with TBTA's estimates and with rates already established in the contract. ORT was first installed at the Henry Hudson Bridge in 2016 and later expanded to TBTA's other facilities. After a decade in service, the system is nearing the end of its useful life. It also does not align with the newer Central Business District (CBD) tolling platform. This upgrade will synchronize the contract terms so both platforms expire at approximately the same time. That alignment is important, as it will ensure reliable operations across all nine of TBTA's facilities and position TBTA to issue a single, consolidated solicitation for the next generation tolling system.

Upon a motion duly made and seconded, the Committee considered and voted in favor of the competitive procurement action.

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

January 2026

2025 Accomplishments

Responsibility

President

February 2026

2026 Adopted Budget/Financial Plan 2026-2029

2025 B&T Operating Surplus

Operating Performance

MTA Finance

MTA Finance

Facility Mgt

March 2026

Enforcement

Security & Operations

April 2026

Operating Performance

Facility Mgt

May 2026

Final Review of 2025 Year-End Operating

Budget Results

MTA Finance

June 2026

Revenue Collection

Operating Performance

Tolling Mgt

Facility Mgt

July 2026

Security & Enforcement

Customer & Employee Safety

Security & Operations

Env, Health & Safety

August 2026

No meeting scheduled

September 2026

2027 Preliminary Budget

2026 Mid-Year Forecast

Operating Performance

MTA Finance

MTA Finance

Facility Mgt

October 2026

Revenue Collection

Tolling Mgt

November 2026

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

September 2026



Photograph from the exhibition *In Service: MTA Photographs* by Christopher Payne, commissioned by MTA Arts & Design.

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

2 Broadway • New York, NY 10004
September 28, 2026

Table of Contents

Message from the President.....4

Traffic.....6

Safety8

Enforcement.....10

Financial Results11

Major Projects.....12



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

September was a month marked by steady operational performance, continued progress in enforcement initiatives, and critical maintenance activities that support the long-term reliability of MTA Bridges and Tunnels.

Work Zone Speed Enforcement enters an important operational phase, with automated fines issued to drivers exceeding posted speed limits as of September 22. This step supports our ongoing focus on improving safety conditions for workers in active construction and maintenance areas and reinforces the importance of compliance among motorists traveling through work zones.

This month's operational focus highlights the work of tunnel wash crews. The Hugh L. Carey and Queens Midtown tunnels are among our most heavily utilized facilities, carrying hundreds of thousands of vehicles each day, and regular tunnel washing is essential to maintaining visibility, preserving structural integrity, and ensuring safe conditions for all users. Over the past year, five million linear feet of tunnel surface was washed, the equivalent of 958 miles, reflecting the sustained commitment and expertise of our maintenance personnel.

During July and August, MTA Bridges and Tunnels continued targeted enforcement efforts to address toll evasion and commercial vehicle violations. Enforcement teams interdicted 650 persistent toll violators over the two-month period and issued 5,400 summonses. Truck-related enforcement saw substantial year-over-year increases in both months, reflecting the agency's continued emphasis on commercial vehicle compliance and the protection of critical transportation infrastructure. These efforts will continue with a focus on visible enforcement, efficient deployment of resources, and strategic attention to persistent violators and commercial vehicle activity.

This month also marks the 25th anniversary of the September 11 attacks. The agency recognizes and honors the current and former employees who demonstrated extraordinary courage, commitment, and resilience during and after the events of that day. Their service and actions continue to inform the agency's values and reinforce our dedication to public service. MTA Bridges and Tunnels is proud to participate in and support the annual Tunnels to Towers 5K, which runs through the Hugh L. Carey Tunnel, honors the legacy of the first responders and reaffirms our commitment to community, remembrance, and service.

As we look ahead to October, MTA Bridges and Tunnels will continue advancing key operational priorities, strengthening enforcement efforts, and managing seasonal transitions in maintenance activities to ensure our facilities remain safe, reliable, and prepared for the months ahead.

September 22

start date for work zone speed
enforcement violations

14,500+

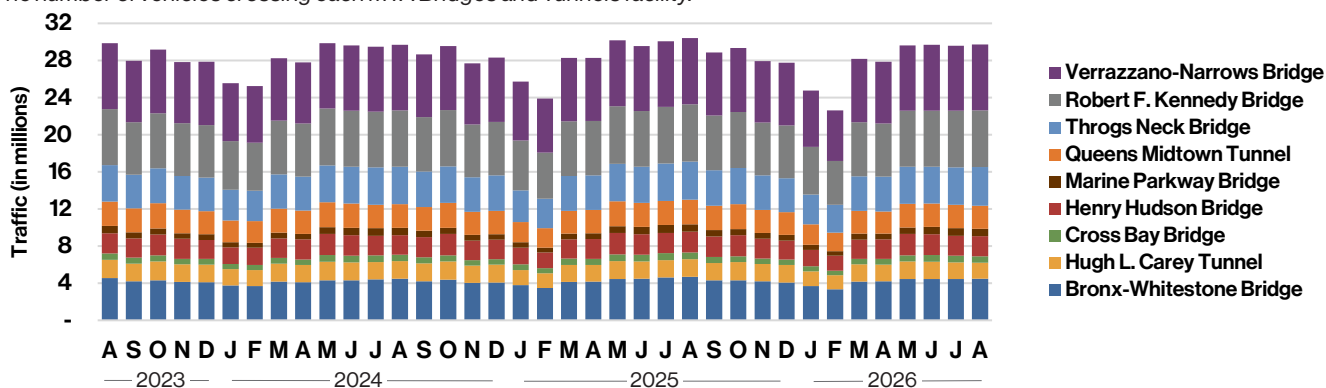
work zone speed enforcement
warning letters issued, June 30
through August 31

Bridges and Tunnels

TRAFFIC

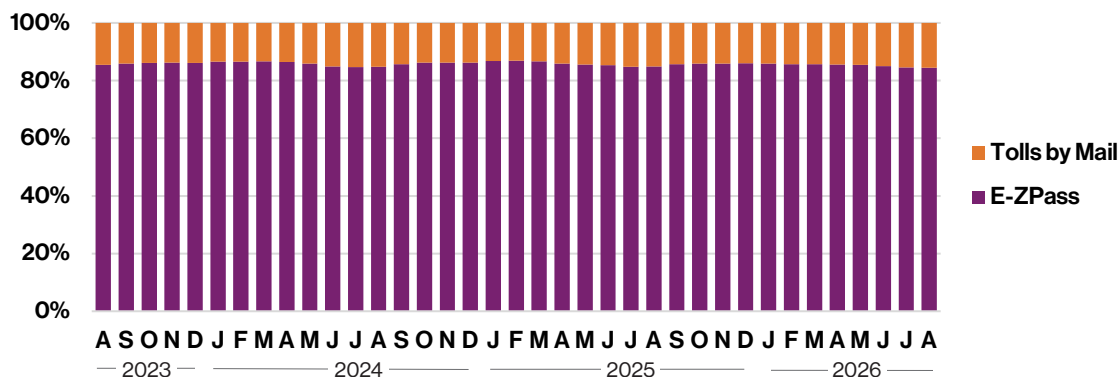
Total Traffic by Facility

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



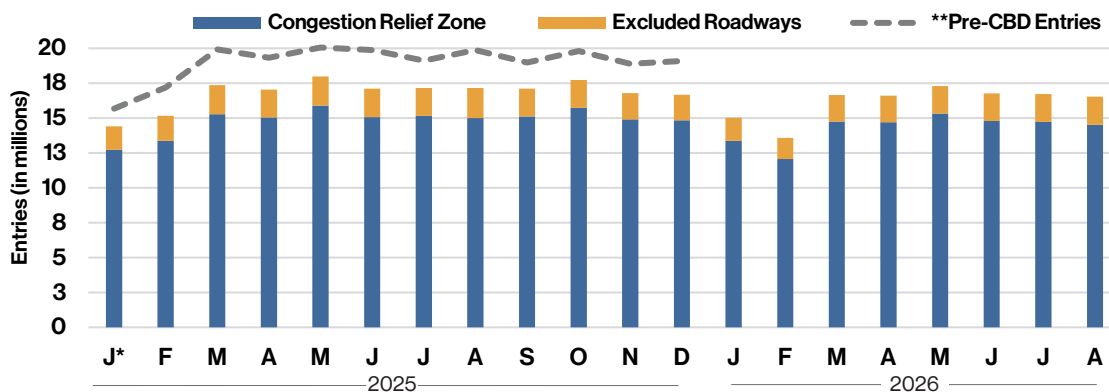
Payment Method (Preliminary)

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; Baseline appropriate for comparison through 2025 only.



Data Review

Traffic at MTA Bridges and Tunnels decreased by 699,701 vehicles, or 2.3%, in August 2026 compared with August 2025. All crossings saw decreases in August 2026 when compared to August 2025. The Hugh L. Carey Tunnel and the Queens Midtown Tunnel saw the largest decreases in both traffic volume and percentages. The Hugh L. Carey Tunnel was lower by 183,413 vehicles or 9.7% and the Queens Midtown Tunnel was lower by 150,686 vehicles, or 5.7%, compared to August 2025 traffic.

Year-to-date traffic through August 2026 decreased by 4,313,738 vehicles, or 1.9%, compared with the same period in 2025, with all crossings reporting lower traffic volumes. The largest declines in traffic volume occurred at the Robert F. Kennedy Bridge, which decreased by 888,832 vehicles, or 1.9%, and the Verrazzano-Narrows Bridge, which decreased by 836,719 vehicles, or 1.5%. The year-over-year decrease in August crossings occurred amid higher fuel and transportation costs, which may have influenced auto-related travel behavior, although the specific contribution of fuel prices cannot be isolated from other factors.

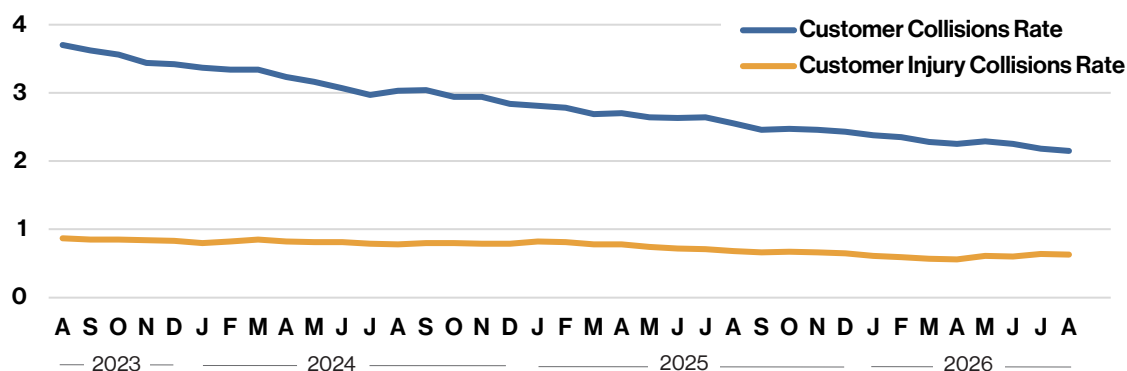
Year-to-date Central Business District (CBD) entries, including the Congestion Relief Zone (CRZ) and Excluded Roadways, totaled 128,829,002 vehicles, averaging 527,988 vehicles per day. CRZ entries totaled 113,906,408, averaging 466,830 vehicles per day. Compared with 2025, average daily CBD entries declined 5%, while CRZ entries decreased 4.7 %.

Moving Forward

Based on recent historical trends following the summer months, traffic in September 2026 is expected to be lower than August 2026 traffic.

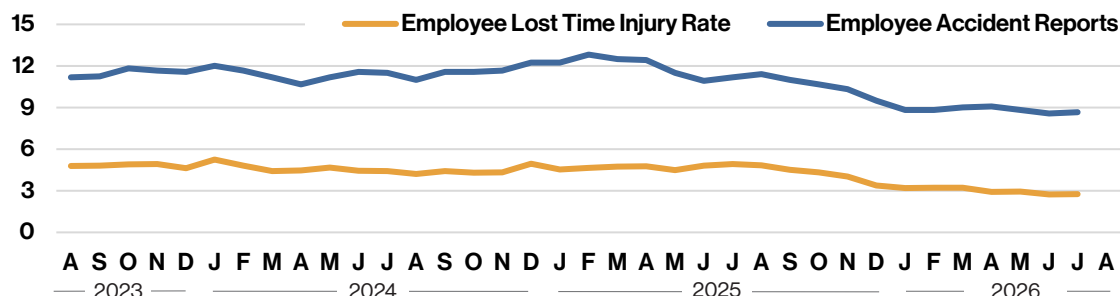
Customer Collision Rate and Customer Collision Injury Rate

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 August 2026, MTA Bridges and Tunnels recorded a total collision rate of 2.18 per million vehicles, a 14.5% decrease from the August 2025 rate of 2.55. The collisions-with-injury rate declined to 0.65 per million vehicles, a 4.4% reduction from 0.68 in August 2025. The lost-time injury rate for July 2026 was 2.75, representing a 44.1% decrease from the July 2025 rate of 4.92.

Moving Forward

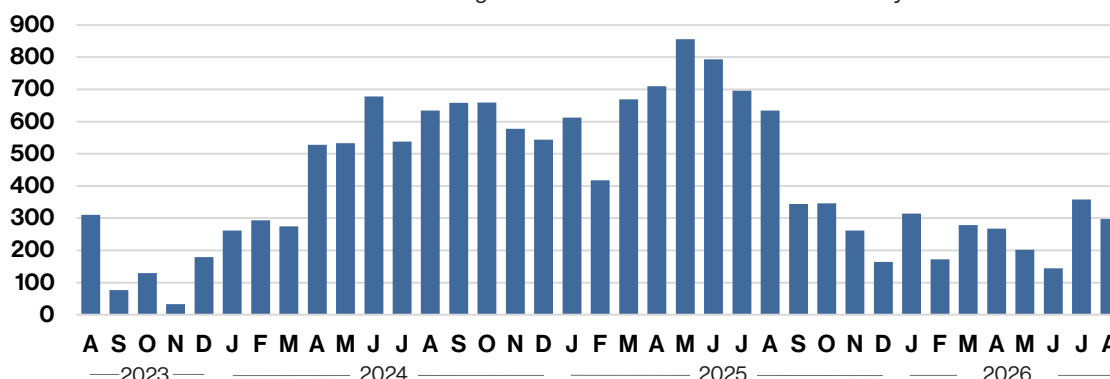
MTA Bridges and Tunnels staff, in collaboration with partner agencies, continue to advance safety and reduce collisions through coordinated engineering, education, and enforcement efforts. Facility-specific initiatives, including increased safety inspections, strengthened protocols for high-hazard work activities, and enhanced employee training, continue to support injury prevention and reinforce a strong culture of safety. Over the past month, particular emphasis has been placed on the confined space and lockout/tagout programs to further strengthen controls and ensure these high-hazard activities are performed safely and in accordance with established protocols.

Bridges and Tunnels

ENFORCEMENT

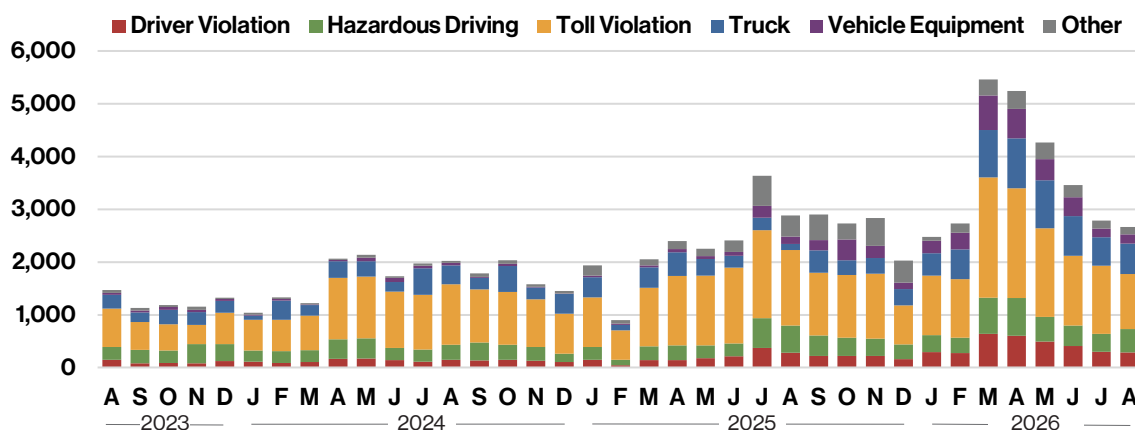
Roadway Interdictions

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



Summonses

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



Data Review

In August, enforcement operations resulted in the interdiction of 297 persistent toll violators and the issuance of 2,663 summonses, a 7.7% decrease from the 2,884 summonses issued in August 2025. Truck enforcement remained a significant focus, with 576 truck-related summonses issued in August, representing a four fold increase from the 114 issued in August 2025. This substantial increase reflects the agency's continued emphasis on commercial vehicle compliance, accountability, and the protection of critical transportation infrastructure.

Moving Forward

Enforcement operations will continue across multiple facilities, with an emphasis on visible and consistent enforcement and the strategic deployment of resources. Efforts will remain focused on persistent toll violators and commercial vehicle compliance, with enhanced inspections and targeted truck enforcement at key facilities throughout the system.



FINANCIAL RESULTS

2026 Revenues & Expenses, August Year-to-Date

\$ in millions favorable / (unfavorable)

Bridge and Tunnel Facilities	Forecast	Actual	Variance
Total Non-Reimbursable Revenues	\$1,860.7	\$1,840.7	(\$19.9)
Toll Revenue	\$1,833.5	\$1,818.2	(\$15.3)
Other Revenue	\$27.2	\$22.5	(\$4.7)
Total Non-Reimbursable Expenses	\$327.1	\$317.1	\$10.1
Labor Expenses	\$163.8	\$161.4	\$2.4
Non-Labor Expenses	\$160.9	\$153.8	\$7.1
Other Expense Adjustments	\$2.4	\$1.8	\$0.6
Non Cash Liabilities	\$154.5	\$164.0	(\$9.5)
Net Surplus / (Deficit) - Accrued	\$1,533.5	\$1,523.7	(\$9.8)
Total Support to Mass Transit	\$1,178.9	\$1,193.0	\$14.1
Congestion Relief Zone	Forecast	Actual	Variance
Total revenue	\$484.9	\$492.7	\$7.8
Program expenses	\$103.4	\$71.4	\$32.0
Net Surplus/(Deficit) - Accrued	\$381.5	\$421.3	\$39.8

Staffing Levels

Positions (Full-Time Equivalents)	Forecast	Actual	Variance
Non-Reimbursable	832	768	64
Reimbursable	72	61	11
Total Positions	904	829	75

Data Review

Year-to-Date toll revenue is \$15.3 million below the Mid-Year Forecast, which reflects a decrease in overall traffic in 2026 when compared to 2025. Total expenses are \$10.1 million favorable to forecast through August. Labor expenses were \$2.4 million favorable, primarily due to lower payroll costs. Non-labor expenses were \$7.1 million favorable, mainly due to the timing of professional services. Other expense adjustments were \$0.6 million favorable. Total Support to Mass Transit is \$1,193.0 million, which is \$14.1 million favorable due to various costs lower than forecast, including B&T Debt Service and operating expenses. Year-to-Date CRZ revenue is favorable to forecast by \$7.8 million, with a year-to-date net surplus of \$421.3 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.

Bridges and Tunnels

MAJOR PROJECTS

Verrazzano-Narrows Bridge Tower Painting & Electrical Rehabilitation Project



MTA Construction & Development achieved on-time, on-budget substantial completion of the \$130 million Verrazzano-Narrows Bridge Tower Painting and Electrical Rehabilitation Project in July 2026. The design-build project included painting the bridge towers and suspender ropes, structural steel repairs, interior tower electrical rehabilitation, exterior tower floodlight replacement, and navigation light upgrades.

In November 2025, the design-build team completed lead paint removal through abrasive blasting across approximately 500,000 square feet of the Staten Island and Brooklyn tower exteriors. The existing lead-based paint dated to the bridge's opening in 1964. The work required establishing safe worker access along the tower exterior perimeters and constructing sealed environmental containments around the work areas to facilitate abrasive blasting to bare steel. A five-coat protective coating system was then applied, consisting of two coats of zinc primer, two coats of epoxy intermediate coating, and a final polyurethane topcoat. This durable coating system is expected to provide long-term protection against the elements.

The project also delivered significant electrical and lighting upgrades at both towers, including replacement of the main vertical electrical feeder cables, installation of new LED tower floodlights, and replacement of the navigation lights with LED fixtures. The new floodlights were completed and placed into service in time for the July 4, 2026, 250th anniversary of American independence. Collectively, these improvements will enhance the bridge's electrical and lighting systems and help maintain the Verrazzano-Narrows Bridge in a state of good repair for decades to come.





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





Bridges and Tunnels

Diversity and Equal Opportunity 2nd Quarter Report

September 28, 2026



BTA Workforce as of September 28, 2026

JOB CATEGORY	TOTAL		Minorities		2+ RACES		AI/AN*		ASIANS		BLACKS		HISPANICS		NHOPI**		WHITES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	123		73	59%	9	7%	0	0%	16	13%	27	22%	21	17%	0	0%	50	41%	2	2%	8	7%
F	43	35%	32	26%	3	2%	0	0%	7	6%	17	14%	5	4%	0	0%	11	9%	1	1%	4	3%
M	80	65%	41	33%	6	5%	0	0%	9	7%	10	8%	16	13%	0	0%	39	32%	1	1%	4	3%
Professionals	95		70	74%	8	8%	0	0%	15	16%	30	32%	17	18%	0	0%	25	26%	1	1%	0	0%
F	38	40%	32	34%	2	2%	0	0%	4	4%	19	20%	7	7%	0	0%	6	6%	0	0%	0	0%
M	57	60%	38	40%	6	6%	0	0%	11	12%	11	12%	10	11%	0	0%	19	20%	1	1%	0	0%
Technicians	44		20	45%	2	5%	0	0%	3	7%	6	14%	9	20%	0	0%	24	55%	0	0%	0	0%
F	6	14%	4	9%	1	2%	0	0%	0	0%	1	2%	2	5%	0	0%	2	5%	0	0%	0	0%
M	38	86%	16	36%	1	2%	0	0%	3	7%	5	11%	7	16%	0	0%	22	50%	0	0%	0	0%
Protective Services	134		95	71%	5	4%	1	1%	4	3%	48	36%	37	28%	0	0%	39	29%	1	1%	0	0%
F	25	19%	22	16%	1	1%	1	1%	0	0%	19	14%	1	1%	0	0%	3	2%	0	0%	0	0%
M	109	81%	73	54%	4	3%	0	0%	4	3%	29	22%	36	27%	0	0%	36	27%	1	1%	0	0%
Paraprofessionals	0		0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
F	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	15		13	87%	1	7%	0	0%	1	7%	9	60%	2	13%	0	0%	2	13%	1	7%	0	0%
F	11	73%	10	67%	1	7%	0	0%	1	7%	6	40%	2	13%	0	0%	1	7%	1	7%	0	0%
M	4	27%	3	20%	0	0%	0	0%	0	0%	3	20%	0	0%	0	0%	1	7%	0	0%	0	0%
Skilled Craft	333		166	50%	34	10%	3	1%	12	4%	59	18%	58	17%	0	0%	167	50%	2	1%	2	1%
F	4	1%	3	1%	0	0%	0	0%	0	0%	2	1%	1	0%	0	0%	1	0%	0	0%	0	0%
M	329	99%	163	49%	34	10%	3	1%	12	4%	57	17%	57	17%	0	0%	166	50%	2	1%	2	1%
Service Maintenance	22		21	95%	0	0%	0	0%	1	5%	10	45%	10	45%	0	0%	1	5%	0	0%	1	5%
F	9	41%	9	41%	0	0%	0	0%	0	0%	1	5%	8	36%	0	0%	0	0%	0	0%	0	0%
M	13	59%	12	55%	0	0%	0	0%	1	5%	9	41%	2	9%	0	0%	1	5%	0	0%	1	5%
Total	766		458	60%	59	8%	4	1%	52	7%	189	25%	154	20%	0	0%	308	40%	7	1%	11	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

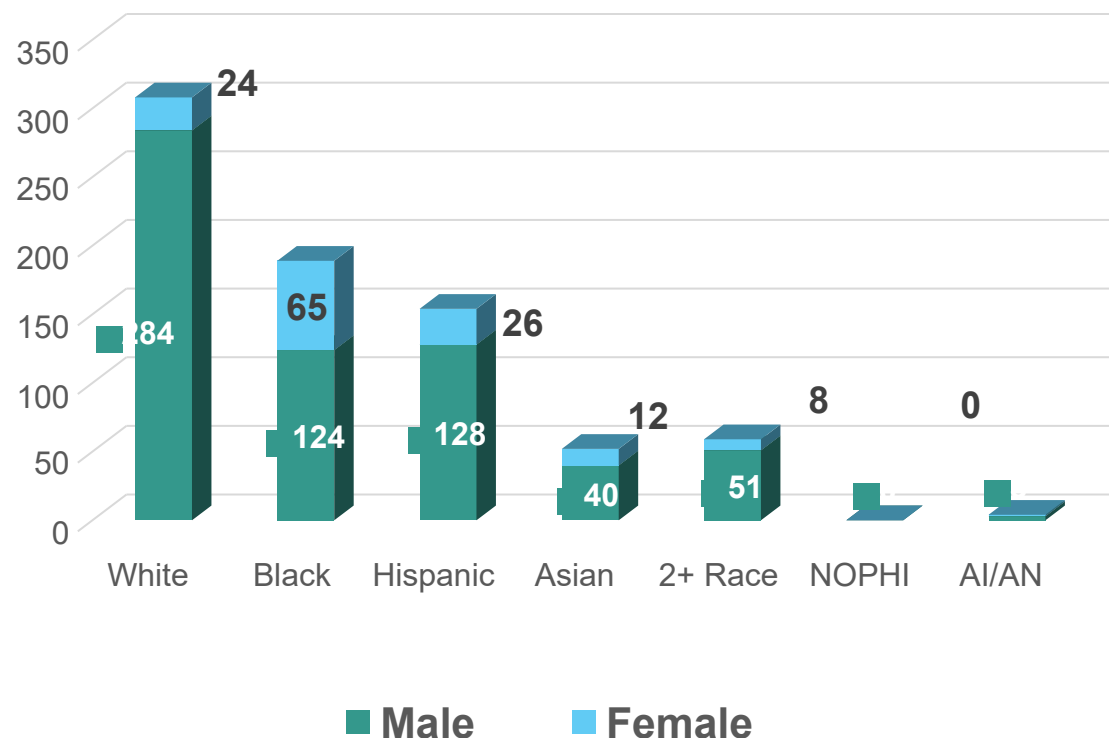


BTA Workforce: Q2

766 strong as of June 30, 2026

- **18% (136)** self-identified as **females**
- **60% (458)** self-identified as **minorities**
- **1% (7)** **veterans***
- **1% (11)** self-identified as a **person with a disability**

Workforce by Sex and Ethnicity



* Veteran data reflects employees verified by the MTA as **Eligible Veterans** based on DD-214 documentation issued by the U.S. Department of Defense.

• MTA collects demographic data as part of its obligations under NYS Executive Order 187.

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

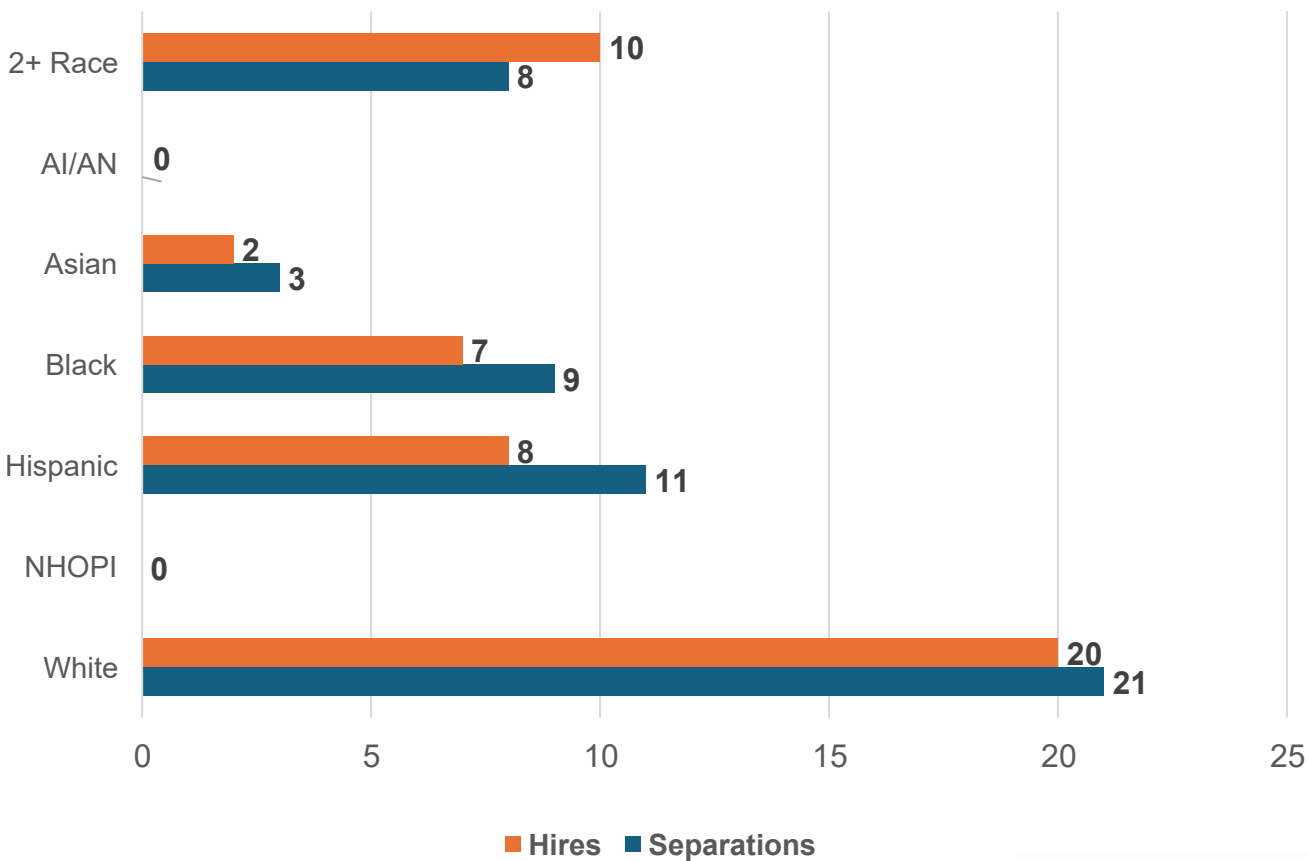
Master Page # 34 of 142 - Bridges & Tunnels Committee Meeting 9/28/2026



BTA Workforce: Q2

Hires and Separations
January 1, 2026 – June 30, 2026

- **47** new hires and **52** separations resulted in the following:
- Net decrease of **9** self-identified **female** employees and a net increase of **4** self-identified **male** employees
- Employees who self-identified as veteran and individual with a disability remained constant.



- Hires & Separations represent cumulative activity from January 1 through June 30, 2026.
- MTA collects demographic data as part of its obligations under NYS Executive Order 187.

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 – July - September

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.



ALL GENERATIONAL: Train Module Workshop & Exhibition - July 14, August 12, September 9 & September 26

All Generational continued its Train Module Building Workshop, engaging MTA employees from multiple agencies and crafts to collaboratively design and construct individual modules for a functional model railroad. They also exhibited their train modules at the Staten Island Railway Family Day for everyone to learn about the different trains at the MTA.



PRIDE EXPRESS: After Work Social – July 24

Pride Express hosted an after-work networking event that brought together LGBTQIA+ employees and allies, providing an opportunity to connect, build professional relationships, and strengthen a supportive and inclusive community across the MTA.

LATINOS & FRIENDS: Frames Bowling Alley Afterwork Networking – July 30

Latinos & Friends hosted an after-work bowling networking event that brought together MTA employees from across agencies, departments, and job levels to build professional connections, promote collaboration, and strengthen workplace relationships through informal engagement.



All Agency Employee Resource Groups Quarterly Highlights – July - September

ALL GENERATIONAL: Back to School Photos – August through September 2026

All Generational hosted a Back-to-School Photo Recognition initiative celebrating the educational milestones of MTA employees and their families. Employees across all generations were invited to submit photos highlighting journeys from preschool through higher education. By showcasing these meaningful moments, the initiative recognized employee and family achievements, celebrated multigenerational experiences, and reinforced an inclusive workplace where all employees feel valued and represented.



VETERANS: Veterans Networking Meet-Up – September 17, 2026

The Veterans Employee Resource Groups hosted their first after-work networking event that united Veterans, military-connected employees, and allies to promote collaboration, encourage peer support, and identify opportunities to positively impact the MTA workplace and the broader military community.





Complaints and Lawsuits

January 1, 2026 – June 30, 2026

EO Employee Discrimination Complaints

January 1, 2026 – June 30, 2026



There were no internal complaints or lawsuits filed during this quarter; however, there was **1** external discrimination complaint filed.

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
July Financial Plan - Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Aug 2026
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	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	244.794	241.149	(3.646)	(1.5)	0.000	0.000	0.000	-	244.794	241.149	(3.646)	(1.5)
Other Operating Revenue	4.940	3.098	(1.842)	(37.3)	0.000	0.000	0.000	-	4.940	3.098	(1.842)	(37.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	3.415	1.012	(2.404)	(70.4)	3.415	1.012	(2.404)	(70.4)
Investment Income	0.680	1.043	0.363	53.3	0.000	0.000	0.000	-	0.680	1.043	0.363	53.3
Total Revenue	\$250.414	\$245.289	(\$5.125)	(2.0)	\$3.415	\$1.012	(\$2.404)	(70.4)	\$253.829	\$246.301	(\$7.529)	(3.0)
Expenses												
Labor:												
Payroll	\$7.744	\$8.071	(\$0.327)	(4.2)	\$1.543	\$0.313	\$1.230	79.7	9.287	8.384	\$0.903	9.7
Overtime	2.079	2.162	(0.083)	(4.0)	\$0.126	0.126	0.000	0.3	2.205	2.288	(0.082)	(3.7)
Health and Welfare	2.300	2.191	0.109	4.8	\$0.311	0.096	0.216	69.2	2.612	2.287	0.325	12.4
OPEB Current Payment	3.320	3.480	(0.160)	(4.8)	0.000	0.000	0.000	-	3.320	3.480	(0.160)	(4.8)
Pensions	3.431	2.769	0.662	19.3	0.384	0.103	0.281	73.2	3.815	2.872	0.943	24.7
Other Fringe Benefits	0.579	1.172	(0.593)	*	0.179	0.031	0.148	82.5	0.758	1.204	(0.446)	(58.8)
Reimbursable Overhead	(0.872)	(0.343)	(0.529)	(60.7)	0.872	0.343	0.529	60.7	0.000	0.000	0.000	-
Total Labor Expenses	\$18.581	\$19.502	(\$0.921)	(5.0)	\$3.415	\$1.012	\$2.404	70.4	\$21.996	\$20.513	\$1.483	6.7
Non-Labor:												
Electric Power	\$0.877	\$0.625	\$0.252	28.7	\$0.000	\$0.000	\$0.000	-	\$0.877	\$0.625	\$0.252	28.7
Fuel	0.156	0.106	0.050	32.0	0.000	0.000	0.000	-	0.156	0.106	0.050	32.0
Insurance	0.854	0.909	(0.055)	(6.5)	0.000	0.000	0.000	-	0.854	0.909	(0.055)	(6.5)
Claims	0.000	(0.651)	0.651	-	0.000	0.000	0.000	-	0.000	(0.651)	0.651	-
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	10.564	4.125	6.439	60.9	0.000	0.000	0.000	-	10.564	4.125	6.439	60.9
Professional Service Contracts	7.527	4.489	3.038	40.4	0.000	0.000	0.000	-	7.527	4.489	3.038	40.4
Materials & Supplies	0.304	0.563	(0.259)	(85.2)	0.000	0.000	0.000	-	0.304	0.563	(0.259)	(85.2)
Other Business Expenses	4.419	3.674	0.745	16.9	0.000	0.000	0.000	-	4.419	3.674	0.745	16.9
Total Non-Labor Expenses	\$24.701	\$13.841	\$10.860	44.0	\$0.000	\$0.000	\$0.000	-	\$24.701	\$13.841	\$10.860	44.0
Other Expense Adjustments:												
Functional Allocations	0.588	0.417	0.171	29.0	0.000	0.000	0.000	-	0.588	0.417	0.171	29.0
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.588	\$0.417	\$0.171	29.0	\$0.000	\$0.000	\$0.000	-	\$0.588	\$0.417	\$0.171	29.0
Total Expenses before Non-Cash Liability Adjs.	\$43.870	\$33.760	\$10.110	23.0	\$3.415	\$1.012	\$2.404	70.4	\$47.286	\$34.771	\$12.514	26.5
Depreciation	\$18.353	\$19.826	(\$1.473)	(8.0)	\$0.000	\$0.000	\$0.000	-	18.353	19.826	(\$1.473)	(8.0)
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	0.850	(0.850)	-	0.000	0.000	0.000	-	0.000	0.850	(0.850)	-
GASB_96_SBITA_Adjustment	0.000	0.014	(0.014)	-	0.000	0.000	0.000	-	0.000	0.014	(0.014)	-
Total Expenses after Non-Cash Liability Adjs.	\$62.223	\$54.450	\$7.773	12.5	\$3.415	\$1.012	\$2.404	70.4	\$65.638	\$55.461	\$10.177	15.5
Less: Depreciation	\$18.353	\$19.826	(\$1.473)	(8.0)	\$0.000	\$0.000	\$0.000	-	\$18.353	\$19.826	(\$1.473)	(8.0)
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	0.850	(0.850)	-	0.000	0.000	0.000	-	0.000	0.850	(0.850)	-
Less: GASB_96_SBITA_Adjustment	0.000	0.014	(0.014)	-	0.000	0.000	0.000	-	0.000	0.014	(0.014)	-
Total Expenses	\$43.870	\$33.760	\$10.110	23.0	\$3.415	\$1.012	\$2.404	70.4	\$47.286	\$34.771	\$12.514	26.5
Net Surplus/(Deficit)	\$206.544	\$211.529	\$4.985	2.4	\$0.000	\$0.000	\$0.000	-	\$206.544	\$211.529	\$4.985	2.4

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

MTA BRIDGES AND TUNNELS
July Financial Plan - Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Aug 2026
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Net Income/(Deficit)									\$206.544	\$211.529	\$4.985	2.4
Less: Capitalized Assets									0.617	0.367	0.250	40.6
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$205.927	\$211.163	\$5.236	2.5
Less: Debt Service									68.693	65.963	2.730	4.0
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$137.234	\$145.199	\$7.966	5.8
Distributable To:												
MTA - Investment Income									0.680	1.043	0.363	53.3
MTA - Distributable Income									70.527	75.621	5.094	7.2
NYCTR - Distributable Income									66.027	68.536	2.509	3.8
Total Distributable Income									\$137.234	\$145.199	\$7.966	5.8
Support to Mass Transit:												
Total Revenues									253.829	246.301	(7.529)	(3.0)
Less: Total Operating Expenses									<u>47.286</u>	<u>34.771</u>	<u>12.514</u>	26.5
Net Operating Income/(Deficit)									\$206.544	\$211.529	\$4.985	2.4
Deductions from Net Operating Income:												
Capitalized Assets									0.617	0.367	0.250	40.6
Reserves									0.000	0.000	0.000	-
B&T Debt Service									50.889	42.120	8.769	17.2
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$51.506	\$42.486	\$9.019	17.5
Total Support to Mass Transit									\$155.038	\$169.043	\$14.004	9.0

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
July Financial Plan - Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Aug 2026 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	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	1,833.471	1,818.213	(15.258)	(0.8)	0.000	0.000	0.000	-	1,833.471	1,818.213	(15.258)	(0.8)
Other Operating Revenue	21.561	16.278	(5.284)	(24.5)	0.000	0.000	0.000	-	21.561	16.278	(5.284)	(24.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	17.573	8.572	(9.001)	(51.2)	17.573	8.572	(9.001)	(51.2)
Investment Income	5.629	6.249	0.620	11.0	0.000	0.000	0.000	-	5.629	6.249	0.620	11.0
Total Revenue	\$1,860.662	\$1,840.740	(\$19.922)	(1.1)	\$17.573	\$8.572	(\$9.001)	(51.2)	\$1,878.235	\$1,849.312	(\$28.923)	(1.5)
Expenses												
Labor:												
Payroll	\$66.912	\$64.999	\$1.914	2.9	7.514	2.817	\$4.696	62.5	74.426	67.816	\$6.610	8.9
Overtime	19.381	19.524	(0.144)	(0.7)	0.555	0.527	0.029	5.2	19.936	20.051	(0.115)	(0.6)
Health and Welfare	20.225	17.337	2.888	14.3	1.650	0.844	0.806	48.8	21.960	18.181	3.779	17.2
OPEB Current Payment	27.063	27.732	(0.669)	(2.5)	0.000	0.000	0.000	-	27.063	27.732	(0.669)	(2.5)
Pensions	26.967	25.206	1.761	6.5	1.971	0.907	1.064	54.0	28.938	26.113	2.825	9.8
Other Fringe Benefits	8.218	9.838	(1.621)	(19.7)	0.849	0.281	0.568	66.9	9.088	10.120	(1.032)	(11.4)
Reimbursable Overhead	(5.034)	(3.195)	(1.838)	(36.5)	5.034	3.195	1.838	36.5	0.000	0.000	0.000	-
Total Labor Expenses	\$163.733	\$161.441	\$2.291	1.4	\$17.573	\$8.572	\$9.001	51.2	\$181.411	\$170.013	\$11.398	6.3
Non-Labor:												
Electric Power	\$4.756	\$4.731	\$0.025	0.5	0.000	0.000	\$0.000	-	\$4.756	\$4.731	\$0.025	0.5
Fuel	1.653	0.936	0.717	43.4	0.000	0.000	0.000	-	1.653	0.936	0.717	43.4
Insurance	7.470	7.691	(0.221)	(3.0)	0.000	0.000	0.000	-	7.470	7.691	(0.221)	(3.0)
Claims	(0.025)	(0.676)	0.651	*	0.000	0.000	0.000	-	(0.025)	(0.676)	0.651	*
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	82.206	82.361	(0.155)	(0.2)	0.000	0.000	0.000	-	82.206	82.361	(0.155)	(0.2)
Professional Service Contracts	30.609	22.147	8.462	27.6	0.000	0.000	0.000	-	30.609	22.147	8.462	27.6
Materials & Supplies	2.373	3.587	(1.214)	(51.2)	0.000	0.000	0.000	-	2.373	3.587	(1.214)	(51.2)
Other Business Expenses	31.853	33.031	(1.179)	(3.7)	0.000	0.000	0.000	-	31.853	33.031	(1.179)	(3.7)
Total Non-Labor Expenses	\$160.894	\$153.809	\$7.085	4.4	\$0.000	\$0.000	\$0.000	-	\$160.894	\$153.809	\$7.085	4.4
Other Expense Adjustments												
Functional Allocations	2.410	1.804	0.606	25.2	0.000	0.000	0.000	-	2.410	1.804	0.606	25.2
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$2.410	\$1.804	\$0.606	25.2	\$0.000	\$0.000	\$0.000	-	\$2.410	\$1.804	\$0.606	25.2
Total Expenses before Non-Cash Liability Adjs.	\$327.037	\$317.054	\$9.983	3.1	\$17.573	\$8.572	\$9.001	51.2	\$344.715	\$325.625	\$19.090	5.5
Depreciation	\$151.172	\$158.777	(\$7.604)	(5.0)	\$0.000	\$0.000	\$0.000	-	\$151.172	\$158.777	(\$7.604)	(5.0)
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	3.433	5.304	(1.871)	(54.5)	0.000	0.000	0.000	-	2.808	5.304	(2.495)	(88.9)
GASB_96_SBITA_Adjustment	(0.114)	(0.075)	(0.039)	(33.9)	0.000	0.000	0.000	-	(0.114)	(0.075)	(0.039)	(33.9)
Total Expenses after Non-Cash Liability Adjs.	\$481.528	\$481.059	\$0.469	0.1	\$17.573	\$8.572	\$9.001	51.2	\$498.582	\$489.631	\$8.951	1.8
Less: Depreciation	\$151.172	\$158.777	(\$7.604)	(5.0)	\$0.000	\$0.000	\$0.000	-	\$151.172	\$158.777	(\$7.604)	(5.0)
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	3.433	5.304	(1.871)	(54.5)	0.000	0.000	0.000	-	2.808	5.304	(2.495)	(88.9)
Less: GASB_96_SBITA_Adjustment	(0.114)	(0.075)	(0.039)	(33.9)	0.000	0.000	0.000	-	(0.114)	(0.075)	(0.039)	(33.9)
Total Expenses	\$327.037	\$317.054	\$9.983	3.1	\$17.573	\$8.572	\$9.001	51.2	\$344.715	\$325.625	\$19.090	5.5
Net Surplus/(Deficit)	\$1,533.625	\$1,523.686	(\$9.939)	(0.6)	\$0.000	\$0.000	\$0.000	-	\$1,533.520	\$1,523.686	(\$9.833)	(0.6)

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

MTA BRIDGES AND TUNNELS
July Financial Plan - Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Aug 2026 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Net Income/(Deficit)									\$1,533.520	\$1,523.686	(\$9.833)	(0.6)
Less: Capitalized Assets									4.345	4.374	(\$0.029)	(0.7)
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,529.175	\$1,519.313	(\$9.862)	(0.6)
Less: Debt Service									525.430	521.268	4.162	0.8
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$1,003.745	\$998.045	(\$5.700)	(0.6)
Distributable To:												
MTA - Investment Income									5.629	6.249	0.620	11.0
MTA - Distributable Income									524.956	525.999	1.043	0.2
NYCTR - Distributable Income									473.159	465.796	(7.363)	(1.6)
Total Distributable Income									\$1,003.745	\$998.045	(\$5.700)	(0.6)
<u>Support to Mass Transit:</u>												
Total Revenues									1,878.235	1,849.312	(28.923)	(1.5)
Less: Total Operating Expenses									<u>344.715</u>	<u>325.625</u>	<u>19.090</u>	5.5
Net Operating Income/(Deficit)									\$1,533.520	\$1,523.686	(\$9.833)	(0.6)
Deductions from Net Operating Income:												
Capitalized Assets									4.345	4.374	(0.029)	(0.7)
Reserves									0.000	0.000	0.000	-
B&T Debt Service									350.289	326.313	23.976	6.8
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$354.634	\$330.687	\$23.947	6.8
Total Support to Mass Transit									\$1,178.886	\$1,192.999	\$14.114	1.2

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
July Financial Plan - Mid-Year Forecast
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Advertising, Rent, Freight and Other			Aug		Year-to-Date	
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	(3.646)	-1.5%	Unfavorable results are primarily due to higher than anticipated bad debt reserves and lower than forecasted revenue per vehicle.	(15.258)	-0.8%	Unfavorable results are primarily due to higher than anticipated bad debt reserves and lower than forecasted revenue per vehicle.
Other Operating Revenue	(1.842)	-37.3%	Unfavourability driven by unrealized Work Zone Speed Enforcement and Weigh In Motion fees, due to delayed billing, and lower than budgeted Other Rent Income.	(5.284)	-24.5%	Unfavourability driven by unrealized Work Zone Speed Enforcement and Weigh In Motion fees, due to delayed billing, and lower than budgeted Other Rent Income.
Investment Income	0.363	*	Favorability due to higher than forecasted interest income on E-ZPass bank account balance.	0.620	*	Favorability due to higher than forecasted interest income on E-ZPass bank account balance.
Payroll	(0.327)	-4.2%	Unfavorable primarily due to lower payroll reimbursement against the Mid-Year Forecast allocation.	1.914	2.9%	Favorable primarily due to higher-than-planned attrition and the impact of vacancies and lower-than-budgeted Maintainer expenses during the first quarter, prior to the new class beginning in March.
Overtime	(0.083)	-4.0%	Unfavourability primarily driven by seasonal increases during peak summer season for vacation leave coverage.	(0.144)	-0.7%	Unfavorable primarily due to higher maintenance overtime, and additional staffing coverage required to address attrition.
Health and Welfare	0.109	4.8%	Favorability driven by lower than budgeted Empire Plan expenses.	2.888	14.3%	Favorability driven by lower than budgeted Empire Plan expenses partially offset by lower than budgeted reimbursements.
OPEB Current Payment	(0.160)	-4.8%	Unfavourability largely due to higher than forecasted retirees.	(0.669)	-2.5%	Unfavourability largely due to higher than forecasted retirees.
Pensions	0.662	19.3%	Favorability driven by lower than forecasted pension contributions.	1.761	6.5%	Favorability driven by lower than forecasted pension contributions partially offset by non-reimbursable/reimbursable allocation mix.
Other Fringe Benefits	(0.593)	-102.5%	Unfavourability was primarily due to higher than forecasted Worker's Compensation, Social Security costs and Miscellaneous Fringe Benefits.	(1.621)	-19.7%	Unfavourability was primarily due to higher than forecasted Worker's Compensation, Social Security costs and Miscellaneous Fringe Benefits.
Electric Power	0.252	28.7%	Favorability due to adjusted higher rates in the Mid-Year Forecast.	0.025	0.5%	Favorability due to adjusted higher rates in the Mid-Year Forecast.
Fuel	0.050	32.0%	Favorable variance against the Mid-Year Forecast allocation due to higher projection costs.	0.717	43.4%	Favorable variance against the Mid-Year Forecast allocation due to lower costs for gasoline for non-revenue vehicles and heating fuel earlier in the year.
Insurance	(0.055)	*	Unfavorable variance primarily due to the timing of vehicle and property Insurance premiums partially offset by the timing of invoices in liability insurance.	(0.221)	-3.0%	Unfavorable variance primarily due to the timing of vehicle and property Insurance premiums partially offset by the timing of invoices in liability insurance.
Maintenance and Other Operating Contracts	6.439	60.9%	Favorable variance mainly due to Tolling Back Office Conduent prior months over-accrual true up (\$3.3M), the timing of invoices in Maintenance E-Zpass Equipment (\$1.2M) and lower than forecasted Major Maintenance & Painting expenses (\$1.0M).	(0.155)	-0.2%	Unfavorable variance mainly due to timing of invoices in Major Maintenance & Painting expenses (\$2.2M), and various small maintenance and repair expenses (\$0.4M), partially offset by Tolling Back Office TTEC accrual reversal (\$1.6M), Maintenance E-Zpass Equipment (\$0.4M), and lower than budgeted Security Services expenses (\$0.4M).
Professional Services Contracts	3.038	40.4%	The favorable variance is primarily attributable to Other Outside Services accrual reversal and credits from Interagency group (\$2.6M) and lower-than-budgeted Bond Issuance Fees (\$0.5 M), partially offset by higher Professional Services Contracts' back office costs with vendors Atkins, HDR, and Gannet Fleming (\$0.7 M).	8.462	27.6%	The favorable variance is primarily due to the reversal of accruals in Other Outside Services (\$5.0 million) and Professional Services Contracts, coupled with higher allocated funding for Professional Services Contracts (\$1.2 million), and timing of Bond Issuance Fees (\$1.8 M), and timing of biennial inspections (\$0.6 M). These favorable impacts were partially offset by higher Financial Services/Bank Fees (\$0.9 million).
Materials & Supplies	(0.259)	-85.2%	Unfavorable to Mid-Year Forecast due to higher than planned expenses in Roadway Equipment (\$0.1M) and various Materials and Other Supplies (\$0.2M).	(1.214)	-51.2%	Unfavorable to Mid-Year Forecast due to higher than planned expenses in Roadway Equipment (\$0.5M), Automotive Parts and Supplies (\$0.3M), and Deicing material (\$0.2M).
Other Business Expense	0.745	16.9%	Favorable variance due to lower debt collection costs resulting from lower servicing rates from vendor (\$0.7M).	(1.179)	-3.7%	Unfavorable mostly due to higher than anticipated credit card processing fees (\$1.8M), the write-off of telephone rental bad debts (\$0.8M), higher than forecasted allocation of Transcom and other miscellaneous expenses (\$1.1M), partially offset by lower debt collection costs due to lower servicing rates and delays in billing from vendor (\$2.5M).
Depreciation	(1.473)	-8.0%	Unfavorable variance mainly due to higher than forecasted depreciation	(7.604)	-5.0%	Unfavorable variance mainly due to higher than forecasted depreciation
Reimbursable						
Capital and Other Reimbursements	(2.404)	-70.4%	Unfavorable due to lower Capitalized Personnel Expenses.	(9.001)	-51.2%	Unfavorable due to lower Capitalized Personnel Expenses
Payroll	1.230	79.7%	Favorable due to lower activity than forecasted.	4.696	62.5%	Favorable due to lower activity than forecasted.
Overtime	0.000	0.3%	Favorable due to lower activity than forecasted.	0.029	5.2%	Favorable due to lower activity than forecasted.
Health and Welfare	0.216	69.2%	Favorable due to lower activity than forecasted and Fringe Benefits	0.806	48.8%	Favorable due to lower activity than forecasted and Fringe Benefits
Pensions	0.281	73.2%	Favorable due to lower activity than forecasted and Fringe Benefits	1.064	54.0%	Favorable due to lower activity than forecasted and Fringe Benefits
Other Fringe Benefits	0.148	82.5%	Favorable due to lower activity than forecasted and Fringe Benefits	0.568	66.9%	Favorable due to lower activity than forecasted and Fringe Benefits
Reimbursable Overhead	0.529	60.7%	Favorable due to lower than forecasted Reimbursable Overhead	1.838	36.5%	Favorable due to lower than forecasted Reimbursable Overhead

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Month of August 2026

Year to date ending August 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
4.7	\$38.5	4.5	40.3	-4.3%	4.6%	Bronx-Whitestone	33.6	\$283.0	33.1	\$303.4	-1.4%	7.2%
0.7	2.1	0.7	2.2	-2.3%	6.4%	Cross Bay	5.3	15.7	5.1	\$15.6	-5.6%	-0.9%
2.2	9.4	2.1	10.3	-2.7%	9.4%	Henry Hudson	16.6	70.6	16.4	\$76.0	-1.0%	7.7%
1.9	14.0	1.7	13.5	-9.5%	-3.5%	Hugh L. Carey	14.3	107.7	13.9	\$111.2	-2.5%	3.3%
0.8	2.2	0.8	2.5	-2.8%	12.3%	Marine Parkway	5.5	15.3	5.4	\$16.4	-2.1%	6.8%
2.6	20.7	2.5	20.4	-5.2%	-1.5%	Queens Midtown	19.5	155.8	19.1	\$159.1	-2.3%	2.1%
6.1	50.5	6.1	53.6	-0.3%	6.0%	RFK	46.4	380.0	45.6	\$402.1	-1.6%	5.8%
4.1	38.8	4.2	41.9	1.9%	8.1%	Throgs Neck	29.9	288.2	29.8	\$306.4	-0.4%	6.3%
7.1	54.3	7.1	56.5	-0.6%	4.2%	Verrazzano-Narrows	53.7	401.8	53.1	\$428.0	-1.2%	6.5%
30.2	\$230.4	29.6	\$241.1	-2.0%	4.7%	Total	224.8	\$1,718.1	221.5	\$1,818.1	-1.5%	5.8%
	\$7.619		\$8.134		6.8%	Revenue Per Vehicle		\$7.643		\$8.209		7.4%

1) Toll increase implemented January 4, 2026

Comparison Actual vs. Mid-Year Forecast

Mid-Year Forecast		August 2026 Actual		Percentage Change			YTD Forecast		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
29.5	\$244.8	29.6	\$241.1	0.5%	-1.5%	Total All	220.5	\$1,833.5	221.5	\$1,818.1	0.4%	-0.8%
	\$8.302		\$8.134		-2.0%	Revenue Per Vehicle		\$8.315		\$8.209		-1.3%

2) 2026 August traffic is 29.6M, which represents a 2.0% decrease YoY. Revenue is \$10.7M above August 2025, an increase of 4.7%.

3) 2026 August YTD traffic is 3.3M below August YTD 2025, a decrease of 1.5%, and August YTD revenue is \$100.2M above August 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
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
August 2026

Department	Mid-Year	Actual	Favorable (Unfavorable) Variance vs Mid-Year Forecast	Explanation of Variances vs Mid-Year Forecast
Administration				
Executive	28	9	19	11 Managerial and 8 Professional vacancies
Law ⁽¹⁾	1	-	1	1 Professional vacancy
Budget & Finance ⁽²⁾	-	-	-	
Administration ⁽³⁾	14	13	1	1 Managerial overrun offset by 2 Professional vacancies
EEO	-	-	-	
Total Administration	43	22	21	
Operations				
ITS & Tolling	71	70	1	3 Managerial overrun offset by 4 Professional vacancies
Operations (Non-Security)	43	48	(5)	2 Managerial overrun and 3 overrun in Professional
Total Operations	114	118	(4)	
Maintenance				
Maintenance	205	202	3	2 Managerial and 3 Professional vacancies partially offset by 2 Hourly overrun
Operations - Maintainers	183	173	10	11 Maintainer vacancies partially offset by 1 overrun in Professional
Total Maintenance	388	375	13	
Engineering/Capital				
Engineering & Construction	97	80	17	50 Managerial overrun and 67 Professional vacancies
Health & Safety	9	5	4	2 Managerial and 2 Professional vacancies
Law ⁽¹⁾	5	2	3	3 Professional vacancies
Planning & Budget Capital	6	6	-	1 Managerial overrun offset by 1 Professional vacancy
Total Engineering/Capital	117	93	24	
Public Safety				
Operations (Security)	203	191	12	8 Managerial and 4 Operational Hourly vacancies
Internal Security - Operations	39	30	9	11 Managerial overrun and 20 Professional vacancies
Total Public Safety	242	221	21	
Total Positions	904	829	75	
Non-Reimbursable	832	768	64	
Reimbursable	72	61	11	
Total Full-Time	904	829	75	

(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
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
August 2026

			Favorable (Unfavorable) Variance vs Mid-Year Forecast	
	Mid-Year	Actual		Explanation of Variances vs Mid-Year Forecast
Administration				
Managers/Supervisors	22	12	10	11 vacancies in Executive and 1 overrun in Administration
Professional, Technical, Clerical	21	10	11	8 vacancies in Executive, 1 in Law, and 2 in Administration
Operational Hourlies	-	-	-	
Total Administration	43	22	21	
Operations				
Managers/Supervisors	57	62	(5)	3 overrun in ITS & Tolling and 2 in Operations (Non-Security)
Professional, Technical, Clerical	57	56	1	4 vacancies in ITS & Tolling and 3 overrun in Operations (Non-Security)
Operational Hourlies	-	-	-	
Total Operations	114	118	(4)	
Maintenance				
Managers/Supervisors	27	25	2	2 vacancies in Maintenance
Professional, Technical, Clerical	11	9	2	3 vacancies in Maintenance and 1 overrun in Operations
Operational Hourlies ⁽¹⁾	350	341	9	11 vacancies in Operations and 2 overrun in Maintenance
Total Maintenance	388	375	13	
Engineering/Capital				
Managers/Supervisors	22	71	(49)	50 overrun in Engineering, 2 vacancies in Health & Safety and 1 overrun in Law
Professional, Technical, Clerical	95	22	73	67 vacancies in Engineering, 2 in Health & Safety, 3 in Law, and 1 in Planning & Budget Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	117	93	24	
Public Safety				
Managers/Supervisors	77	80	(3)	8 vacancies in Operations and 11 overrun Internal Security
Professional, Technical, Clerical	30	10	20	20 vacancies in Internal Security
Operational Hourlies ⁽²⁾	135	131	4	4 BTO vacancies in Operations
Total Public Safety	242	221	21	
Total Positions				
Managers/Supervisors	205	250	(45)	
Professional, Technical, Clerical	214	107	107	
Operational Hourlies	485	472	13	
Total Positions	904	829	75	

(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
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY

	August 2026 (\$ in millions)				August 2026 Year-To-Date (\$ in millions)			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	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	59.167	59.766	0.599	1.0	483.331	491.042	7.710	1.6
Other Operating Revenue	0.075	0.132	0.057	76.5	0.743	0.881	0.138	18.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Investment Income	0.183	0.000	(0.183)	(100.0)	0.849	0.785	(0.064)	(7.5)
Total Revenue	\$59.425	\$59.899	\$0.474	0.8	\$484.923	\$492.708	\$7.785	1.6
Expenses								
<i>Labor:</i>								
Payroll	0.867	0.377	\$0.490	56.5	4.534	3.063	\$1.470	32.4
Overtime	0.286	0.000	0.286	100.0	0.857	0.000	0.857	100.0
Health and Welfare	0.171	0.076	0.096	55.8	0.896	0.607	0.289	32.2
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.187	0.086	0.101	54.0	0.976	0.672	0.304	31.2
Other Fringe Benefits	0.094	0.040	0.054	57.5	0.493	0.330	0.163	33.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenses	\$1.605	\$0.579	\$1.026	63.9	\$7.756	\$4.673	\$3.083	39.8
<i>Non-Labor:</i>								
Electric Power	\$0.044	\$0.023	\$0.021	47.2	\$0.256	\$0.175	\$0.080	31.4
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	7.011	2.218	4.794	68.4	53.956	43.058	10.898	20.2
Professional Service Contracts	2.067	0.837	1.231	59.5	10.381	6.259	4.122	39.7
Materials & Supplies	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Business Expenses	5.982	2.834	3.148	52.6	31.088	17.246	13.842	44.5
Total Non-Labor Expenses	\$15.104	\$5.911	\$9.193	60.9	\$95.681	\$66.738	\$28.942	30.2
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.	\$16.709	\$6.490	\$10.220	61.2	\$103.436	\$71.411	\$32.025	31.0
Depreciation	0.000	1.611	(\$1.611)	-	\$6.401	\$12.812	(\$6.410)	*
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.	\$16.709	\$8.101	\$8.608	51.5	\$109.838	\$84.223	\$25.615	23.3
Less: Depreciation	\$0.000	\$1.611	(\$1.611)	-	\$6.401	\$12.812	(\$6.410)	*
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	\$16.709	\$6.490	\$10.220	61.2	\$103.436	\$71.411	\$32.025	31.0
Net Surplus/(Deficit)	\$42.715	\$53.409	\$10.693	25.0	\$381.487	\$421.297	\$39.810	10.4

Results are preliminary and subject to audit review.

Differences are due to rounding.

*Variance exceeds 100%

CENTRAL BUSINESS DISTRICT TOLLING PROGRAM								
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST								
ACCRUAL STATEMENT of OPERATIONS by CATEGORY								
August 2026 (\$ in millions)								
	Total				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Net Income/(Deficit)	\$42.715	\$53.409	\$10.693	25.0	\$381.487	\$421.297	\$39.810	10.4
Transfer to Capital Lockbox	42.715	53.409	10.693	25.0	381.487	421.297	\$39.810	10.4
Adjusted Net Income/(Deficit)	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-

CENTRAL BUSINESS DISTRICT TOLLING PROGRAM
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
August 2026 Year-To-Date
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$7.785	1.6	Higher revenue largely driven by higher than budgeted toll revenue, lower crossing credit and lower bad debt reserve, partially offset by lower video and intermediate revenue.
Total Expenses	\$32.025	31.0	Overall expenses are favorable to Mid-Year Forecast, driven by lower costs for maintenance, professional service contracts, mitigation expenses, legal fees, and lower fare evasion collection fees.

MTA BRIDGES AND TUNNELS
July Financial Plan - Mid-Year Forecast
ACCUAL STATEMENT of OPERATIONS by CATEGORY
Jul 2026
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	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	245.671	242.846	(2.825)	(1.1)	0.000	0.000	0.000	-	245.671	242.846	(2.825)	(1.1)
Other Operating Revenue	4.940	2.030	(2.909)	(58.9)	0.000	0.000	0.000	-	4.940	2.030	(2.909)	(58.9)
Capital & Other Reimbursements	0.000	0.000	0.000	-	3.415	0.868	(2.548)	(74.6)	3.415	0.868	(2.548)	(74.6)
Investment Income	0.680	0.829	0.149	21.8	0.000	0.000	0.000	-	0.680	0.829	0.149	21.8
Total Revenue	\$251.291	\$245.705	(\$5.586)	(2.2)	\$3.415	\$0.868	(\$2.548)	(74.6)	\$254.706	\$246.573	(\$8.133)	(3.2)
Expenses												
Labor:												
Payroll	\$9.941	\$7.819	\$2.123	21.4	\$1.543	\$0.277	\$1.265	82.0	11.484	8.096	\$3.388	29.5
Overtime	2.079	2.318	(0.239)	(11.5)	\$0.126	0.080	0.047	36.9	2.205	2.398	(0.193)	(8.7)
Health and Welfare	2.809	1.946	0.863	30.7	\$0.311	0.087	0.225	72.1	3.120	2.033	1.087	34.8
OPEB Current Payment	3.320	3.452	(0.132)	(4.0)	0.000	0.000	0.000	-	3.320	3.452	(0.132)	(4.0)
Pensions	3.420	2.611	0.809	23.6	0.384	0.093	0.291	75.7	3.804	2.704	1.100	28.9
Other Fringe Benefits	0.755	1.151	(0.396)	(52.5)	0.179	0.028	0.151	84.4	0.933	1.179	(0.245)	(26.3)
Reimbursable Overhead	(0.872)	(0.303)	(0.569)	(65.3)	0.872	0.303	0.569	65.3	0.000	0.000	0.000	-
Total Labor Expenses	\$21.451	\$18.994	\$2.457	11.5	\$3.415	\$0.868	\$2.548	74.6	\$24.867	\$19.862	\$5.005	20.1
Non-Labor:												
Electric Power	\$0.696	\$0.558	\$0.138	19.8	\$0.000	\$0.000	\$0.000	-	\$0.696	\$0.558	\$0.138	19.8
Fuel	0.052	0.159	(0.107)	*	0.000	0.000	0.000	-	0.052	0.159	(0.107)	*
Insurance	0.854	0.909	(0.055)	(6.5)	0.000	0.000	0.000	-	0.854	0.909	(0.055)	(6.5)
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	9.172	10.346	(1.174)	(12.8)	0.000	0.000	0.000	-	9.172	10.346	(1.174)	(12.8)
Professional Service Contracts	4.246	0.571	3.675	86.6	0.000	0.000	0.000	-	4.246	0.571	3.675	86.6
Materials & Supplies	0.304	0.560	(0.256)	(84.0)	0.000	0.000	0.000	-	0.304	0.560	(0.256)	(84.0)
Other Business Expenses	4.412	4.655	(0.243)	(5.5)	0.000	0.000	0.000	-	4.412	4.655	(0.243)	(5.5)
Total Non-Labor Expenses	\$19.735	\$17.638	\$2.097	10.6	\$0.000	\$0.000	\$0.000	-	\$19.735	\$17.638	\$2.097	10.6
Other Expense Adjustments:												
Functional Allocations	0.636	1.386	(0.750)	*	0.000	0.000	0.000	-	0.636	1.386	(0.750)	*
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.636	\$1.386	(\$0.750)	*	\$0.000	\$0.000	\$0.000	-	\$0.636	\$1.386	(\$0.750)	*
Total Expenses before Non-Cash Liability Adjs.	\$41.822	\$38.018	\$3.804	9.1	\$3.415	\$0.868	\$2.548	74.6	\$45.238	\$38.886	\$6.352	14.0
Depreciation	\$18.353	\$22.059	(\$3.706)	(20.2)	\$0.000	\$0.000	\$0.000	-	18.353	22.059	(\$3.706)	(20.2)
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	0.606	(0.606)	-	0.000	0.000	0.000	-	0.000	0.606	(0.606)	-
GASB_96_SBITA_Adjustment	0.000	(0.000)	0.000	-	0.000	0.000	0.000	-	0.000	(0.000)	0.000	-
Total Expenses after Non-Cash Liability Adjs.	\$60.175	\$60.683	(\$0.508)	(0.8)	\$3.415	\$0.868	\$2.548	74.6	\$63.590	\$61.551	\$2.040	3.2
Less: Depreciation	\$18.353	\$22.059	(\$3.706)	(20.2)	\$0.000	\$0.000	\$0.000	-	\$18.353	\$22.059	(\$3.706)	(20.2)
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	0.606	(0.606)	-	0.000	0.000	0.000	-	0.000	0.606	(0.606)	-
Less: GASB_96_SBITA_Adjustment	0.000	(0.000)	0.000	-	0.000	0.000	0.000	-	0.000	(0.000)	0.000	-
Total Expenses	\$41.822	\$38.018	\$3.804	9.1	\$3.415	\$0.868	\$2.548	74.6	\$45.238	\$38.886	\$6.352	14.0
Net Surplus/(Deficit)	\$209.468	\$207.687	(\$1.781)	(0.9)	\$0.000	\$0.000	\$0.000	-	\$209.468	\$207.687	(\$1.781)	(0.9)

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

MTA BRIDGES AND TUNNELS
July Financial Plan - Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Jul 2026
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Net Income/(Deficit)									\$209.468	\$207.687	(\$1.781)	(0.9)
Less: Capitalized Assets									0.547	0.527	0.020	3.6
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$208.922	\$207.160	(\$1.762)	(0.8)
Less: Debt Service									68.693	66.569	2.124	3.1
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$140.229	\$140.591	\$0.362	0.3
Distributable To:												
MTA - Investment Income									0.680	0.829	0.149	21.8
MTA - Distributable Income									72.024	73.499	1.475	2.0
NYCTR - Distributable Income									67.524	66.263	(1.261)	(1.9)
Total Distributable Income									\$140.229	\$140.591	\$0.362	0.3
Support to Mass Transit:												
Total Revenues									254.706	246.573	(8.133)	(3.2)
Less: Total Operating Expenses									<u>45.238</u>	<u>38.886</u>	<u>6.352</u>	14.0
Net Operating Income/(Deficit)									\$209.468	\$207.687	(\$1.781)	(0.9)
Deductions from Net Operating Income:												
Capitalized Assets									0.547	0.527	0.020	3.6
Reserves									0.000	0.000	0.000	-
B&T Debt Service									50.889	42.336	8.553	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									\$51.435	\$42.863	\$8.572	16.7
Total Support to Mass Transit									\$158.033	\$164.824	\$6.791	4.3

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
July Financial Plan - Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Jul 2026 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	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	1,588.677	1,577.064	(11.613)	(0.7)	0.000	0.000	0.000	-	1,588.677	1,577.064	(11.613)	(0.7)
Other Operating Revenue	16.622	13.180	(3.441)	(20.7)	0.000	0.000	0.000	-	16.622	13.180	(3.441)	(20.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	14.157	7.560	(6.597)	(46.6)	14.157	7.560	(6.597)	(46.6)
Investment Income	4.949	5.207	0.257	5.2	0.000	0.000	-	-	4.949	5.207	0.257	5.2
Total Revenue	\$1,610.248	\$1,595.451	(\$14.797)	(0.9)	\$14.157	\$7.560	(\$6.597)	(46.6)	\$1,624.405	\$1,603.011	(\$21.394)	(1.3)
Expenses												
Labor:												
Payroll	\$59.168	\$56.927	\$2.241	3.8	5.971	2.505	\$3.467	58.1	65.139	59.432	\$5.707	8.8
Overtime	17.302	17.363	(0.061)	(0.4)	0.429	0.401	0.028	6.6	17.731	17.764	(0.032)	(0.2)
Health and Welfare	17.925	15.146	2.779	15.5	1.338	0.748	0.590	44.1	19.263	15.894	3.369	17.5
OPEB Current Payment	23.743	24.252	(0.509)	(2.1)	0.000	0.000	0.000	-	23.743	24.252	(0.509)	(2.1)
Pensions	23.536	22.437	1.099	4.7	1.587	0.804	0.783	49.3	25.123	23.242	1.882	7.5
Other Fringe Benefits	7.639	8.666	(1.027)	(13.5)	0.671	0.250	0.421	62.8	8.309	8.916	(0.607)	(7.3)
Reimbursable Overhead	(4.161)	(2.852)	(1.309)	(31.5)	4.161	2.852	1.309	31.5	0.000	0.000	0.000	-
Total Labor Expenses	\$145.152	\$141.940	\$3.212	2.2	\$14.157	\$7.560	\$6.597	46.6	\$159.309	\$149.499	\$9.809	6.2
Non-Labor:												
Electric Power	\$3.879	\$4.105	(\$0.227)	(5.8)	0.000	0.000	\$0.000	-	\$3.879	\$4.105	(\$0.227)	(5.8)
Fuel	1.497	0.830	0.667	44.6	0.000	0.000	0.000	-	1.497	0.830	0.667	44.6
Insurance	6.616	6.782	(0.166)	(2.5)	0.000	0.000	0.000	-	6.616	6.782	(0.166)	(2.5)
Claims	(0.025)	(0.025)	0.000	0.0	0.000	0.000	0.000	-	(0.025)	(0.025)	0.000	0.0
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	71.642	78.236	(6.594)	(9.2)	0.000	0.000	0.000	-	71.642	78.236	(6.594)	(9.2)
Professional Service Contracts	23.082	17.659	5.423	23.5	0.000	0.000	0.000	-	23.082	17.659	5.423	23.5
Materials & Supplies	2.068	3.024	(0.955)	(46.2)	0.000	0.000	0.000	-	2.068	3.024	(0.955)	(46.2)
Other Business Expenses	27.434	29.358	(1.924)	(7.0)	0.000	0.000	0.000	-	27.434	29.358	(1.924)	(7.0)
Total Non-Labor Expenses	\$136.193	\$139.968	(\$3.775)	(2.8)	\$0.000	\$0.000	\$0.000	-	\$136.193	\$139.968	(\$3.775)	(2.8)
Other Expense Adjustments												
Functional Allocations	1.822	1.386	0.435	23.9	0.000	0.000	0.000	-	1.822	1.386	0.435	23.9
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$1.822	\$1.386	\$0.435	23.9	\$0.000	\$0.000	\$0.000	-	\$1.822	\$1.386	\$0.435	23.9
Total Expenses before Non-Cash Liability Adjs.	\$283.166	\$283.294	(\$0.128)	(0.0)	\$14.157	\$7.560	\$6.597	46.6	\$297.324	\$290.854	\$6.470	2.2
Depreciation	\$132.820	\$138.951	(\$6.131)	(4.6)	\$0.000	\$0.000	\$0.000	-	\$132.820	\$138.951	(\$6.131)	(4.6)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	3.433	4.454	(1.021)	(29.7)	0.000	0.000	0.000	-	2.808	4.454	(1.646)	(58.6)
GASB_96_SBITA_Adjustment	(0.114)	(0.090)	(0.024)	(21.3)	0.000	0.000	0.000	-	(0.114)	(0.090)	(0.024)	(21.3)
Total Expenses after Non-Cash Liability Adjs.	\$419.306	\$426.609	(\$7.304)	(1.7)	\$14.157	\$7.560	\$6.597	46.6	\$432.838	\$434.169	(\$1.331)	(0.3)
Less: Depreciation	\$132.820	\$138.951	(\$6.131)	(4.6)	\$0.000	\$0.000	\$0.000	-	\$132.820	\$138.951	(\$6.131)	(4.6)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	3.433	4.454	(1.021)	(29.7)	0.000	0.000	0.000	-	2.808	4.454	(1.646)	(58.6)
Less: GASB_96_SBITA_Adjustment	(0.114)	(0.090)	(0.024)	(21.3)	0.000	0.000	0.000	-	(0.114)	(0.090)	(0.024)	(21.3)
Total Expenses	\$283.166	\$283.294	(\$0.128)	(0.0)	\$14.157	\$7.560	\$6.597	46.6	\$297.324	\$290.854	\$6.470	2.2
Net Surplus/(Deficit)	\$1,327.081	\$1,312.157	(\$14.924)	(1.1)	\$0.000	\$0.000	\$0.000	-	\$1,327.081	\$1,312.157	(\$14.924)	(1.1)

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

MTA BRIDGES AND TUNNELS
July Financial Plan - Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Jul 2026 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Net Income/(Deficit)									\$1,327.081	\$1,312.157	(\$14.924)	(1.1)
Less: Capitalized Assets									3.728	4.007	(\$0.279)	(7.5)
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,323.353	\$1,308.150	(\$15.203)	(1.1)
Less: Debt Service									456.737	455.305	1.432	0.3
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$866.617	\$852.845	(\$13.771)	(1.6)
Distributable To:												
MTA - Investment Income									4.949	5.207	0.257	5.2
MTA - Distributable Income									453.482	449.378	(4.104)	(0.9)
NYCTR - Distributable Income									408.185	398.261	(9.925)	(2.4)
Total Distributable Income									\$866.617	\$852.845	(\$13.771)	(1.6)
<u>Support to Mass Transit:</u>												
Total Revenues									1,624.405	1,603.011	(21.394)	(1.3)
Less: Total Operating Expenses									<u>297.324</u>	<u>290.854</u>	<u>6.470</u>	2.2
Net Operating Income/(Deficit)									\$1,327.081	\$1,312.157	(\$14.924)	(1.1)
Deductions from Net Operating Income:												
Capitalized Assets									3.728	4.007	(0.279)	(7.5)
Reserves									0.000	0.000	0.000	-
B&T Debt Service									299.400	284.193	15.207	5.1
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$303.128	\$288.200	\$14.928	4.9
Total Support to Mass Transit									\$1,023.953	\$1,023.957	\$0.004	0.0

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
July Financial Plan - Mid-Year Forecast
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Advertising, Rent, Freight and Other			Jul	Year-to-Date		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$			\$	%	
Nonreimbursable						
Vehicle Toll Revenue	(2.825)	-1.1%	Unfavorable results are primarily due to lower traffic volume which was unfavorable to plan by 1.1%.	(11.613)	-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	(2.909)	-58.9%	Unfavorability driven by lower Telephone Cable Rental income, lower fees including WZSP and WIM fees, due to delayed billing, and lower than budgeted FEMA Loss Recovery Revenue partially offset by higher than budgeted Other Rent Income.	(3.441)	-20.7%	Unfavorability driven by lower Telephone Cable Rental income, lower fees including WZSP and WIM fees, due to delayed billing, and lower than budgeted FEMA Loss Recovery Revenue partially offset by higher than budgeted Other Rent Income.
Investment Income	0.149	*	Favorability due to higher than budgeted interest income on E-ZPass bank account balance.	0.257	*	Favorability due to higher than budgeted interest income on E-ZPass bank account balance.
Payroll	2.123	21.4%	Favorable primarily due to higher-than-planned attrition and the impact of vacancies coupled with a higher allocation in the Mid-Year Forecast.	2.241	3.8%	Favorable primarily due to higher-than-planned attrition and the impact of vacancies and lower-than-budgeted Maintainer expenses during the first quarter, prior to the new class beginning in March.
Overtime	(0.239)	-11.5%	Unfavorability primarily driven by seasonal increases during peak summer season for vacation leave coverage.	(0.061)	-0.4%	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	0.863	30.7%	Favorability driven by lower than budgeted Empire Plan expenses.	2.779	15.5%	Favorability driven by lower than budgeted Empire Plan expenses partially offset by lower than budgeted reimbursements.
OPEB Current Payment	(0.132)	-4.0%	Unfavorability largely due to higher than forecasted retirees.	(0.509)	-2.1%	Unfavorability largely due to higher than forecasted retirees.
Pensions	0.809	23.6%	Favorability driven by lower than forecasted pension contributions.	1.099	4.7%	Favorability driven by lower than forecasted pension contributions partially offset by non-reimbursable/reimbursable allocation mix.
Other Fringe Benefits	(0.396)	-52.5%	Unfavorability was primarily due to higher than forecasted Worker's Compensation, Social Security costs and Miscellaneous Fringe Benefits.	(1.027)	-13.5%	Unfavorability was primarily due to higher than forecasted Worker's Compensation, Social Security costs and Miscellaneous Fringe Benefits.
Electric Power	0.138	19.8%	Favorability due to adjusted higher rates in the Mid-Year Forecast.	(0.227)	-5.8%	Unfavorable variance due to higher prices.
Fuel	(0.107)	-205.1%	Unfavorable variance against the Mid-Year Forecast allocation due to higher costs for gasoline for non-revenue vehicles.	0.667	44.6%	Favorable variance against the Mid-Year Forecast allocation due to lower costs for gasoline for non-revenue vehicles and heating fuel earlier in the year.
Insurance	(0.055)	*	Unfavorable variance primarily due to the timing of vehicle and property Insurance premiums partially offset by the timing of invoices in liability insurance.	(0.166)	-2.5%	Unfavorable variance primarily due to the timing of vehicle and property Insurance premiums partially offset by the timing of invoices in liability insurance.
Maintenance and Other Operating Contracts	(1.174)	-12.8%	Unfavorable variance mainly due to timing of invoices in Maintenance E-Zpass Equipment (\$1.8M) and Tolling Back Office (\$0.6M) partially offset by lower than forecasted Major Maintenance & Painting expenses (\$0.9M)	(6.594)	-9.2%	Unfavorable variance mainly due to timing of invoices in Major Maintenance & Painting expenses (\$3.2M), Tolling Back Office (\$2.9M) and Maintenance E-Zpass Equipment (\$0.8M) partially offset by lower than budgeted Security Services expenses (\$0.3M).
Professional Services Contracts	3.675	86.6%	The favorable variance is primarily attributable to the reversal of accruals in Other Outside Services (\$1.9 million) and Professional Services Contracts, along with higher Professional Services Contracts funding allocated in the Mid-Year Forecast (\$1.6 million). These favorable impacts were partially offset by higher-than-budgeted Financial Services/Bank Fees (\$0.9 million).	5.423	23.5%	The favorable variance is primarily due to the reversal of accruals in Other Outside Services (\$2.4 million) and Professional Services Contracts, coupled with higher allocated funding for Professional Services Contracts (\$1.9 million). These favorable impacts were partially offset by higher Financial Services/Bank Fees (\$0.9 million) and Bond Issuance Fees (\$0.9 million).
Materials & Supplies	(0.256)	-84.0%	Unfavorable to Mid-Year Forecast due to higher than planned expenses in Automotive Parts and Supplies (\$0.1M) and Materials and Other Supplies (\$0.1M).	(0.955)	-46.2%	Unfavorable to Mid-Year Forecast due to higher than planned expenses in Roadway Equipment (\$0.4M) and Automotive Parts and Supplies (\$0.3M).
Other Business Expense	(0.243)	-5.5%	Unfavorable variance due to higher credit card processing fees (\$0.5M) and Other Miscellaneous Expenses (\$0.2M) partially offset by lower debt collection costs due to lower servicing rates from vendor (\$0.6M).	(1.924)	-7.0%	Unfavorable mostly due to higher than anticipated credit card processing fees (\$1.8M) and unbudgeted bad debt expenses (\$0.8M) partially offset by lower debt collection costs due to lower servicing rates and delays in billing from vendor (\$1.9M).
Depreciation	(3.706)	-20.2%	Unfavorable variance mainly due to higher than budgeted depreciation	(6.131)	-4.6%	Unfavorable variance mainly due to higher than budgeted depreciation
Reimbursable						
Capital and Other Reimbursements	(2.548)	-74.6%	Unfavorable due to lower Capitalized Personnel Expenses	(6.597)	-46.6%	Unfavorable due to lower Capitalized Personnel Expenses
Payroll	1.265	82.0%	Favorable due to much lower activity than budgeted	3.467	58.1%	Favorable due to much lower activity than budgeted
Overtime	0.047	36.9%	Favorable due to much lower activity than budgeted	0.028	6.6%	Favorable due to much lower activity than budgeted
Health and Welfare	0.225	72.1%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.590	44.1%	Favorable due to much lower activity than budgeted and Fringe Benefits
Pensions	0.291	75.7%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.783	49.3%	Favorable due to much lower activity than budgeted and Fringe Benefits
Other Fringe Benefits	0.151	84.4%	Favorable due to much lower activity than budgeted and Fringe Benefits	0.421	62.8%	Favorable due to much lower activity than budgeted and Fringe Benefits
Reimbursable Overhead	0.569	65.3%	Favorable due to lower than budgeted Reimbursable Overhead	1.309	31.5%	Favorable due to much lower than budgeted Reimbursable Overhead

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Month of July 2026

Year to date ending July 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
4.6	\$38.3	4.4	40.4	-3.5%	5.3%	Bronx-Whitestone	28.9	\$244.5	28.7	\$263.1	-0.9%	7.6%
0.8	2.2	0.7	2.4	-3.6%	5.3%	Cross Bay	4.6	13.6	4.3	13.3	-6.1%	-2.1%
2.2	9.4	2.1	10.2	-1.0%	9.2%	Henry Hudson	14.3	61.2	14.2	65.7	-0.7%	7.4%
1.8	13.9	1.8	14.2	-3.2%	2.1%	Hugh L. Carey	12.4	93.7	12.2	97.7	-1.4%	4.3%
0.9	2.4	0.8	2.6	-4.6%	8.4%	Marine Parkway	4.7	13.1	4.6	13.9	-2.0%	5.8%
2.6	20.7	2.5	20.7	-2.3%	0.0%	Queens Midtown	16.9	135.1	16.6	138.8	-1.8%	2.7%
6.1	50.3	6.1	53.9	0.6%	7.0%	RFK	40.2	329.5	39.5	348.6	-1.8%	5.8%
4.0	39.1	4.0	41.6	1.1%	6.4%	Throgs Neck	25.8	249.4	25.6	264.5	-0.8%	6.1%
7.1	54.3	7.0	57.0	-0.7%	5.0%	Verrazzano-Narrows	46.6	347.6	46.0	371.5	-1.2%	6.9%
29.9	\$230.6	29.5	\$242.8	-1.1%	5.3%	Total	194.6	\$1,487.7	191.8	\$1,577.0	-1.4%	6.0%
	\$7.718		\$8.223		6.5%	Revenue Per Vehicle		\$7.646		\$8.221		7.5%

1) Toll increase implemented January 4, 2026

Comparison Actual vs. Mid-Year Forecast

Mid-Year Forecast		July 2026 Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
29.3	\$245.7	29.5	\$242.8	0.9%	-1.1%	Total All	191.0	\$1,588.7	191.8	\$1,577.0	0.4%	-0.7%
	\$8.391		\$8.223		-2.0%	Revenue Per Vehicle		\$8.317		\$8.221		-1.2%

2) 2026 July traffic is 29.5M, which represents a 1.1% decrease YoY. Revenue is \$12.2M above July 2025, an increase of 5.3%.

3) 2026 July YTD traffic is 2.7M below July YTD 2025, a decrease of 1.4%, and July YTD revenue is \$89.3M above July 2025, an increase of 6.0% .

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
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
July 2026

Department	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance vs Mid-Year Forecast	Explanation of Variances vs Adopted Budget
Administration				
Executive	28	8	20	12 Managerial and 8 Professional vacancies
Law ⁽¹⁾	1	-	1	1 Professional vacancy
Budget & Finance ⁽²⁾	-	-	-	
Administration ⁽³⁾	14	14	-	
EEO	-	-	-	
Total Administration	43	22	21	
Operations				
ITS & Tolling	71	70	1	2 Managerial overrun offset by 3 Professional vacancies
Operations (Non-Security)	43	47	(4)	3 Managerial overrun and 1 overrun in Professional
Total Operations	114	117	(3)	
Maintenance				
Maintenance	205	206	(1)	1 Managerial and 5 Professional vacancies partially offset by 7 Hourly overrun
Operations - Maintainers	183	173	10	11 Maintainer vacancies partially offset by 1 overrun in Managerial
Total Maintenance	388	379	9	
Engineering/Capital				
Engineering & Construction	97	82	15	48 Managerial overrun and 63 Professional vacancies
Health & Safety	9	4	5	2 Managerial and 3 Professional vacancies
Law ⁽¹⁾	5	2	3	1 Managerial and 2 Professional vacancies
Planning & Budget Capital	6	6	-	
Total Engineering/Capital	117	94	23	
Public Safety				
Operations (Security)	203	192	11	7 Managerial and 4 Operational Hourly vacancies
Internal Security - Operations	39	30	9	8 Managerial overrun and 17 Professional vacancies
Total Public Safety	242	222	20	
Total Positions	904	834	70	
Non-Reimbursable	832	771	61	
Reimbursable	72	63	9	
Total Full-Time	904	834	70	

(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
JULY FINANCIAL PLAN - 2026 MID-YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2026

			Favorable (Unfavorable) Variance vs Mid-Year Forecast	
	Mid-Year Forecast	Actual		Explanation of Variances vs Adopted Budget
Administration				
Managers/Supervisors	22	10	12	12 vacancies in Executive
Professional, Technical, Clerical	21	12	9	8 vacancies in Executive, 1 in Law
Operational Hourlies	-	-	-	
Total Administration	43	22	21	
Operations				
Managers/Supervisors	57	62	(5)	3 overrun in Operations (Non-Security) and 2 in ITS & Tolling
Professional, Technical, Clerical	57	55	2	3 vacancies in ITS & Tolling and 1 overrun in Operations (Non-Security)
Operational Hourlies	-	-	-	
Total Operations	114	117	(3)	
Maintenance				
Managers/Supervisors	27	27	-	1 vacancy in Maintenance and 1 overrun in Operations
Professional, Technical, Clerical	11	6	5	5 vacancies in Maintenance
Operational Hourlies ⁽¹⁾	350	346	4	11 vacancies in Operations and 7 overrun in Maintenance
Total Maintenance	388	379	9	
Engineering/Capital				
Managers/Supervisors	22	67	(45)	48 overrun in Engineering, 2 vacancies in Health & Safety and 1 in Law
Professional, Technical, Clerical	95	27	68	63 vacancies in Engineering, 3 in Health & Safety and 2 in Law
Operational Hourlies	-	-	-	
Total Engineering/Capital	117	94	23	
Public Safety				
Managers/Supervisors	77	78	(1)	7 vacancies in Operations partially offset by 8 overrun Internal Security
Professional, Technical, Clerical	30	13	17	17 vacancies in Internal Security
Operational Hourlies ⁽²⁾	135	131	4	4 BTO vacancies in Operations
Total Public Safety	242	222	20	
Total Positions				
Managers/Supervisors	205	244	(39)	
Professional, Technical, Clerical	214	113	101	
Operational Hourlies	485	477	8	
Total Positions	904	834	70	

(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
JULY FINANCIAL PLAN - 2025 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY

	July 2026 (\$ in millions)				July 2026 Year-To-Date (\$ in millions)			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Vehicle Toll Revenue	58.835	68.074	9.239	15.7	424.164	431.275	7.111	1.7
Other Operating Revenue	0.075	0.121	0.046	61.7	0.668	0.749	0.081	12.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Investment Income	0.183	0.000	(0.183)	(100.0)	0.666	0.785	0.119	17.9
Total Revenue	\$59.093	\$68.195	\$9.102	15.4	\$425.498	\$432.809	\$7.311	1.7
Expenses								
<i>Labor:</i>								
Payroll	0.867	0.378	\$0.489	56.4	3.667	2.686	\$0.980	26.7
Overtime	0.286	0.000	0.286	100.0	0.571	0.000	0.571	100.0
Health and Welfare	0.171	0.076	0.096	55.8	0.725	0.532	0.193	26.6
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.187	0.086	0.101	54.0	0.789	0.586	0.203	25.8
Other Fringe Benefits	0.094	0.040	0.054	57.6	0.399	0.290	0.109	27.2
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenses	\$1.605	\$0.580	\$1.026	63.9	\$6.151	\$4.094	\$2.057	33.4
<i>Non-Labor:</i>								
Electric Power	\$0.044	\$0.023	\$0.021	48.1	\$0.212	\$0.152	\$0.059	28.1
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	7.011	5.582	1.429	20.4	46.945	40.840	6.104	13.0
Professional Service Contracts	2.067	1.010	1.057	51.2	8.314	5.423	2.891	34.8
Materials & Supplies	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Business Expenses	5.982	2.057	3.924	65.6	25.106	14.412	10.694	42.6
Total Non-Labor Expenses	\$15.104	\$8.672	\$6.432	42.6	\$80.576	\$60.827	\$19.749	24.5
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.	\$16.709	\$9.252	\$7.458	44.6	\$86.727	\$64.921	\$21.806	25.1
Depreciation	0.000	1.611	(\$1.611)	-	\$6.401	\$11.201	(\$4.799)	(75.0)
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.	\$16.709	\$10.863	\$5.847	35.0	\$93.128	\$76.122	\$17.007	18.3
Less: Depreciation	\$0.000	\$1.611	(\$1.611)	-	\$6.401	\$11.201	(\$4.799)	(75.0)
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	\$16.709	\$9.252	\$7.458	44.6	\$86.727	\$64.921	\$21.806	25.1
Net Surplus/(Deficit)	\$42.383	\$58.943	\$16.560	39.1	\$338.771	\$367.888	\$29.117	8.6

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

CENTRAL BUSINESS DISTRICT TOLLING PROGRAM								
JULY FINANCIAL PLAN - 2025 MID-YEAR FORECAST								
ACCRUAL STATEMENT of OPERATIONS by CATEGORY								
July 2026								
(\$ in millions)								
	Total				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Net Income/(Deficit)	\$42.383	\$58.943	\$16.560	39.1	\$338.771	\$367.888	\$29.117	8.6
Transfer to Capital Lockbox	42.383	58.943	16.560	39.1	338.771	367.888	\$29.117	8.6
Adjusted Net Income/(Deficit)	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-

CENTRAL BUSINESS DISTRICT TOLLING PROGRAM
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
July 2026 Year-To-Date
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$7.311	1.7	Higher revenue largely driven by higher than budgeted toll revenue, lower crossing credit and lower bad debt reserve, partially offset by lower video and intermediate revenue.
Total Expenses	\$21.806	25.1	Overall expenses are favorable to Mid-Year Forecast, driven by lower costs for maintenance, professional service contracts, debt collection, mitigation expenses, and legal fees, and lower fare evasion collection fees.



Metropolitan Transportation Authority

State of New York

OFFICIAL TRANSCRIPT

**STATE ADMINISTRATIVE PROCEDURE ACT
(SAPA)**

PUBLIC HEARING

**Proposed Rates for Weigh-In-Motion Pilot on Robert F. Kennedy
Bridge and Vehicle Limitations on MTA Bridges and Tunnels**

Remote
Virtually Via Zoom

In-Person
2 Broadway, 20th Floor
William Ronan Board Room
New York, NY 10004

August 17, 2026

6:00 p.m.



Metropolitan Transportation Authority

State of New York

OFFICIAL TRANSCRIPT

SAPA Public Hearing

DAIS

HEARING OFFICER:

Assistant Director Government & Community Relations

ROSE PASCONE

MTA Bridges & Tunnels

In-Person

President

Catherine Sheridan

Bridges & Tunnels

Via Zoom

Chief of Staff & Chief Administrative Officer

Diane Kenneally

MTA Bridges & Tunnels

In Person

VP & Deputy Program Executive

Philip Swanton

MTA Bridges & Tunnels

In Person

Board Member

Andrew Albert

Metropolitan Transportation Authority

In Person

Board Member

Gerard Bringmann

Metropolitan Transportation Authority

In Person

General Counsel & Corporate Secretary

Paul Friman

MTA Headquarters

In Person



Metropolitan Transportation Authority

State of New York

OFFICIAL TRANSCRIPT

SAPA Public Hearing

August 17, 2026

Accessibility & Language Assistance Services

American Sign Language – In Person

CART Captioning – Virtual

Affidavit of Publication

Korean Daily NY	June 16, 2026	World Journal	June 18, 2026
NY Daily News	June 17, 2026	Bronx Times Reporter	June 19, 2026
Amsterdam News	June 18, 2026	Jewish Pres	June 19, 2026
Daily Challenge	June 18, 2026	Rockaway Wave	June 19, 2026
El Diario	June 18, 2026	Russkaya Reklama	June 19, 2026
Harlem Community	June 18, 2026	Der Yid	June 20, 2026
Italian Tribune	June 18, 2026	El Especialito	June 20, 2026
Newark Star Leger (Digital)	June 18, 2026	Weekly Bangalee	June 20, 2026
Queens Chronicle	June 18, 2026	Haiti Liberte	June 24, 2026
Staten Island Advance	June 18, 2026	Alarabi	June 26, 2026
The Riverdale Press	June 18, 2026		

Materials Translated:

English > Arabic – Bengali – Chinese – Kreyol – Korean – Italian – Russian – Spanish – Yiddish.

- Hearing notice
- Weigh-in-Motion Rates
- Voluntary Survey
- Rates poster board

Digital Outreach Performance Metrics

- **Social Media Engagement Metrics** (likes, comments, shares, link click, etc.)
 - received **27,836 impressions** and **324 engagements**
- **Web Traffic / Page Views**
 - The webpage received **476 pageviews** from **271 users** since publication.



Metropolitan Transportation Authority

State of New York

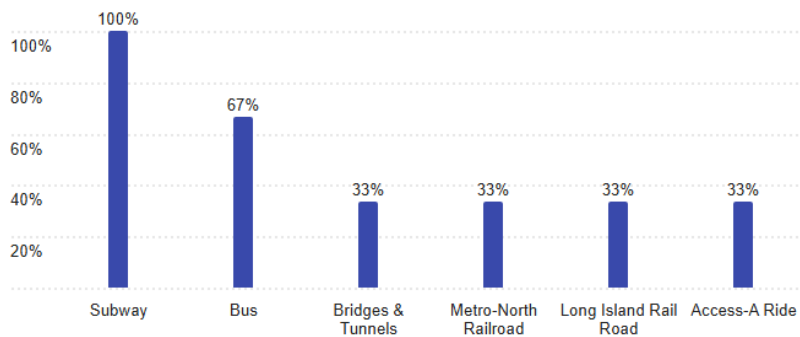
OFFICIAL TRANSCRIPT

SAPA Public Hearing

Public Participation Survey

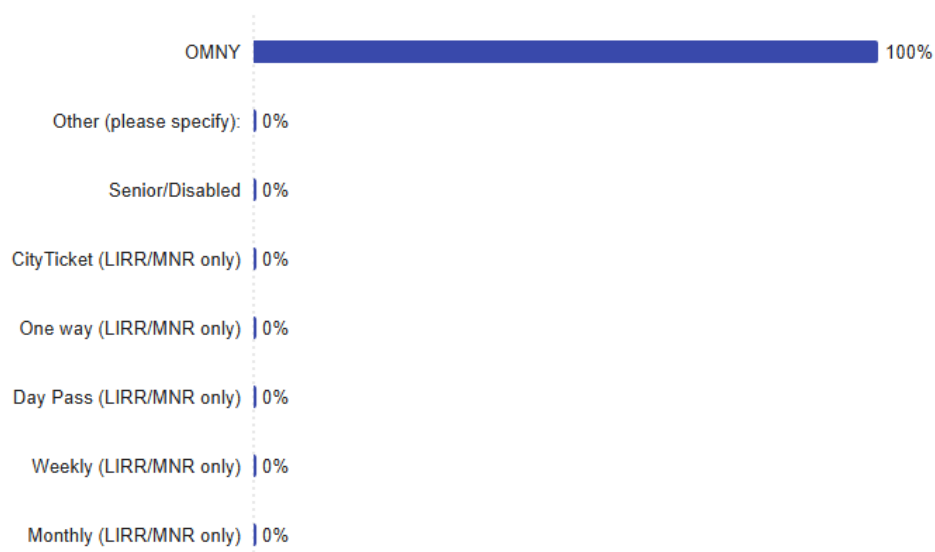
Q1 - What MTA services have you used? Select all that apply.

3 Responses



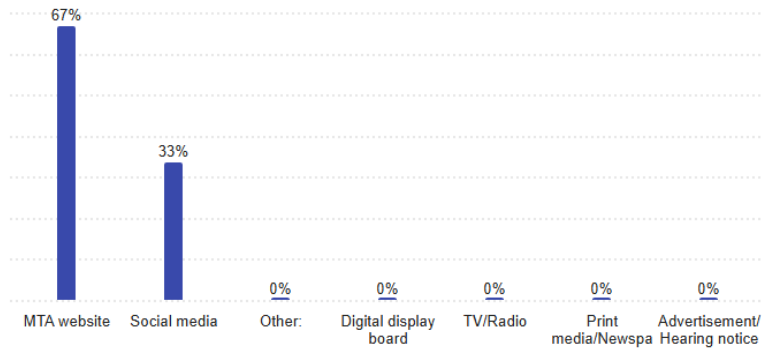
Q2 - What ticket type do you buy most frequently? Select one.

3 Responses



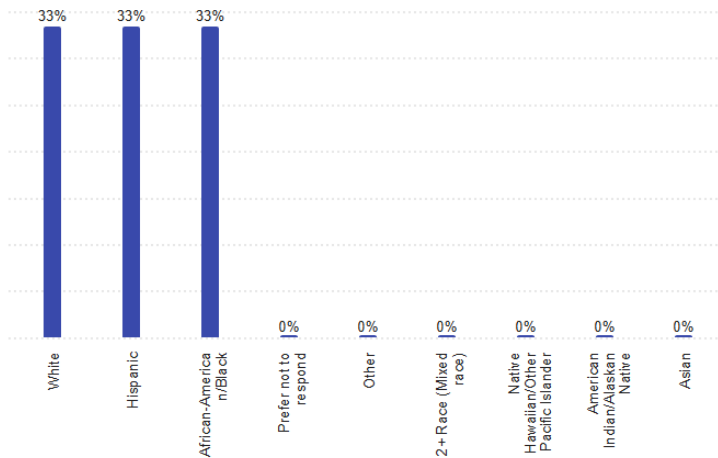
Q3 - How did you hear about the public hearing? Select all that apply.

3 Responses



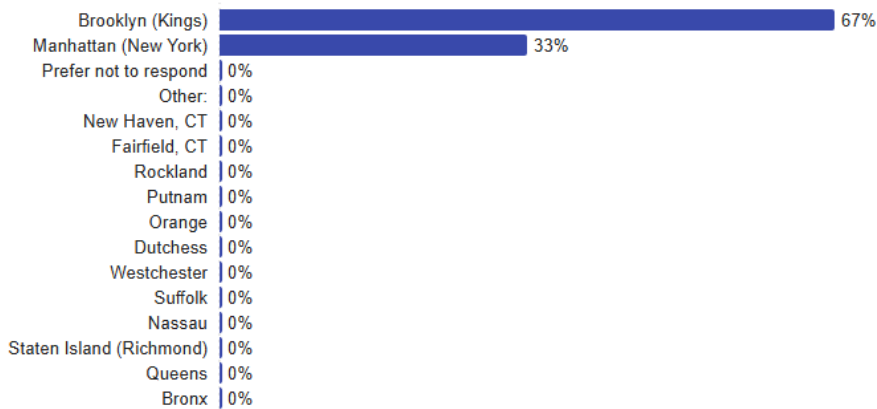
Q7 - Which of the following best describes your race? Select one.

3 Responses



Q8 - In what county or borough do you live? Select one.

3 Responses



Survey Continued

Q9 - What is the primary language in your home? Select one.

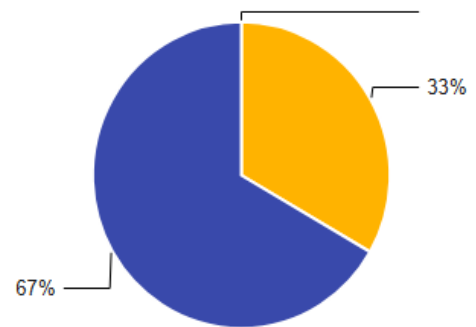
3 Responses



Q10 - How well do you speak English? Select one.

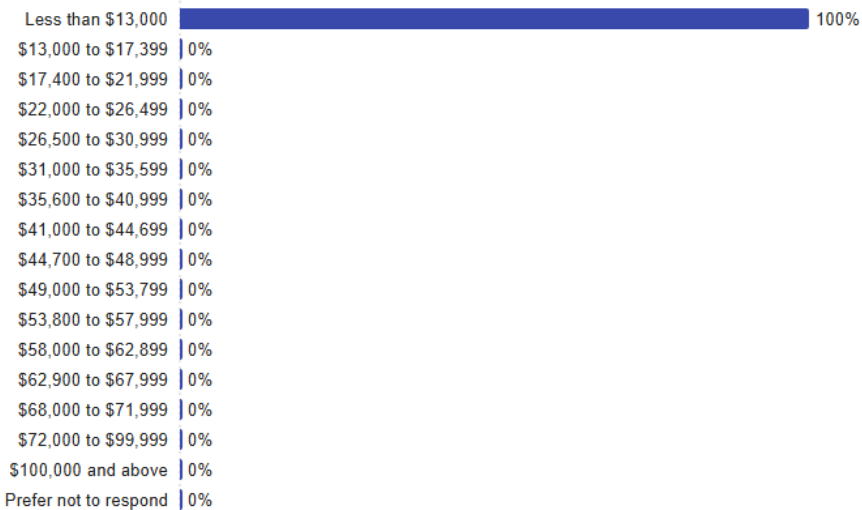
3 Responses

■ Prefer not to respond ■ Less than very well ■ Very well



Q11 - What was your household income in 2025? Select one.

3 Responses





Metropolitan Transportation Authority

State of New York

OFFICIAL TRANSCRIPT

SAPA Public Hearing

*PROPOSED RATES FOR WEIGH-IN-MOTION PILOT ON
ROBERT F. KENNEDY BRIDGE AND VEHICLE
LIMITATIONS ON MTA BRIDGES AND TUNNELS*

August 17, 2026

6:00 pm

Public Speakers

- | | |
|--|-----------------|
| 1. Vincent Jenkins
Private Citizen
via ASL Interpreter | In-Person |
| 2. Jessie Figueroa | Private Citizen |

On-Line Comment Received (1)

08/17/2026

Zach Miller

Forest Hills, NY

On-line Comment

My name is Zach Miller, and I serve as Vice President of Government Affairs for the Trucking Association of New York (TANY).

I would like to address New York City's decades-long freeze on divisible-load overweight permits and the expansion of automated Weigh-in-Motion (WIM) enforcement, including on the RFK Bridge. New York cannot fairly enforce truck weights through automated technology without offering carriers a practical way to become and remain compliant.

NYC's Overweight Permit Freeze:

Since the 1980s, New York City has frozen the issuance of divisible-load overweight permits. Statewide, Vehicle and Traffic Law § 385 and 17 NYCRR Part 154-2 allow NYS DOT to issue structured overweight permits based on factors including axle spacing, wheelbase, axle ratings, and tire size.

New York City does not recognize these permits. A truck legally permitted in Westchester, Nassau, Suffolk, or Rockland becomes illegal when it enters the five boroughs. Because NYC has not issued new permits since the freeze, only carriers with legacy permits, or those that acquired permits through corporate acquisition, can operate under that authority.

This creates a two-tiered system that particularly disadvantages new entrants, including M/WBE-certified firms increasingly required for public and private infrastructure projects, while adding costs to those projects.

WIM Enforcement Without a Permit System

This problem becomes more urgent as automated WIM enforcement expands. Without a functioning permit system, trucks that could qualify for permits elsewhere in New York may receive automated violations in NYC. Carriers may also split loads into additional trips to remain compliant, increasing congestion, emissions, truck traffic, and transportation costs. TANY supports reasonable enforcement of weight restrictions. Carriers operating above legal limits without authorization should be held accountable, and protecting critical infrastructure is essential.

But until NYC restores a workable permit system, expanding WIM enforcement risks penalizing carriers that are trying to comply but have no legal path to obtain a permit.

We urge TBTA to work with NYC DOT to unfreeze and modernize the permit system under a consistent statewide standard.

Notice, Accuracy and Due Process:

Carriers need prompt notice of alleged violations. A registered owner should not learn months later that a vehicle has accumulated thousands of dollars in penalties without an opportunity to identify and correct the problem.

TBTA should establish a clear notice timeline preventing repeated violations from accumulating before the owner receives notice of the first alleged violation.

Vehicle owners must also have an accessible process to review and contest violations and, where appropriate, transfer liability to the operator. This is particularly important because rented, leased, and subcontracted vehicles are common in trucking.

Violation notices should clearly identify the recorded and applicable legal weights; date, time and location; vehicle identification; relevant permit information; and information regarding WIM certification or calibration when accuracy is disputed. Reasonable accuracy tolerances should also be established.

Integrating HOOCS and WIM:

TBTA is beginning to process permits through the Highway Oversize Overweight Credentialing System (HOOCS). These efforts should move together.

If TBTA's system can automatically identify a vehicle and issue a \$650 violation, it should also recognize whether that vehicle holds a valid permit.

HOOCS and WIM should be fully integrated before monetary enforcement begins. A vehicle should never be fined for weight that has already been authorized.

Special Handling and Vehicle Clearances:

TANY asks TBTA to provide transparency regarding the proposed additional toll for vehicles requiring special handling. Any charge should reasonably reflect the additional permitting, escort, routing, and staffing costs associated with these movements.

TANY also supports updating 21 NYCRR § 1021.2 so posted vehicle clearances at TBTA bridges and tunnels reflect current conditions and comply with VTL § 1621(c). Professional drivers rely on accurate clearance, route, permit, and commercial navigation information when planning trips.

TANY urges the City and TBTA to:

- Work with NYC DOT to unfreeze and modernize NYC's overweight permit system consistent with VTL § 385 and 17 NYCRR Part 154-2.
- Fully integrate HOOCS and WIM so valid permits are automatically recognized.
- Establish reasonable accuracy tolerances, notification periods, and liability-transfer procedures.
- Provide an accessible process for reviewing evidence and contesting erroneous violations.
- Update and widely distribute accurate vehicle-clearance information.

These measures would not weaken enforcement. They would strengthen it by focusing penalties on actual violations while giving responsible motor carriers clear and achievable tools to comply.

1 Metropolitan Transportation Authority

2 State of New York

3 OFFICIAL TRANSCRIPT

4
5 *PROPOSED RATES FOR WEIGH-IN-MOTION PILOT ON ROBERT F. KENNEDY*
6 *BRIDGE AND VEHICLE LIMITATIONS ON MTA BRIDGES AND TUNNELS*

7 HEARING OFFICER ROSE PASCONE: Thank you for joining
8 today's hearing. The hearing will begin shortly. We encourage
9 everyone to complete the voluntary survey to help us determine
10 the effectiveness of our -- our outreach efforts. President
11 Sheridan.

12 MS. CATHERINE SHERIDAN: Good evening and welcome to
13 the MTA Bridges and Tunnels public hearing on three items. One,
14 Weigh-In- Motion and the fines for vehicles that exceed weight
15 restrictions. Two, updated vertical clearances on bridges. And
16 three, a revised additional toll on vehicles that are over-
17 dimensional and require a special handling permit. MTA Bridges
18 and Tunnels has a history of excellence in keeping infrastructure
19 in good condition and improving safety on our roadways. These
20 three changes hit the mark on both. The Weigh-In-Motion system
21 on the Robert F. Kennedy Bridge will protect infrastructure by
22 deterring overweight vehicles from crossing the bridge,
23 increasing service life and reducing costs for repairs, allowing
24 our dollars to be spent more efficiently. The revisions to
25 vertical clearances and the additional toll on vehicles requiring
26 special handling permits will also improve safety, reduce traffic
27 delays, and keep infrastructure in good condition. After a short

1 presentation, we look forward to hearing input from the public on
2 these items. I'll now turn it over to our hearing officer, Rose
3 Pascone.

4 HEARING OFFICER PASCONE: Good evening. Before we
5 begin the public hearing, we will play our emergency evacuation
6 procedure announcement.

7 AUTO: Your safety is of the foremost importance to the
8 MTA. Therefore, we ask that you listen and adhere to the
9 following instructions. If you witness an emergency, notify
10 emergency personnel in the room and call 911 immediately. Please
11 follow any audible instructions provided through the public
12 address system or visually on screens in the event of an
13 emergency. If an alarm sounds, wait for a public address
14 announcement and follow instructions. If told to go to another
15 floor or to evacuate the building, leave all unessential items
16 behind and use stairwell A just across the main hallway or
17 stairwell B down the hallway past the elevators. If you have a
18 mobility disability or cannot self-evacuate, please proceed to
19 stairwell D or E for assistance by MTA staff or emergency
20 personnel. An automated external defibrillator, AED, for use by
21 trained personnel, is in the main hallway just past the
22 elevators. If you need assistance during an evacuation, please
23 tell an MTA staff member or emergency personnel. Thank you, and
24 have a safe day.

25 HEARING OFFICER PASCONE: Welcome to the Triborough

1 Bridge and Tunnel Authority, doing business as MTA Bridges and
2 Tunnels, hearing on proposed changes to 21 New York Codes, Rules
3 and Regulations Section 1021.2. Addressing vehicle limitations
4 and Weigh-In-Motion violation monitoring. For the record, today
5 is August 17th, 2026, and the time is 6:03 p.m. My name is Rose
6 Pascone. I am Assistant Director of Government and Community
7 Relations for MTA Bridges and Tunnels. I will be the hearing
8 officer for this public hearing. Seated at the table and on Zoom
9 are the following members of MTA Bridges and Tunnels leadership
10 and staff, President Catherine Sheridan, Chief of Staff and Chief
11 Administrative Officer, Diane Kenneally, Vice President and
12 Deputy Program Executive, Philip Swanton, General Counsel and
13 Corporate Secretary, Paul Fryman, Director of Strategy and
14 Stakeholder Engagement, David Gmach, Board Member Andrew Albert,
15 and Board Member Gerard Brigman. This hearing is being live
16 streamed on MTA's YouTube channel and recorded. It will be
17 available to view on the MTA website and YouTube channel. By
18 attending this virtual hearing, you consent to being recorded.
19 The public hearing will review the public uses, benefits,
20 purposes, and location of these regulatory changes and give the
21 public o- -- an opportunity to comment. To make the public aware
22 of these hearings, advertisements were published in 22 print
23 media outlets, including multilingual outlets throughout the
24 region. The MTA also provided notice of the hearings on the MTA
25 website and via Instagram stories, Facebook, Threads, Bluesky,

1 and LinkedIn. MTA also sent notice citywide to all elected
2 officials in the five boroughs to share the advertisements with
3 their constituents. If you are unable to join us at the public
4 hearings, you can provide comments on the MTA website at
5 mta.info/transparency/public-hearings. You may present verbal
6 tes- testimony or submit written comments in lieu of or to
7 supplement oral testimony concerning the proposal -- the proposed
8 initiatives. Written comments will be accepted online via MTA's
9 public hearing portal. Comments may also be submitted via postal
10 mail to MTA government and community relations, TBTA SAPA Public
11 Hearing, 2 Broadway, D16.94, New York, New York 10004. Public
12 comments can also be shared by calling the MTA public hearing
13 hotline at 646-252-677. Telephone agents are available from 6:00
14 a.m. to 10:00 p.m. daily. All written, phone and online comments
15 must be received by 5:30 p.m. on Thursday, August 27th, 2026.
16 Comments received after this date and time will not be included
17 in the transcript. All public comments, including comments
18 spoken today, letters, phone calls, and written comments provided
19 will be transcribed and incorporated into the official record.
20 All comments carry the same weight regardless of how they are
21 submitted. Now, I will describe the public -- I'm sorry, the
22 procedures for today's hearings. As a reminder, only those who
23 registered to speak can give public comments. I will call the
24 names of registered speakers in the order they registered. In
25 fairness to each speaker, comments are limited to two minutes.

1 At the one-and-a-half-minute mark, visual and auditory cues will
2 remind you that you have 30 seconds left to conclude your
3 remarks. Comments should relate to the purpose of this hearing,
4 proposed changes to 21 New York Codes, Rules and Regulations
5 Section 1021.2, addressing vehicle limitations and Weigh-In-
6 Motion violation monitoring. All registered speakers must adhere
7 to the rules of conduct and decorum. Zoom participants are muted
8 upon joining. When your name is called, please turn on your
9 camera and microphone by clicking the camera and microphone icons
10 on the bottom of your Zoom screen. There will be a b- brief
11 transition to let you access your video and microphone. During
12 that time, please ensure your microphone and camera, if desired,
13 are on before you begin your remarks. For all commenters in the
14 room and on Zoom, when you begin your comments, please provide
15 your name and any affiliation you wish to announce so that we
16 have it for the record. You may also request to speak
17 anonymously. If this is your preference, please notify an MTA
18 staff member in the room or indicate this in the Zoom Q&A
19 function, and you will receive further instructions. In the
20 event your name is called and you are not present, we will read
21 your name again at the end of the hearing in the order was
22 initially called. American Sign Language and CART Captioning are
23 available at this hearing. To access captioning at the bottom of
24 the screen, select CC, and you will be able to turn on and
25 enlarge the captions based on your preference. You can also view

1 the entire transcript for context if needed. Users will not need
2 to adjust their screens to see American Sign Language. Finally,
3 the MTA Bridges and Tunnels panel present beside me will not be
4 answering questions. They are here to listen. MTA staff are
5 available in this room, outside the hearing room, and in the Zoom
6 question and answer function to answer your questions. The Q&A
7 function is available only if you are logged into the Zoom
8 webinar online, and it is located on the lower portion of your
9 Zoom window. If you are attending via Zoom, type your question
10 into the Q&A function. MTA staff may answer your question if it
11 pertains to the subject of this hearing. I will now turn it over
12 to David Gmach, Director of Strategy and Stakeholder Engagement
13 for Tolling Strategy at MTA Bridges and Tunnels for a
14 presentation about the proposed changes. After David concludes
15 his presentation, we will begin the public comment portion of the
16 hearing. David?

17 MR. DAVID GMACH: Thank you, Rose, and good evening,
18 everyone. I am David Gmach, and I will be presenting today on
19 behalf of MTA Bridges and Tunnels, also known as the Triborough
20 Bridge and Tunnel Authority or TBTA. The public hearing tonight
21 is a public hearing under the State Administrative and Procedure
22 Act or SAPA. On June 17th, the Triborough Bridge and Tunnel
23 Authority, TBTA, posted a notice in the New York State Register
24 for TBA-24-26-00001 to amend vehicle limits as to height and
25 weight restrictions and to set Weigh-In-Motion or WIM violation

1 monitoring with a flat rate per violation. Public advertisements
2 were posted and the comment period was opened on June 17th, 2026
3 for the SAPA hearing on the proposed changes to 21 New York
4 Codes, Rules and Regulations Section 1021.2, addressing vehicle
5 limitations and Weigh-In-Motion violation monitoring and fines.
6 The proposed changes are about safety and maintaining bridge --
7 bridge integrity. There are three topics for today's hearing.
8 First, is the liability for the Weigh-In-Motion pilot on the
9 Robert F. Kennedy or RFK Bridge. New York State Vehicle and
10 Traffic Law was amended in 2025 to authorize the use of WIM
11 technology on the RFK Bridge to both safely and efficiently
12 enforce truck weight restrictions and imposed fines on violators.
13 The TBA board -- the TBTA board approved the program following a
14 public hearing in October 2025. The regulatory change will
15 establish that the liability of a vehicle owner for a violation
16 of Section 385 of the v- vehicle and traffic law shall be \$650
17 for each violation. Additional late fees will also be applied.
18 Second, is -- are the changes in vertical clearances at the MTA
19 Bridges and Tunnels bridges. New York State Vehicle and Traffic
20 Law Section 1621C requires that the legal clearance on bridges
21 and tunnels shall be one foot less than the measured clearance.
22 The measured clearance shall be the minimum height to the bridge
23 or structure measured vertically from the traveled portion of the
24 roadway. The revisions to the vehicle limitations are being
25 proposed for adoption to update 21 New York C- -- New York Codes,

1 Rules and Regulations Section 1021.1 to accurately reflect
2 current clearances and widths at MTA Bridges and Tunnels,
3 including changes in recent years. The third and final
4 regulatory change is a revised additional toll and -- and toll
5 rate for overweight and or over-dimensional vehicles requiring
6 special handling permits at MTA Bridges and Tunnels. The current
7 language in 21 New York Codes, Rules and Regulations Section
8 1021.2, which requires payment of a double toll, is being revised
9 to amend the toll for vehicles requiring special handling
10 permits. So, vehicles obtaining a special han- handling permit
11 to cross MTA Bridges and Tunnel structures will pay a revised
12 additional toll at the rate of \$55 or the applicable tolls by
13 mail rate, whichever is higher. So, let's first talk about
14 Weigh-In-Motion violations. The WIM technology is already being
15 used by the New York City Department of Transportation on the
16 Brooklyn Queens Expressway for the area beneath the Brooklyn
17 Heights Promenade. It will -- the -- the technology will be
18 expanded to other locations in this city and state, and MTA
19 Bridges and Tunnels will begin using it on the RFK Bridge. So,
20 drivers will be made aware by signage posting before getting on
21 the RFK Bridge about the weight restrictions and the use of WIM.
22 Vehicles then pass over roadway sensors as shown in the photo.
23 And cameras capture identifying information for the vehicles.
24 And in the photo, you can see the camera on the signage and there
25 will also be cameras mounted on the side of the road. So, for

1 the WIM, w- -- they look at two weight measures. First, is the
2 maximum allowable gross vehicle weight or GVW. The limits are
3 determined by the New York State Bridge Formula based on the
4 number of axles and distance between axles up to GVW limit of
5 80,000 pounds. For a truck with a maximum GVW limit of 80,000
6 pounds, a truck that weighs more than 10 percent over the weight
7 limit, which means more than 88,000 pounds, is subject to a
8 violation. Next, is the maximum allowable axle weight. The
9 weight restriction per axle for a single axle truck is 22,400
10 pounds. If the truck's single axle weight weighs more than 20
11 thou- -- more than 20 percent over the 22,400-pound limit, which
12 is 26,880 pounds, the truck is subject to a violation. The
13 weight restriction per axle for a tandem axle truck is 36,000
14 pounds. If the truck's tandem axle weighs more than 20 percent
15 over the 36,000-pound limit, which is more than 43,200 pounds,
16 the truck is subject to a violation. And if a truck violates
17 both the gross weight and the axle weight, it will receive two
18 separate violations. So, what are the violations and fines? The
19 proposed fine will be \$650 per violation. And the process is as
20 follows, the violation will be mailed to the registered owner of
21 the truck. For a minimum of 90 days after the system goes live,
22 only warning letters will go out. This period is to raise
23 awareness among the trucking community that fines will be coming
24 soon. After the 90-day minimum warning period, a notice of
25 liability will be mailed out with the associated \$650 fine or

1 fines. Payments will be made to the New York City Department of
2 Finance Parking Violations Bureau, and truck owners will have an
3 opportunity to appeal the notice of liability through the New
4 York City Finance Department Parking Violations Bureau. Next up
5 are the -- the vertical clearances. The second rule change
6 relates to updates and vertical clearances to align with current
7 conditions at each facility. The change in vertical clearances
8 is based on actual measurements taken in the last two years and
9 maybe the result of new asphalt or new or revised signage above
10 the roadway. There is no change to the posted vertical
11 clearances for locations that were below 14 feet. In slide six
12 and on the MTA Bridges and Tunnels website, you can find the
13 current vertical clearances to be included in the rules. The
14 table on the slide covers all MTA Bridges and Tunnel bridges.
15 This includes the Robert F. Kennedy Bridge, including the Harlem
16 River Span, the Bronx Truss Span, and the Queens Suspended Span.
17 The White -- Bronx-Whitestone Bridge, the Throgs Neck Bridge, the
18 Cross Bay Veterans Memorial Bridge, the Marine Parkway-Gil Hodges
19 Memorial Bridge, the Henry Hudson Bridge, and the Verrazano-
20 Narrows Bridge. Finally, are the revised additional tolls. So,
21 the third and final topic is the amount for revised additional
22 tolls for vehicles with special handling permits. Vehicles that
23 exceed maximum weight or dimensional allowances are required to
24 request a special handling permit to travel over MTA Bridges and
25 Tunnels. Starting in the latter part of 2026, drivers will be

1 required to apply for these permits using the highway oversize
2 overweight credentialing system. And MTA is in the process of
3 entering into an agreement to use this system. To cross the MTA
4 Bridges and Tunnels, anyone with this permit will be -- be
5 required to pay an additional toll of \$55 or the applicable tolls
6 by mail rate, whichever is higher. This toll is in addition to
7 the regular toll on MTA bridges. So, that concludes the changes
8 being recommended. For next steps, as Rose mentioned, public
9 comments may be submitted by August 27th, 2026. And these are
10 the instructions for submitting your public comments. So, thank
11 you for listening to the presentation. We hope it has been
12 informative. And I am now turning it back over to Rose.

13 HEARING OFFICER PASCONE: Thank you, David. We will
14 now move to the public comment portion of today's hearing. I
15 will call the first speaker of the public hearing. As -- as a
16 reminder, if you are joining us via the Zoom web- webinar, all
17 participants are muted upon joining. When your name is called,
18 please turn on your camera and microphone by cl- clicking the
19 camera microphone icons on the bottom of your Zoom screen. There
20 will be a brief transition to let you access your video and
21 microphone. During that time, please ensure your microphone and
22 camera, if desired, are on before you begin your remarks. You
23 have ten seconds to turn on your camera and microphone before we
24 move on to the next speaker. Our first speaker this evening is
25 Vincent Jenkins, followed by Jesse Figueroa.

1 MR. VINCENT JENKINS: Testing. Okay. Hello. Hello,
2 everyone. Good evening. Good evening to everyone present and
3 everyone here, the board as well. And the MTA staff here of New
4 York, good evening. Personally, I feel that I'm in a neutral
5 place when it comes to support or being against what's happening
6 when it comes to weighting issues. But what I would like to say
7 when it comes to improvement and maintenance of tunnels and
8 bridges, the main goal should be safety, to reduce accidents
9 which occur many times. I agree with the MTA trying to fine when
10 it comes to speeding and high rates of speed that that needs to
11 be reduced. When it comes to the deaf community, also people
12 that can hear, safety is a priority on the bridges and the tunnel
13 systems to make sure that they maintain -- that they continue
14 operational and safety. My only concern is that when it comes to
15 fining, the price may be too much, too much for a person to
16 afford. I think people that can hear have an easier
17 accessibility to funds, whereas the deaf community might not be
18 able to have that when it comes to having to pay for food and
19 other living expenses. That might not be something that they can
20 afford when it come -- be- -- due to the fact that they don't
21 have the same access to jobs and funding like other people that
22 can hear. So, the fine, that amount, maybe if it were 100, 200,
23 that might be more within the -- the -- the ability to pay for
24 many. So, that is my -- that is what I'd like to share for -- to
25 the MTA. Thank you. I appreciate the opportunity to voice my

1 opinion. Have a good night to everybody.

2 HEARING OFFICER PASCONE: Thank you. The next speaker
3 is Jesse Figueroa, followed by Shion Horne.

4 MR. JESSE FIGUEROA: Hi. All right. Good -- good
5 evening, everybody. My name is Jesse Figueroa, US Army Veteran
6 and Accessibility Transportation Advocate. I am here to express
7 my support for the proposed -- proposed Weigh-In-Motion and
8 height restriction measures across the TBTA facilities. These
9 are great strengthened structural protection to reduce the risk
10 of over-height and overweight vehicle inc- incidents and improve
11 safety for all travelers. They also enhance traffic efficiency
12 by allowing real-time monitoring and reducing unnecessary delays.
13 This is a responsible, forward-looking investment in the
14 reliability and safety for our crosses. Thank you for your
15 continued leadership.

16 HEARING OFFICER PASCONE: Thank you. The next speaker
17 is Shion Horne, followed by Martin Areola. The next speaker is
18 Martin Areola. We will now recall the names of any registered
19 speakers who have not spoken. Shion Horne? Martin Areola? We
20 encourage everyone to complete the voluntary survey to help us
21 determine the effectiveness of our outreach efforts. We are now
22 going to take a break until 7:40 p.m., at which time we will
23 resume the hearing and give the presentation a second time. As a
24 reminder, if you believe you have registered for tonight's
25 hearing, but have not heard your name called, please either speak

1 to a member of the staff in the room or indicate so using the
2 Zoom Q&A function. Again, we will be taking a short break.
3 Thank you.

4 HEARING OFFICER PASCONE: Cathy, are you still on? Oh,
5 we wouldn't be able to hear her, right?

6 MS. SHERIDAN: Yeah, I'm here.

7 HEARING OFFICER PASCONE: And you are giving your
8 remarks again, right?

9 MS. SHERIDAN: Yeah, I guess if you want me to.

10 UNKNOWN SPEAKER: Should -- shouldn't we see Cathy?
11 Which way down?

12 HEARING OFFICER PASCONE: Yeah, that's why I wasn't
13 sure she was on [unintelligible]. I don't think she can hear
14 you. You have to talk into the mic.

15 UNKNOWN SPEAKER: Cathy, can you see us?

16 MS. SHERIDAN: Can I see you? I -- I think I would
17 have to make my screen a little bigger. Hang on. I can see it
18 just says -- it's the black screen that says MTA, you know,
19 Metropolitan Transportation Authority. So, no, I cannot see you.

20 HEARING OFFICER PASCONE: Thank you for joining today's
21 hearing. The presentation will be given a second time shortly.
22 We encourage everyone to complete the voluntary survey to help us
23 determine the effectiveness of our outreach efforts. President
24 Sheridan?

25 MS. SHERIDAN: Thank you, Rose. Good evening and

1 welcome to the MTA Bridges and Tunnels public hearing on three
2 items. One, Weigh-In-Motion and the fines for vehicles that
3 exceed weight restrictions. Two, updated vertical clearances on
4 bridges. And three, a revised additional toll on vehicles that
5 are over-dimensional and require a special handling permit. MTA
6 Bridges and Tunnels has a history of excellence in keeping
7 infrastructure in good condition and improving safety on our
8 roadways. These three changes hit the mark on both. The Weigh-
9 In-Motion system on the Robert F. Kennedy Bridge will protect
10 infrastructure by deterring overweight vehicles from crossing the
11 bridge, increasing service life, and reducing cost for repairs,
12 allowing our dollars to be spent more efficiently. The revisions
13 to vertical clearances and the additional toll on vehicles
14 requiring special handling permits will also improve safety,
15 reduce traffic delays, and keep infrastructure in good condition.
16 After a short presentation, we look forward to hearing input from
17 the public on these items. I'll now turn it over to our hearing
18 officer, Rose Pascone.

19 HEARING OFFICER PASCONE: Good evening. Welcome to the
20 Triborough Bridge and Tunnel Authority, doing business as MTA
21 Bridges and Tunnels hearing on proposed changes to 21 New York
22 Codes, Rules and regulations, Section 1021.2, addressing vehicle
23 limitations and Weigh-In-Motion violation monitoring. For the
24 record, today is August 17th, 2026, and the time is 7:41 p.m. My
25 name is Rose Pascone. I'm Assistant Director for Government and

1 Community Relations for MTA Bridges and Tunnels. I will be the
2 hearing officer for this public hearing. Seated at the table and
3 on Zoom are the following members of MTA Bridges and Tunnels
4 leadership and staff, President Catherine Sheridan, Chief of
5 Staff and Chief Administrative Officer, Diane Kenneally, Vice
6 President and Deputy Program Executive, Phillip Swanton, General
7 Counsel and Corporate Secretary, Paul Fryman, Director of
8 Strategy and Stakeholder Engagement, David Gmach, Board Member
9 And- Andrew Albert, and Board Member Gerard Bringman. This
10 hearing is being live-streamed on MTA's YouTube channel and
11 recorded. It will be available to view on the MTA website and
12 YouTube channel. The public hearing will review the public uses,
13 benefits, purposes, and locations of these regulatory changes.
14 To make the public aware of these hearings, advertisements were
15 published in 22 print media outlets, including multilingual
16 outlets throughout the region. The MTA also provided notice of
17 the hearings on the MTA website and via Instagram stories,
18 Facebook, Threads, Bluesky, and LinkedIn. MTA also sent notice
19 citywide to all elected officials in the five boroughs to share
20 the advertisements with their constituents. If you are unable to
21 join us at the public hearing, you can provide comments on the
22 MTA website at mta.info/transparency/public-hearings. You may
23 present verbal testimony or submit written comments in lieu of or
24 to supplement oral testimony concerning the proposed initiatives.
25 Written comments will be accepted online via the MTA's public

1 hearing portal. Comments may also be submitted via postal mail
2 to MTA Government and Community Relations, TBTA SAPA Public
3 Hearing, 2 Broadway D16.94, New York, New York 10004. Public
4 comments can also be shared by calling the MTA public hearing
5 hotline at 646-252-677. Telephone agents are available from 6:00
6 a.m. to 10:00 p.m. daily. All written, phone and online comments
7 must be received by 5:30 p.m. on Thursday, August 27th, 2026.
8 Comments received after this date and time will not be included
9 in the transcript. All public comments, including comments
10 spoken today, letters, phone calls, and written comments provided
11 will be transcribed and incorporated into the official record.
12 All comments carry the same weight regardless of how they're
13 submitted. American Sign Language and CART Captioning are
14 available at this hearing. To access captioning at the bottom of
15 the screen, select CC and you will be able to turn on or enlarge
16 the captions based on your preference. You can also view the
17 entire transcript for context if needed. Users will not need to
18 adjust their screens to see American Sign Language. Finally, the
19 MTA Bridges and Tunnels panel present beside me and on Zoom will
20 not be answering questions. They are here to listen. MTA staff
21 are available in this room, outside the hearing room, and in the
22 Zoom Q&A function to answer your questions. The Q&A function is
23 available only if you are logged into Zoom -- into the Zoom
24 webinar online, and it is located on the lower portion of your
25 Zoom window. If you are attending via Zoom, type your question

1 into the Q&A function. MTA staff may answer your question if it
2 pertains to the subject of this hearing. I will now turn it over
3 to David Gmach, Director of Strategy and Stakeholder Engagement
4 for Tolling Strategy at MTA Bridges and Tunnels for a
5 presentation about the proposed changes. David?

6 MR. GMACH: Thank you, Rose, and good evening,
7 everyone. I am David Gmach, and I will be presenting today on
8 behalf of MTA Bridges and Tunnels, also known as the Triborough
9 Bridge and Tunnel Authority, or TBTA. The public hearing tonight
10 is a public hearing under the State Administrative and Procedure
11 Act, or SAPA. On June 17th, the Triborough Bridge and Tunnel
12 Authority, TBTA, posted a notice in the New York State Register
13 for TBA- -- TBT -- TBA-24-26-00001 to amend vehicle limits as to
14 height and weight restrictions and set Weigh-In-Motion or WIM
15 violation monitoring with a flat rate per violation. The public
16 advertisements were posted and the comment period was opened on
17 June 17th, 2026 for the SAPA public hearing on proposed changes
18 to 21 New York Codes, Rules and Regulations Section 1021.2,
19 addressing vehicle limitations and Weigh-In-Motion violation
20 monitoring and fines. The proposed changes are about safety and
21 maintaining bridge integrity. There are three topics for
22 tonight's hearing. First is the liability for the Weigh-In --
23 Weigh-In-Motion pilot on the RF -- Robert F. Kennedy or RFK
24 Bridge. New York State Vehicle and Traffic Law was amended in
25 2025 to authorize the use of WIM technology on the RFK bridge to

1 safely and efficiently enforce truck weight restrictions and
2 impose fines on violators. The TBA -- TBTA board approved the
3 program following a public hearing in October 2025. The
4 regulatory change will establish that the liability of a vehicle
5 owner for a violation of section 385 of the vehicle and traffic
6 law shall be \$650 for each violation. Additional late fees will
7 also be applied. The second item involves the changes in
8 vertical clearances at the MTA Bridges and Tunnel bridges. New
9 York State Vehicle and Traffic Law Section 1621C requires that
10 the legal clearance on bridges and tunnels shall be one foot less
11 than the measured clearance. The measured clearance shall be the
12 minimum height to the bridge or structure measured vertically
13 from the traveled portion of the roadway. The revisions to the
14 vehicle limitations are being proposed for adoption to update 21
15 New York Codes, Rules and Regulations Section 1021.2, to
16 accurately reflect current clearances and widths at MTA Bridges
17 and Tunnels, including some changes in recent years. And the
18 third and final regulatory change is a revised additional toll
19 and toll rate for overweight and or over-dimensional vehicles
20 requiring special handling permits at MTA Bridges and Tunnels.
21 The current language in 21 New York Codes, Rules and Regulations
22 Section 1021.2, which requires payment of a double toll, is being
23 revised to amend the toll for vehicles requiring special handling
24 permits. Vehicles obtaining a special handling permit to cross
25 MTA Bridges and Tunnel structures will pay a -- a revised

1 additional toll at the rate of \$55 or the applicable tolls by
2 mail rate, whichever is higher. So, let's first discuss the
3 Weigh-In-Motion violations. The WIM technology is already being
4 used by the New York City Department of Transportation on the
5 Brooklyn Queens Expressway for the area beneath the Brooklyn
6 Heights Promenade. It will be expanded to un- -- other locations
7 in the city and state. MTA Bridges and Tunnels will begin using
8 it on the RFK bridge. So, drivers will be made aware by signage
9 posted before getting on the RFK Bridge about the weight
10 restrictions and the use of WIM. Then vehicles pass over the
11 roadway sensors as shown in the photo. And the captures -- the
12 cameras capture identifying information for the vehicles. And in
13 the photo, you can see the camera on the signage. There will
14 also be cameras mounted on the side of the road. So, we look at
15 two weight measures. The first is the maximum allowable gross
16 vehicle weight, GVW. The limits are determined by the New York
17 State Bridge Formula, which is based on the number of axles and
18 distances between axles up to GVW limit of 80,000 pounds. For a
19 truck with a maximum GVW limit of 80,000 pounds, a truck that
20 weighs more than 10 percent over that weight limit, which means
21 more than 88,000 pounds, is subject to a violation. The next is
22 the maximum allowable axle weight. The weight restriction per
23 axle for a single axle truck is 22,400 pounds. If the truck's
24 single axle weighs more than 20 percent over the 22,400-pound
25 limit, which is 26,888 pound -- eight -- 26,880 pounds, the truck

1 is subject to a violation. The weight restriction per axle for a
2 tandem axle truck is 36,000 pounds. If the truck's tandem axle
3 weighs more than 20 percent over the 36,000-pound limit, which is
4 more than 43,200 pounds, the truck is subject to a violation.
5 And if a truck violates both the gross weight and the axle
6 weight, it will receive two separate violations. What are the
7 violations and fines for the WIM on the RFK Bridge? The proposed
8 fine will be \$650 per violation. And the process is as follows,
9 the violation is mailed to the registered owner of the truck.
10 For a minimum of 95 -- 90 days after the system goes live, only
11 warning letters will go out. Again, that's 90 days after the
12 system goes live. This period is to raise awareness among the
13 trucking community that fines will be coming soon. After the 90-
14 day minimum warning period, a notice of liability will be mailed
15 out with the associated \$650 fines. Payments will be made to the
16 New York City Department of Finance Parking Violations Bureau.
17 And truck owners will have an opportunity to appeal the notice of
18 liability through the New York City Finance Department fi- --
19 Parking Violations Bureau. Next are vertical clearances. And
20 the second rule change relates to updates and veti- vertical
21 clearances to align with current conditions at each facility.
22 The change in vertical clearances is based on actual measurements
23 taken in the last two years and may be the result of new asphalt
24 or new or rever- revised signage above the roadway. There is no
25 change to the posted vehicle of vertical clearances for locations

1 that were below 14 feet. Slide six and the MTA Bridges and
2 Tunnels website have the current vertical clearances to be
3 included in the rules. The table on the slide covers all MTA
4 Bridges and Tunnels bridges. And these include the Robert F.
5 Kennedy Bridge, and that includes the Harlem River Span, the
6 Bronx Truss Span, and the Queens Suspended Span, the Bronx-
7 Whitestone Bridge, the Throgs Neck Bridge, the Cross Bay Veterans
8 Memorial Bridge, the Marine Parkway-Gil Hodges Memorial Bridge,
9 the Henry Hudson Bridge, and the Verrazano-Narrows Bridge. So,
10 for revised additional tolls, the third and final topic is the
11 amount for revised additional tolls for vehicles requiring
12 special handling permits. Vehicles that exceed maximum weight
13 and/or dimensional allowances are required to request a special
14 handling permit to travel over MTA Bridges and Tunnels. Starting
15 in the latter part of 2026, drivers will be required to apply for
16 these permits using the highway oversized overweight
17 credentialing system. MTA is in the process of entering into an
18 agreement to use this system. To cross the MTA Bridges and
19 Tunnels, anyone with this permit will be -- be required to pay an
20 additional toll of \$55 or the applicable tolls by mail rate,
21 whichever is higher. And again, this toll is in addition to the
22 regular toll on MTA bridges. Thank you for listening to the
23 presentation. We hope that it has been informative. And as Rose
24 mentioned earlier, public comments can be submitted through
25 August 27th. And to submit public comments, please follow

1 instructions to do so by mail, phone, or online. I am now
2 turning it back to Rose.

3 HEARING OFFICER PASCONE: Thank you, David. All
4 present speakers in person and on Zoom previously provided public
5 comment. We encourage everyone to complete the voluntary survey
6 to help us determine the effectiveness of our outreach efforts.
7 The time is 8:00 p.m. This concludes the public hearing. Thank
8 you for joining us today.

9
10 CERTIFICATE OF ACCURACY

11 I, Hector Solomon, certify that the foregoing transcript of
12 proceedings on August 17, 2026, was prepared using the required
13 transcription equipment and is a true and accurate record of the
14 proceedings.

15
16 Certified By

17 
18

19 Hector Solomon

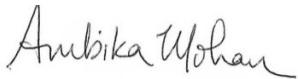
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24 August 26, 2026

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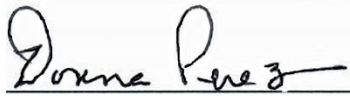
June 17, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

6 people wounded in Jersey City acid attack

By Brian Niemietz
NEW YORK DAILY NEWS

Six people were wounded in New Jersey when two people riding a moped tossed “an acid substance” at the victims’ car on Monday night.

The victims were treated in a Jersey City hospital with skin burns that were not believed to be life-threatening, according to city officials.

Three of the victims were said to be teenagers. A 21-year-old victim was transferred to The Burn Center at Cooperman Barnabas Medical Center Tuesday due to second-degree burns to her face and scalp.

An unidentified juvenile was arrested in connection to the incident. Authorities said the investigation is ongoing. At least five of the victims are women.

“My thoughts are with those hurt in this horrific attack, and I want our communities to know that violence like this has absolutely no place on our streets,” Jersey City Mayor James Solomon in a statement shared with the Daily News.

Investigators believe the attack was a targeted incident tied to an earlier altercation involving a group of people. No further information was provided about the nature of that conflict.

Preliminary information indicates sulfuric acid was thrown on the victims. They were all said to be in stable condition Tuesday afternoon.

Solomon said the Jersey City Police Department has been directed to commit all of its resources to bringing the culprits to justice. Officials haven’t responded to a request for further comment.

The National Institutes of Health describes sulfuric acid as a toxic and colorless liquid that’s “corrosive to the skin, eyes and mucous membranes” on its open chemistry database. It can be found in car batteries, detergents and fertilizers.

Contact with sulfuric acid can result in burning flesh and vision loss. Health officials recommend that individuals whose eyes are affected by the chemical flush with lots of water for at least 15 minutes.

Man shot in eye on Queens expressway drives himself to hospital

By Thomas Tracy
NEW YORK DAILY NEWS

A 26-year-old man shot in the eye on a Queens expressway early Tuesday managed to drive himself to the hospital, police said.

Cops are now trying to track down the shooter — without any help from the victim, who has refused to talk about the circumstances of the shooting, police sources said.

Police were first alerted about 5 a.m. when the victim rolled up to New York-Presbyterian Hospital Queens bleeding from his eye and flagged down officers.

Cops rushed him into the hospital, where he was expected to recover. Investigators later determined he was shot while driving on the Horace Harding Expressway near 108th St. in Forest Hills, about two miles from the hospital.

After getting shot, he immediately drove himself to the hospital, but wouldn’t tell investigators what happened.

No arrests have been made.

Police were trying to access surveillance and traffic cameras to find out exactly what happened.

Public Hearing

The **Triborough Bridge and Tunnel Authority** (“TBTA”) doing business as MTA Bridges and Tunnels, will hold a State Administrative Procedure Act (SAPA) public hearing on proposed changes to 21 New York Codes, Rules and Regulations (NYCRR) Section 1021.2 addressing vehicle limitations and Weigh-in-Motion violation monitoring. The public hearing will review the public uses, benefits, purposes, and location of these regulatory changes and will give the public an opportunity to comment.

Description of the Projects

TBTA is proposing regulatory changes to address the following:

- Establishing a Weigh-in-Motion (WIM) Violation Monitoring System and setting the rate for a WIM Monitoring System violation for exceeding weight restrictions;
- Changes in vertical clearance requirements on TBTA bridges and tunnels; and
- The toll for vehicles requiring new permits for special handling of over-dimensional and/or over-weight vehicles.

Liability for Weigh-in-Motion Pilot on the Robert F. Kennedy (RFK) Bridge

New York State Vehicle and Traffic Law (NYS VTL) was amended in 2025 to authorize the use of WIM technology on the RFK Bridge to safely and efficiently enforce truck weight restrictions and impose fines on violators. The TBTA Board approved the project following a public hearing in October 2025. This change establishes that the liability of a vehicle owner for a violation of Section 385 of the VTL shall be **\$650** for each violation. Additional late fees will also be applied.

Changes in vertical clearances at the bridges and tunnels

New York State Vehicle and Traffic Law §1621(c) requires that the legal clearance on bridges and tunnels shall be one foot less than the measured clearance. The measured clearance shall be the minimum height to the bridge or structure measured vertically from the traveled portion of the roadway. The revisions to the vehicle limitations are being proposed for adoption to update 21 NYCRR §1021.2 to accurately reflect current clearances and widths at TBTA bridges and tunnels and to meet this requirement.

Changes in toll rate for vehicles requiring special handling

In 2026, TBTA will begin processing permit requests for vehicles requiring special handling (over-dimensional and/or over-weight) using the Highway Oversize Overweight Credentialing System (HOOCs). Vehicles obtaining a permit to cross TBTA structures will pay an additional toll at the rate of \$55 or the applicable Tolls by Mail rate, whichever is higher. The language in 21 NYCRR §1021.2 is being revised to amend the toll for vehicles requiring special handling.

Date, Time and Location of the Hybrid Public Hearing

Monday, August 17, 2026

Hearing begins at 6:00 p.m. until 8:00 p.m.

Speaker registration opens at 5:30 p.m. and closes at 6:30 p.m.

MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

Directions

By Subway: Take the **4** **5** to Bowling Green; **R** **W** to Whitehall Street; **1** to South Ferry or **J** **Z** to Broad Street.

By Bus: M15, M15 SBS, M20, M55, SIM4C

By Staten Island Ferry: Take the Staten Island Ferry to South Ferry Terminal.

Public Hearing Format

This will be a hybrid public hearing with in-person participation as well as via Zoom’s online platform and conference call feature, with a livestream available on the MTA 2026 Bridges & Tunnels SAPA website mta.info/sapa-hearing

Registering to Speak at the Public Hearing

Those interested in speaking at the public hearing must pre-register. **Each registered speaker will have two (2) minutes to speak.**

To register to speak you may 1) register online at mta.info/sapa-hearing or 2) call the **Public Hearing Hotline at (646) 252-6777** (Telephone agents are available from 6 a.m. to 10 p.m. daily) or 3) sign up in person at the hearing. Written comments may be submitted and additional information requested through the same options listed above. Registration opens on June 17, 2026, at 6:00 a.m., and closes at 6:30 p.m. on August 17, 2026. All written comments must be submitted by 5:00 p.m. on August 27, 2026. Comments will be transcribed and included as part of the permanent record of this hearing.

Additional Ways to Comment or Request Information

By Postal Mail: To submit comments, for additional information or questions about the hearing, letters should be addressed to: **MTA Government & Community Relations, Re: TBTA SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y.10004.**

By Email: languageaccess@mtahq.org

Accessibility and Language Assistance Services

At the public hearing, American Sign Language and CART Captioning will be available.

For Individuals Who Are Deaf or Hard of Hearing can use their preferred relay service, or the free 711 Relay Service to connect to the Public Hearing Hotline at (646) 252-6777.

For Individuals Who Are Blind or Have Low Vision can request accommodations on or before July 31, 2026, by submitting a request on-line at mta.info/sapa-hearing or by calling the Public Hearing Hotline at (646) 252-6777.

For those without Internet Access can dial into the hearing by calling the Zoom webinar at (646) 828-7666 then enter Webinar ID: 165 136 8526, followed by the pound (#) sign.

For Language Assistance or Other Accommodation: Please submit a request at least 10 business days (July 31, 2026), before the hearing date online, by telephone, postal mail or via email at languageaccess@mtahq.org.

	Information in other languages is available on our web site or via telephone.	
	La información en otros idiomas está disponible en nuestra web o por teléfono.	
	Информация на других языках доступна на нашем веб-сайте или по телефону.	
	Enfòmasyon nan lòt lang disponib sou sit entènèt nou an oswa pa telefòn.	
	다른 언어로 된 정보는 당사 웹사이트나 전화로 확인하실 수 있습니다.	
其他语言版本信息请浏览我们的网站或致电。		
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Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in New York Amsterdam News, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

June 18, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

RGB

Continued from page 2

being squeezed from every direction: the cost of groceries, childcare, transportation, healthcare, and utilities continues to rise.”

One landlord testified that the city should be doing more to protect small landlords from what he termed “professional tenants” who get into units and don’t pay their rent, and whom it takes years to remove. He said that “over the past 20 years, actually, 25 years, it’s been very, very difficult to manage property in New York. A lot of our constituents don’t even want to buy or don’t even want to manage the property ... they’d rather leave it vacant.”

A tenant affiliated with the Crown Heights Tenant Union spoke about how “the money I make disappears somewhere else: to pay bills from years of chronic illness, to repairs that I pursue on my own because my building is owned by a slumlord who’s charging me \$2,575 for a dilapidated one-bedroom in Crown Heights ... I stand here on my own, yes, but also to speak to my neighbors and community who have similar stories. To give any increase to us is, frankly, asking us to die. That is not an exaggeration, that is not hyperbole; it is a simple truth.”

The testimony from property owners, tenants, and local representatives was often drowned out by chants of “Freeze the Rent!” and constant shouting back and forth throughout the event.

As some small property owners tried to testify and complained of difficulty in making ends meet, there were shouts of “Then, sell your property!” or “Get a real job!”

One Black small property owner responded to those calls by noting that her

parents — her mother from South Carolina and her father from Jamaica — had worked and saved to purchase a Brooklyn brownstone at a time when Black people were rarely granted mortgages by banks. “I tell you, when I look over and I see people like this crew right here and when you tell us to sell our homes — as a Black family, you don’t know how many times we’ve been fighting for people’s homes, fighting against [bad] landlords, because in my house we were taught to make sure that you take care of the tenants.”

Charlene Davis testified that the RGB has to take into account some of the issues tenants face before they place their votes.

“I came here, because I felt it was very important for my voice to be heard,” she said. “Too many people that are disabled, that are in wheelchairs, cannot afford their rent. You have to decide to buy your cancer medication or to pay your rent. These landlords — some of them are great landlords, and some of them are not. I think that the board needs to look at it and say to themselves, ‘Look, we need to make some changes.’ You have landlords out here who are slumlords, and these slumlords are what’s making it bad for everyone else; not only the tenants but for the other landlords who do the right thing.”

The RGB approved a tentative rent increase of 0–2% for one-year leases and 0–4% for two-year leases, starting between October 1, 2026, and September 30, 2027. Mayor Zohran Mamdani ran for office with a widely popular promise to freeze rents. This is the first time the RGB has seriously considered a 0% renewal increase for two-year leases.

She considers herself a student and a big fan of comedy, always making time to go see live shows, as well as reading up on the art.

“It’s one thing to try to appeal to what other people like, but if you laugh at it, that’s already a good starting point,” Lewis said about how she develops her comedy material.

Lewis was able to dive into drama more, which she says is a return to her roots, acting in the short film “Someone Loves You,” featuring Nadine Sutherland.

Between creating content, doing live shows, and auditioning, Lewis also loves playing tennis.

Lewis says she is very much continuing to grow and intends to reach greater heights. But for now, she is proud of what she has accomplished. She has ideas for her own show down the line.

“It’s a lot of figuring out as I go,” Lewis said about her life as a creative and overall artist. She says she even has to remind herself not to be so consumed with working and be able to balance her personal life, being with friends and family. “A lot of this stuff is about confidence and self-belief.”

BNY

Continued from page 5

became more involved in sketch and improv, even doing stand-up a few times. She has developed characters, including an impression of former mayor Eric Adams, which she has been invited to perform at venues like Caveat in Lower Manhattan. With Ghost Girl, she and her team of comedic performers tour the country and beyond.

Some of the notable partnerships Lewis has had as Dudette include the cast of “Abbott Elementary,” the U.S. Women’s National Soccer Team and SheaMoisture. The role has also allowed her to support various causes, including women in tech and animal welfare.

Lewis says she does not get recognized as much when she is her regular self, but it is when she is out making content, wearing the sunglasses and holding the sign, that she often meets a lot of fans and people wanting to take photos.

“I feel like a little superhero where I put on my cape,” Lewis said about going in and out of character for the content.

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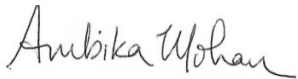
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AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK COUNTY OF NEW YORK

Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Harlem Community Newspapers, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

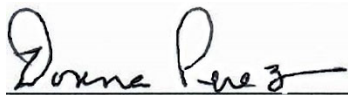
June 18, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

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No. 01PE6151365
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ENTERTAINMENT

New Prince album set for release on Aug. 28

By **KAREN BUTLER**

A new collection of music from the late pop icon Prince (below) is set for release this summer.

"Timeless, a new collection of rare and previously unreleased recordings that trace the evolution of Prince's legendary career," the artist's official Instagram account said.

"We welcome a first-of-its-kind music project that covers songs from each decade of his beautiful life. Arriving August 28, the set features 10 tracks from 1977-2016, including the newly unveiled single 'Stone,' available now."

A concert celebrating the 10th anniversary of Prince's death

recently took place in Minneapolis.

Morris Day, Miguel, Tevin Campbell, Bilal, Kat Graham, Sounds of Blackness and Kris Kollins were performers.

Grammy winner Prince would have turned 67 last Sunday. He died of an accidental fentanyl overdose on April 21, 2016.



June 18, June 25, July 2, July 9

NOTICE OF SALE

SUPREME COURT COUNTY OF QUEENS HSBC BANK USA, NATIONAL ASSOCIATION, AS TRUSTEE FOR NOMURA ASSET ACCEPTANCE CORPORATION MORTGAGE PASS-THROUGH CERTIFICATES, SERIES 2006-AF1, Plaintiff AGAINST ENRIQUE CASTRO, BETTY CELLERI, ET AL., Defendant(s) Pursuant to a Judgment of Foreclosure and Sale duly entered November 14, 2017, I, the undersigned Referee will sell at public auction at the Queens County Supreme Courthouse, on the second floor in Courtroom 25, 88-11 Sutphin Boulevard, Jamaica, New York on July 17, 2026 at 10:00 AM, premises known as 104-28 42nd Avenue, Corona, NY 11368. All that certain plot piece or parcel of land, with the buildings and improvements erected, situate, lying and being in the Second Ward of the Borough and County of Queens, City and State of New York, Block 1986 Lot 10. Approximate amount of judgment \$890,519.51 plus interest and costs. Premises will be sold subject to provisions of filed Judgment Index #706393/2014. For sale information, please visit Auction.com at www.Auction.com or call (800) 280-2832. Nicholas J. Ferrar, Esq., Referee Gross Polowy, LLC 1775 Wehrle Drive Williamsville, NY 14221 00-301419 90229

SUPREME COURT OF THE STATE OF NEW YORK COUNTY OF KINGS U.S. BANK NATIONAL ASSOCIATION AS TRUSTEE FOR J.P. MORGAN ALTERNATIVE LOAN TRUST 2006-S3 MORTGAGE PASS-THROUGH CERTIFICATES, -against RUBEN ALEXANDER GERMAN A/K/A RUBEN A. GERMAN, ET AL.

NOTICE OF SALE

NOTICE IS HEREBY GIVEN pursuant to a Final Judgment of Foreclosure and entered in the Office of the Clerk of the County of Kings on October 20, 2020, I, the undersigned Referee will sell at public auction at the KINGS COUNTY COURTHOUSE 360 ADAMS STREET, ROOM 224, BROOKLYN, NY 11201, on 07/16/2026 at 2:30PM, premises known as 230 7TH STREET, BROOKLYN, New York 11215;

Block 997 Lot 22. **ALL THAT CERTAIN PLOT, PIECE OR PARCEL OF LAND, WITH THE BUILDINGS AND IMPROVEMENTS THEREON ERECTED, SITUATE, LYING AND BEING IN THE BOROUGH OF BROOKLYN, COUNTY OF KINGS, CITY AND STATE OF NEW YORK** Premises will be sold subject to provisions of filed Judgment Index No.: 519441/2017. Doron Leiby, Esq. - Referee. Robertson, Anschutz, Schneid, Crane & Partners, PLLC 900 Merchants Concourse, Suite 310, Westbury, New York 11590, Attorneys for Plaintiff. **All foreclosure sales will be conducted in accordance with Covid-19 guidelines including, but not limited to, social distancing and mask wearing. *LOCATION OF SALE SUBJECT TO CHANGE DAY OF IN ACCORDANCE WITH COURT/CLERK DIRECTIVES.**

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אפשרויות מידע בשפות נוספות זמינות באתר האינטרנט או בטלפון.

Le informazioni in altre lingue sono disponibili sul nostro sito web o telefonicamente.

توفر المعلومات بلغات أخرى على موقعنا الإلكتروني أو عبر الهاتف.

mta.info/sapa-hearing

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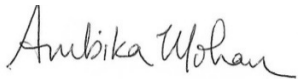
or 877-690-5114
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AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK COUNTY OF NEW YORK

Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Bronx Times Reporter, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

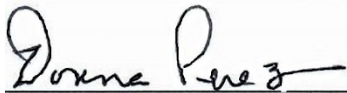
June 19, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

Public Hearing

The **Triborough Bridge and Tunnel Authority** ("TBTA") doing business as MTA Bridges and Tunnels, will hold a State Administrative Procedure Act (SAPA) public hearing on proposed changes to 21 New York Codes, Rules and Regulations (NYCRR) Section 1021.2 addressing vehicle limitations and Weigh-in-Motion violation monitoring. The public hearing will review the public uses, benefits, purposes, and location of these regulatory changes and will give the public an opportunity to comment.

Description of the Projects

TBTA is proposing regulatory changes to address the following:

- Establishing a Weigh-in-Motion (WIM) Violation Monitoring System and setting the rate for a WIM Monitoring System violation for exceeding weight restrictions;
- Changes in vertical clearance requirements on TBTA bridges and tunnels; and
- The toll for vehicles requiring new permits for special handling of over-dimensional and/or over-weight vehicles.

Liability for Weigh-in-Motion Pilot on the Robert F. Kennedy (RFK) Bridge

New York State Vehicle and Traffic Law (NYS VTL) was amended in 2025 to authorize the use of WIM technology on the RFK Bridge to safely and efficiently enforce truck weight restrictions and impose fines on violators. The TBTA Board approved the project following a public hearing in October 2025. This change establishes that the liability of a vehicle owner for a violation of Section 385 of the VTL shall be **\$650** for each violation. Additional late fees will also be applied.

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TBTA will begin processing permit requests for vehicles requiring special handling (over-dimensional and/or over-weight) using the Highway Oversize Overweight Credentialing System (HOOCs). Vehicles obtaining a permit to cross TBTA structures will pay an additional toll at the rate of \$55 or the applicable Tolls by Mail rate, whichever is higher. The language in 21 NYCRR §1021.2 is being revised to amend the toll for vehicles requiring special handling.

Date, Time and Location of the Hybrid Public Hearing

Monday, August 17, 2026

Hearing begins at 6:00 p.m. until 8:00 p.m.

Speaker registration opens at 5:30 p.m. and closes at 6:30 p.m.

MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

Directions

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By Staten Island Ferry: Take the Staten Island Ferry to South Ferry Terminal.

Public Hearing Format

This will be a hybrid public hearing with in-person participation as well as via Zoom's online platform and conference call feature, with a livestream available on the MTA 2026 Bridges & Tunnels SAPA website mta.info/sapa-hearing

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Additional Ways to Comment or Request Information

By Postal Mail: To submit comments, for additional information or questions about the hearing, letters should be addressed to: **MTA Government & Community Relations, Re: TBTA SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y. 10004.**
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For Language Assistance or Other Accommodation: Please submit a request at least 10 business days (July 31, 2026), before the hearing date online, by telephone, postal mail or via email at languageaccess@mtahq.org.



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אנפורמאציע אין אנדערע שפראכן איז פארעגאבן אויף אונזער וועבזייטל אדער דורך טעלעפאן.
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Bronx resident receives Excellence in Teaching Award during ceremony

BY ETHAN MARSHALL

The Queens College Center for Byzantine and Modern Greek Studies awarded Assistant Professor Dr. Despina Afentouli the Recognition for Excellence in Teaching Award during the school's 48th annual Graduation and Student Awards Ceremony, which celebrates outstanding graduates, honorees and community organizations dedicated to promoting Greek and Greek-American studies across the United States.

Dr. Afentouli noted that the Queens College Center for Byzantine and Modern Greek Studies serves as a vital intellectual bridge that connects the university with the global Greek diaspora.

"I firmly believe that the Greek language, literature and culture are not simply academic subjects, but living bridges of communication, historical memory and intercultural understanding," Dr. Afentouli said. "This is what I strive to convey to my students every day through teaching. I dedicate this honor to my students and to all global supporters of Greek education and the humanities."

In addition to her work at Queens College, Dr. Afentouli has applied expert educational guidance and



Dr. Despina Afentouli with the Recognition for Excellence in Teaching Award from the Queens College Center for Byzantine and Modern Greek Studies.

Photo credit: Despina Afentouli Archive

editorial coordination to the Saints Constantine and Helen Greek Orthodox Church in West Nyack, overseeing the publication of the Greek School's student newspaper, written entirely in Greek, in the prestigious international publication "To Vima."

This local newspaper, which is published under the high aegis of the General Secretariat for Greeks Abroad and Public Diplomacy, spotlights the work of local diaspora youth. Published contributors include students Michael Aspras, Eliana Zacharopoulos, Giorgos Zacharopoulos and Giorgos Aspras, as well as school alumnus Manthos Papadacos.



(Left to right) Students Maria Stavrou, Stavros Georgiou and Maria Kourelas, Dr. Afentouli and student Nikolaos Makresias.

Photo credit: Despina Afentouli Archive



Metropolitan Transportation Authority

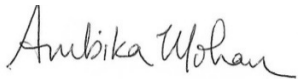
mta.info

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Notary Public State Of New York
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Qualified In New York County
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! legal advertising

! notices

NOTICE OF IN REM FORECLOSURE OF TAX LIEN TITLES
SUPERIOR COURT OF NEW JERSEY
CHANCERY DIVISION-HUNTERDON COUNTY
DOCKET NUMBER F-3388-26
By: PRO CAP 8 FBO FIRSTRUST BANK

TAKE NOTICE that an action, In Rem, has been commenced in the Superior Court of New Jersey, by the filing of a Complaint on March 25, 2026, to foreclose and forever bar any and all rights of redemption of the parcels of land described in tax foreclosure list below from Plaintiff's tax lien titles
The action is brought against the land only and no personal judgment may be entered therein.
That any person desiring to protect a right, title or interest in the described lands or any parcel thereof, by redemption, or to contest Plaintiff's right to foreclosure must do so by paying the amount required to redeem, plus interest to the date of redemption, and such costs, as the court may allow prior to the entry of judgment herein, or by filing and serving an answer to this Complaint setting forth Defendants' defense within forty-five (45) days after the date of publication of this notice.
NOTICE OF SURPLUS EQUITY AFFIRMATIVE DEFENSE: Pursuant to New Jersey Court Rule 4:64-1c ("Definition of Uncontested Action") any allegation in a responsive pleading to this complaint that a party has existing equity in the property shall be treated as a contesting answer to this tax foreclosure complaint.
Pursuant to *Tyler v. Hennepin County*, 598 U.S. 631, 143 S. Ct. 1369 (2023), a property owner may be entitled to the surplus which would be realized over and above the amount due to the plaintiff lienholder. According to Black's Law Dictionary 657 (10th ed. 2014), "surplus" is "an amount of something that is more than what is required or used." If you believe there is a surplus beyond the amount owed to the plaintiff, you must assert same in a responsive pleading.
NOTIFICATION OF RIGHTS RELATING TO SURPLUS EQUITY (a) the within action could result in the loss of the property owners' equity in the property; and (b) the potential loss of equity is a valid basis for contesting the tax foreclosure.
In the event of failure to redeem or answer by any person having the right to redeem or answer, such person shall be forever barred and foreclosed of his right, title and interest and equity of redemption in and to the parcels of land described in the following tax foreclosure list.
The following is a copy of the tax foreclosure list showing the lands against which this action is brought.

Schedule #:	Certificate Number:	Name of Owner as it appears on last Tax Duplicate:	Description of lands as it appears on tax dupl. & Certificate of Sale:	Date of Tax Sale:	Amount of Sale:	Amount of Liens accruing subsequent to Tax Sale:	Amount to Redeem as of June 18, 2026:	Date of Recording:	Book and Page in County Clerk's Office:
1	24-00003	LAMBERTVILLE VILLAGE REALTY LIMITED PARTNERSHIP	Block 1004, Lot 3 City of Lambertville, County of Hunterdon, 295 N Main St, Lambertville, New Jersey	10/22/2024	\$27,746.58	\$213,812.74	\$241,559.32	12/23/2024	Bk 4606, P. 231

THE AMOUNT TO REDEEM CHANGES DAILY. FOR AN EXACT REDEMPTION AMOUNT, CONTACT THE CITY OF LAMBERTVILLE TAX COLLECTOR'S OFFICE AT (609)397-0801.

GARY C. ZEITZ, LLC
Gary C. Zeitz, Esquire
Attorney for Plaintiff
1101 Laurel Oak Road
Voorhees, NJ 08043

Date: June 18, 2026
6/18/26

\$240.24

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or 877-690-5114
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Metropolitan Transportation Authority

mta.info

11102878-01

ESSEX REGIONAL EDUCATIONAL SERVICES COMMISSION

CALENDAR OF THE
BOARD OF DIRECTORS MEETING 2026-2027

Wednesday,	September 23, 2026
Wednesday,	October 14, 2026 <i>NJSBA Convention Oct. 19th – Oct. 23RD</i>
Wednesday,	November 18, 2026 <i>Thanksgiving Nov. 26th</i>
Wednesday,	December 16, 2026
Wednesday,	January 20, 2027
Wednesday,	February 24, 2027
Wednesday,	March 24, 2027
Wednesday,	April 21, 2027
Wednesday,	May 19, 2027
Wednesday,	June 02, 2027 – Reorganization Meeting
Wednesday,	June 23, 2027

❖ *Agendas will be presented to the Executive Committee Members for vote throughout July and August. They will be ratified at the regularly scheduled board meeting on September 23, 2026.*

<https://us02web.zoom.us/j/7904404627?pwd=yPp886ca4cmhxz4tUSKaiv8EyyvRJ1o.1&omn=81378664607>

Meeting ID: 790 440 4627

Passcode: BOD@26-27

6/18/26\$108.00

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Visit
nj.com/placead
to run in Print and Online

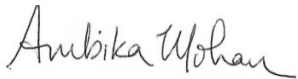
Master Page # 107 of 142 - Bridges & Tunnels Committee Meeting 9/28/2026

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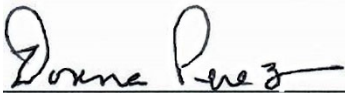
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1320 Avisos Legales

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Audiencia pública

La **Autoridad de Puentes y Túneles de Triborough** ("TBTA"), que opera como MTA Puentes y Túneles, llevará a cabo una audiencia pública de acuerdo con la Ley de Procedimientos Administrativos del Estado (SAPA, por sus siglas en inglés) sobre los cambios propuestos al Título 21, Sección 1021.2 de los Códigos, Reglas y Regulaciones de Nueva York (NYCRR) que se refiere a las limitaciones de los vehículos y el monitoreo de infracciones del pesaje en movimiento. En la audiencia pública se estudiarán los usos públicos, beneficios, propósitos y ubicaciones de estos cambios regulatorios y se le dará al público la oportunidad de hacer comentarios.

Descripción de los proyectos

- La TBTA propone cambios regulatorios para abordar lo siguiente:
- Establecer un sistema de monitoreo de infracciones de pesaje en movimiento (WIM, por sus siglas en inglés) y fijar la tarifa de las infracciones al sistema de monitoreo de WIM por exceder las restricciones de peso;
 - Cambios en los requisitos de altura libre vertical en los puentes y túneles de la TBTA; y
 - El peaje para vehículos que necesiten nuevos permisos para el manejo especial de vehículos con dimensiones excesivas o sobrepeso.

Responsabilidad por el piloto de pesaje en movimiento en el puente Robert F. Kennedy (RFK)

La Ley de Vehículos y Tráfico del Estado de Nueva York (NYS VTL, por sus siglas en inglés) fue enmendada en 2025 para autorizar el uso de tecnología WIM en el puente RFK con el fin de aplicar de manera segura y eficiente las restricciones de peso de camiones e imponer multas a los infractores. El Consejo de la TBTA aprobó el proyecto tras una audiencia pública realizada en octubre de 2025. Este cambio establece que la responsabilidad de un propietario de vehículo por una infracción de la sección 385 de la VTL será de **\$650** por cada infracción. También se aplicarán tarifas adicionales por retraso.

Cambios en las alturas libres de los puentes y túneles

La Ley de Vehículos y Tráfico del Estado de Nueva York §1621(c) ordena que la altura libre legal de los puentes y túneles sea un pie menos que la altura libre medida. La altura libre medida será la altura mínima hasta el puente o estructura, medida verticalmente desde la parte transitada de la carretera. Se propone la adopción de las modificaciones a las limitaciones de vehículos como una actualización a 21 NYCRR §1021.2 con el fin de reflejar con precisión las alturas y anchuras libres actuales en los puentes y túneles de la TBTA y cumplir con este requisito.

Cambios en la tarifa de peaje para vehículos que requieren manejo especial

En 2026, la TBTA comenzará a procesar solicitudes de permisos para vehículos que requieran manejo especial (dimensiones excesivas o sobrepeso) utilizando el Sistema de Credenciales de Vehículos Sobredimensionados y con Sobrepeso en Autopistas (HOVCS, por sus siglas en inglés). Los vehículos que obtengan un permiso para cruzar las estructuras de la TBTA pagarán un peaje adicional a la tarifa de \$55 o a la tarifa aplicable de peaje por correo, la que sea mayor. Se modificará el texto de 21 NYCRR §1021.2 para enmendar el peaje para vehículos que requieren manejo especial.

Fecha, hora y lugar de la audiencia pública híbrida

Lunes, 17 de agosto de 2026

La audiencia comienza a las 6:00 p.m. y termina a las 8:00 p.m.

La inscripción de ponentes se abre a las 5:30 p.m. y se cierra a las 6:30 p.m.

Oficina central de la MTA, 2 Broadway, 20th Floor, sala de conferencias William J. Ronan, Nueva York, NY 10004.

Indicaciones

Por subterráneo: Tome la línea **4 5** hasta Bowling Green; **R W** hasta Whitehall Street; **1** hasta South Ferry o **2** hasta Broad Street.

Por autobús: M15, M15 SBS, M20, M55, SIM4C

Por el transbordador de Staten Island: Tome el transbordador de Staten Island hasta la terminal South Ferry.

Formato de la audiencia pública

Esta será una audiencia pública híbrida con participación presencial y a través de la plataforma en línea de Zoom y de una conferencia telefónica, con una transmisión en vivo disponible en el sitio web de SAPA de Puentes y Túneles de la MTA 2026 mta.info/sapa-hearing

Inscripción para intervenir en la audiencia pública

Las personas interesadas en intervenir en la audiencia pública deben inscribirse previamente. **Cada ponente registrado tendrá dos (2) minutos para hablar.**

Para registrarse para hablar, puede 1) registrarse en línea en mta.info/sapa-hearing o 2) llamar a la **línea de asistencia de audiencias públicas al (646) 252-6777** (los operadores telefónicos están disponibles de 6 a.m. a 10 p.m. todos los días) o 3) inscribirse en persona en la audiencia. Se pueden enviar comentarios por escrito y solicitar información adicional a través de las mismas opciones antes indicadas. La inscripción se abre el 17 de junio de 2026 a las 6:00 a.m. y se cierra a las 6:30 p.m. del 17 de agosto de 2026. Todos los comentarios por escrito deben enviarse antes de las 5:00 p.m. del 27 de agosto de 2026. Los comentarios se transcribirán y se incluirán como parte del registro permanente de esta audiencia.

Otras formas de enviar comentarios o solicitar información

Por correo postal: Para enviar comentarios, para obtener información adicional o si tiene preguntas sobre la audiencia, las cartas deben dirigirse a: **MTA Government & Community Relations, Re: TBTA SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y.10004.**

Por correo electrónico: languageaccess@mtahq.org

Servicios de accesibilidad y asistencia lingüística

En la audiencia pública, se ofrecerán servicios de lengua de señas estadounidense y subtítulos con traducción en tiempo real (CART).

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Las personas ciegas o con baja visión pueden solicitar adaptaciones hasta el 31 de julio de 2026, enviando una solicitud en línea a mta.info/sapa-hearing o llamando a la línea de asistencia de audiencias públicas al (646) 252-6777.

Las personas que no dispongan de acceso a Internet pueden participar en la audiencia si llaman al seminario web de Zoom al teléfono (646) 828-7666 y luego marcan el identificador del seminario web: 165 136 8526, seguido del signo de gato (#).

Para asistencia lingüística u otras adaptaciones: Envíe una solicitud, al menos 10 días hábiles (31 de julio de 2026) antes de la fecha de la audiencia en línea, ya sea por teléfono, por correo postal o al correo electrónico languageaccess@mtahq.org.



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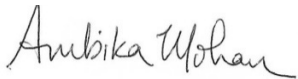
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STATE OF NEW YORK COUNTY OF NEW YORK

Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Staten Island Advance, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

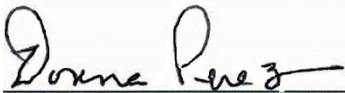
June 18, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

NEWS

ALBANY

Free tuition program expands to the College of Staten Island

Eligible Staten Islanders ages 25 to 55 can now pursue a tuition-free associate degree.

Erik Bascome tbascome@siadvance.com

Thousands of Staten Islanders looking to earn a college degree can now do so right here in the borough, free of charge.

Gov. Kathy Hochul announced a major expansion of the SUNY and CUNY Reconnect programs, which allow eligible New Yorkers ages 25-55 to pursue a free associate degree in a high-demand field. The programs, which launched in Fall 2025 at community colleges across the state, has been expanded to include eligible associate degree programs at eight SUNY colleges and three CUNY colleges, including the College of Staten Island (CSI) in Willowbrook.

“The cost of a college degree should never be a barrier for New Yorkers,” Hochul said. “Through the expansion of SUNY Reconnect and CUNY Reconnect, education will be made affordable and accessible for more of our adult learners. Everyone should have a chance to achieve their personal and professional dreams. Now, students — no matter their age — can do just that and lend us a helping hand in high-demand industries, which will help power New York State’s economy.”

The program is available for New York state adults ages 25-55 who do not already have a college degree or credential. Students must enroll in a minimum of six credits per semester, and 12 per academic year.

After financial aid is considered, the program covers the rest of the costs of tuition, fees, school supplies and textbooks.

To qualify for the program, students must enroll in an associate degree program tied to a high-demand field, including advanced manufacturing, air traffic control and aviation management, artificial intelligence, cybersecurity, engineering, emergency management, supply chain and logistics, technology, nursing and allied health, green and renewable energy, or pathways to teaching in shortage areas. Air traffic control and aviation management, emer-



CSI has been included in a state program offering free associate degrees to adult New Yorkers. *Advance file photo*

gency management, and supply chain and logistics are newly added for the 2026-27 academic year. More than 12,000 students enrolled during the first year of the program, with that number expected to increase in the coming years.

“CUNY applauds the expansion of Governor Hochul’s Reconnect initiative, which opens doors for adult learners whose career goals span a broader range of specialized fields and extends these pivotal opportunities to associate degree students at our three comprehensive colleges — four-year institutions that offer associate degree programs. We are empowering New Yorkers to drive our state’s economy and meet more of our pressing workforce needs,” said CUNY Chancellor Félix V. Matos Rodríguez.

Other CUNY colleges included in the expansion are New York City College of Technology and Medgar Evers College. SUNY colleges include Alfred State, SUNY Agriculture and Technology at Cobleskill, SUNY Canton, SUNY Delhi, SUNY College of Environmental Science and Forestry (SUNY ESF), SUNY Farmingdale State College, SUNY Maritime College and SUNY Morrisville. For information, visit www.cuny.edu/admissions/reconnect.

WILMINGTON, NORTH CAROLINA

Former Staten Island man charged with sex crimes in North Carolina

Michael Trey formerly lived in Mariners Harbor, police say.

Staten Island Advance

A former Staten Island man is being prosecuted for sex crimes against multiple victims in North Carolina, according to court records and media reports.

Michael Trey, who turns 39 this month, lived on Kolbe Court in Wilmington, North Carolina, at the time of his arrest in February, according to court records.

Trey, who previously resided in Mariners Harbor, is being prosecuted in New Hanover District Court for offenses allegedly committed in 2024 and 2025, according to court documents and other public records.

The Wilmington Police Department posted Trey’s photo and information about the more than 70 counts initially levied against him on Facebook. The message said that Trey was arrested in Florida on a fugitive warrant following an “extensive investigation” by that police department’s Criminal Investigation Division.

WECT 6 News cited court documents in

reporting that Trey secretly recorded and sexually assaulted multiple victims, some of whom were unconscious or physically helpless when the crimes were committed against them.

Court documents listed Trey’s occupation as a health care worker who was employed at a skilled nursing facility in North Carolina. Public records indicate that Trey previously lived in Castle Hayne, N.C.

The FBI participated in the investigation. According to information provided by a prosecutor to WECT 6, the investigation began after a tip was received that videos of a victim being abused in her sleep were circulating on a messaging app.

Wilmington Police announced on Facebook that Trey was initially charged with 23 counts of felony secret peeping, eight counts of second-degree forcible sex offense, four counts of second-degree forcible rape, 29 counts of disseminating images obtained from felony secret peeping, five counts of sexual battery and three misdemeanor counts of violating domestic violence protective order. His bail was set at \$1 million and he was being held at the New Hanover County Sheriff’s Office Detention Center, WECT 6 said. His lawyer did not immediately respond to a request for comment.

SUNNYSIDE

La Rosa Chicken Grill closes location after 8-year run

La Rosa Chicken Grill at 1172 Victory Blvd. has closed, ending a run that began in 2018 at the Sunnyside strip. The space, once configured as two storefronts — a dining room alongside a dedicated takeout counter for rotisserie and fried chicken — will be replaced by La Taqueria Co. Mexican Grill.

The location sits within a stretch of Victory Boulevard layered with decades of turnover and reinvention. Before La Rosa, the strip mall was home to a second outpost of American Grill until 2008, followed by Copper Kettle Indian Restaurant and, farther back, Clove Lakes Book Store. Today, the row of stores, which wraps

around to frontage on Clove Road, includes Langdon Florist, BYOP Pet Grooming and Clove Pharmacy, alongside a now-vacant storefront that once housed El Nile Market.

La Rosa, founded in 1994 by Vincenzo Pugliese, built its Staten Island footprint on a fast-casual model, offering a broader range of lighter options than many comparable chains. Rotisserie chicken anchored the menu, often paired with salads, soups and wraps, while heartier fare — including baby back ribs, fried chicken and wings — rounded out the offerings.

The chain continues to operate other Staten Island locations, including its original Richmond Valley site and an Oakwood location on Guyon Avenue.

An opening timeline for La Taqueria Co. Mexican Grill at the Victory Boulevard address has not been announced. *Pamela Silvestri*

Public Hearing

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Description of the Projects

TBTA is proposing regulatory changes to address the following:

- Establishing a Weigh-in-Motion (WIM) Violation Monitoring System and setting the rate for a WIM Monitoring System violation for exceeding weight restrictions;
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- The toll for vehicles requiring new permits for special handling of over-dimensional and/or over-weight vehicles.

Liability for Weigh-in-Motion Pilot on the Robert F. Kennedy (RFK) Bridge

New York State Vehicle and Traffic Law (NYS VTL) was amended in 2025 to authorize the use of WIM technology on the RFK Bridge to safely and efficiently enforce truck weight restrictions and impose fines on violators. The TBTA Board approved the project following a public hearing in October 2025. This change establishes that the liability of a vehicle owner for a violation of Section 385 of the VTL shall be **\$650** for each violation. Additional late fees will also be applied.

Changes in vertical clearances at the bridges and tunnels

New York State Vehicle and Traffic Law §1621(c) requires that the legal clearance on bridges and tunnels shall be one foot less than the measured clearance. The measured clearance shall be the minimum height to the bridge or structure measured vertically from the traveled portion of the roadway. The revisions to the vehicle limitations are being proposed for adoption to update 21 NYCRR §1021.2 to accurately reflect current clearances and widths at TBTA bridges and tunnels and to meet this requirement.

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In 2026, TBTA will begin processing permit requests for vehicles requiring special handling (over-dimensional and/or over-weight) using the Highway Oversize Overweight Credentialing System (HOOCs). Vehicles obtaining a permit to cross TBTA structures will pay an additional toll at the rate of \$55 or the applicable Tolls by Mail rate, whichever is higher. The language in 21 NYCRR §1021.2 is being revised to amend the toll for vehicles requiring special handling.

Date, Time and Location of the Hybrid Public Hearing

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Speaker registration opens at 5:30 p.m. and closes at 6:30 p.m.

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2. Allows you to give back to the people and places that have helped you. Again, most people leave their assets to their children in equal shares. Yet time and again we see children who really don’t need the money or, unfortunately, don’t deserve it. Even when they do need and deserve it, there is a place for remembering those people and institutions who have helped make you what you are today.
3. It proves stewardship by showing your family that you cared enough to plan for them. When you put time, thought and effort into planning your affairs it sends a powerful message to your loved ones. You are saying that you handled the matter with care and diligence. This will reflect itself in how the money is received, invested and spent by your heirs.
4. Saves your heirs legal fees, taxes and time in settling your affairs. Everyone understands and wants to save fees and taxes, but what about saving time? By planning ahead with trusts instead of wills, you may abbreviate the settlement process, thus aiding the grieving process by allowing families to heal more quickly and get on with their lives. In addition, while assets are tied up in an estate proceeding, valuable investment opportunities may be lost or additional expenses incurred, such as having to maintain a home.

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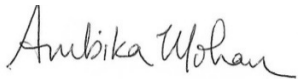
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Notary Public

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NYPD: Man wanted in Rich Hill robberies

by **Kristen Guglielmo**

Editor

The NYPD is seeking help in identifying a man wanted in connection with a robbery pattern in Richmond Hill, within the confines of the 102nd and 106th precincts.

The first incident came on May 17, when it was reported to police that about a half hour after midnight, a 47-year-old man was in the vicinity of 112th Street and Liberty Avenue when he was approached by two unidentified men. One slapped the victim in the face and demanded his property.

The men then forcibly removed the victim's phone and necklace, a total value of about \$500, cops said. They then fled on foot, traveling westbound on Liberty Avenue. The victim sustained minor injuries but was not hospitalized.

Then, on June 6 at around 4:30 a.m., cops said a 47-year-old male was in the vicinity of Lefferts Boulevard and 101st Avenue when an unidentified man approached him and said he had a knife. The perpetrator took about \$800 from the victim, cops said, and fled on foot, traveling southbound on Lefferts Boulevard. No injuries were reported.



Cops want this man for a series of robberies in Richmond Hill. PHOTOS COURTESY NYPD

The final incident occurred June 7, at around 11 p.m., when a 47-year-old man was in the vicinity of 113th Street and 107th Avenue. He was approached from behind by an unidentified man, who snatched a necklace valued at about \$7,000, according to the police. The perpetrator fled on foot once more, traveling northbound on 113th Street. No injuries were reported.

Anyone with information is asked to call Crime Stoppers at 1 (800) 577-TIPS (8477), or, for Spanish, 1 (888) 57-PISTA (74782). One may also submit tips by going to crimestoppers.nypdonline.org; or by texting 274637 (CRIMES) and entering TIP577; or by going to @nypdtips on X.

All tips are strictly confidential.



S. Richmond Hill teen missing

Police are searching for a South Richmond Hill teen who went missing earlier this month.

Cops said it was reported to them that Abigail Taijram, 15, was last seen leaving her residence on 125th Street on June 3, at about 6:30 p.m.

Taijram is described as approximately 5 feet, 3 inches tall. She was last seen wearing a light blue T-shirt, black shorts and black and white sandals.

The NYPD's media unit sent



Abigail Taijram, 15, has not been seen since June 3, per police. PHOTO

COURTESY NYPD

the missing persons notice on June 10. As of Wednesday afternoon, police had no updates on the case.

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— *Kristen Guglielmo*

Blood donors urgently sought

The New York Blood Center is calling on donors of all blood types to contribute as the region faces the start of trauma season, one of the most critical times of year for maintaining the blood supply.

Collections are down 15 percent, per the NYBC, with supply levels at dangerous lows. To make an appointment, one may visit nybc.org. There are several upcoming blood drives in South Queens:

- Knights of Columbus Council 197, 8:45 a.m. to 2:45 p.m. on Saturday, June 20, at 94-04 Linden Blvd. in Ozone Park; blood drive coordinator Paul Eggert;

- Sikh Officers' Association, 11 a.m. to 5 p.m. on Sunday, June 28 at 95-30 118 St. in South Richmond Hill; blood drive coordinator Navdeep Singh;

- Howard Beach Community, 3 p.m. to 7:30 p.m. on Wednesday, July 1, in the cafeteria at 83-09 157 Ave. in Howard Beach; blood drive coordinator Tony Sama; and

- West Hamilton Beach Fire Department and Ambulance Corps, 9 a.m. to 3 p.m. on Saturday, July 11, at 102-33 Dav-enport Court in Hamilton Beach; blood drive coordinator John Passarella.

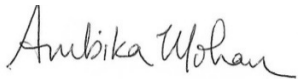
— *Kristen Guglielmo*

AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK
COUNTY OF NEW YORK

Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Jewish Press, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

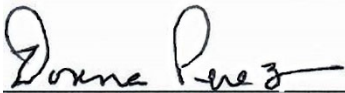
June 19, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

Public Hearing

The **Triborough Bridge and Tunnel Authority** ("TBTA") doing business as MTA Bridges and Tunnels, will hold a State Administrative Procedure Act (SAPA) public hearing on proposed changes to 21 New York Codes, Rules and Regulations (NYCRR) Section 1021.2 addressing vehicle limitations and Weigh-in-Motion violation monitoring. The public hearing will review the public uses, benefits, purposes, and location of these regulatory changes and will give the public an opportunity to comment.

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TBTA is proposing regulatory changes to address the following:

- Establishing a Weigh-in-Motion (WIM) Violation Monitoring System and setting the rate for a WIM Monitoring System violation for exceeding weight restrictions;
- Changes in vertical clearance requirements on TBTA bridges and tunnels; and
- The toll for vehicles requiring new permits for special handling of over-dimensional and/or over-weight vehicles.

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New York State Vehicle and Traffic Law (NYS VTL) was amended in 2025 to authorize the use of WIM technology on the RFK Bridge to safely and efficiently enforce truck weight restrictions and impose fines on violators. The TBTA Board approved the project following a public hearing in October 2025. This change establishes that the liability of a vehicle owner for a violation of Section 385 of the VTL shall be **\$650** for each violation. Additional late fees will also be applied.

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New York State Vehicle and Traffic Law §1621(c) requires that the legal clearance on bridges and tunnels shall be one foot less than the measured clearance. The measured clearance shall be the minimum height to the bridge or structure measured vertically from the traveled portion of the roadway. The revisions to the vehicle limitations are being proposed for adoption to update 21 NYCRR §1021.2 to accurately reflect current clearances and widths at TBTA bridges and tunnels and to meet this requirement.

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In 2026, TBTA will begin processing permit requests for vehicles requiring special handling (over-dimensional and/or over-weight) using the Highway Oversize Overweight Credentialing System (HOOCS). Vehicles obtaining a permit to cross TBTA structures will pay an additional toll at the rate of \$55 or the applicable Tolls by Mail rate, whichever is higher. The language in 21 NYCRR §1021.2 is being revised to amend the toll for vehicles requiring special handling.

Date, Time and Location of the Hybrid Public Hearing

Monday, August 17, 2026

Hearing begins at 6:00 p.m. until 8:00 p.m.

Speaker registration opens at 5:30 p.m. and closes at 6:30 p.m.

MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

Directions

By Subway: Take the **4 5** to Bowling Green; **R W** to Whitehall Street; **1** to South Ferry or **J Z** to Broad Street.

By Bus: M15, M15 SBS, M20, M55, SIM4C

By Staten Island Ferry: Take the Staten Island Ferry to South Ferry Terminal.

Public Hearing Format

This will be a hybrid public hearing with in-person participation as well as via Zoom's online platform and conference call feature, with a livestream available on the MTA 2026 Bridges & Tunnels SAPA website mta.info/sapa-hearing

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For those without Internet Access can dial into the hearing by calling the Zoom webinar at (646) 828-7666 then enter Webinar ID: 165 136 8526, followed by the pound (#) sign.

For Language Assistance or Other Accommodation: Please submit a request at least 10 business days (July 31, 2026), before the hearing date online, by telephone, postal mail or via email at languageaccess@mtahq.org.

Information in other languages is available on our web site or via telephone.

La información en otros idiomas está disponible en nuestra web o por teléfono.

Информация на других языках доступна на нашем веб-сайте или по телефону.

Enformasyon nan lòt lang disponib sou sit entènèt nou an oswa pa telefòn.

다른 언어로 된 정보는 당사 웹사이트나 전화로 확인하실 수 있습니다.

其他語言版本信息請瀏覽我們的網站或致電。

අනෙකුත් භාෂාවන්හි තොරතුරු අපගේ වෙබ් අඩවියේ හෝ දුරකථන මගින් ලබාගත හැක.

אנא פנות אל מוקד המידע בשפה העברית או בשפה האנגלית.

La informazioni in altre lingue sono disponibili sul nostro sito web o telefonicamente.

تتوفر المعلومات بلغات أخرى على موقعنا الإلكتروني أو عبر الهاتف.

mta.info/sapa-hearing

511

or 877-690-5114
(outside New York State)



Metropolitan Transportation Authority

mta.info

Feuerman

Continued from p.30

reality in a new light and develop more adaptive skills. Because it is personality, though, and deeply ingrained, it takes a long period of time, with continuous feedback and introspection, as well as possibly repairing attachment damage and trauma from prior experiences.

A final note: We keep in mind that human behavior is not necessarily pathology. Our cattle rustler in the Gemara who engaged in passive-aggressive behavior may have just had a bad day. He then realized he stole from the local mafioso and had to return the sheep without much regard for the consequences, other than getting away. And, to boot, he could vent some of his frustration by being careless with the cattle as well. Or this fellow may indeed have had passive-aggressive trends in his personality. After all, why was he stealing cattle in the first place?

A key diagnostic distinction: Passive-aggressive behavior as a situational response (e.g., in response to a genuinely coercive environment) is not the same as passive-aggressive personality organization. The latter involves rigidity, ego-syntonic quality, and pervasiveness across contexts. Mental health diagnoses are never precise or absolute, but often have to do with statistical tendencies. If this was a one-time event, it just may have been a bad decision and an impulsive reaction. If this is part of a pattern, a deeper problem may exist.

Feeding the Beast – or Taming It?

Daf 52

Our Gemara on *amud beis* discusses an interesting aspect of animal psychology, which, as we shall see, is true for humans as well, to the extent that they can be dominated by animal instincts. As it says in *Koheles* (3:19), "There is no difference between man and beast."

According to the tradition of *treifos*, certain predatory animals inject a venomous poison from their claws. Therefore, certain small punctures can still render an animal a *treifah*. In regard to a cat who claws a lamb, since the cat is a relatively small animal, it only injects venom if it is in an angered state. Therefore, if no one is around to help fight off the cat, and the cat claws the lamb, ironically there is no venom. But if there are people fighting off the cat, and it suc-

ceeds in clawing the lamb, its extra aggression causes it to release venom and the lamb is a *treifah*.

Arvei Nachal (*Vayeshev* 2) infers that there is this animal-like quality in people to become more aggressive when met with opposition. But it is not the only factor. He says we have a psychological-Talmudic concept of *pas besalo*, literally, that "one who has bread in his basket" is less hungry than one who does not, which is true even if he chooses not to eat. There are numerous halachic applications of this principle, most famously what is described in *Yoma* (67a):

"Never in recorded history had the person who escorted the Scapegoat into the wilderness on Yom Kippur needed to eat, even though he would have been permitted to do so. The Gemara attributes this to the fact that at regular intervals on the way, there were stations with food and water that were offered to him." All of us have experi-

enced being hungry on the morning of a fast, even when we often do not eat breakfast on a regular day.

Yet, Arvei Nachal says this only works to subdue rage or lust, allowing other instincts such as compassion or love to take over. As an example, he says that when Yaakov presented Esav with appeasing gifts, this lack of aggression subdued Esav, as essentially he had *pas besalo*. This allowed his brotherly love to reassert itself. Arvei Nachal cautions that this can only work if there is some core of goodness that will reawaken once the aggression is no longer occluding it. However, if one were to submit in front of a completely sadistic, cruel enemy, the enemy would simply gun him down (as we have seen with Nazis and others).

Arvei Nachal's distinction between when *pas besalo* is operative and when being conciliatory backfires and incites evil tendencies can be used to understand what has always been, for me, a contradictory conundrum in Chazal's advice regarding approaching desire.

On the one hand, there is a teaching that warns that one must totally subdue his evil inclination and not try to appease or partially gratify it. As it is taught in *Sanhedrin* (107a): "There is a small limb in man. If he starves it, then it is satiated, but if he attempts to satiate the limb, it becomes even more starved."

Yet we have numerous teachings that suggest otherwise. Gemara *Kiddushin* (21b) considers the captive

Continued on p.34



Brozne panther from 18th century Italy

AFFIDAVIT OF PUBLICATION

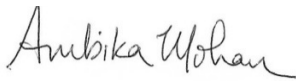
STATE OF NEW YORK COUNTY OF NEW YORK

Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Straus Manhattan Newspapers*, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

June 18, 2026

***List of pubs:**

Chelsea News | Chelsea Clinton News
Ourtown | Downtowner
Ourtown | Eastsider
The Spirit | Westsider



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

p.m. Cathedral Church of St. John the Divine, 1047 Amsterdam Avenue at 112th Street, New York, NY (212) 316-7540.

UPPER EAST SIDE

Live Operator Hours: Featuring Todd Garfinkle in the Listening Room: Join musician, recording engineer and founder of record label M.A Recordings Todd Garfinkle as he activates Devon Turnbull’s immersive sound installation HiFi Pursuit Listening Room Dream No. 3. Garfinkle will play music specifically selected to be heard through Turnbull’s large-scale, handmade audio system located in the historic Carnegie Library at Cooper Hewitt. 1:00 p.m. Cooper Hewitt, Smithsonian Design Museum, 2 East 91st Street, New York, NY (212) 849-8400.

Sat, Jun. 20

UPPER WEST SIDE

Summer on the Hudson: Star Gaze Saturdays: Join the Amateur Astronomers Association for views of the evening skies through their telescopes at Pier I. Events are free; but may be canceled due to clouds and bad weather. 8:00 p.m. Pier I, Riverside Park South, West 70th Street, New York, NY (212) 870-3089.

UPPER EAST SIDE

SummerStage in Central Park: Elderbrook / Tobiahs: Multi-instrumentalist, producer and singer-songwriter Elderbrook has an innate flair for creating emotive music that explores the sensitive and introspective themes of identity and mental wellbeing. 7:00 p.m. Central Park, Rumsey Playfield, East 71st Street, New York, NY (212) 360-1399.

Sun, Jun. 21

UPPER WEST SIDE

Activism in Central Park Tour: Conservancy guides will lead you in the literal footsteps of famed social activists, such as Martin Luther King, Jr., as well as lesser-known ones, and share how these trailblazers have shaped the story of Central Park as a democratic space where people feel empowered to use their voice and take a stand. 2:00 p.m. Central Park, West 72nd Street and Central Park West, New York, NY (212) 310-6600.

UPPER EAST SIDE

Fables and Tales at The Met—Celebrating Jubilee Day: Join the Met to learn about Jubilee Day and explore themes of joy, resilience, and community. Fables and Tales is recommended for families with children ages 18 months to 6 years. 2:00 p.m. Met Fifth Avenue, 1000 Fifth Avenue, New York, NY (212) 535-7710.

Mon, Jun. 22

UPPER WEST SIDE

Dutch Roots: Art, Innovation, and the Creation of New York: Join Russell Shorto, Director of the New Amsterdam Project at The New York Historical and co-curator of the “Old Masters, New Amsterdam” exhibition, for a lecture about the global forces that shaped Manhattan. 6:30 p.m. New-York Historical Society, 170 Central Park West, New York, NY (212) 485-9268.

UPPER EAST SIDE

Architecture Tours at the Guggenheim: Take an hour-long tour of the Guggenheim. These building walkthroughs guide visitors through the rich history and structural elements of Frank Lloyd Wright’s landmark building, while offering insights into its innovative materials and design. 12:00 p.m. Guggenheim Museum, 1071 Fifth Avenue, New York, NY (212) 423-3500.

Tues, Jun. 23

UPPER WEST SIDE

Bodyweight Blast: Come to this 45-minute class of bodyweight exercises, combining cardio and strength for a full-body workout. 8:00 a.m. Riverside Park, 102nd Street Field House, 102nd Street and Riverside Drive, New York, NY (212) 870-3070.

UPPER EAST SIDE

40 in Focus: SummerStage through the Lens of Photographer Jack Vartoogian: From 1987 to 2019, celebrated NYC photographer Jack Vartoogian captured hundreds of SummerStage performances across Manhattan parks, from Central Park to Marcus Garvey Park and Tompkins Square Park. This selection of intimate, rarely seen imagery gives viewers a look back at past decades of outdoor live music in New York City, a peek behind the curtain with never-before-seen backstage photos and honors those artists who have passed on. 9:00 a.m. The Arsenal Gallery, 830 Fifth Avenue at 64th Street, New York, NY (212) 360-8114.

Wed, Jun. 24

UPPER EAST SIDE

Little Movers: Storytime: Join the NYPL with your toddler to share books, sing songs and explore movement. 11:00 a.m. 96th Street Library, 112 East 96th Street, New York, NY (212) 289-0908.

UPPER WEST SIDE

Family Storytime: Join the NYPL for songs and favorite read-aloud books at this series that’s fun for the whole family. This event is for young children of all ages and ideal for caregivers with multiple-aged children. 10:30 a.m. St. Agnes Library, 444 Amsterdam Avenue, New York, NY (212) 621-0619.

Public Hearing

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其他语言版本信息请浏览我们的网站或致电。
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אפשר למצוא את מידענו בשפות אחרות אוברייטל אודות דרך טלפון.
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توفر المعلومات بلغات أخرى على موقعنا الإلكتروني أو عبر الهاتف.

mta.info/sapa-hearing

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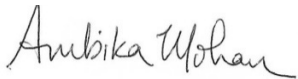
or 877-690-5114
(outside New York State)

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STATE OF NEW YORK COUNTY OF NEW YORK

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Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

Catholic Charities Brooklyn and Queens Rockaway Behavioral Health Clinic On Mott Avenue Temporarily Relocates to Center Avenue for Major Facility Renovations

Catholic Charities Brooklyn and Queens has announced that the Rockaway Behavioral Health Clinic will temporarily relocate from its current space at 18-47 Mott Avenue to 1600 Central Avenue (3rd and 5th Floors) in Far Rockaway starting this month.

This relocation is to allow for extensive renovations and modernization of the Mott Avenue facility, enhancing services to the community. All programs and services will remain intact.

The Rockaway Behavioral Health Center offers a Certified Community Behavioral Health Clinic (CCBHC) model, which includes case management, mobile crisis, primary health screening and monitoring, PEER, and psychiatric rehabilitation services. The clinic also houses Rockaway Personalized Oriented Recovery Services (PROS) for individuals with serious mental illness needing more intense individual and group psychoeducational services.

Since 1969, the Rockaway Behavioral Health Clinic has been a vital resource for the Rockaway community, providing comprehensive mental health services to individuals and families and serving thousands of Rockaway, Queens residents. The upcoming renovations are funded by a \$4.9 million New York State capital grant and will transform the clinic to better serve our clients and expand access to care. The upgrades will modernize the facility to include a dedicated children's treatment space, an on-site pharmacy, and a more energy-efficient environment.

The capital improvements will enable Catholic Charities to expand its Certified Community Behavioral Health Clinic (CCBHC) model and update outdated infrastructure. The renovations are designed to improve population health, patient outcomes, and patient experience, and will help Catholic Charities meet current healthcare standards and goals.

The renovations will empower the clinic to deliver critical services to individuals with mental health substance misuse disorders while expanding annual capacity by 25 percent from 630 to 790 clients per



year. Modernizing the facility will enable Catholic Charities to serve more high-need, Medicaid-eligible community members, ensure the clinic's long-term sustainability, and help reduce avoidable hospitalizations.

A key feature of the renovation of the Rockaway Behavioral Health Clinic will be the creation of a dedicated children's treatment space that provides specialized behavioral health care to children and families, including play therapy, in a safe and supportive environment.

The redesigned facility will also include an on-site pharmacy and new office space for clinicians to offer integrated primary care services.

Additional improvements will enhance the facility's infrastructure to create a safer, more energy-efficient, and more accessible environment for all clients and staff. Renovations will include enhanced HVAC and ventilation systems, improved accessibility, advanced IT and telehealth capabilities, upgraded security features, and flood prevention measures.

Catholic Charities Brooklyn and Queens remains committed to serving the Rockaway community throughout the renovation period. All services at the Rockaway Behavioral Health Clinic will continue without interruption at the temporary location at 1600 Center Avenue. The organization looks forward to welcoming clients back to a state-of-the-art Mott Avenue clinic in 2027.

For more information about services or the temporary relocation, please contact Catholic Charities Brooklyn and Queens Behavioral Health Services Access Unit at (718) 253-4477.

Public Hearing

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- The toll for vehicles requiring new permits for special handling of over-dimensional and/or over-weight vehicles.

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In 2026, TBTA will begin processing permit requests for vehicles requiring special handling (over-dimensional and/or over-weight) using the Highway Oversize Overweight Credentialing System (HOOCSS). Vehicles obtaining a permit to cross TBTA structures will pay an additional toll at the rate of \$55 or the applicable Tolls by Mail rate, whichever is higher. The language in 21 NYCRR §1021.2 is being revised to amend the toll for vehicles requiring special handling.

Date, Time and Location of the Hybrid Public Hearing

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Speaker registration opens at 5:30 p.m. and closes at 6:30 p.m.

MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

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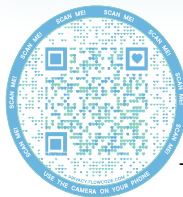
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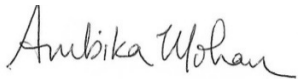


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The

RIVERDALE

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Obituaries	A2
Business Card Directory	A2
What's On	A8-A9
Professional Services	A8
Physician Services	A9
Opinion	A10
Classified	A11
HOTW	A12
Legals	A13

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OBITUARY

Robert Charles Stein leaves behind lifetime of love and faith

Robert Charles “Bob” Stein died peacefully Saturday, May 23, at the Hebrew Home in Riverdale, New York.

Bob was the beloved husband of his late wife, Naomi, and the devoted father of Hope Atlas (Glen) and Robert Feld. He was a loving and proud grandfather to Rebecca (Ian) and Sarah (Steven). He is also survived by his loving sister, Jill; his nephews, Scott and Barry; his cousin, Susan; his brother-in-law, Henry; and his dear family friend, Adam. He was cherished by his family and by the many friends whose lives he touched.

Bob loved life and embraced it with gratitude, curiosity, and kindness. Deeply devoted to Judaism, he possessed a strong faith in G-d that guided him throughout his life. He was a familiar presence in several synagogues over the years and was always willing to be the tenth man needed for a minyan. His commitment to his faith was matched by his love for people. He welcomed friendships from all walks of life and never had an unkind word to say about anyone.

A lifelong learner, Bob was knowledgeable about many subjects and enjoyed thoughtful conversations. He found joy in simple pleasures: walking, reading, writing, visiting Wave Hill in Riverdale, enjoying a cup of coffee and spending time with family and friends. He had a gift for making others feel welcomed, valued and heard.

In his final days, Bob was surrounded by many of the people he loved most. Among his final gifts were visits from his daughter, Hope, and her husband, Glen; visits from his beloved granddaughter, Sarah, and her partner, Steven; visits from his son, Robert, and dear family friends Adam and Amanda; and visits from cherished friends from synagogue, community support groups, neighbors and



Courtesy Hope Atlas

Robert Charles Stein

others whose lives he had touched throughout the years.

One of the special gifts Bob received in the weeks before his illness was a visit to his favorite place, Wave Hill, with beloved granddaughter Rebecca and her husband Ian.

Another especially meaningful moment came during a Face-Time call with his beloved granddaughter, Sarah, and Steven. They showed him that his cherished cat, Raincloud, was safe, happy and thriving in her new home with them.

On his final day he was singing prayers with Ian, the husband of his beloved granddaughter, Rebecca. Together they sang Ein Keloheinu, and Bob's voice rang out loud and clear — a fitting reflection of the faith and spirit that remained strong throughout his life.

Bob's kindness, wisdom, humility, and unwavering faith left a lasting impression on all who knew him. He was a gentle soul, a loyal friend, a devoted husband, father, grandfather and community member whose life was guided by faith, compassion and respect for others. He leaves behind a legacy of love, friendship, faith, and service that will continue to inspire all who were fortunate enough to know him.

May his memory be for a blessing.

To reach out to family: hopeatlas1209@gmail.com

NYPD officer indicted for attempted murder in off-duty Kingsbridge shooting

By Olivia Young
oyoung@riverdalepress.com

A New York Police Department officer was indicted June 11 for attempted murder after reportedly shooting a man outside of 167 W. 231st St. March 16, the Bronx District Attorney's Office announced.

The defendant, 44-year-old Jonathan Baez, a Riverdale resident, was a police officer for 12 years, according to an email release from the Bronx District Attorney's Office. Baez was off duty from his assignment to the Gracie Mansion security detail around 9 p.m., when he reportedly approached a man and pointed his off-duty gun, the release said. Baez allegedly ordered the man to the ground, and straddled the man while pointing the gun at his back, the release said.

Moments later, Baez fired two shots into a white Hyundai Genesis parked nearby, the release said. A bullet struck a 30-year-old man, who remains on a ventilator in the hospital, according to the release.

Interior security footage from nearby restaurant Bronx Public appeared to show a rogue bullet from the incident going through one of the restaurant's windows, shattering the glass. No customers were harmed or sitting near the window, restaurant management told The Press in March.

“Police officers are sworn to serve and protect the public, and even when they are off duty, they are expected to conduct themselves with integrity,” Bronx District Attorney Darcel D. Clark said in a statement about the incident.

Baez's attorney, Mark Bederow, is a private criminal defense attorney and former Manhattan prosecutor with more than 20 years of legal experience, according to the Law Office of Mark A. Bederow website. Bederow said an indictment is an “accusation based on a low level of proof and a one-sided presentation of evidence by a grand jury.”

The district attorney's office stated the indictment is an accusatory instrument and not proof of a defendant's guilt.

“I would just simply caution people to keep an open mind, and that [Baez], like anyone else, enjoys the presumption of innocence,” Bederow told The Press. “He's entitled to that, and people should just wait until the evidence

is revealed in a court of law before drawing any conclusions.”

Before the incident

Two days before the shooting, Baez's 2024 Honda CRV was stolen from his Riverdale apartment building, the Bronx District Attorney's Office said. Surveillance video footage showed a white Hyundai Genesis as being involved in the theft, and between March 15 and 16, Baez conducted over 200 unauthorized searches of NYPD databases to find his own car as well as the Hyundai, the office said.

These databases included, but were not limited to, the Domain Awareness System, License Plate Reader and Intergraph Computer Aided Dispatch System, the office said.

The office added Baez's car has still not been recovered.

According to online police records, Baez joined the force in January 2014. He was assigned to the Intelligence Bureau Uniformed Operations Unit in February 2025, and had no disciplinary history as of the date of the incident.

The arraignment

Baez was arraigned on two counts of attempted murder in the second degree, first degree assault, second-degree kidnapping, two counts of first-degree criminal use of a firearm, two counts of second-degree criminal use of a firearm, attempted assault in the first degree, one count of first-degree unlawful imprisonment, nine counts of computer trespass, and official misconduct, the release said.

Baez's bail was set at \$100,000 cash, or \$250,000 insurance company bond or partially secured bond. He is due back in court Oct. 2, according to the district attorney's office.

Bederow said it was too early in the case to comment on what evidence the defense plans to use. He also said that Baez followed all the rules of the court. The next step, now that Baez has been released, is to “roll up our sleeves as soon as we get some information from the prosecutor on where we go from here,” he said.

Bederow added the defense hasn't received anything other than the indictment so far in terms of discovery.

The Bronx District Attorney's Office declined to comment further on the case.

Public Hearing

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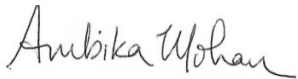
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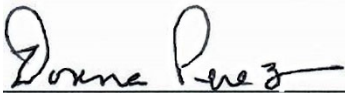
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Commission Expires August 14, 2030

39歲女健檢揪潰瘍 驗出胃癌

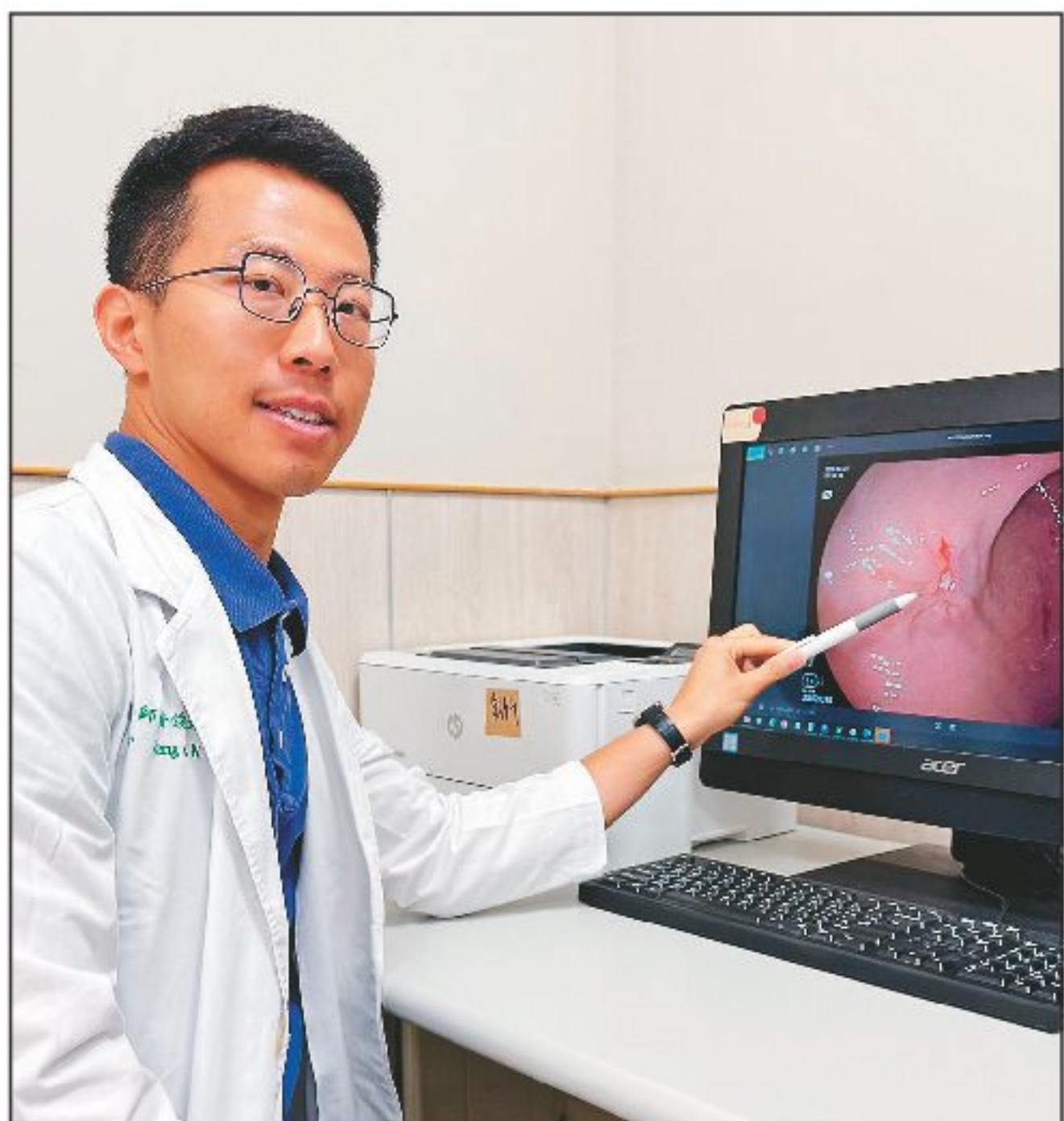
●39歲女子無慢性病史，也沒有腹痛、消化不良、食慾不振或體重減輕等任何腸胃不適，在健康檢查接受胃鏡檢查，意外發現為早期胃癌。

醫師提醒，不少民眾誤以為沒症狀就沒問題，但事實上許多早期胃癌、大腸息肉甚至癌前病變，在初期都可能毫無症狀。

台灣中國醫藥大學新竹附設醫院消化科醫師黃俊文指出，該患者檢查時，在胃體中段發現一處不到1公分的小型潰瘍，外觀看起來與一般胃潰瘍相似，甚至有接近癒合的跡象，很容易被視為普通胃部發炎病灶。

醫：不同於常見良性潰瘍

黃俊文說明，一般良性胃潰瘍多好發於胃竇部，即胃的下半部，但這名患者的病灶位於胃體中段，位置較少見；此外，潰瘍周圍胃壁皺褶出現異常拉扯、表面不平整，與常見良性潰瘍的型態不同，因此當下決定進一步切片檢查。



▲醫師黃俊文(左圖)說，一般良性胃潰瘍多好發於胃竇部，即胃的下半部，但這名患者的病灶位於胃體中段，位置較少見(右圖)。

黃俊文表示，患者胃部病理切片型態屬於胃癌中惡性程度較高的指環型細胞癌，若等



到出現明顯症狀再就醫，往往已錯失黃金治療時機，該患者完全沒有任何不適，純粹因

健康意識主動健檢，才得以及早發現。

或與幽門桿菌感染有關

黃俊文說，該個案無任何不適的症狀，不抽菸不喝酒，僅幽門桿菌切片篩檢陽性，研判胃癌可能和幽門桿菌感染及家族遺傳基因有關。若有胃癌，或其他腸胃道癌症家族史、長期抽菸喝酒、偏好燒烤油炸、高鹽醃漬飲食等，經濟條件允許者，即使沒有症狀，也可考慮自費接受胃鏡篩檢。

黃俊文表示，臨床上不少民眾誤以為「沒症狀就沒問題，感覺很痛就是病很嚴重」，但事實上許多早期胃癌、大腸息肉甚至癌前病變，在初期都可能毫無症狀。反而部分有胃脹、胃痛等不適的患者，多與胃蠕動異常、壓力、自律神經失調有關，未必代表器質性病變。

醫師提醒，胃癌的重要危險因子之一為幽門螺旋桿菌感染。大多無症狀，但長期慢性刺激可能增加胃癌風險。(黃羿馨)

52年老菸槍 戒菸意外揪出大腸癌

●「如果不是醫師一直勸戒菸，我可能還不知道自己罹患大腸癌。」71歲楊正義站上戒菸比賽頒獎台時感觸良多。擁有52年菸齡、一天曾抽2至3包菸的他，成功戒除數十年菸癮，更因接受健康檢查及早發現大腸癌，開啟治療重生之路。

台灣「2026戒菸就贏」近日舉行公開檢測暨頒獎典禮，今年共1萬9124組報名參賽，最終抽出10組成功戒菸獎勵得主，每組可獲得8萬元獎金。楊正義表示，同居人生病時，新北市亞東醫院家庭醫學部主任陳志道到宅訪視，極力建議他戒菸，沒想到到院接受

諮詢及檢查時，意外確診大腸癌一期，沒多久，又因腦溢血緊急住院開刀，更加體認到健康的重要，「很感謝醫師與戒菸衛教師一路陪伴。」

25歲的新北市警察局偵查隊員洪聖鈞，是年紀最輕的得獎者，於齡10年，為年底婚禮與未來備孕計畫決定戒菸，順利戒菸秘訣為「用吸管喝冰水」，透過模擬吸菸動作緩解菸癮。如今不僅成功戒菸、省下菸錢，也希望以更健康的身軀迎接人生新階段。

董氏基金會董事長張博雅表示，「戒菸就贏比賽」自2002年舉辦迄今，已邁入第13屆

。追蹤調查顯示，參賽者一個月戒菸成功率超過七成，一年後仍維持不吸菸比率三成五，是兼具公益效益與成本效益的戒菸推廣模式。

高雄榮總戒菸門診中心主任薛光傑指出，癮君子只要停止吸菸20分鐘後，心跳便開始恢復正常；戒菸數周後肺功能與血液循環改善；持續多年更可大幅降低中風、心血管疾病及多種癌症風險。近期受到關注的「急性骨髓性白血病」(AML)，菸品即是重要危險因子，因為致癌化學成分苯會損傷骨髓幹細胞的DNA。(廖靜清)



▲醫師指出，癮君子戒菸可大幅降低中風、心血管等疾病及多種癌症風險。示意圖。(圖/123RF)

8旬婦每吃必吐 竟是大腸鑽入胸腔

●一名85歲的呂姓老婦近期因胃口差、食慾不振，甚至出現「每吃必吐」的慘況，導致體重驟降、精神萎靡。家屬緊急將老人家送往醫院求診，經電腦斷層掃描，驚見她患有極罕見的「非外傷性橫膈膜疝氣」，一段大腸竟鑽入胸腔，壓迫肺部與胃部。老婦在接受微創手術治療後，復原良好，並已恢復正常進食。

台灣大千綜合醫院外科部主任馮啟彥指出，電腦斷層影像顯示，病患的橫結腸有一大

段脫位竄入左側胸腔，不僅嚴重擠壓肺臟影響呼吸，更直接壓迫到胃部出口。長期阻塞導致病人的胃部擴張腫大，這正是她進食即吐、營養不良的主因。

馮啟彥指出，一般橫膈膜疝氣多發生在左側(因右側有肝臟阻隔)，且絕大多數是由外傷或車禍等外部強大壓力引起。像老婦人這樣完全沒有外傷史的「自發性橫膈膜疝氣」，在臨床上非常罕見。考慮到病人已85歲高齡，傳統的開胸或開腹手術傷口大、復原

非外傷性橫膈膜疝氣

慢且容易併發肺炎，對體力是一大考驗。因此決定採用腹腔鏡微創手術，僅透過3個微小孔洞，精準地將卡在胸腔的橫結腸拉回腹腔，並完成橫膈膜破洞修補。

此外，術中發現病人同時患有膽結石慢性發炎，因此併行腹腔鏡膽囊切除手術，一次解決兩大隱憂。(胡蓮生)



▲85歲老婦經醫院檢查發現她的橫膈膜破洞(下圈處)，導致橫結腸竄入左側胸腔(上圈處)。(圖/台灣大千綜合醫院提供)

外語公共

Triborough Bridge and Tunnel Authority ("TBTA") 以 MTA Bridges and Tunnels 的名义开展业务, 其将依据《州行政程序法》(SAPA) 召开公共听证会, 审议《纽约州法典、规章与条例》(NYCRR) 第 21 编第 1021.2 条的拟议修订内容, 本次修订涉及车辆限行规定及动态称重违规监管相关事项。本次公开听证会将对审查上述规章修订事项公共用途、实施效益、设立目的与适用范围, 并为公众提供发表意见的机会。

项目说明

TBTA 拟推出以下规章修订内容:

- 设立动态称重 (WIM) 违规监管系统, 并明确车辆超出载重限制、经 WIM 监管系统认定违规的处罚标准;
- 调整 MTA 桥梁和隧道的垂直净空要求; 以及
- 修订外形超限和/或载重超重车辆需办理专项通行许可的相关通行费标准。

Robert F. Kennedy (RFK) Bridge 动态称重试点项目的相关责任规定

纽约州《车辆和交通法》(NYS VTL) 已于 2025 年完成修订, 准许在 RFK Bridge 投入使用动态称重技术, 以此次安全、高效地落实货车限重规定, 并对违规者处以罚款。TBTA Board 于 2025 年 10 月召开公开听证会, 会后批准了该项目。本次修订明确, 车辆所有人若违反 VTL 第 385 条, 单次违规需缴纳 \$650 罚金。同时还将计收逾期附加费用。

桥梁与隧道垂直净空标准调整

《纽约州车辆与交通法》第 5 1621(c) 规定, 桥梁和隧道的法定净空高度应比实测净空高度低一英尺。实测净空指从道路行车区域垂直向上, 至桥梁或构筑物底部的最小高度。本次拟对车辆限行条款作出修订, 更新 21 NYCRR § 1021.2, 以如实体现 TBTA 所辖桥梁和隧道的现行净空及宽度, 确保符合上述法规要求。

特种通行车辆收费标准调整

2026 年, TBTA 将启用公路超限超重车辆认证系统 (HOOCs), 受理外形超限和/或载重超重车辆的专项通行许可申请。已取得通行许可并通行 TBTA 所辖设施的车辆, 需额外缴纳通行费, 收费标准收取 \$55 与现行邮寄缴费通行费标准二者中的较高值。现对 21 NYCRR § 1021.2 条文内容予以修订, 调整需专项通行车辆的收费规定。

混合公开听证会的日期、时间和地点

2026 年 8 月 17 日 (星期一)

听证会开始时间为 6:00 pm, 持续至 8:00 pm

发言人报名时间: 5:30 pm 开始, 6:30 pm 结束

MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

交通指南

乘坐 Subway: 乘坐 4、5 至 Bowling Green; 6、W 至 Whitehall Street; 7 至 South Ferry 或 1、2 至 Broad Street。

乘坐 Bus: M15, M15 SBS, M20, M55, SIM4C

乘坐 Staten Island Ferry: 乘坐 Staten Island Ferry 至 South Ferry Terminal。

公开听证会形式

这将是一场混合公开听证会, 您可选择亲自参加, 也可通过 Zoom 的在线平台和电话会议功能参加, 届时活动将会在 MTA 2026 Bridges & Tunnels SAPA 网站上进行直播: mta.info/sapa-hearing

公开听证会发言报名方式

有意在听证会上发言的人士需提前报名。每位报名发言人的发言时间为两 (2) 分钟。

如需报名发言, 您可以: 1) 线上报名, 访问网址: mta.info/sapa-hearing, 或 2) 拨打公开听证会热线: (646) 252-6777 (客户服务代表的工作时间为每天 6 am 至 10 pm) 或 3) 亲临听证会现场登记。书面意见可通过上述任一方式提交, 如需咨询额外信息也可通过上述方式联系。报名将于 2026 年 6 月 17 日 6:00 am 开始, 2026 年 8 月 17 日 6:30 pm 结束。所有书面意见须在 2026 年 8 月 27 日 5:00 pm 前提交。意见将被转录, 并构成本次听证会的永久记录的一部分。

其他意见反馈或信息咨询渠道

邮寄: 如需提交意见、了解听证会更多信息或咨询问题, 请致信: MTA Government & Community Relations, Re: TBTA SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y. 10004.

电子邮箱: languageaccess@mtahq.org

无障碍和语言协助服务

本次公开听证会提供美国手语和 CART 字幕服务。

聋人或听力障碍人士可使用其首选的中继服务或免费的 711 中继服务, 拨打公开听证会热线 (646) 252-6777 接入会议。

盲人或有视力障碍的人士如需申请合理便利安排, 请于 2026 年 7 月 31 日或之前, 通过网站 mta.info/sapa-hearing 在线提交申请, 或拨打公开听证会热线 (646) 252-6777。

无网络访问条件的人士可拨打 Zoom 网络研讨会电话 (646) 828-7666, 输入网络研讨会 ID: 165 136 8526, 以并号 (#) 键结束。

如需语言协助或其他便利安排: 请至少在听证会举办前 10 个工作日 (2026 年 7 月 31 日), 通过线上、电话、邮寄信件, 或发送邮件至 languageaccess@mtahq.org 提交申请。



Information in other languages is available on our web site or via telephone. La información en otros idiomas está disponible en nuestra web o por teléfono. Информация на других языках доступна на нашем веб-сайте или по телефону. Enformasyon nan lòt lang disponib sou sit entènèt nou an oswa pa telefòn. 다른 언어로 된 정보는 당사 웹사이트나 전화로 확인하실 수 있습니다. অন্যান্য ভাষায় তথ্য আমাদের ওয়েবসাইটে বা টেলিফোনের মাধ্যমে পাওয়া যায়. אינפורמציה בעברית או באנגלית זמינה באתר האינטרנט או באמצעות טלפון. Le informazioni in altre lingue sono disponibili sul nostro sito web o telefonicamente. توفير المعلومات بلغات أخرى على موقعنا الإلكتروني أو عبر الهاتف.

mta.info/sapa-hearing

511

or 877-690-5114 (outside New York State)

AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK
COUNTY OF NEW YORK

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June 16, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

G7, 우크라전 종식 위해 대러 압박 강화

〈주요 7개국〉

트럼프 “러, 종전 합의해야”
석유 제재 재개 가능성도 언급
젤렌스키, 러에 협상 재개 촉구

미·이란 종전 합의로 한숨 돌린 서방이 장기 과제인 우크라이나 전쟁 해결을 위해 러시아 압박을 강화하기로 다짐했다.

AFP, 로이터 통신 등에 따르면 프랑스 에비앙레뱅에 모인 주요 7개국(G7) 정상은 16일(현지 시간) 오전 볼로디미르 젤렌스키 우크라이나 대통령과 함께 우크라이나 지원과 전쟁 종식을 위한 방안을 두고 머리를 맞댔다.

이날 실무 회담의 결과는 언론에 공개적으로 발표되지 않았다.

대신 회담 후 한 프랑스 외교 소식통은 “정상들은 오늘 석유와 가스에 대한 제재를 통해 러시아에 대한 압박을 강화하기로 결정



16일 트럼프 대통령과 얘기 나누는 젤렌스키(왼쪽) 대통령. [젤렌스키 대통령 엑스 캡처]

했다”고 전했다. 이 소식통은 “지도자들은 또 ‘현장에서 우크라이나에 유리한 흐름이 있다’는 데 동의했다”고 덧붙였다.

러시아 압박 강화 기류는 앞서 러시아와 우크라이나 간 종전 합의를 중재한 도널드 트럼프 미국 대통령의 이날 발언에서도 드러났다.

트럼프 대통령은 “러시아 역시 우크라이나와 마찬가지로 엄청난 인명 피해를 봤다”며 “러시아는 우크라이나와 전쟁을 끝내기 위해 합의를 해야 한다”고 말했다.

트럼프 대통령은 중동 전쟁 발 국제 에너지 위기로 일시 해제했던 러시아산 석유에 대한 제재를

재개할 가능성까지 언급했다.

그는 “우리는 당연히 미국에 피해를 주고 싶지 않았기 때문에 제재를 유예했다. 이제 석유가 넘쳐흐르고 있으니 우리는 곧 그렇게(제재 재개) 할 수 있을 것”이라며 러시아를 압박했다.

또 “우크라이나 분쟁 해결을 위해 내가 할 수 있는 건 뭘든지 하겠다”고 의욕을 보이기도 했다.

이날 트럼프 대통령의 발언은 유럽 동맹국들 사이에 고무적으로 받아들여졌다.

프리드리히 메르츠 독일 총리는 “그가 매우 협조적이었고 매우 주의깊게 경청하는 모습도 보였다”며 “미국과 유럽이 전쟁을 끝내기 위해 할 수 있는 모든 걸 다하고 있다는 사실이 어느 정도 낙관론을 안겨준다”고 말했다.

유럽 지도자들은 우크라이나의 드론 공습으로 전환이 호전된 지금, 그동안 러시아에 유리한

입장을 보인 트럼프 대통령을 설득해 대러 압박 수위를 끌어올릴 길 기대하고 있다.

젤렌스키 대통령은 트럼프 대통령을 비롯해 G7 정상들에 감사의 뜻을 표하는 동시에 러시아를 향해 협상 재개를 촉구했다.

런던에서 로이터가 주최한 서밋에 화상을 참여한 그는 이번 실무회담이 “매우 긍정적”이었다며 G7 정상들이 “러시아는 승리하고 있지 않으며 막대한 인명 피해를 보고 있으므로 가능한 한 빨리 협상을 타결해야 한다는 점에 만장일치로 동의했다”고 말했다.

이어 정상들이 러시아 압박을 강화하기 위해 러시아의 에너지 수출, 은행 시스템, 군사 생산에 대한 추가 제재를 논의했다며 블라디미르 푸틴 러시아 대통령을 평화 협상으로 이끌기 위해서는 더 많은 정치적 압박이 필요하다고 덧붙였다. [연합뉴스]

전략폭격기 B-52 추락 참사

공군 “탑승 8명 전원 사망”
가주 기지서 이륙 직후 사고



미국의 전략폭격기 B-52가 15일 캘리포니아주에서 추락해 탑승자 전원이 사망했다.

AP·로이터통신과 CNN 방송 등 언론에 따르면 이날 오전 11시 20분께 캘리포니아 모하비 사막에 있는 에드워드 공군기지 비행장에서 B-52 스트라토포트리스가 이륙 직후 활주로에 추락했다.

이 사고로 폭격기에 탑승했던 대원 8명 전원이 사망했다고 공군 관계자들이 밝혔다.

탑승자들은 군인과 공무원, 정부 계약업체 직원들로 알려졌다. 이 폭격기의 제작사인 보잉은 사망자 중 2명이 자사 직원이라고 밝혔다.

다만, 공군은 아직 유가족 통

보 절차가 진행 중이라는 이유로 사망자 신원을 발표하지 않았다.

언론들에 따르면 사고 직후 현장에는 수 마일 밖에서까지 관측된 검은 연기가 치솟았고, 비행기의 형체는 거의 남지 않은 것으로 확인됐다.

제임스 헤이즈 공군 대령은 “이번 비행은 레이더 현대화 프로그램을 지원하기 위한 목적이었다”며 “사고 발생 즉시 생존 불가능한 것으로 간주됐다”고 전했다.

정확한 사고 원인은 아직 확인되지 않고 있다.

에드워드 공군기지는 이번 사



캘리포니아주 B-52 폭격기 추락 현장서 연기가 피어오르고 있다. 작은 사진은 이륙하는 B-52. [로이터]

고로 발생한 활주로 손상에 따라 최소 16일까지 모든 항공기 운항을 중단할 방침이라고 밝혔다.

B-52 스트라토포트리스는 1950년대부터 사용된 공군의 대표적인 장거리 폭격기다.

재래식 무기부터 핵폭탄까지 최대 7만파운드급 무기를 탑재할 수 있다. [연합뉴스]



로고 가렸지만 더 눈에 띄네 월드컵이 열리는 북가주 샌타클라라 리바이스 스타디움의 대형 리바이스 로고가 FIFA 규정에 따라 가림막으로 덮였다. 그러나 로고 형태를 그대로 살린 덕분에 여전히 리바이스임을 한눈에 알아볼 수 있어 화제다. 월드컵 기간 이 경기장은 ‘샌프란시스코 베이 에어리어 스타디움’으로 불린다. 왼쪽은 가림막으로 가리기 전 사진.

[리바이스 스타디움 페이스북, NBC 캡처]

전략비축유 43년 만에 최저치

가격안정 위한 재고방출 영향
바이든 정부 최저치도 밑돌아

국내 전략비축유(SPR) 재고가 43년 만에 최저 수준으로 떨어졌다.

에너지부가 발표한 자료에 따르면 전략비축유 재고는 3억 4030만 배럴로, 1983년 이후 가장 낮은 수준을 기록했다고 월스트리트저널(WSJ) 등이 지난 15일 보도했다?

이번 주 재고는 직전 주 대비 890만 배럴 줄어 역대 세 번째로 큰 주간 감소 폭을 나타냈다.

재고 감소는 정부가 연료 가격 안정을 위해 추진 중인 1억7200만 배럴 규모의 전략비축유 방출(대출) 프로그램에 따른 것이다.

재고는 전임 조 바이든 행정부 시절 기록한 최저치 3억4680만 배럴마저 밑돌았다.

이번 종전 합의가 국내 석유 ‘실탄’이 점차 소진돼 가던 시점에 이뤄졌다는 평가가 나온다.

종전 합의로 전략비축유 추가 방출 압박은 줄었지만, 공급 불안은 가시지 않고 있다.

국내 전체 원유 재고(상업·SPR 포함)는 2월 말 이후 7900만 배럴 감소한 7760만 배럴이다. 이는 2023년 이후 최저 수준이다.

국내 원유 선물 가격 결정의 기준이 되는 오클라호마주 쿠싱 저장 허브 재고도 2160만 배럴로 시설 운영에 필요한 최소치에 근접했다.

[연합뉴스]

이슈포터

MTA Bridges and Tunnels라는 상호로 사업을 운영하는 **Triborough Bridge and Tunnel Authority**(“TBTA”)는 주 행정절차법(SAPA)에 따라 차량 제한 및 이동식 계량 위반 모니터링과 관련된 뉴욕주 법, 규칙 및 규정(NYCRR) 21조 1021.2항의 개정안에 대한 공개 청문회를 개최할 예정입니다. 이번 공청회에서는 이러한 규제 변경의 공공 용도, 혜택, 목적 및 적용 위치를 검토하고 시민들이 의견을 제시할 기회를 제공할 것입니다.

프로젝트 설명

TBTA는 다음과 같은 사항을 해결하기 위해 규제 변경을 제안하고 있습니다.

- 이동식 계량(WIM) 위반 모니터링 시스템 구축 및 차량 제한 초과 위반에 대한 WIM 모니터링 시스템 위반
- TBTA 교량 및 터널의 수직 여유고 요건 변경 및
- 규격 초과 및/또는 중량 초과 차량의 특별 취급을 위해 신규 허가가 필요한 차량에 대한 통행료.

Robert F. Kennedy(RFK) 교량에서 이동식 계량 파일럿의 책임

뉴욕주 차량 및 교통법(NYS VTL)은 2025년에 개정되어 RFK 교량리에서 WIM 기술을 사용하여 트럭 중량 제한을 안전하고 효율적으로 시행하고 위반자에게 벌금을 부과할 수 있도록 승인되었습니다. TBTA 이사회는 2025년 10월 공청회를 거쳐 해당 프로젝트를 승인했습니다. 이번 개정으로 차량 소유주는 차량 및 교통법(VTL) 제385조 위반에 대해 위반 건당 \$650의 배상 책임을 지게 됩니다. 추가 연체료가 부과될 수 있습니다.

교량 및 터널의 수직 여유고 변화

뉴욕주 차량 및 교통법 § 1621(c)에 따르면 교량 및 터널의 법정 여유고는 측정된 여유고보다 1피트 낮아야 한다고 규정하고 있습니다. 측정된 여유고는 도로 주행면에서 교량 또는 구조물까지의 최소 수직 높이를 의미합니다. 차량 제한에 대한 개정안은 TBTA 교량 및 터널의 현재 여유고 및 폭을 정확하게 반영하고 이 요건을 충족하기 위해 21 NYCRR § 1021.2를 업데이트하기 위한 목적으로 채택되기 위해 제안되었습니다.

특별 취급이 필요한 차량에 대한 통행료 변경

2026년부터 TBTA는 고속도로 과적 차량 인종 시스템(HOOCs)을 사용하여 특별 취급이 필요한 차량(초대형 및/또는 초대 중량)에 대한 허가 요청 처리를 시작할 예정입니다. TBTA 구조물을 통과하기 위한 허가를 받은 차량은 \$55 또는 해당 우편 통행료 중 더 높은 금액의 추가 통행료를 지불해야 합니다. 21 NYCRR § 1021.2의 문구가 수정되어 특별 취급이 필요한 차량에 대한 통행료가 개정될 예정입니다.

하이브리드 공청회 날짜, 시간 및 장소

2026년 8월 17일 월요일
심리는 오후 6시부터 오후 8시까지 진행됩니다.
발언자 등록은 오후 5시 30분에 시작하여 오후 6시 30분에 종료됩니다.
MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

오시는 길
지하철 이용 시: ④번 노선을 타고 볼링 그린(Bowling Green) 역에서 내리거나, ⑤번 노선을 타고 화이트홀 스트리트(Whitehall Street) 역에서 내리거나, ①번 노선을 타고 사우스 페리(South Ferry) 역에서 내리거나, ②번 노선을 타고 브로드 스트리트(Broad Street) 역에서 내리세요.
버스로 이동 시: M15, M15 SBS, M20, M55, SIM4C
Staten Island Ferry: Staten Island Ferry를 타고 South Ferry 터미널로 이동하세요.

공청회 방식

이번 공청회는 대면 참여와 Zoom 온라인 플랫폼 및 전화 회의 기능을 활용한 참여가 결합된 하이브리드 방식으로 진행되며, MTA 2026 교량 및 터널 SAPA 웹사이트(mta.info/sapa-hearing)에서 생중계도 시청할 수 있습니다.

공청회 발언 등록

공청회에서 발언하기를 원하는 분들은 사전 등록하시기 바랍니다. 등록된 각 발언자에게는 2분의 발언 시간이 주어집니다.

발언 신청을 하려면 1) mta.info/sapa-hearing 에서 온라인으로 등록하거나 2) **공청회 핫라인에 (646) 252-6777** 번으로 전화하거나(전화 상담원은 매일 오전 6시부터 오후 10시까지 이용 가능합니다) 3) 청문회 당일 직접 등록하십시오. 위에 나열된 방법들을 통해 서면 의견 제출 및 추가 정보 요청도 할 수 있습니다. 등록은 2026년 6월 17일 오전 6시에 시작하여 2026년 8월 17일 오후 6시 30분에 마감됩니다. 모든 서면 의견은 2026년 8월 27일 오후 5시까지 제출해야 합니다. 발언 내용은 녹취되어 본 청문회 영구 기록의 일부로 포함될 것입니다.

의견을 남기거나 정보를 요청하는 추가적인 방법
우편 이용: 의견을 제출하거나 청문회에 대한 추가 정보 또는 질문이 있는 경우, 다음 주소로 서신을 보내주시시오. **MTA 정부 및 지역사회 관계 담당 부서, 수신: TBTA SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y. 10004.**
이메일 이용: languageaccess@mtahq.org

접근성 및 언어 지원 서비스

공청회에서 미국 수화 및 CART 자막을 이용할 수 있습니다.

청각 장애인이나 난청이 있는 분들은 선호하는 중계 서비스 또는 무료 711 통신 중계 서비스를 이용하여 공청회 핫라인에 (646) 252-6777번으로 연결할 수 있습니다.

시각 장애가 있거나 시력이 낮은 개인은 2026년 7월 31일 이전에 mta.info/sapa-hearing 에서 요청을 제출하거나 공청회 핫라인 (646) 252-6777번으로 전화하여 편의를 요청할 수 있습니다.

인터넷 접속이 어려운 분들은 (646) 828-7666번으로 Zoom 웹미나에 전화한 다음 웹미나 ID: 165 136 8526을 입력하고 파운드(#) 기호를 입력하여 청문회에 참여할 수 있습니다.

언어 지원 또는 기타 편의 서비스: 청문회 날짜 최소 10영업일 전(2026년 7월 31일)에 온라인, 전화, 우편 또는 이메일(languageaccess@mtahq.org)을 통해 요청을 제출해 주시기 바랍니다.

Information in other languages is available on our web site or via telephone.
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Информация на других языках доступна на нашем веб-сайте или по телефону.
Enfòmasyon nan lòt lang disponib sou sit entènèt nou an oswa pa telefòn.
다른 언어로 된 정보는 당사 웹사이트나 전화로 확인하실 수 있습니다.
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Le informazioni in altre lingue sono disponibili sul nostro sito web o telefonicamente.
توفر المعلومات بلغات أخرى على موقعنا الإلكتروني أو عبر الهاتف.

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511

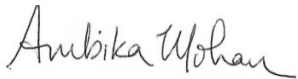
or 877-690-5114 (outside New York State)

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Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Haiti Liberte, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

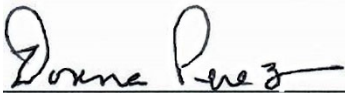
June 24, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

Yon koutje sou pwogram anyèl Asosyasyon Zanmi Bèlans (ASSAB)

Jean Claude Cajou *

Nan pwogram travay anyèl li, ASSAB prevwa mete sou pye plizyè jaden potajè kominotè nan bouk Bèlans ansanm ak diferan seksyon kominal yo. Objektif la se ankouraje pwodiksyon ak konsomasyon legim, ki gen yon enpòtans kapital nan rejim alimantè moun. Nitrisyonis yo toujou rekòmande pou moun manje plis legim ak fwi, paske yo rich an vitamin ak eleman nitritif ki ede kenbe ak pwoteje sante moun. Pami legim ki pi souvan itilize yo genyen: tomat, berejèn, pwavwon, chou, kalalou, kreson, piman dous, piman pike, kawòt, bètrav, konkonm ak zepina. Tout legim sa yo genyen plizyè vitamin ki benefik pou òganis yon moun.

Nan anpil peyi, tankou Etazini, laboratwa yo transfòme eleman nitritif ki nan legim, fwi ak lòt pwodwi natirèl an grenn, kapsil, bwason oswa poud pou konplete bezwen moun ki manke vitamin. Genyen menm magazen espesyalize yo rele “Vitamin Shop” ki vann pwodui sa yo. Men, lè moun manje legim regilyèman, yo ka jwenn anpil nan vitamin sa yo natirèlman. Pa egzanp, zepina rekonèt pou ede moun ki soufri anemi. Se nan lidè sa a ASSAB decide mete sou pye pwojè jaden potajè kominotè yo, pou ankouraje lespri konbit ak tèt ansanm. Jan yon pwovèb devlopman kominotè di l: « *Devlopman kominotè se mete tout sa nou genyen ansanm pou nou*

rezoud pwoblèm nou genyen ansanm »

ASSAB te deja fè plizyè eksperyans nan domèn sa a. Li te kòmanse pwojè jaden potajè nan Mapou avèk sipò teknik Daricha Jean-Baptiste, apre li te fè yon premye eksperyans avèk Yvonne Mathieu.

Nan bouk Bèlans, ASSAB te mennen yon lòt eksperyans avèk ansyen reprezantan li nan komin nan, Jackson Remy, epi pita avèk Agronòm Richardson Antenor pandan ane 2025 la.

Depi 2 me 2026, ASSAB lanse yon nouvo jaden potajè nan abitasyon Frijè Dak, lokalite Otè, nan 6zyèm seksyon kominal Pichon. Jaden sa a gen ladan l: pwavwon, berejèn, tomat, piman ak chou. Pwojè a ap reyalize anba sipèvizyon teknik Agronòm Willy Barthélemy, avèk patisipasyon lidè ak manm kominote Frijè Dak la.

Kondisyon ASSAB pou etabli yon jaden potajè kominotè

1. ASSAB pa travay ak yon sèl moun.
2. ASSAB ap travay avèk yon asosyasyon oswa yon gwoup moun òganize.
3. Gwoup la dwe gen yon teren disponib pou jaden an.
4. Teren an dwe byen bare pou bèt pa detwi plant yo.
5. Dwe gen yon sous dlo pou wouze plant yo.
6. Asosyasyon an dwe pran responsablite antretyen jaden an.
7. Tout manm yo dwe dakò pou pataje rekòt la yon fason ekitab.



ASSAB “Asosyasyon Zanmi Moun Bèlans” : Yon angajman solid pou devlopman kominotè

8. Tout manm asosyasyon an dwe patisipe nan travay jaden an, nan yon lespri koperativ.

Responsablite ASSAB pran
Angajman pou bay: Semans;

Ankadreman teknik; Sipèvizyon teknik ak administratif; Ensektisid; Posiblite pou achte yon pati nan rekòt la, apre antant ak asosyasyon an, pou òganize ekspozisyon legim. ASSAB

ap pataje foto jaden potajè li te reyalize nan Bèlans pandan ane pase a, ansanm ak foto nouvo jaden ki te kòmanse nan dat 2 me 2026 la.

Agr. Willy Barthélemy, Pichon;
Agr. Richardson Antenor, Bèlans.

***Jean Claude Cajou*Manm fondatè ASSAB**

Daphy Michel mouri apre l soti nan prizon ICE Pittsburgh!



Daphy Michel

Daphy Michel, yon jèn fanm ayisyen 31 lane, ki te gen yon defisyans mantal sètadi yon pwoblèm sikyatrik te mouri 2 mas 2026 nan Pittsburgh apre l te fin jwenn liberasyon imanitè nan prizon federal ICE 27 fevriye 2026 la. Men se nan yon estasyon bis, ajan Ice yo te lage Daphy san okenn asistans esitou li pa pale anglè. Li te rete chita plizyè jou nan fredy a jouk li

rive pèdi lavi l, 3 jou apre Ice te bandonnen l nan lari nan mitan ivè.

Yon medsen lejist nan Pennsilvani te jije lanmò Daphy Michel la kòm yon omisid. Se yon ka pou fanmi l ta rele ICE lajistis. Joseph Patrick Murphy avoka fanmi espere fanmi an ap depoze yon pwosè kont ICE an koneksyon avèk lanmò sa a, nou kapab menm kalifye kòm yon zak sasinay.

Odyans Piblik

Otorite Pon ak Tinèl Triborough (“TBTA”) k ap fè biznis sou non MTA Bridges and Tunnels, ap fè yon odyans piblik sou Lwa Pwosedi Administratif Eta (SAPA) sou chanjman ki pwopozè nan 21 Kòd, Règ ak Règleman Nouyòk (NYCRR) Seksyon 1021.2 ki abòde dosye limit veyikil ak siveyans vyolasyon pwa an mouvman. Odyans piblik la ap egzamine itilizasyon piblik, avantaj, objektif, ak kote chanjman regilasyon sa yo ap fèt epi l ap bay piblik la yon opòtinite pou yo fè kòmantè.

Deskripsyon pwojè yo

TBTA ap pwopozè chanjman regilasyon pou abòde sa ki annapre yo:

- Etabli yon Sistèm Siveyans Vyolasyon Pwa an Mouvman (WIM) ak fikse tarif pou yon Sistèm Siveyans WIM vyolasyon lè moun depase limit pwa yo;
- Chanjman nan kondisyon degajman vètikal sou pon ak tinèl TBTA yo; ak
- Montan yo mande pou peye pou veyikil ki bezwen nouvo pèmi pou jesyon espesyal pou veyikil ki depase dimansyon ak/oswa pwa yo.

Responsablite pou pwojè pilòt sou pwa an mouvman sou pon Robert F. Kennedy (RFK)

Lwa sou Veyikil ak Trafik Eta Nouyòk §1621(c) egzije degajman legal sou pon ak tinèl la dwe distans yon pye mwens pase degajman ki mezire a. Degajman ki mezire a dwe votè minimòm ak pon an oswa estrikti a ki mezire vètikalman an soti nan pati wout la kote machin pase a. Revizyon yo nan limit veyikil yo ap pwopozè pou adopte pou mete ajou 21 NYCRR §1021.2 pou reflekte ak prezizyon degajman ak lajè ki genyen kounye a nan pon ak tinèl TBTA ak pou satisfè kondisyon sa a.

Chanjman nan tarif montan pou veyikil ki bezwen jesyon espesyal

An 2026, TBTA ap kòmanse trete demann pèmi pou veyikil ki bezwen jesyon espesyal (depase dimansyon ak/oswa pwa) grasa Sistèm Kredi pou Veyikil ki Twò Gwo e ki Twò Lou sou Otowout la (HOVCS). Veyikil ki jwenn yon pèmi pou travèse estrikti TBTA yo ap peye yon lòt montan ki se \$55 oswa tarif yo peye pa lapòs ki aplikab la, ki pi wo a. Y ap revize langaj ki nan 21 NYCRR §1021.2 pou modifiye taks la pou machin ki bezwen jesyon espesyal.

Dat, Lè ak Kote Odyans Piblik Ibrid la ap fèt

Lendi 17 Out 2026

Odyans lan ap kòmanse a 6:00 p.m. pou l fini a 8:00 p.m.

Enskripsyon moun k ap gen pou pale yo ap louvri a 5:30 p.m. epi l ap fèmen a 6:30 p.m.

MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

Fason pou w ale

Pran Subway: Pase sou 4 5 lan ki ale Bowling Green; R W ki ale Whitehall Street; 1 ki ale South Ferry oswa 2 ki ale Broad Street.

Pran Bus: M15, M15 SBS, M20, M55, SIM4C

Nan Staten Island Ferry: Pran Staten Island Ferry ki ale South Ferry Terminal.

Fòma Odyans Piblik la

Se pral yon odyans piblik ibrid ak patisipasyon an pèsòn epi sou platfòm entènèt Zoom ki gen fonksyon konferans nan telefòn, ak yon difizyon an dirèk disponib sou sit entènèt MTA 2026 Bridges & Tunnels SAPA mta.info/sapa-hearing

Enskri pou w pale nan Odyans Piblik la

Moun ki entèrese pou yo pale nan odyans piblik la dwe enskri davans. Chak moun ki vle pale ki enskri ap gen de (2)minit pou l pale.

Pou w enskri pou w pale ou ka 1) enskri anliy sou mta.info/sapa-hearing oswa 2) rele **Liy Dirèk Odyans Piblik la nan (646)252-6777** (Ajan nan telefòn yo ap disponib soti 6 a.m. rive 10 p.m. chak jou) oswa 3) enskri an pèsòn nan odyans lan. Ou ka voye kòmantè alekri epi mande plis enfòmasyon atravè menm opsyon ki mansyone pi wo a. Enskripsyon ap ouvri nan dat 17 jen 2026, a 6:00 a.m., epi l ap fèmen a 6:30 p.m. nan dat 17 out 2026. Nou dwe voye tout kòmantè alekri yo anvan 5:00 p.m. nan dat 27 out 2026. Yo pral transkri kòmantè yo epi mete yo nan dosye pèmanan odyans sa a.

Lòt fason pou w fè kòmantè oswa mande enfòmasyon se

Pa lapòs: Pou w voye kòmantè, pou plis enfòmasyon oswa kesyon sou odyans lan, lèt yo ta dwe ale pou: **MTA Government & Community Relations, Re: TBTA SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y.10004.**

Pa imel: languageaccess@mtahq.org

Aksè ak Sèvis Asistans Lang

Nan odyans piblik la, ap gen Lang Siy Ameriken ak Soutitj CART k ap disponib.

Moun ki Soud oswa ki Gen Pwoblèm pou Tande

ka itilize sèvis transmisyon yo prefere, oswa sèvis transmisyon 711 gratis la pou yo konekte ak Liy Dirèk Odyans Piblik la nan (646) 252-6777.

Moun ki Avèg oswa ki Pa Wè byen

ka mande aranjman nan dat oswa anvan 31 jiyè 2026, lè yo voye yon demann sou entènèt sou ting a request on-line at mta.info/sapa-hearing oswa lè yo rele Liy Dirèk Odyans Piblik la nan (646) 252-6777.

Moun ki Pa Gen Aksè ak Entènèt

ka antre nan odyans lan lè yo rele reyinyon Zoom nan ki nan nimewo (646) 828-7666 epi antre ID Reyinyon an: 165 136 8526, epi peze dyèz (#).

Pou asistans lang oswa lòt aranjman:

Tanpri voye yon demann omwen 10 jou ouvrab (31 jiyè 2026), anvan dat odyans lan sou entènèt, pa telefòn, pa lapòs oswa pa imel nan languageaccess@mtahq.org.

Information in other languages is available on our web site or via telephone.

La información en otros idiomas está disponible en nuestra web o por teléfono.

Информация на других языках доступна на нашем веб-сайте или по телефону.

Enfòmasyon nan lòt lang disponib sou sit entènèt nou an oswa pa telefòn.

다른 언어로 된 정보는 당사 웹사이트나 전화로 확인하실 수 있습니다.

其他语言版本信息请浏览我们的网站或致电.

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אנפֿארמאַציע אין אנדערע שפּראַכן איז פֿאַרענגען אויף אונזער וועבזײַטל אדער דורך טעלעפֿאָן.

Le informazioni in altre lingue sono disponibili sul nostro sito web o telefonicamente.

توفر المعلومات بلغات أخرى على موقعنا الإلكتروني أو عبر الهاتف.

mta.info/sapa-hearing

511

or 877-690-5114

(outside New York State)

MTA

Metropolitan Transportation Authority

mta.info

6 Haiti Liberté

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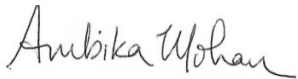
Master Page # 127 of 142 - Bridges & Tunnels Committee Meeting 9/28/2026

AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK
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Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Russkaya Reklama, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

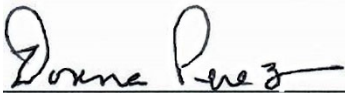
June 19, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

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Открываем новые классы!

См рекламу в секц. В

Бойцовское хамство

Боец UFC Джош Хокит подвергся резкой критике за неуместное высказывание в адрес бывшей первой леди Мишель Обамы. Это произошло в воскресенье после его победы в поединке, состоявшемся на Южной лужайке Белого дома в рамках турнира «UFC Freedom 250».



Во время интервью с подкастером и комментатором UFC Джо Роганом Хокит завершил свою речь после боя, широко улыбувшись и глядя прямо в телекамеру: «И напоследок... Мишель Обама — мужчина! Я прав, Америка?»

Эта реплика была явной отсылкой к популярной в последние годы среди правых политических кругов теории заговора о бывшей первой леди; эту теорию распространяли некоторые консервативные обозреватели, и она породила множество грубых мемов и шуток в социальных сетях. Ряд деятелей спорта, политики и поп-культуры осудили Хокита, который также подарил президенту Трампу золотую цепь после своей победы в воскресном бою.

«Джош Хокит выиграл самый важный бой в своей карьере в Белом доме и решил закончить интервью, назвав Мишель Обаму мужчиной. Какой позор, — написал в соцсетях бывший квотербек НФЛ и спортивный комментатор Роберт Гриффин III. — Нужно быть очень мелким человеком, чтобы исполь-

зовать свой звездный час для нападок на женщину, называя ее мужчиной. Особенно учитывая историю подобных оскорблений в адрес чернокожих женщин».

Национальный комитет Демократической партии опубликовал пост с портретом Обамы, отметив, что она «бесплатно живет у них в головах» (то есть они одержимы мыслями о ней).

Дейв Портной, основатель Barstool Sports и обычно поддерживающий президента, призвал его осудить высказывание Хокита.

«Это же парни из UFC, они сумасшедшие. Они идиоты, — ска-

зал Портной. — Но когда такое происходит на лужайке Белого дома, на мероприятии, которое ты сам организовал... Мне все равно, что вы думаете об Обаме или о чем-либо еще. Это нужно немедленно осудить».

Белый дом не ответил на просьбу прокомментировать слова Хокита. Член Палаты представителей Хоакин Кастро (демократ от штата Техас), судя по всему, раскритиковал медиагиганта Paramount — компанию, транслировавшую состоявшееся в воскресенье вечером мероприятие, — за то, что та показала эти высказывания в эфире.

«Так вот какой мусор нам теперь стоит ожидать от [Paramount] и CBS?» — заявил политик-демократ.

Воскресное мероприятие стало беспрецедентным примером сочетания политики и спорта, а также очередным свидетельством тесных связей Трампа с UFC и главой этой организации Дэйной Уайтом.

В публикации на платформе Truth Social, сделанной в ночь на понедельник, экс-президент высоко оценил мероприятие, назвав его «невероятным», и отметил: «Белый дом никогда не выглядел прекраснее. Обстановка была бесподобной».

Глава UFC Дана Уайт осудил высказывания бойца Джоша Хокита.

«Я понимаю, что семья Обама — публичные люди, но я категорически против того, чтобы говорить гадости и распространять ложь о чьих-либо семьях», — заявил он изданию. — Все знают мою позицию по поводу свободы слова, но я терпеть не могу подобный бред».

Трамп в своем посте в социальной сети Truth Social, посвященном воскресному событию, не стал упоминать слова Хокита, назвав вместо этого шоу «невероятным» и одним из самых значимых событий в истории Белого дома.

Доминик Мастранджело

Общественные слушания

Управление мостов и тоннелей Тройборо ("ТБТА"), ведущее деятельность под брендом MTA Bridges and Tunnels, проведет государственные Общественные слушания по административным процедурам (SAPA) по предложенным изменениям в 21 Кодекс, Правила и Регламенты штата Нью-Йорк (NYCRR) Раздел 1021.2, касающимся ограничений на транспортные средства и мониторинга нарушений при взвешивании на ходу. На общественных слушаниях будет рассмотрено общественное пользование, выгода, цели и место применения этих нормативных изменений. Кроме того, жителям будет предоставлена возможность высказать замечания.

Описание проектов

ТБТА предлагает регуляторные изменения для решения следующих вопросов:

- Создание системы мониторинга нарушений при взвешивании на ходу (WIM) и установление ставки для системы мониторинга нарушений WIM за превышение ограничений по весу;
- Изменения в требованиях к вертикальному просвету на мостах и туннелях ТБТА; и
- Сбор за транспортные средства, требующие новых разрешений для особого обслуживания транспортных средств с превышением габаритов и/или веса.

Ответственность за пилотный проект по взвешиванию на ходу на мосту Роберта Ф. Кеннеди (RFK)

Закон штата Нью-Йорк о транспортных средствах и дорожном движении (NYS VTL) был изменен в 2025 году, чтобы разрешить использование технологии WIM на мосту RFK для безопасного и эффективного контроля за соблюдением ограничений по весу грузовиков и наложения штрафов на нарушителей. Совет ТБТА одобрил проект после общественных слушаний в октябре 2025 года. Это изменение устанавливает, что ответственность владельца транспортного средства за нарушение Раздела 385 VTL составит **650 дол. США** за каждое нарушение. Также будут применяться дополнительные штрафы за просрочку.

Изменения в вертикальных просветах на мостах и туннелях

Согласно требованиям §1621(c) Закона штата Нью-Йорк о транспортных средствах и дорожном движении допустимый просвет на мостах и туннелях должен быть на один фут меньше, чем измеренный просвет. Высота измеренного просвета должна быть минимальной от моста или сооружения при измерении в вертикальном направлении от проезжей части дороги. Предлагаемые изменения в ограничениях на транспортные средства направлены на обновление §1021.2 Кодекса 21 NYCRR, чтобы точно отразить текущие размеры просвета и ширины на мостах и туннелях ТБТА и соответствовать этому требованию.

Изменения в тарифах на проезд для транспортных средств, требующих особого обслуживания

В 2026 году ТБТА начнет обрабатывать заявки на разрешения для транспортных средств, требующих особого обслуживания (с превышением габаритов и/или веса), используя систему аттестации транспортных средств с превышением габаритов и/или веса (HOCOS). Транспортные средства, получившие разрешение на проезд по сооружениям ТБТА, будут платить дополнительный сбор в размере 55 дол. США или соответствующий тариф "Tolls by Mail", в зависимости от того, что больше. Формулировка в §1021.

2 Кодекса 21 NYCRR пересматривается в целях изменения сбора для транспортных средств, требующих особого обслуживания.

Дата, время и место гибридных общественных слушаний

Понедельник, 17 августа 2026 г.

Слушание начнется в 6:00 p.m. и закончится в 8:00 p.m.

Регистрация выступающих будет открыта с 5:30 p.m. до 6:30 p.m.

MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

Как добраться

Метро: Следуйте на метро **4, 5** до станции Bowling Green; **R, W** до станции Whitehall Street; **1** до станции South Ferry или **J, Z** до станции Broad Street.

Автобус: M15, M15 SBS, M20, M55, SIM4C

Паром Staten Island: Доезжайте на пароме Staten Island до станции South Ferry Terminal.

Формат общественных слушаний

Это будет гибридное общественное слушание, в котором можно будет принять участие как очно, так и через онлайн-платформу Zoom и функцию конференц-связи, при этом прямая трансляция будет доступна на веб-сайте MTA 2026 Bridges & Tunnels SAPA mta.info/sapa-hearing

Регистрация выступающих на общественных слушаниях

Все, кто заинтересован выступить на общественных слушаниях, должны пройти предварительную регистрацию. У каждого зарегистрированного выступающего будет две (2) минуты на то, чтобы выступить.

Чтобы зарегистрироваться для выступления, вы можете 1) зарегистрироваться онлайн на mta.info/sapa-hearing или 2) позвонить на горячую линию по вопросам общественных слушаний по номеру (646) 252-6777 (агенты горячей линии доступны с 6 а.м. до 10 п.м. каждый день) или 3) зарегистрироваться лично на слушаниях. Письменные комментарии могут быть представлены, а дополнительная информация запрошена с помощью тех же средств, что и указаны выше. Регистрация открывается 17 июня 2026 года в 6:00 а.м. и закрывается в 6:30 п.м. 17 августа 2026 года. Все письменные комментарии должны быть представлены до 5:00 п.м. 27 августа 2026 года. Комментарии будут записаны и включены в постоянный протокол данного слушания.

Дополнительные способы подачи комментариев или запроса информации

По почте: Адрес для подачи комментариев, запроса дополнительной информации или отправки вопросов о слушании: **MTA Government & Community Relations, Re: TBTA SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y. 10004.**

По электронной почте: languageaccess@mtahq.org

Услуги по обеспечению доступности и языковой помощи

На публичных слушаниях будут доступны услуги американского жестового языка и субтитры по системе CART.

Лица с полной или частичной потерей слуха могут воспользоваться предпочитаемой службой ретрансляции или бесплатной службой ретрансляции 711 для подключения к горячей линии общественных слушаний по номеру (646) 252-6777.

Лица с полной или частичной потерей зрения могут запросить специальные условия до 31 июля 2026 года, отправив запрос онлайн по адресу mta.info/sapa-hearing или позвонив по горячей линии общественных слушаний по номеру (646) 252-6777.

Лица, не имеющие доступа к интернету могут подключиться к слушанию, позвонив по номеру вебинара Zoom (646) 828-7666, а затем введя идентификатор вебинара: 165 136 8526, а затем — знак решетки (#).

Для языковой помощи или других мер адаптации: Отправьте запрос как минимум за 10 рабочих дней (31 июля, 2026 года) до даты слушания онлайн, по телефону, почтой или по электронной почте на адрес languageaccess@mtahq.org.

Information in other languages is available on our web site or via telephone.
La información en otros idiomas está disponible en nuestra web o por teléfono.
Информация на других языках доступна на нашем веб-сайте или по телефону.
Enformasyon nan lòt lang disponib sou sit entènèt nou an oswa pa telefòn.
다른 언어로 된 정보는 당사 웹사이트나 전화로 확인하실 수 있습니다.
其他语言版本信息请访问我们的网站或致电。
අනෙකුත් භාෂා වල තොරතුරු අපගේ වෙබ් අඩවිය හෝ දුරකථන මගින් ලබා ගත හැකිය.
Le informazioni in altre lingue sono disponibili sul nostro sito web o telefonicamente.
توفر المعلومات بلغات أخرى على موقعنا الإلكتروني أو عبر الهاتف.

mta.info/sapa-hearing

511

or 877-690-5114
(outside New York State)



Metropolitan Transportation Authority

mta.info

1731-11

A 19

Тел. (718) 769-3000 Факс (718) 769-4700

Русская РЕКЛАМА

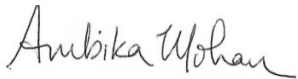
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AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK
COUNTY OF NEW YORK

Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Weekly Bangalee, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

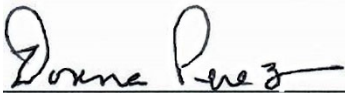
June 20, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

গণ-শুনানি

টাইবরো ব্রিজ অ্যান্ড টানেল অথরিটি ("TBTA") যা MTA ব্রিজেস অ্যান্ড টানেলস নামে কাজ করে, 21 নিউ ইয়র্ক কোডস, রুলস অ্যান্ড রেগুলেশন্স (NYCRR) ধারা 1021.2-এ প্রস্তাবিত পরিবর্তনের বিষয়ে একটি সেট অ্যাডমিনিস্ট্রেটিভ প্রসিজার অ্যাক্ট (SAPA)-এর গণশুনানির আয়োজন করবে যাতে যানবাহনের সীমাবদ্ধতা এবং ওজন পরিমাপ আইন লঙ্ঘনের পর্যবেক্ষণ সংক্রান্ত বিষয় থাকবে। এই গণশুনানিতে এই নিয়ন্ত্রণমূলক পরিবর্তনগুলির জন ব্যবহার, সুবিধাসমূহ, উদ্দেশ্য এবং অবস্থান পর্যালোচনা করা হবে এবং জনসাধারণকে মন্তব্য করার সুযোগ দেওয়া হবে।

প্রকল্পগুলোর বিবরণ

TBTA নিম্নলিখিত বিষয়গুলো সমাধানের জন্য নিয়ন্ত্রক পরিবর্তনের প্রস্তাব করছে:

- ওয়ে-ইন-মোশন (WIM) লঙ্ঘন পর্যবেক্ষণ ব্যবস্থা স্থাপন করা এবং ওজন সীমা অতিক্রম করার ফলে WIM পর্যবেক্ষণ ব্যবস্থা উল্লঙ্ঘনের হার নির্ধারণ করা;
- TBTA-র ব্রিজ ও টানেলের প্রয়োজনীয় ন্যূনতম উচ্চতা সীমা অর্থাৎ ভার্টিকাল ক্রিয়ারেলে পরিবর্তন; এবং
- অতিরিক্ত আকারের এবং/অথবা অতিরিক্ত ওজনের যানবাহনের বিশেষ ব্যবস্থাপনার জন্য নতুন পারমিটের প্রয়োজনসহ যানবাহনের শুল্ক অর্থাৎ টোল।

রবার্ট এফ. কেনেডি (RFK) ব্রিজে ওয়ে-ইন-মোশন পাইলটের দায়বদ্ধতা

ট্রাকের ওজন সীমা নিরাপদে ও দক্ষতার সাথে প্রয়োগ করতে এবং লঙ্ঘনকারীদের উপর জরিমানা আরোপ করার জন্য RFK ব্রিজে ডব্লিউআইএম (WIM) প্রযুক্তি ব্যবহারের অনুমোদন দিতে 2025-এ নিউ ইয়র্ক স্টেট ভেহিকেল অ্যান্ড ট্রাফিক ল (NYS VTL) সংশোধন করা হয়েছিল। 2025-এর অক্টোবরে একটি গণশুনানির পর TBTA বোর্ড প্রকল্পটি অনুমোদন করেছে। এই পরিবর্তন অনুযায়ী, VTL-এর ধারা 385 লঙ্ঘন করা হলে প্রতিটি লঙ্ঘন বাবদ যানবাহন মালিককে \$650 জরিমানা দিতে হবে। অতিরিক্ত বিলম্ব বাবদ ফিও আরোপ করা হবে।

ব্রিজ এবং টানেলে ভার্টিকাল ক্রিয়ারেলে পরিবর্তন

নিউ ইয়র্ক স্টেট যানবাহন ও ট্রাফিক ল §1621(c) অনুযায়ী, ব্রিজ এবং টানেলের আইনসম্মত ক্রিয়ারেল পরিমাপকৃত ক্রিয়ারেলের চেয়ে এক ফুট কম হতে হবে। প্রযুক্তি ব্যবহারের অনুমোদন দিতে 2025-এ নিউ ইয়র্ক স্টেট ভেহিকেল অ্যান্ড ট্রাফিক ল (NYS VTL) সংশোধন করা হয়েছিল। 2025-এর অক্টোবরে একটি গণশুনানির পর TBTA বোর্ড প্রকল্পটি অনুমোদন করেছে। এই পরিবর্তন অনুযায়ী, VTL-এর ধারা 385 লঙ্ঘন করা হলে প্রতিটি লঙ্ঘন বাবদ যানবাহন মালিককে \$650 জরিমানা দিতে হবে। অতিরিক্ত বিলম্ব বাবদ ফিও আরোপ করা হবে।

বিশেষ ব্যবস্থাপনার প্রয়োজনসহ যানবাহনের জন্য টোল হারে পরিবর্তন

2026-এ, TBTA হাইওয়ে ওভারসাইজ ওভারওয়েট ক্রেডেনশিয়ালিং সিস্টেম (HOOCS) ব্যবহার করে বিশেষ ব্যবস্থাপনার প্রয়োজনসহ যানবাহনের (আকারে অতিরিক্ত বড় এবং/অথবা ওজনে অতিরিক্ত বেশি) পারমিটের আবেদনপত্রের প্রক্রিয়াকরণ শুরু করবে। TBTA কাঠামো পারাপার করার জন্য যেসব যানবাহন পারমিট নেবে সেইগুলির অতিরিক্ত টোল হিসাবে \$55 অথবা প্রযোজ্য 'টোলস বাই মেন' হার, এই দুটির মধ্যে যেটি বেশি, সেটি প্রদান করতে হবে। বিশেষ ব্যবস্থাপনার প্রয়োজনসহ যানবাহনের টোলে সংশোধনের জন্য 21 NYCRR §1021.2-এর ভাষায় সংশোধন করা হচ্ছে।

হাইব্রিড গণশুনানির তারিখ, সময় এবং স্থান

সোমবার, 17 আগস্ট, 2026

শুনানি সন্ধ্যা 6:00টা থেকে শুরু হয়ে রাত 8:00টা পর্যন্ত চলবে।

বক্তাদের নিবন্ধন বিকাল 5:30 থেকে শুরু হয়ে সন্ধ্যা 6:30-এ শেষ হবে।

MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

নির্দেশ

সাবওয়ে দ্বারা : বোলিং গ্রিনে যেতে 45 নিন; হোয়াইটহল স্ট্রিটে যেতে R W ; সাউথ ফেরিতে যেতে 1 অথবা ব্রড স্ট্রিটে যেতে J Z নিন।

বাসে করে : M15, M15 SBS, M20, M55, SIM4C

স্ট্যাটেন আইল্যান্ড ফেরির মাধ্যমে: স্ট্যাটেন আইল্যান্ড ফেরি নিয়ে সাউথ ফেরি টার্মিনালে যান।

গণ শুনানির ফরম্যাট

এটি একটি হাইব্রিড গণশুনানি হবে, যেখানে সশরীরে অংশগ্রহণের পাশাপাশি জুমের অনলাইন প্ল্যাটফর্ম এবং কনফারেন্স কলের সুবিধার মাধ্যমেও অংশগ্রহণ করা যাবে এবং এর একটি লাইভস্ট্রিম MTA 2026 ব্রিজেস অ্যান্ড টানেলস SAPA ওয়েবসাইট mta.info/sapa-hearing এ পাওয়া যাবে।

গণশুনানিতে বক্তব্য রাখার জন্য নিবন্ধন

গণশুনানিতে বক্তব্য রাখতে আগ্রহীদের অবশ্যই রেজিস্ট্রেশনের আগে করতে হবে। প্রত্যেক নিবন্ধিত বক্তা কথা বলার জন্য দুই (2) মিনিট সময় পাবেন।

কথা বলার জন্য নিবন্ধন করতে আপনি 1) অনলাইনে নিবন্ধন করতে পারেন এই সাইটে: mta.info/sapa-hearing অথবা 2) কল করতে পারেন এই নম্বরে: **পাবলিক হিয়ারিং হটলাইন: (646) 252-6777** (টেলিফোন এজেন্টরা প্রতিদিন সকাল 6টা থেকে রাত 10টা পর্যন্ত উপলব্ধ থাকেন) অথবা 3) শুনানিতে সশরীরে উপস্থিত হয়ে নাম নিবন্ধন করুন। উপরে তালিকাভুক্ত একই বিকল্পের মাধ্যমে লিখিত মন্তব্য জমা দেওয়া যেতে পারে এবং অতিরিক্ত তথ্যের জন্য অনুরোধ করা যেতে পারে। নিবন্ধন 17 জুন, 2026 সকাল 6:00 টায় শুরু হবে এবং 17 আগস্ট, 2026 সন্ধ্যা 6:30 টায় শেষ হবে। সকল লিখিত মন্তব্য অবশ্যই 27 আগস্ট, 2026-এ বিকাল 5:00 টার মধ্যে জমা দিতে হবে। মন্তব্যগুলো লিপিবদ্ধ করে এই শুনানির স্থায়ী নথিপত্রের অংশ হিসেবে অন্তর্ভুক্ত করা হবে।

মন্তব্য করার বা তথ্যের অনুরোধ করার অতিরিক্ত উপায়

ভাকযোগে: শুনানি সম্পর্কে মন্তব্য, অতিরিক্ত তথ্য বা প্রশ্ন জমা দেওয়ার জন্য নিম্নলিখিত ঠিকানায় চিঠি পাঠাতে হবে: MTA সরকার ও সম্প্রদায় সম্পর্ক, বিষয়: TBTA SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y.10004.

ইমেলের মাধ্যমে: languageaccess@mtahq.org

উপলভ্যতা ও ভাষা সহায়তা পরিষেবা

গণশুনানিতে আমেরিকান সাংকেতিক ভাষা এবং কার্ট ক্যাপশনিং উপলব্ধ থাকবে।

যারা বধির বা আংশিক বধির তারা (646) 252-6777 নম্বরে পাবলিক হিয়ারিং হটলাইনে যুক্ত হওয়ার জন্য নিজেদের পছন্দের রিলে পরিষেবা, অথবা বিনামূল্যের 711 রিলে পরিষেবা ব্যবহার করতে পারেন।

দৃষ্টিহীন বা স্বল্প দৃষ্টিসম্পন্ন ব্যক্তিরা 31 জুলাই, 2026 বা তার আগে mta.info/sapa-hearing এ অনলাইনে অনুরোধ জমা দিয়ে অথবা (646) 252-6777 নম্বরে পাবলিক হিয়ারিং হটলাইনে কল করে বিশেষ সুবিধার অনুরোধ করতে পারেন।

যাদের ইন্টারনেট সংযোগ নেই তারা (646) 828-7666 নম্বরে কল করে এবং তারপর ওয়েবিনার আইডি 165 136 8526, ও তারপর পাউন্ড (#) চিহ্ন জানিয়ে জুম ওয়েবিনারে কল করে শুনানিতে যোগ দিতে পারেন:

ভাষাগত সহায়তা বা অন্য কোনো ব্যবস্থার জন্য: অনুগ্রহ করে শুনানির তারিখের অন্তত 10টি কার্যদিবসের আগে (31 জুলাই, 2026) অনলাইনে, টেলিফোনে, ভাকযোগে অথবা languageaccess@mtahq.org এই ইমেল ঠিকানায় অনুরোধ জমা দিন।

	Information in other languages is available on our web site or via telephone.	mta.info/sapa-hearing 511 or 877-690-5114 (outside New York State)
	La información en otros idiomas está disponible en nuestra web o por teléfono.	
	Информация на других языках доступна на нашем веб-сайте или по телефону.	
	Enfòmasyon nan lòt lang disponib sou sit entènèt nou an oswa pa telefòn.	
	다른 언어로 된 정보는 당사 웹사이트나 전화로 확인하실 수 있습니다.	
	其他语言版本信息请浏览我们的网站或致电。	
	অন্যান্য ভাষার তথ্য আমাদের ওয়েবসাইটে বা টেলিফোনের মাধ্যমে পাওয়া যায়।	
	אנפֿאָרמאַציע אין אנדערע שפּראַכן איז פֿאַראַגאָבן אָף אַרבעטס־טעלעפֿאָן אָדער דורך אַזאַרע אַנדערע וועגן.	
	Le informazioni in altre lingue sono disponibili sul nostro sito web o telefonicamente.	
	توفر المعلومات بلغات أخرى على موقعنا الإلكتروني أو عبر الهاتف.	



Metropolitan Transportation Authority

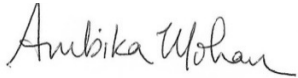
mta.info

AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK COUNTY OF NEW YORK

Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in El Especialito, and that the **MTA WIM/SAPA Public Hearing** advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

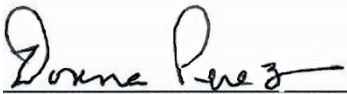
June 20, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

La **Autoridad de Puentes y Túneles de Triborough** ("TBTA"), que opera como MTA Puentes y Túneles, llevará a cabo una audiencia pública de acuerdo con la Ley de Procedimientos Administrativos del Estado (SAPA, por sus siglas en inglés) sobre los cambios propuestos al Título 21, Sección 1021.2 de los Códigos, Reglas y Regulaciones de Nueva York (NYCRR) que se refiere a las limitaciones de los vehículos y el monitoreo de infracciones del pesaje en movimiento. En la audiencia pública se estudiarán los usos públicos, beneficios, propósitos y ubicaciones de estos cambios regulatorios y se le dará al público la oportunidad de hacer comentarios.

Descripción de los proyectos

La TBTA propone cambios regulatorios para abordar lo siguiente:

- Establecer un sistema de monitoreo de infracciones de pesaje en movimiento (WIM, por sus siglas en inglés) y fijar la tarifa de las infracciones al sistema de monitoreo de WIM por exceder las restricciones de peso;
- Cambios en los requisitos de altura libre vertical en los puentes y túneles de la TBTA; y
- El peaje para vehículos que necesiten nuevos permisos para el manejo especial de vehículos con dimensiones excesivas o sobrepeso.

Responsabilidad por el piloto de pesaje en movimiento en el puente Robert F. Kennedy (RFK)

La Ley de Vehículos y Tráfico del Estado de Nueva York (NYS VTL, por sus siglas en inglés) fue enmendada en 2025 para autorizar el uso de tecnología WIM en el puente RFK con el fin de aplicar de manera segura y eficiente las restricciones de peso de camiones e imponer multas a los infractores. El Consejo de la TBTA aprobó el proyecto tras una audiencia pública realizada en octubre de 2025. Este cambio establece que la responsabilidad de un propietario de vehículo por una infracción de la sección 385 de la VTL será de **\$650** por cada infracción. También se aplicarán tarifas adicionales por retraso.

Cambios en las alturas libres de los puentes y túneles

La Ley de Vehículos y Tráfico del Estado de Nueva York §1621(c) ordena que la altura libre legal de los puentes y túneles sea un pie menos que la altura libre medida. La altura libre medida será la altura mínima hasta el puente o estructura, medida verticalmente desde la parte transitada de la carretera. Se propone la adopción de las modificaciones a las limitaciones de vehículos como una actualización a 21 NYCRR §1021.2 con el fin de reflejar con precisión las alturas y anchuras libres actuales en los puentes y túneles de la TBTA y cumplir con este requisito.

Cambios en la tarifa de peaje para vehículos que requieren manejo especial

En 2026, la TBTA comenzará a procesar solicitudes de permisos para vehículos que requieran manejo especial (dimensiones excesivas o sobrepeso) utilizando el Sistema de Credenciales de Vehículos Sobredimensionados y con Sobrepeso en Autopistas (HOVCS, por sus siglas en inglés). Los vehículos que obtengan un permiso para cruzar las estructuras de la TBTA pagarán un peaje adicional a la tarifa de \$55 o a la tarifa aplicable de peaje por correo, la que sea mayor. Se modificará el texto de 21 NYCRR §1021.2 para enmendar el peaje para vehículos que requieren manejo especial.

Fecha, hora y lugar de la audiencia pública híbrida

Lunes, 17 de agosto de 2026

La audiencia comienza a las 6:00 p.m. y termina a las 8:00 p.m.

La inscripción de ponentes se abre a las 5:30 p.m. y se cierra a las 6:30 p.m.

Oficina central de la MTA, 2 Broadway, 20th Floor, sala de conferencias William J. Ronan, Nueva York, NY 10004.

Indicaciones

Por subterráneo: Tome la línea **4** hasta Bowling Green; **R** hasta Whitehall Street; **1** hasta South Ferry o **2** hasta Broad Street.

Por autobús: M15, M15 SBS, M20, M55, SIM4C

Por el transbordador de Staten Island: Tome el transbordador de Staten Island hasta la terminal South Ferry.

Formato de la audiencia pública

Esta será una audiencia pública híbrida con participación presencial y a través de la plataforma en línea de Zoom y de una conferencia telefónica, con una transmisión en vivo disponible en el sitio web de SAPA de Puentes y Túneles de la MTA 2026 mta.info/sapa-hearing

Inscripción para intervenir en la audiencia pública

Las personas interesadas en intervenir en la audiencia pública deben inscribirse previamente. **Cada ponente registrado tendrá dos (2) minutos para hablar.**

Para registrarse para hablar, puede 1) registrarse en línea en mta.info/sapa-hearing o 2) llamar a la **línea de asistencia de audiencias públicas al (646) 252-6777** (los operadores telefónicos están disponibles de 6 a.m. a 10 p.m. todos los días) o 3) inscribirse en persona en la audiencia. Se pueden enviar comentarios por escrito y solicitar información adicional a través de las mismas opciones antes indicadas. La inscripción se abre el 17 de junio de 2026 a las 6:00 a.m. y se cierra a las 6:30 p.m. del 17 de agosto de 2026. Todos los comentarios por escrito deben enviarse antes de las 5:00 p.m. del 27 de agosto de 2026. Los comentarios se transcribirán y se incluirán como parte del registro permanente de esta audiencia.

Otras formas de enviar comentarios o solicitar información

Por correo postal: Para enviar comentarios, para obtener información adicional o si tiene preguntas sobre la audiencia, las cartas deben dirigirse a: **MTA Government & Community Relations, Re: TBTA SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y.10004.**

Por correo electrónico: languageaccess@mtahq.org



Servicios de accesibilidad y asistencia lingüística

En la audiencia pública, se ofrecerán servicios de lengua de señas estadounidense y subtítulos con traducción en tiempo real (CART).

Las personas sordas o que tengan problemas auditivos pueden usar su servicio de retransmisión preferido o el servicio gratuito de retransmisión 711 para conectarse a la línea de asistencia de audiencias públicas al (646) 252-6777.

Las personas ciegas o con baja visión pueden solicitar adaptaciones hasta el 31 de julio de 2026, enviando una solicitud en línea a mta.info/sapa-hearing o llamando a la línea de asistencia de audiencias públicas al (646) 252-6777.

Las personas que no dispongan de acceso a Internet pueden participar en la audiencia si llaman al seminario web de Zoom al teléfono (646) 828-7666 y luego marcan el identificador del seminario web: 165 136 8526, seguido del signo de gato (#).

Para asistencia lingüística u otras adaptaciones: Envíe una solicitud, al menos 10 días hábiles (31 de julio de 2026) antes de la fecha de la audiencia en línea, ya sea por teléfono, por correo postal o al correo electrónico languageaccess@mtahq.org.



Information in other languages is available on our web site or via telephone.
La información en otros idiomas está disponible en nuestra web o por teléfono.
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其他语言版本信息请浏览我们的网站或致电。
অন্যান্য ভাষার তথ্য আমাদের ওয়েবসাইটে বা টেলিফোনের মাধ্যমে পাওয়া যায়।
אפשרויות אחרות למידע זמינות באתר האינטרנט או בטלפון.
Le informazioni in altre lingue sono disponibili sul nostro sito web o telefonicamente.
تتوفر المعلومات بلغات أخرى على موقعنا الإلكتروني أو عبر الهاتف.

mta.info/sapa-hearing

511

or 877-690-5114
(outside New York State)

ESCUCHA A GLORIA B AL MEDIODIA, DE LUNES A VIERNES



NYC's bilingual station,
celebrating **1 year!**



**MORE VARIETY
FROM THE
80'S & 90'S**

LAEXITOSA987.COM



Metropolitan Transportation Authority

Master Page # 133 of 142 - Bridges & Tunnels Committee Meeting 9/28/2026

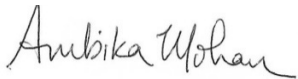
mta.info

AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK COUNTY OF NEW YORK

Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Allewaa Alarabi, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

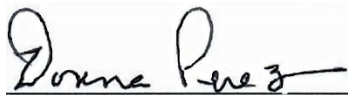
June 26, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

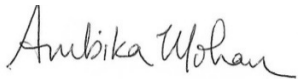
Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK COUNTY OF NEW YORK

Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Der Yid, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

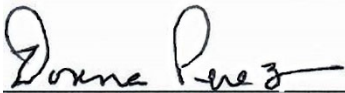
June 20, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030



DER YID

Voice Of American Orthodox Jewry

פרייטאג פ' חקת-בלק (א"י בלק) | י"א תמוז תשפ"ו
FRIDAY JUN 26, '26 | VOL. 75 - NO. 37

דער איד



**50 יאר אין
גראסערי**

איקאנישער ר' זלמן
יצחק גאלדשטיין הי"ו
פון "ראזענפעלדס" אין
וויליאמסבורג | י. ג. סופר

מאמאדאניס
פאליטישן כוח
טעמע

דער רב,
דער זינגער
קלאנגען

רבותי, עס איז
שורעקעדיג הייס!
גראטעס



הרה"ח בונש"ק
ר' פנחס יודא
פאזען ז"ל
יזכרם

70 יאר זינט ערשטן

קעמפ | דאס
מסירות נפש'דיגע
לעבן און שאפן פון
הגה"ח רבי יודל
הכהן ראזענבערג
ז"ל מנהל מחנות
רב טוב ומנהל בית
האופה ד'סאטמאר
| הארציגער שמועס
מיט בנו יקירו הרה"ג
ר' דוד ראזענבערג
שליט"א | 30 יאר
נאך פטירה פונעם
רבי'נס שליח

מ. בערגער

מחנה יהודה



0 40232 25079 8
PRICE \$7.99
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\$783.99
\$788.99
\$793.99
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\$803.99
\$808.99
\$813.99
\$818.99
\$823.99
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\$838.99
\$843.99
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\$953.99
\$958.99
\$963.99
\$968.99
\$973.99
\$978.99
\$983.99
\$988.99
\$993.99
\$998.99

**א בריוו צום
פרעזידענט**

די געשיכטע ווי א אידישער
פארמער פון סאליוואן קאונטי האט
ארויסגעטרעטן פאר אידישע רעכטן
אין לינקאלנס ארמיי | י. קאהן

**כבוד התורה
בטהרה**

די שטורמישע היסטאריע פון דער
ממלכת התורה "מבצר הכוללים"
עטה"ק און איר יעצטיגער שטאנד
| אבראמאווטש

מקללה לברכה

לוקאס געדיזש, געוועזענער
וויסטער אנטיסעמיט מיט חרטה
געפילן | זשורנאליסט ר' אברהם
יעקב טערקלטייב (טורקס)
שילדערט זיין ראלע | יעקב זאב כ"ץ

פובליק פארהער

די **טריבוראג בריק און טונעל אויטאריטעט** ("Triborough Bridge and Tunnel Authority, TBTA") וואס טוט געשעפטן אלס MTA בריקן און טונעלן, וועט אפהאלטן א סטעיט אדמיניסטראטיווע פראצעדור אקט (SAPA) פובליק פארהער וועגן פארגעשלאגענע ענדערונגען פאר די 21 ניו יארק קאדס, פארשריפטן און רעגולאציעס (NYCRR) אפטיילונג 1021.2 וואס באשטימט ווייזיקל באגרעניצונגען און "וואג-אין-מאושן" פארלעצונג נאכפאלגונג. די פובליק פארהער וועט איבערקוקן די פובליק באנוצן, בענעפיטן, צילן, און ערטער פון די רעגולאטערע ענדערונגען און וועט געבן פארן פובליק א געלעגנהייט צו קאמענטירן.

באשרייבונג פון די פראיעקטן

- TBTA שלאגט פאר רעגולאטערע ענדערונגען צו באשטימען די פאלגנדע:
- אויפשטעלן א "וואג-אין-מאושן" (Weigh-in-Motion, WIM) פארלעצונג נאכפאלגונג סיסטעם און אוועקשטעלן א ראטע פאר א WIM נאכפאלגונג סיסטעם פארלעצונג פארן איבערגיין וואג באגרעניצונגען;
 - ענדערונגען אין וויפיל פלאץ דארף זיין ליידיג אויף די הייער ביים אריבערגאנג אויף TBTA בריקן און טונעלן; און
 - די טאל פאר ווייזיקל וואס דארף נייע פערמיטס פאר א ספעציעלע באהאנדלונג פון איבער-דיימענשאנעל און/אדער איבער-וואג ווייזיקלס.

א **חוב פאר וואג-אין-מאושן פלאץ אויף דעם ראבערט פ. קענעדי (RFK) בריק** איז געווארן געטוישט אין 2025 צו אויטאריזירן די באנוץ פון WIM טעכנעלאגיע אויף דעם RFK בריק כדי צו אינפארסירן טראק וואג באגרעניצונגען און געבן געלט-שטראפן פאר פארלעצער אויף א פארזיכערטע און גוטע וועג. די TBTA באורד האט באשטעטיגט דעם פראיעקט נאך א פובליק פארהער אין אקטאבער 2025. די ענדערונגען איז די חוב פון א ווייזיקל איינגוטער פאר א פארלעצונג פון אפטיילונג 385 פון VTL זאל זיין \$650 פאר יעדע פארלעצונג. צוגעלייגטע שפעטע קאסטן וועלן אויך ווערן צוגעלייגט.

ענדערונגען אין העכערע אדורכגענג ביי די בריקן און טונעלן
ניו יארק סטעיט ווייזיקל און טראפיק געזעץ (NYS VTL) איז געווארן געטוישט אין 2025 צו אויטאריזירן די באנוץ פון WIM טעכנעלאגיע אויף דעם RFK בריק כדי צו אינפארסירן טראק וואג באגרעניצונגען און געבן געלט-שטראפן פאר פארלעצער אויף א פארזיכערטע און גוטע וועג. די TBTA באורד האט באשטעטיגט דעם פראיעקט נאך א פובליק פארהער אין אקטאבער 2025. די ענדערונגען איז די חוב פון א ווייזיקל איינגוטער פאר א פארלעצונג פון אפטיילונג 385 פון VTL זאל זיין \$650 פאר יעדע פארלעצונג. צוגעלייגטע שפעטע קאסטן וועלן אויך ווערן צוגעלייגט.

טוישונגען אין די טאל ראטע פאר ווייזיקלס וואס דארפן צוקומען צו ספעציעלע באהאנדלונג
ניו יארק סטעיט ווייזיקל און טראפיק געזעץ §1621(c) פארלאנגט אז די לעגאלע פלאץ וואס דארף זיין ליידיג אויף די הייער ביים אריבערגאנג אויף בריקן און טונעלן זאל זיין איין פוס ווייניגער ווי די געמאסטעטע הייער. די געמאסטעטע הייער זאל זיין די מינימום הייער צו די בריק אדער סטרוקטור וואס ווערט געמאסטן אויף די הייער פון די טייל פון די וועג וואו מען פארט. די ענדערונגען צו די ווייזיקל באגרעניצונגען ווערן פארגעשלאגן צו ווערן אדאפטירט צו אפדעטן §1021.2 21 NYCRR צו גרונטליך אפשיפאלען די יעצטיגע הייער און ברייטקייט ביי TBTA בריקן און טונעלן און צו נאכקומען די פארלאנג.

טוישונגען אין די טאל ראטע פאר ווייזיקלס וואס דארפן צוקומען צו ספעציעלע באהאנדלונג
ניו יארק סטעיט ווייזיקל און טראפיק געזעץ פאר פערמיטס פאר ווייזיקלס וואס דארפן צוקומען צו א ספעציעלע באהאנדלונג (איבער-דיימענשאנעל און/אדער איבער-וואג) וואס נוצן די הייזיגע גרויסע איבער-וואג קרעדענשעלינג סיסטעם (HOCS). ווייזיקלס וואס באקומען א פערמיט צו אריבערפארן TBTA סטרוקטורן וועלן באצאלן אן עקסטערע טאל אין די ראטע פון \$55 אדער די פארבינדענע טאלס דורך פאסט ראטע, וועלכע עס איז העכער. די שפראך אין §1021.2 21 NYCRR ווערט איבערגעשריבן צו פארבעסערן דעם טאל פאר ווייזיקלס וואס דארפן צוקומען צו ספעציעלע באהאנדלונג.

דאטום, צייט און ארט פון די הייבדיג פובליק פארהער

מאנטיאג, אויגוסט 17, 2026

די פארהער הייבט זיך אן 6:00 נאכמיטאג ביז 8:00 נאכמיטאג.

רעדנער רעגיסטראציע עפנט זיך 5:30 נאכמיטאג און פארמאכט זיך 6:30 נאכמיטאג.

MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

רייזע אנווייזונגען

מיט די סאבוועי: נעמט דעם 4, 5 צו בלווינג ג'וי; R, W צו ווייטהאל סטריט; 1 צו סאוט פער אדער 2, 3 צו בראדווי סטריט.

מיט א באס: M15, M15 SBS, M20, M55, SIM4C

מיט די סטעטן איילענד שיף: נעמט דעם סטעטן איילענד שיף צו סאוט פער אדער טערמינאל.

פובליק פארהער פארמאט

דאס וועט זיין א הייבדיג פובליק פארהער מיט פערזענליכע ווי אויך דורך Zoom'ס אנליין פלאטפארמע און קאנפערענץ קאל מעגליכקייט, מיט א לעבעדיגע סטרימינג אוועילעבל אויף די MTA 2026 בריקן & טונעלן SAPA וועבזייטל mta.info/sapa-hearing

זיך צו רעגיסטרירן צו רעדן ביי די פובליק פארהער

די וואס זענען אינטערעסירט צו רעדן ביי די פובליק פארהער מוזן זיך רעגיסטרירן פון פאראויס. **יעדע רעגיסטרירטע רעדנער וועט האבן צוויי (2) מינוט צו רעדן.** זיך צו רעגיסטרירן צו רעדן (1) רעגיסטריט זיך אנליין אויף mta.info/sapa-hearing אדער (2) רופט דעם **פובליק פארהערמאטליין אויף 252-6777 (646)** (טעלעפאן אגענטן זענען אוועילעבל פון 6 אזויגער צופרי ביז 10 אזויגער ביינאכט יעדן טאג) אדער 3:שנייבט זיך איין פערזענליך ביי די פארהער. שריפטליכע קאמענטארן קענען ווערן אריינגעשיקט נאך אן אינפארמאציע קען ווערן געבעטן דורך די זעלבע וועגן וואס זענען אויסגערעכנט אויבן. רעגיסטראציע עפנט זיך יוני 17, 2026, 6:00 צופרי, און פארמאכט זיך 6:30 נאכמיטאג אויגוסט 17, 2026. אלע שריפטליכע קאמענטארן מוזן ווערן אריינגעשיקט ביז 5:00 נאכמיטאג אויגוסט 27, 2026. קאמענטארן וועלן ווערן איבערגעשריבן און אריינגעכענט אלס טייל פון דעם פערמענאנטע רעקארד פון דעם פארהער.

נאך וועגן צו קאמענטירן אדער בעטן אינפארמאציע

דורך די פאסט: צו אריינגעבן קאמענטארן, פאר נאך אינפארמאציע אדער פראגעס וועגן דעם פארהער, זאלן בריוו ווערן אדערסירט צו:

אדרעסירט צו: **MTA Government & Community Relations, Re: TBTA SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y.10004**

דורך אימעיל: languageaccess@mtahq.org

צוגענוגליכקייט און שפראך הילף סערוויסעס

ביי דעם פובליק פארהער, וועט אמעריקאנער צייכן שפראך און CART טיטלן זיין אוועילעבל.

מענטשן וואס זענען טויב אדער וואס עס איז זיי שווער צו הערן קענען נוצן זייער אויסגעוועלטע רילע סערוויס, אדער די אומזיסטע 711 רילע סערוויס זיך צו פארבינדן מיט די פובליק פארהער האטליין אויף 252-6777 (646).

מענטשן וואס זענען בלינד אדער האבן א שוואכע זעה קראפט קענען בעטן פאר אקאמאדאציעס אום אדער איידער יולי 31, 2026, דורך אריינגעבן א פארלאנג אנליין אויף mta.info/sapa-hearing אדער דורך רופן דעם פובליק פארהער האטליין אויף 252-6777 (646).

די וואס האבן נישט קיין צוטריט צו די אינטערנעט קענען אריינרופן צו די פארהער דורך רופן די Zoom וועבסאר אויף 828-7666 (646) און דערנאך דרוקן די וועבסאר 165 136 8526 ID, נאכגעפאלגט מיט די פאונד (#) קענעל.

פאר שפראך הילף אדער אנדערע אקאמאדאציעס: ביטע שיקט אריין א פארלאנג כאטש 10 ארבעטס טעג (יולי 31, 2026), פאר דעם פארהער דאטום אנליין, דורך טעלעפאן, פאסט אדער דורך אימעיל צו languageaccess@mtahq.org.

	Information in other languages is available on our web site or via telephone.	mta.info/sapa-hearing 511 or 877-690-5114 (outside New York State)
	La información en otros idiomas está disponible en nuestra web o por teléfono.	
	Информация на других языках доступна на нашем веб-сайте или по телефону.	
	Enfòmasyon nan lòt lang disponib sou sit entènèt nou an oswa pa telefòn.	
	다른 언어로 된 정보는 당사 웹사이트나 전화로 확인하실 수 있습니다.	
	其他语言版本信息请浏览我们的网站或致电。	
	অন্যান্য ভাষার তথ্য আমাদের ওয়েবসাইটে বা টেলিফোনের মাধ্যমে পাওয়া যায়.	
	אינפארמאציע אין אנדערע שפראכן איז פאראנגען אויף אונזער וועבזייטל אדער דורך טעלעפאן.	
Le informazioni in altre lingue sono disponibili sul nostro sito web o telefonicamente.		
تتوفر المعلومات بلغات أخرى على موقعنا الإلكتروني أو عبر الهاتف.		



Metropolitan Transportation Authority

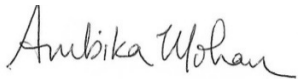
mta.info

AFFIDAVIT OF PUBLICATION

STATE OF NEW YORK COUNTY OF NEW YORK

Ambika Mohan, being duly sworn hereby declares and says, that she is an Advertising Account Executive at Miller Advertising Agency, Inc., located in New York, NY, and that she is responsible for placing the attached advertisement in Italian Tribune, and that the MTA WIM/SAPA Public Hearing advertisement, of which the annexed is a true copy, has been published in the said publication on the following issue date(s):

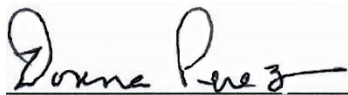
June 18, 2026



Ambika Mohan

Subscribed to and Sworn before me

This 16th day of July, 2026



Notary Public

Donna Perez
Notary Public State Of New York
No. 01PE6151365
Qualified In New York County
Commission Expires August 14, 2030

Public Hearing

Description of the Projects

TBTA is proposing regulatory changes to address the following:

- Establishing a Weigh-in-Motion (WIM) Violation Monitoring System and setting the rate for a WIM Monitoring System violation for exceeding weight restrictions;
- Changes in vertical clearance requirements on TBTA bridges and tunnels; and
- The toll for vehicles requiring new permits for special handling of over-dimensional and/or over-weight vehicles.

Liability for Weigh-in-Motion Pilot on the Robert F. Kennedy (RFK) Bridge

New York State Vehicle and Traffic Law (NYS VTL) was amended in 2025 to authorize the use of WIM technology on the RFK Bridge to safely and efficiently enforce truck weight restrictions and impose fines on violators. The TBTA Board approved the project following a public hearing in October 2025. This change establishes that the liability of a vehicle owner for a violation of Section 385 of the VTL shall be **\$650** for each violation. Additional late fees will also be applied.

Changes in vertical clearances at the bridges and tunnels

New York State Vehicle and Traffic Law §1621(c) requires that the legal clearance on bridges and tunnels shall be one foot less than the measured clearance. The measured clearance shall be the minimum height to the bridge or structure measured vertically from the traveled portion of the roadway. The revisions to the vehicle limitations are being proposed for adoption to update 21 NYCRR §102.1 to accurately reflect current clearances and widths at TBTA bridges and tunnels and to meet this requirement.

Changes in toll rate for vehicles requiring special handling

In 2026, TBTB will begin processing permit requests for vehicles requiring special handling (over-dimensional and/or over-weight) using the Highway Oversize Overweight Credentialing System (HOCS). Vehicles obtaining a permit to cross TBTB structures will pay an additional toll at the rate of \$55 or the applicable Tolls by Mail rate, whichever is higher. The language in 21 NYCRR §1021.2 is being revised to amend the toll for vehicles requiring special handling.

Date, Time and Location of the Hybrid Public Hearing

Monday, August 17, 2026

Hearing begins at 6:00 p.m. until 8:00 p.m.

Speaker registration opens at 5:30 p.m. and closes at 6:30 p.m.

MTA Headquarters, 2 Broadway, 20th Floor, William J. Ronan Board Room, New York, NY 10004.

Directions

By Subway: Take the **45** to Bowling Green; **R** to Whitehall Street; **1** to South Ferry or **JZ** to Broad Street.

By Bus: M15, M15 SBS, M20, M55, SIM4C

By Staten Island Ferry: Take the Staten Island Ferry to South Ferry Terminal.

Public Hearing Format

This will be a hybrid public hearing with in-person participation as well as via Zoom's online platform and conference call feature, with a livestream available on the MTA 2026 Bridges & Tunnels SAPA website mta.info/sapa-hearing

Registering to Speak at the Public Hearing

Those interested in speaking at the public hearing must pre-register. **Each registered speaker will have two (2) minutes to speak.**

To register to speak you may 1) register online at mta.info/sapa-hearing or 2) call the **Public Hearing Hotline** at (646) 252-6777 (Telephone agents are available from 6 a.m. to 10 p.m. daily) or 3) sign up in person at the hearing. Written comments may be submitted and additional information requested through the same options listed above. Registration opens on June 17, 2026, at 6:00 a.m., and closes at 6:30 p.m. on August 17, 2026. All written comments must be submitted by 5:00 p.m. on August 27, 2026. Comments will be transcribed and included as part of the permanent record of this hearing.

Additional Ways to Comment or Request Information

By Postal Mail: To submit comments, for additional information or questions about the hearing, letters should be addressed to: **MTA Government & Community Relations, Re: TBTA**
SAPA Public Hearing, 2 Broadway, D16.94, New York, N.Y.10004.

By Email: languageaccess@mtahq.org

Accessibility and Language Assistance Services

At the public hearing, American Sign Language and CART Captioning will be available.

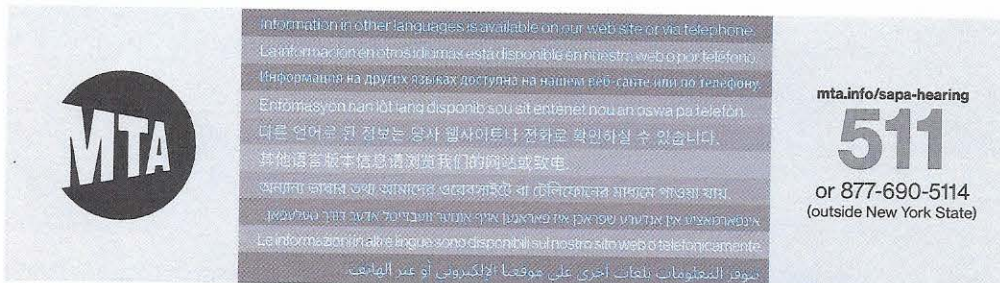


For Individuals Who Are Deaf or Hard of Hearing can use their preferred relay service, or the free 711 Relay Service to connect to the Public Hearing Hotline at (646) 252-6777.

For Individuals Who Are Blind or Have Low Vision can request accommodations on or before July 31, 2026, by submitting a request on-line at mta.info/sapa-hearing or by calling the Public Hearing Hotline at (646) 252-6777

For those without Internet Access can dial into the hearing by calling the Zoom webinar at (646) 828-7666 then enter Webinar ID: 165 136 8526, followed by the pound (#) sign

For Language Assistance or Other Accommodation: Please submit a request at least 10 business days (July 31, 2026), before the hearing date online, by telephone, postal mail or via email at languageaccess@mtaho.org

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State Administrative Procedure Act (SAPA) Public Hearing

Summary of Public Comments Online June 17 – August 27, 2026 Public Hearing August 17, 2026

Proposed Rates for Weigh-In-Motion Pilot on Robert F. Kennedy Bridge and Vehicle Limitations on MTA Bridges and Tunnels

Summary:

Public Input Received: The MTA received one written testimony submitted through the on-line portal /duplicated via postal mail; and oral testimony from two public speakers during the hearing.

Of the three testimonies, one was in favor and one was neutral on the policy but did raise concerns about whether the fines may be too high especially for the deaf community. The third commenter expressed support for conducting reasonable enforcement of weight restrictions, protecting critical infrastructure, holding carriers that operate above legal limits without authorization accountable, and updating the regulations for vertical clearances to reflect conditions, but did raise concerns about the need for the City of New York to unfreeze and modernize New York City's overweight permit system.

1)Zach Miller

Vice President of Government Affairs for the Trucking Association of New York (TANY)

August 17th, 2026

Forest Hills New York

On-Line\Posted Mail Comment

- The Trucking Association of New York (TANY) supports reasonable enforcement of weight restrictions, carriers operating above legal limits without authorization should be held accountable, and protecting critical infrastructure is essential.
- New York cannot fairly enforce truck weights through automated technology without offering carriers a practical way to become and remain compliant because of New York City's freeze on divisible-load weight permits.
- TANY also supports updating 21 NYCRR § 1021.2 so posted vehicle clearances at TBTA bridges and tunnels reflect current conditions and comply with VTL § 1621(c).
- TANY urges the City and TBTA to:
 - Work with NYC DOT to unfreeze and modernize NYC's overweight permit system consistent with VTL § 385 and 17 NYCRR Part 154-2.
 - Fully integrate HOOCS and WIM so valid permits are automatically recognized.
 - Establish reasonable accuracy tolerances, notification periods, and liability-transfer procedures.
 - Provide an accessible process for reviewing evidence and contesting erroneous violations.
 - Update and widely distribute accurate vehicle-clearance information

2) Mr. Vincent Jenkins

August 17, 2026

In-person Comment

- Neutral on issue of support or being against what is happening when it comes to weighting issues
- Main goal in improvement and maintenance of tunnels and bridges is safety
- Agrees with fines for speeding but concerned that fines may be too high for people, especially in the deaf community, without the same access to jobs and fundings as people that can hear.

3) Mr. Jesse Figueroa

August 17, 2026

Virtual Comment

- Supports proposed Weigh-In-Motion and height restriction measures across the TBTA facilities. These are great strengthened structural protection to reduce the risk of over-height and overweight vehicle incidents and improve safety for all travelers.