

Bridges & Tunnels Committee Meeting
Monday, 10/26/2026
9:00 - 9:30 AM ET

1. Summary of Actions- None

2. Approval of Minutes

Meeting Minutes September - Page 2

3. Committee Work Plan

2026 Work Plan - Page 3

4. Performance Metrics

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5. Procurements- None

6. Financial Report

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7. Information Items- None

**September Meeting Minutes – not available at the time of publication,
will be deferred to the November meeting.**

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

October 2026



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

2 Broadway • New York, NY 10004
October 26, 2026

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



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



MESSAGE FROM THE PRESIDENT



Catherine Sheridan
President, Bridges and Tunnels

October has been a month of meaningful progress across MTA Bridges and Tunnels, marked by continued advancements in safety, operational excellence, and the recognition of work that reflects our agency's deep commitment to public service.

Traffic Incident Management (TIM) remains central to how we support the safety of motorists and emergency responders across our facilities. TIM is a coordinated, multi disciplinary approach to incident detection, response, and clearance that reduces congestion, shortens incident duration, and minimizes the risks associated with secondary collisions. Earlier this month, MTA Bridges and Tunnels leadership attended the New York State TIM Executive Summit in Albany, contributing to the regional conversation on roadway safety and incident response. This engagement builds on our long-standing role on the TIM Steering Committee and the nearly 2,000 individuals we have trained in TIM principles since 2012.

This month also marked a major step forward in our Automated Work Zone Speed Enforcement program. As of September 22, we began issuing notices of liability to drivers exceeding the posted work zone speed limit by more than 10 miles per hour. Speeding in active work zones endangers our workforce and the traveling public and recent extremes – 109 mph in a 35 mph zone at the Bronx -Whitestone Bridge and 111 mph in a 45 mph zone at the Verrazzano-Narrows Bridge – underscore the need for strong enforcement. Although the program is still in its early stages, early trends show promising reductions in speeds through active work zones.

Enforcement efforts remained a critical focus throughout September. MTA Bridges and Tunnels and the MTA Police Department interdicted 303 persistent toll violators and issued 3,160 summonses, an 8.8% increase over last year. Truck related enforcement was particularly robust, with more than 1,100 summonses issued, more than double the volume from the year prior, as teams continued targeted inspections to strengthen commercial vehicle compliance and protect our facilities.

We also continued to see improvements in safety performance. The customer collision rate decreased 9.8% year over year, and employee lost time injuries declined significantly, more than 40% from last August. Alongside these gains, MTA Construction & Development achieved substantial completion on a \$35.6 million design build contract that improved the Robert F. Kennedy Bridge connection to the southbound FDR Drive, replaced the East 120th Street pedestrian bridge with an ADA compliant shared use span, and delivered structural repairs that extend the roadway's service life. The project eliminated a merge condition that contributed to traffic backups, and now provides a safer, more efficient connection to the FDR Drive. Since completion, peak period travel times have decreased by approximately 2.5 minutes- a 25% reduction. This work reflects the coordinated effort between Capital and Operating teams to deliver safety and mobility improvements while minimizing impacts to our customers.

5,100+
work zone speed enforcement
violations issued through
September 30

I am pleased to share that the Central Business District Tolling Program received national recognition this month. On October 15, the program earned an Honor Award and was later named the Bronze Award winner for Outstanding Civil Engineering Achievement at the American Society of Civil Engineers' 2026 Opal Awards, an acknowledgment of exceptional engineering innovation and the dedication of the MTA Bridges and Tunnels team and program partners who helped bring this historic initiative to life.

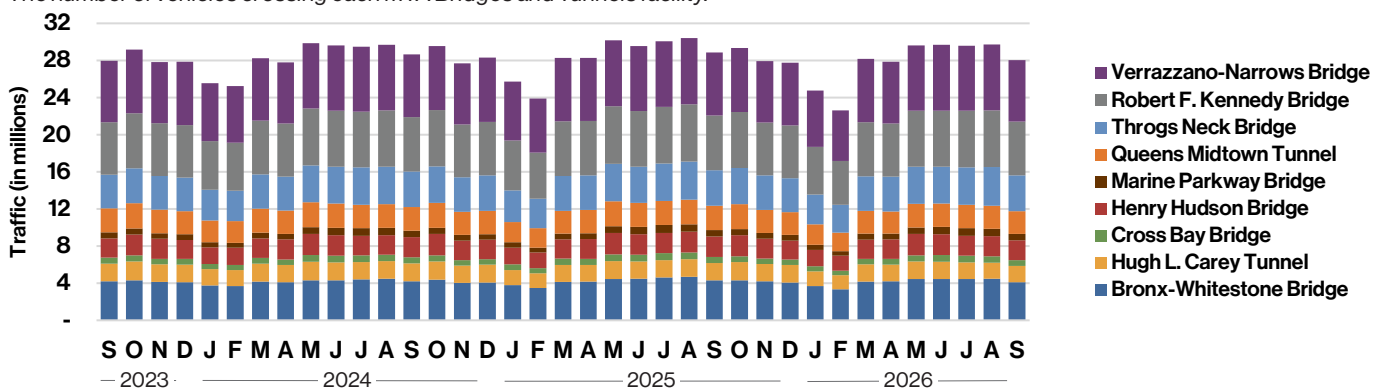
As we enter the final months of the year, our focus remains on maintaining operational reliability, strengthening our safety initiatives, and supporting the daily work that keeps our facilities functioning efficiently for our customers.

Bridges and Tunnels

TRAFFIC

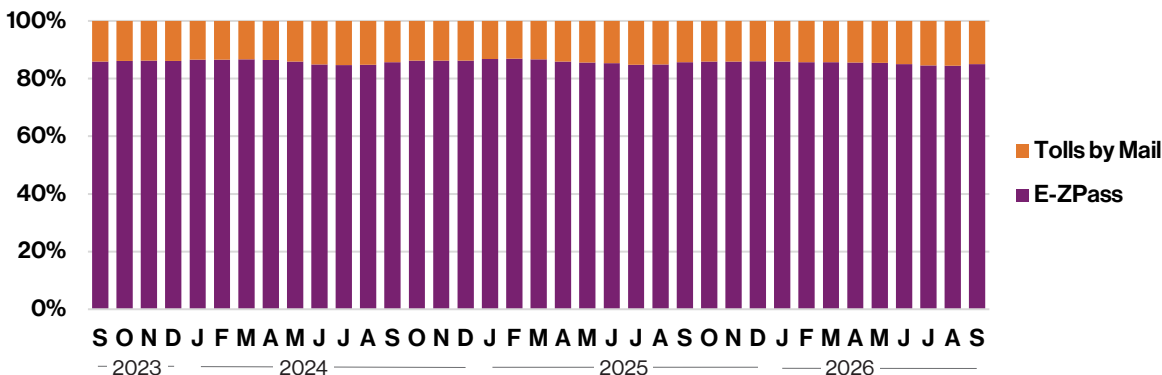
Total Traffic by Facility

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



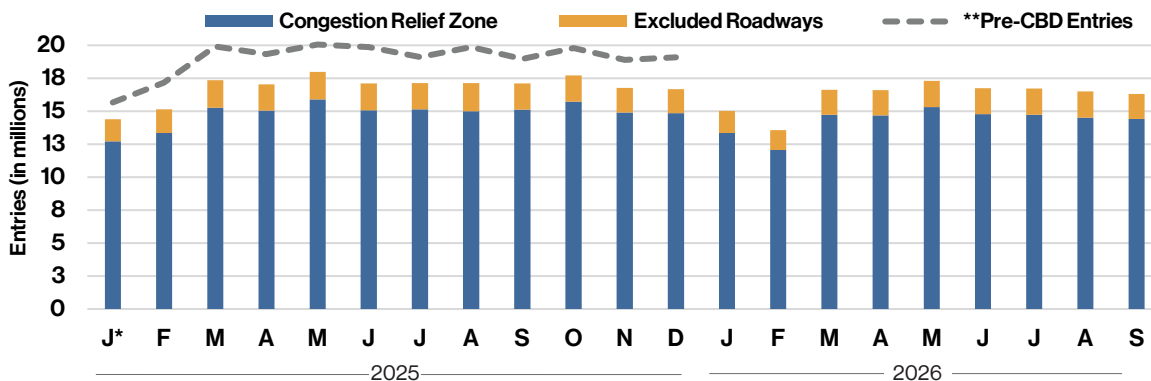
Payment Method (Preliminary)

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 816,680 vehicles, or 2.8%, in September 2026 compared with September 2025. Tunnel traffic declined, with the Hugh L. Carey Tunnel recording 123,568 fewer crossings, or 6.6%, and the Queens Midtown Tunnel reporting a decrease of 162,625 crossings, or 6.2%. Among the bridges, the Bronx-Whitestone Bridge experienced a decline of 176,045 crossings, or 4.1%. The Marine Parkway Bridge and Throgs Neck Bridge were the only crossings to record increases, rising by 1.0% and 0.8%, respectively. All other bridges experienced year-over-year declines.

Year-to-date traffic through September 2026 decreased by 5,130,418 crossings, or 2.0%, compared with the same period in 2025, with all facilities reporting lower traffic volumes. The largest declines in vehicle volume occurred at the Robert F. Kennedy Bridge, which recorded 1,013,098 fewer crossings, or 1.9%, and the Verrazzano-Narrows Bridge, which experienced a decrease of 988,618 crossings, or 1.6%. The decrease in crossings occurred amid consistently 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.

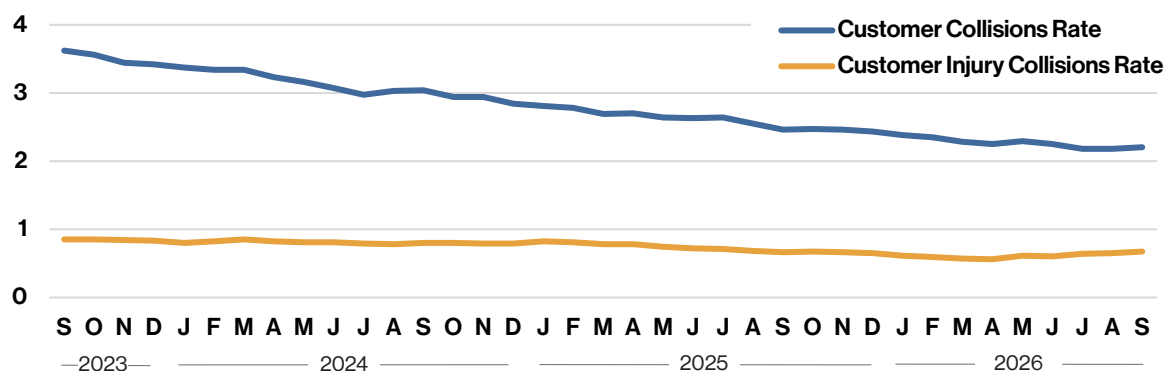
Year-to-date Central Business District (CBD) entries, including the Congestion Relief Zone (CRZ) and Excluded Roadways, totaled 145,487,898 vehicles, averaging 532,923 vehicles per day. CRZ entries totaled 128,667,846, averaging 471,311 vehicles per day. Compared with 2025, average daily CBD entries declined 4.7%, while CRZ entries decreased 4.5%.

Moving Forward

Based on recent historical trends, traffic in October 2026 is expected to be slightly higher than September 2026 traffic.

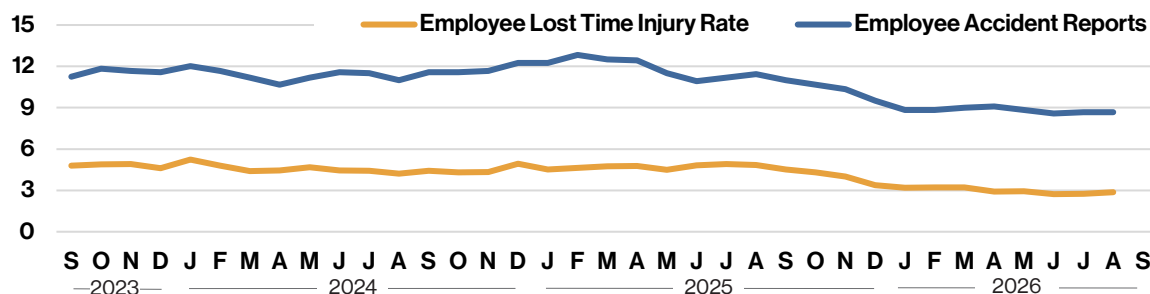
Customer Collision Rate and Customer Collision Injury Rate

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).



SAFETY

Data Review

In September 2026, the total collision rate decreased by 9.8% year-over-year, from 2.46 to 2.22 collisions per million vehicles. The collisions-with-injury rate increased slightly by 1.5%, from 0.66 to 0.67 per million vehicles, with year-to-date collisions involving injuries rising by five, from 166 in 2025 to 171 in 2026. Employee safety performance improved significantly, with the August 2026 lost-time injury rate declining by 40.7% year-over-year, from 4.84 to 2.87.

Moving Forward

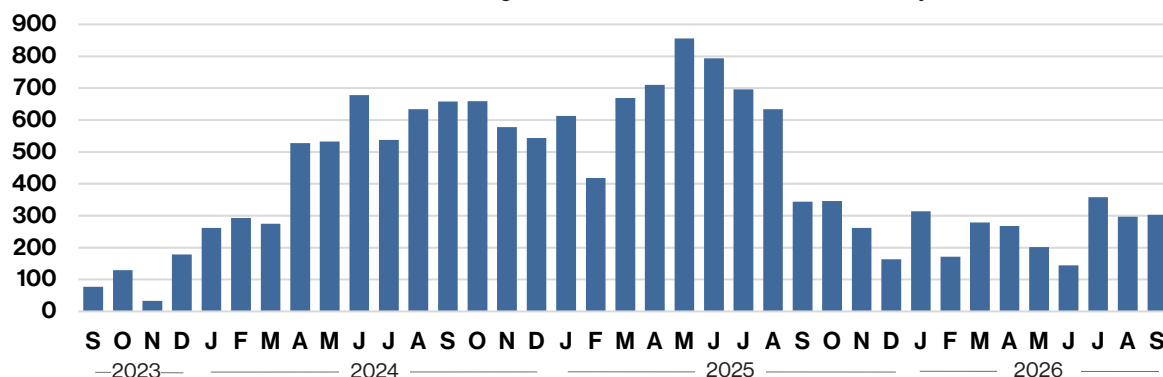
MTA Bridges and Tunnels continues to advance roadway and employee safety through coordinated engineering, education, and enforcement initiatives in collaboration with partner agencies. Key efforts include construction zone speed enforcement, enhanced safety protocols for high-hazard activities, and targeted employee training to reduce collisions and prevent workplace injuries. During the reporting period, particular emphasis was placed on resolving outstanding safety and fire/life safety inspection findings, strengthening risk controls, and reinforcing compliance with established safety standards and operational procedures.

Bridges and Tunnels

ENFORCEMENT

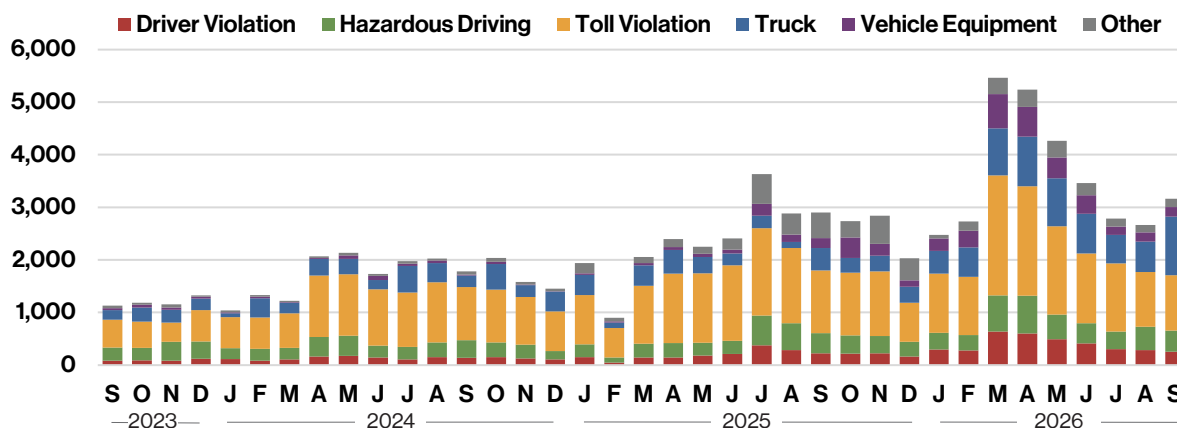
Roadway Interdictions

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 September 2026, MTA Bridges and Tunnels and the MTA Police Department continued focused enforcement efforts to address toll evasion and other violations across the system. Enforcement operations resulted in the issuance of 3,160 summonses and the interdiction of 303 persistent toll violators. In September 2025, these figures were 2,904 and 344 respectively, representing an 8.8% increase in summonses issued. Truck enforcement remained a significant area of focus, with 1,114 truck-related summonses issued in September 2026, a 162.7% increase from the 424 issued during the same period in 2025.

Moving Forward

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



FINANCIAL RESULTS

2026 Revenues & Expenses, September Year-to-Date

\$ in millions favorable / (unfavorable)

Bridge and Tunnel Facilities	Forecast	Actual	Variance
Total Non-Reimbursable Revenues	\$2,098.7	\$2,059.8	(\$38.9)
Toll Revenue	\$2,065.9	\$2,034.6	(\$31.3)
Other Revenue	\$32.8	\$25.2	(\$7.6)
Total Non-Reimbursable Expenses	\$379.5	\$367.2	\$12.3
Labor Expenses	\$182.5	\$180.2	\$2.3
Non-Labor Expenses	\$194.0	\$184.8	\$9.2
Other Expense Adjustments	\$3.0	\$2.2	\$0.8
Non Cash Liabilities	\$173.9	\$185.4	(\$11.6)
Net Surplus / (Deficit) - Accrued	\$1,719.2	\$1,692.6	(\$26.6)
Total Support to Mass Transit	\$1,311.9	\$1,318.7	\$6.8
Congestion Relief Zone	Forecast	Actual	Variance
Total revenue	\$542.1	\$549.7	\$7.5
Program expenses	\$120.1	\$80.3	\$39.8
Net Surplus/(Deficit) - Accrued	\$422.0	\$469.3	\$47.4

Staffing Levels

Positions (Full-Time Equivalents)	Forecast	Actual	Variance
Non-Reimbursable	832	761	71
Reimbursable	72	60	12
Total Positions	904	821	83

Data Review

Year-to-Date toll revenue is \$31.3 million below the Mid-Year Forecast, which reflects a decrease in overall traffic in 2026 when compared to 2025, and lower than forecasted fee revenue. Total expenses are \$12.3 million favorable to forecast through September. Labor expenses are \$2.3 million favorable, mostly due to lower payroll, non-labor expenses are \$9.2 million favorable, due to the timing of professional services, and other expense adjustments are \$0.8 million favorable reflecting the functional allocation variance. Total Support to Mass Transit is \$1,318.7 million, which is \$6.8 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 \$7.5 million, with a year-to-date net surplus of \$469.3 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

FDR Drive Widening and Pedestrian Overpass Replacement



MTA Construction & Development achieved substantial completion on a \$35.6 million design-build contract to improve the Robert F. Kennedy (RFK) Bridge connection to the south-bound FDR Drive, deliver a new bike-pedestrian overpass to the community, and address miscellaneous repairs to the FDR Drive ramp steel and concrete structures.

The 14-month contract, which was awarded in June 2025, addressed a substandard operating condition under which four lanes merged into three lanes, causing significant traffic backups on the RFK Bridge. The project utilized the existing shoulders on the FDR Drive to create a safer RFK Bridge/ FDR Drive merge, allowing two lanes from the RFK Bridge to continue unimpeded onto the southbound FDR Drive, improving traffic flow and safety.

To accommodate the new alignment, the existing East 120th Street pedestrian bridge and access ramps on each side, were replaced. The replacement pedestrian bridge meets Americans with Disabilities Act (ADA) criteria for shared use and ultimately provides another key entry to the future East River Greenway, which will run along the east side of Manhattan from Battery Park to 125th Street.

The project also addressed necessary deck repairs on the FDR Drive ramp, including underdeck repairs, the ramp's steel structure sections and repairs to piers and pier caps of the ramp's concrete section, to extend the service life of the roadway. This repair work is a prime example of how MTA Bridges and Tunnels bundles work to maximize efficiencies and minimize impacts to our customers.



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



MTA BRIDGES AND TUNNELS
July Financial Plan - Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Sep 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	232.422	216.409	(16.013)	(6.9)	0.000	0.000	0.000	-	232.422	216.409	(16.013)	(6.9)
Other Operating Revenue	4.940	1.640	(3.300)	(66.8)	0.000	0.000	0.000	-	4.940	1.640	(3.300)	(66.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	3.415	1.185	(2.230)	(65.3)	3.415	1.185	(2.230)	(65.3)
Investment Income	0.680	1.049	0.369	54.2	0.000	0.000	0.000	-	0.680	1.049	0.369	54.2
Total Revenue	\$238.042	\$219.098	(\$18.944)	(8.0)	\$3.415	\$1.185	(\$2.230)	(65.3)	\$241.457	\$220.283	(\$21.174)	(8.8)
Expenses												
Labor:												
Payroll	\$8.153	\$7.827	\$0.326	4.0	\$1.543	\$0.315	\$1.228	79.6	9.695	8.142	\$1.553	16.0
Overtime	2.079	1.855	0.225	10.8	\$0.126	0.291	(0.165)	*	2.205	2.146	0.059	2.7
Health and Welfare	2.395	2.113	0.282	11.8	\$0.311	0.095	0.216	69.4	2.706	2.208	0.498	18.4
OPEB Current Payment	3.320	3.443	(0.123)	(3.7)	0.000	0.000	0.000	-	3.320	3.443	(0.123)	(3.7)
Pensions	3.429	2.736	0.693	20.2	0.384	0.103	0.282	73.3	3.813	2.838	0.975	25.6
Other Fringe Benefits	0.612	1.092	(0.481)	(78.6)	0.179	0.031	0.147	82.4	0.791	1.124	(0.333)	(42.1)
Reimbursable Overhead	(0.872)	(0.350)	(0.523)	(59.9)	0.872	0.350	0.523	59.9	0.000	0.000	0.000	-
Total Labor Expenses	\$19.115	\$18.715	\$0.400	2.1	\$3.415	\$1.185	\$2.230	65.3	\$22.530	\$19.901	\$2.630	11.7
Non-Labor:												
Electric Power	\$0.832	\$0.497	\$0.335	40.3	\$0.000	\$0.000	\$0.000	-	\$0.832	\$0.497	\$0.335	40.3
Fuel	0.181	0.124	0.057	31.6	0.000	0.000	0.000	-	0.181	0.124	0.057	31.6
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	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	20.185	21.426	(1.241)	(6.1)	0.000	0.000	0.000	-	20.185	21.426	(1.241)	(6.1)
Professional Service Contracts	6.350	4.694	1.657	26.1	0.000	0.000	0.000	-	6.350	4.694	1.657	26.1
Materials & Supplies	0.330	0.633	(0.303)	(91.9)	0.000	0.000	0.000	-	0.330	0.633	(0.303)	(91.9)
Other Business Expenses	4.412	2.748	1.664	37.7	0.000	0.000	0.000	-	4.412	2.748	1.664	37.7
Total Non-Labor Expenses	\$33.144	\$31.029	\$2.115	6.4	\$0.000	\$0.000	\$0.000	-	\$33.144	\$31.029	\$2.115	6.4
Other Expense Adjustments:												
Functional Allocations	0.597	0.439	0.158	26.5	0.000	0.000	0.000	-	0.597	0.439	0.158	26.5
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.597	\$0.439	\$0.158	26.5	\$0.000	\$0.000	\$0.000	-	\$0.597	\$0.439	\$0.158	26.5
Total Expenses before Non-Cash Liability Adjs.	\$52.855	\$50.183	\$2.672	5.1	\$3.415	\$1.185	\$2.230	65.3	\$56.271	\$51.369	\$4.902	8.7
Depreciation	\$18.353	\$20.823	(\$2.471)	(13.5)	\$0.000	\$0.000	\$0.000	-	18.353	20.823	(\$2.471)	(13.5)
OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Net Adjustment	1.026	0.612	0.415	40.4	0.000	0.000	0.000	-	1.026	0.612	0.415	40.4
GASB_96_SBITA_Adjustment	0.000	0.007	(0.007)	-	0.000	0.000	0.000	-	0.000	0.007	(0.007)	-
Total Expenses after Non-Cash Liability Adjs.	\$72.234	\$71.625	\$0.609	0.8	\$3.415	\$1.185	\$2.230	65.3	\$75.650	\$72.811	\$2.839	3.8
Less: Depreciation	\$18.353	\$20.823	(\$2.471)	(13.5)	\$0.000	\$0.000	\$0.000	-	\$18.353	\$20.823	(\$2.471)	(13.5)
Less: OPEB Obligation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Less: GASB 87 Net Adjustment	1.026	0.612	0.415	40.4	0.000	0.000	0.000	-	1.026	0.612	0.415	40.4
Less: GASB_96_SBITA_Adjustment	0.000	0.007	(0.007)	-	0.000	0.000	0.000	-	0.000	0.007	(0.007)	-
Total Expenses	\$52.855	\$50.183	\$2.672	5.1	\$3.415	\$1.185	\$2.230	65.3	\$56.271	\$51.369	\$4.902	8.7
Net Surplus/(Deficit)	\$185.187	\$168.915	(\$16.272)	(8.8)	\$0.000	\$0.000	\$0.000	-	\$185.187	\$168.915	(\$16.272)	(8.8)

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
Sep 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)									\$185.187	\$168.915	(\$16.272)	(8.8)
Less: Capitalized Assets									1.769	1.352	0.417	23.6
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$183.418	\$167.563	(\$15.855)	(8.6)
Less: Debt Service									68.693	64.750	3.943	5.7
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$114.725	\$102.813	(\$11.912)	(10.4)
Distributable To:												
MTA - Investment Income									0.680	1.049	0.369	54.2
MTA - Distributable Income									59.273	54.245	(5.027)	(8.5)
NYCTA - Distributable Income									54.772	47.519	(7.253)	(13.2)
Total Distributable Income									\$114.725	\$102.813	(\$11.912)	(10.4)
Support to Mass Transit:												
Total Revenues									241.457	220.283	(21.174)	(8.8)
Less: Total Operating Expenses									<u>56.271</u>	<u>51.369</u>	<u>4.902</u>	8.7
Net Operating Income/(Deficit)									\$185.187	\$168.915	(\$16.272)	(8.8)
Deductions from Net Operating Income:												
Capitalized Assets									1.769	1.352	0.417	23.6
Reserves									0.000	0.000	0.000	-
B&T Debt Service									50.889	41.857	9.031	17.7
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$52.657	\$43.209	\$9.449	17.9
Total Support to Mass Transit									\$132.529	\$125.706	(\$6.823)	(5.1)

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

MTA BRIDGES AND TUNNELS
July Financial Plan - Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
Sep 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	2,065.893	2,034.622	(31.271)	(1.5)	0.000	0.000	0.000	-	2,065.893	2,034.622	(31.271)	(1.5)
Other Operating Revenue	26.501	17.917	(8.584)	(32.4)	0.000	0.000	0.000	-	26.501	17.917	(8.584)	(32.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	20.988	9.757	(11.231)	(53.5)	20.988	9.757	(11.231)	(53.5)
Investment Income	6.309	7.298	0.988	15.7	0.000	0.000	0.000	-	6.309	7.298	0.988	15.7
Total Revenue	\$2,098.704	\$2,059.838	(\$38.866)	(1.9)	\$20.988	\$9.757	(\$11.231)	(53.5)	\$2,119.692	\$2,069.595	(\$50.097)	(2.4)
Expenses												
Labor:												
Payroll	\$75.065	\$72.825	\$2.240	3.0	9.056	3.132	\$5.924	65.4	84.121	75.958	\$8.164	9.7
Overtime	21.460	21.379	0.081	0.4	0.682	0.818	(0.136)	(20.0)	22.142	22.197	(0.055)	(0.3)
Health and Welfare	22.620	19.450	3.170	14.0	1.961	0.939	1.022	52.1	24.267	20.389	3.878	16.0
OPEB Current Payment	30.383	31.175	(0.792)	(2.6)	0.000	0.000	0.000	-	30.383	31.175	(0.792)	(2.6)
Pensions	30.396	27.942	2.454	8.1	2.355	1.010	1.345	57.1	32.751	28.951	3.800	11.6
Other Fringe Benefits	8.829	10.931	(2.101)	(23.8)	1.028	0.313	0.716	69.6	9.824	11.243	(1.419)	(14.4)
Reimbursable Overhead	(5.906)	(3.545)	(2.361)	(40.0)	5.906	3.545	2.361	40.0	0.000	0.000	0.000	-
Total Labor Expenses	\$182.847	\$180.156	\$2.691	1.5	\$20.988	\$9.757	\$11.231	53.5	\$203.488	\$189.913	\$13.575	6.7
Non-Labor:												
Electric Power	\$5.588	\$5.227	\$0.361	6.5	0.000	0.000	\$0.000	-	\$5.588	\$5.227	\$0.361	6.5
Fuel	1.834	1.060	0.774	42.2	0.000	0.000	0.000	-	1.834	1.060	0.774	42.2
Insurance	8.324	8.600	(0.277)	(3.3)	0.000	0.000	0.000	-	8.324	8.600	(0.277)	(3.3)
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	102.391	103.787	(1.396)	(1.4)	0.000	0.000	0.000	-	102.391	103.787	(1.396)	(1.4)
Professional Service Contracts	36.959	26.841	10.118	27.4	0.000	0.000	0.000	-	36.959	26.841	10.118	27.4
Materials & Supplies	2.702	4.220	(1.517)	(56.2)	0.000	0.000	0.000	-	2.702	4.220	(1.517)	(56.2)
Other Business Expenses	36.265	35.779	0.485	1.3	0.000	0.000	0.000	-	36.265	35.779	0.485	1.3
Total Non-Labor Expenses	\$194.038	\$184.838	\$9.200	4.7	\$0.000	\$0.000	\$0.000	-	\$194.038	\$184.838	\$9.200	4.7
Other Expense Adjustments												
Functional Allocations	3.007	2.243	0.765	25.4	0.000	0.000	0.000	-	3.007	2.243	0.765	25.4
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$3.007	\$2.243	\$0.765	25.4	\$0.000	\$0.000	\$0.000	-	\$3.007	\$2.243	\$0.765	25.4
Total Expenses before Non-Cash Liability Adjs.	\$379.892	\$367.237	\$12.655	3.3	\$20.988	\$9.757	\$11.231	53.5	\$400.533	\$376.994	\$23.539	5.9
Depreciation	\$169.525	\$179.600	(\$10.075)	(5.9)	\$0.000	\$0.000	\$0.000	-	\$169.525	\$179.600	(\$10.075)	(5.9)
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	4.459	5.915	(1.456)	(32.7)	0.000	0.000	0.000	-	2.808	5.915	(3.107)	*
GASB_96_SBITA_Adjustment	(0.114)	(0.068)	(0.046)	(40.5)	0.000	0.000	0.000	-	(0.114)	(0.068)	(0.046)	(40.5)
Total Expenses after Non-Cash Liability Adjs.	\$553.762	\$552.685	\$1.078	0.2	\$20.988	\$9.757	\$11.231	53.5	\$572.752	\$562.442	\$10.311	1.8
Less: Depreciation	\$169.525	\$179.600	(\$10.075)	(5.9)	\$0.000	\$0.000	\$0.000	-	\$169.525	\$179.600	(\$10.075)	(5.9)
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	4.459	5.915	(1.456)	(32.7)	0.000	0.000	0.000	-	2.808	5.915	(3.107)	*
Less: GASB_96_SBITA_Adjustment	(0.114)	(0.068)	(0.046)	(40.5)	0.000	0.000	0.000	-	(0.114)	(0.068)	(0.046)	(40.5)
Total Expenses	\$379.892	\$367.237	\$12.655	3.3	\$20.988	\$9.757	\$11.231	53.5	\$400.533	\$376.994	\$23.539	5.9
Net Surplus/(Deficit)	\$1,718.812	\$1,692.601	(\$26.211)	(1.5)	\$0.000	\$0.000	\$0.000	-	\$1,719.159	\$1,692.601	(\$26.559)	(1.5)

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
Sep 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)									\$1,719.159	\$1,692.601	(\$26.559)	(1.5)
Less: Capitalized Assets									6.114	5.725	\$0.389	6.4
Reserves									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Adjusted Net Income/(Deficit)									\$1,713.046	\$1,686.876	(\$26.170)	(1.5)
Less: Debt Service									594.123	586.018	8.105	1.4
Less: Contribution to the Capital Program									0.000	0.000	0.000	-
Income Available for Distribution									\$1,118.923	\$1,100.858	(\$18.065)	(1.6)
Distributable To:												
MTA - Investment Income									6.309	7.298	0.988	15.7
MTA - Distributable Income									585.455	581.244	(4.211)	(0.7)
NYCTR - Distributable Income									527.158	512.316	(14.842)	(2.8)
Total Distributable Income									\$1,118.923	\$1,100.858	(\$18.065)	(1.6)
<u>Support to Mass Transit:</u>												
Total Revenues									2,119.692	2,069.595	(50.097)	(2.4)
Less: Total Operating Expenses									<u>400.533</u>	<u>376.994</u>	<u>23.539</u>	5.9
Net Operating Income/(Deficit)									\$1,719.159	\$1,692.601	(\$26.559)	(1.5)
Deductions from Net Operating Income:												
Capitalized Assets									6.114	5.725	0.389	6.4
Reserves									0.000	0.000	0.000	-
B&T Debt Service									401.178	368.171	33.007	8.2
Contribution to the Capital Program									0.000	0.000	0.000	-
GASB Reserves									0.000	0.000	0.000	-
Total Deductions From Operating Income									\$407.291	\$373.896	\$33.396	8.2
Total Support to Mass Transit									\$1,311.868	\$1,318.705	\$6.837	0.5

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			Sep	Year-to-Date		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Nonreimbursable						
Vehicle Toll Revenue	(16.013)	-6.9%	Unfavorable results are primarily due to higher than anticipated bad debt reserves, lower than forecasted fee revenue, and lower than forecasted revenue per vehicle.	(31.271)	-1.5%	Unfavorable results are primarily due to higher than anticipated bad debt reserves, lower than forecasted fee revenue, and lower than forecasted revenue per vehicle.
Other Operating Revenue	(3.300)	-66.8%	Unfavourability largely driven by unrealized Work Zone Speed Enforcement and Weigh In Motion fees due to delayed billing.	(8.584)	-32.4%	Unfavourability largely driven by unrealized Work Zone Speed Enforcement and Weigh In Motion fees due to delayed billing.
Investment Income	0.369	*	Favorability due to higher than forecasted interest income on E-ZPass bank account balance.	0.988	*	Favorability due to higher than forecasted interest income on E-ZPass bank account balance.
Payroll	0.326	4.0%	Favorable primarily due to higher-than-planned attrition and the impact of vacancies.	2.240	3.0%	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	0.225	10.8%	Favorable in part due to seasonal decrease after peak summer season for vacation leave coverage.	0.081	0.4%	Slightly favorable to forecast.
Health and Welfare	0.282	11.8%	Favorability driven by lower than budgeted Empire Plan expenses.	3.170	14.0%	Favorability driven by lower than budgeted Empire Plan expenses partially offset by lower than budgeted reimbursements.
OPEB Current Payment	(0.123)	-3.7%	Unfavourability largely due to higher than forecasted retirees.	(0.792)	-2.6%	Unfavourability largely due to higher than forecasted retirees.
Pensions	0.693	20.2%	Favorability driven by lower than forecasted pension contributions.	2.454	8.1%	Favorability driven by lower than forecasted pension contributions partially offset by non-reimbursable/reimbursable allocation mix.
Other Fringe Benefits	(0.481)	-78.6%	Unfavourability was primarily due to higher than forecasted Worker's Compensation, Social Security costs and Miscellaneous Fringe Benefits.	(2.101)	-23.8%	Unfavourability was primarily due to higher than forecasted Worker's Compensation, Social Security costs and Miscellaneous Fringe Benefits.
Electric Power	0.335	40.3%	Favorability due to adjusted higher rates in the Mid-Year Forecast.	0.361	6.5%	Favorability due to adjusted higher rates in the Mid-Year Forecast.
Fuel	0.057	31.6%	Favorable variance against the Mid-Year Forecast allocation due to higher projection costs.	0.774	42.2%	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)	-30.6%	Slightly unfavorable variance primarily due to the timing of vehicle and property Insurance premiums partially offset by the timing of invoices in liability insurance.	(0.277)	-3.3%	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	(1.241)	-6.1%	Unfavorable variance mainly due to completion of Major Maintenance milling and paving work at the Hugh L. Carey Tunnel ahead of schedule (\$2.4M) and the timing of invoices in Maintenance E-Zpass Equipment (\$0.9M), partially offset by accrual adjustments in Tolling Back Office (\$1.9M).	(1.396)	-1.4%	Unfavorable variance mainly due to timing of invoices in Major Maintenance & Painting expenses, including milling and paving at Hugh L. Cary Tunnel (\$4.5M), partially offset by lower expenses resulting from accrual adjustments for Tolling Back Office and Customer Service Center (\$3.6M).
Professional Services Contracts	1.657	26.1%	The favorable variance is primarily attributable to Other Outside Services accrual reversal and credits from Interagency group (\$2.1M) and lower-than-budgeted Bond Issuance Fees (\$0.5M), partially offset by higher Expense Recovery charges for consolidated allocations chargebacks to MTA HQ (\$0.6M), and slightly higher costs for outside training and legal fees.	10.118	27.4%	The favorable variance is primarily due to the reversal of accruals in Other Outside Services (\$7.0M) and Professional Services Contracts, coupled with higher allocated funding for Professional Services Contracts (\$1.2M), and timing of Bond Issuance Fees (\$2.3M), and timing of biennial inspections (\$0.6M). These favorable impacts were partially offset by higher Financial Services/Bank Fees (\$0.9M) and higher Expense Recovery charges for consolidated allocations chargebacks to MTA HQ (\$0.7M).
Materials & Supplies	(0.303)	-91.9%	Unfavorable to Mid-Year Forecast due to higher than planned expenses across a variety of M&S categories.	(1.517)	-56.2%	Unfavorable to Mid-Year Forecast due to higher than planned expenses in Roadway Equipment (\$0.5M), Automotive Parts and Supplies (\$0.3M), Deicing materials (\$0.2M), and a variety of other M&S categories.
Other Business Expense	1.664	37.7%	Favorable variance due to lower credit card processing fees (\$1.4M), and lower debt collection costs resulting from lower servicing rates from vendor (\$0.6M).	0.485	1.3%	Favorable mostly due to lower debt collection costs due to lower servicing rates and delays in billing from vendor (\$3.2M), partially offset by higher than anticipated credit card processing fees (\$0.5M), the write-off of telephone rental bad debts (\$1.1M), higher than forecasted allocation of Transcom and other miscellaneous expenses (\$1.1M).
Depreciation	(2.471)	-13.5%	Unfavorable variance mainly due to the timing of assets reaching beneficial use.	(10.075)	-5.9%	Unfavorable variance mainly due to the timing of assets reaching beneficial use.
Reimbursable						
Capital and Other Reimbursements	(2.230)	-65.3%	Unfavorable due to lower Capitalized Personnel Expenses.	(11.231)	-53.5%	Unfavorable due to lower Capitalized Personnel Expenses
Payroll	1.228	79.6%	Favorable due to lower activity than forecasted.	5.924	65.4%	Favorable due to lower activity than forecasted.
Overtime	(0.165)	*	Unfavorable due to higher activity than forecasted.	(0.136)	-20.0%	Unfavorable due to higher activity than forecasted.
Health and Welfare	0.216	69.4%	Favorable due to lower activity than forecasted and Fringe Benefits	1.022	52.1%	Favorable due to lower activity than forecasted and Fringe Benefits
Pensions	0.282	73.3%	Favorable due to lower activity than forecasted and Fringe Benefits	1.345	57.1%	Favorable due to lower activity than forecasted and Fringe Benefits
Other Fringe Benefits	0.147	82.4%	Favorable due to lower activity than forecasted and Fringe Benefits	0.716	69.6%	Favorable due to lower activity than forecasted and Fringe Benefits
Reimbursable Overhead	0.523	59.9%	Favorable due to lower than forecasted Reimbursable Overhead	2.361	40.0%	Favorable due to lower than forecasted Reimbursable Overhead

*Variance exceeds 100%

MTA BRIDGES AND TUNNELS
TRAFFIC VOLUME AND REVENUE
(millions)

Month of September 2026

Year to date ending September 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
4.3	\$35.4	4.5	35.0	4.9%	-1.2%	Bronx-Whitestone	37.9	\$318.4	37.6	\$338.4	-0.7%	6.3%
0.6	2.0	0.7	1.7	9.8%	-11.2%	Cross Bay	6.0	17.7	5.8	\$17.3	-3.9%	-2.1%
2.2	9.2	2.1	9.0	-2.6%	-1.7%	Henry Hudson	18.8	79.7	18.5	\$85.0	-1.2%	6.6%
1.9	13.1	1.7	13.1	-8.9%	-0.2%	Hugh L. Carey	16.1	120.8	15.6	\$124.3	-3.2%	2.9%
0.7	1.9	0.8	2.0	17.6%	3.8%	Marine Parkway	6.2	17.2	6.2	\$18.3	0.1%	6.4%
2.6	19.5	2.5	19.1	-4.7%	-1.9%	Queens Midtown	22.1	175.3	21.6	\$178.2	-2.6%	1.7%
5.9	48.1	6.1	47.6	4.0%	-1.0%	RFK	52.2	428.1	51.7	\$449.8	-1.0%	5.0%
3.8	36.0	4.2	37.7	9.9%	4.8%	Throgs Neck	33.7	324.1	33.9	\$344.1	0.7%	6.2%
6.8	51.8	7.1	51.2	4.1%	-1.3%	Verrazzano-Narrows	60.5	453.7	60.2	\$479.2	-0.6%	5.6%
28.7	\$217.0	29.6	\$216.4	3.3%	-0.3%	Total	253.5	\$1,935.0	251.1	\$2,034.6	-0.9%	5.1%
	\$7.556		\$7.300		-3.4%	Revenue Per Vehicle		\$7.633		\$8.102		6.1%

1) Toll increase implemented January 4, 2026

Comparison Actual vs. Mid-Year Forecast

Mid-Year Forecast		September 2026 Actual		Percentage Change			YTD Budget		YTD Actual		Percentage Change	
Traffic	Revenue	Traffic	Revenue	Traffic	Revenue		Traffic	Revenue	Traffic	Revenue	Traffic	Revenue
28.0	\$232.4	29.6	\$216.4	5.9%	-6.9%	Total All	248.5	\$2,065.9	251.1	\$2,034.6	1.1%	-1.5%
	\$8.303		\$7.300		-12.1%	Revenue Per Vehicle		\$8.314		\$8.102		-2.5%

2) 2026 September traffic is 29.6M, which represents a 3.3% increase YoY. Revenue is \$0.5M below September 2025, a decrease of 0.3%.

3) 2026 September YTD traffic is 2.4M below September YTD 2025, a decrease of 10.9%, and September YTD revenue is \$99.6M above September 2025, an increase of 5.1% .

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

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

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

MTA BRIDGES AND TUNNELS
JULY FINANCIAL PLAN - 2026 MID-YEAR BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
September 2026

Department	Mid-Year	Actual	Favorable (Unfavorable)	Explanation of Variances vs Mid-Year forecast
			Variance 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	71	-	4 Managerial overrun offset by 4 Professional vacancies
Operations (Non-Security)	43	48	(5)	3 Managerial overrun and 2 overrun in Professional
Total Operations	114	119	(5)	
Maintenance				
Maintenance	205	198	7	2 Managerial, 3 Professional and 2 Hourly vacancies
Operations - Maintainers	183	174	9	10 Maintainer vacancies partially offset by 1 overrun in Professional
Total Maintenance	388	372	16	
Engineering/Capital				
Engineering & Construction	97	78	19	50 Managerial overrun and 69 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	91	26	
Public Safety				
Operations (Security)	203	188	15	8 Managerial and 7 Operational Hourly vacancies
Internal Security - Operations	39	29	10	11 Managerial overrun and 21 Professional vacancies
Total Public Safety	242	217	25	
Total Positions	904	821	83	
Non-Reimbursable	832	761	71	
Reimbursable	72	60	12	
Total Full-Time	904	821	83	

(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 BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
September 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	64	(7)	4 overrun in ITS & Tolling and 3 in Operations (Non-Security)
Professional, Technical, Clerical	57	55	2	4 vacancies in ITS & Tolling and 2 overrun in Operations (Non-Security)
Operational Hourlies	-	-	-	
Total Operations	114	119	(5)	
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	338	12	10 vacancies in Operations and 2 in Maintenance
Total Maintenance	388	372	16	
Engineering/Capital				
Managers/Supervisors	22	71	(49)	50 overrun in Engineering, 2 vacancies in Health & Safety and 1 overrun in Planning
Professional, Technical, Clerical	95	20	75	69 vacancies in Engineering, 2 in Health & Safety, 3 in Law, and 1 in Planning & Budget Capital
Operational Hourlies	-	-	-	
Total Engineering/Capital	117	91	26	
Public Safety				
Managers/Supervisors	77	80	(3)	8 vacancies in Operations and 11 overrun Internal Security
Professional, Technical, Clerical	30	9	21	21 vacancies in Internal Security
Operational Hourlies ⁽²⁾	135	128	7	7 BTO vacancies in Operations
Total Public Safety	242	217	25	
Total Positions				
Managers/Supervisors	205	252	(47)	
Professional, Technical, Clerical	214	103	111	
Operational Hourlies	485	466	19	
Total Positions	904	821	83	

(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

	September 2026 (\$ in millions)				September 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	56.951	56.795	(0.156)	(0.3)	540.283	547.837	7.554	1.4
Other Operating Revenue	0.075	0.148	0.073	97.3	0.818	1.029	0.211	25.8
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)	1.031	0.785	(0.247)	(23.9)
Total Revenue	\$57.209	\$56.943	(\$0.266)	(0.5)	\$542.132	\$549.651	\$7.519	1.4
Expenses								
<i>Labor:</i>								
Payroll	0.867	0.490	\$0.377	43.5	5.401	3.553	\$1.847	34.2
Overtime	0.286	0.000	0.286	100.0	1.143	0.000	1.143	100.0
Health and Welfare	0.171	0.104	0.068	39.4	1.068	0.711	0.356	33.4
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	0.187	0.118	0.069	36.9	1.163	0.790	0.373	32.1
Other Fringe Benefits	0.094	0.051	0.043	46.1	0.587	0.381	0.206	35.1
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenses	\$1.605	\$0.763	\$0.843	52.5	\$9.361	\$5.435	\$3.926	41.9
<i>Non-Labor:</i>								
Electric Power	\$0.044	\$0.022	\$0.023	51.0	\$0.300	\$0.197	\$0.103	34.3
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	5.291	1.720	24.5	60.967	48.349	12.618	20.7
Professional Service Contracts	2.067	0.813	1.254	60.7	12.449	7.073	5.376	43.2
Materials & Supplies	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Business Expenses	5.982	2.010	3.972	66.4	37.069	19.256	17.814	48.1
Total Non-Labor Expenses	\$15.104	\$8.136	\$6.968	46.1	\$110.785	\$74.875	\$35.910	32.4
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	\$8.899	\$7.811	46.7	\$120.146	\$80.310	\$39.836	33.2
Depreciation	0.000	1.612	(\$1.612)	-	\$6.401	\$14.424	(\$8.022)	*
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	\$10.511	\$6.199	37.1	\$126.547	\$94.733	\$31.814	25.1
Less: Depreciation	\$0.000	\$1.612	(\$1.612)	-	\$6.401	\$14.424	(\$8.022)	*
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	\$8.899	\$7.811	46.7	\$120.146	\$80.310	\$39.836	33.2
Net Surplus/(Deficit)	\$40.500	\$48.045	\$7.545	18.6	\$421.987	\$469.342	\$47.355	11.2

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								
September 2026 (\$ in millions)	Total				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Net Income/(Deficit)	\$40.500	\$48.045	\$7.545	18.6	\$421.987	\$469.342	\$47.355	11.2
Transfer to Capital Lockbox	40.500	48.045	7.545	18.6	421.987	469.342	\$47.355	11.2
Adjusted Net Income/(Deficit)	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-

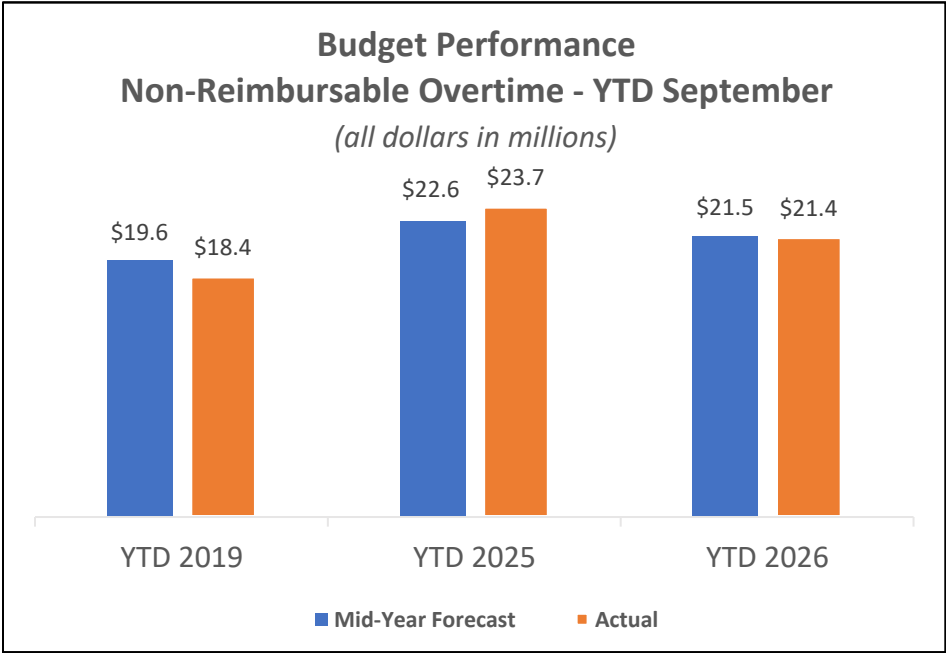
CENTRAL BUSINESS DISTRICT TOLLING PROGRAM
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
September 2026 Year-To-Date
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$7.519	1.4	Higher revenue largely driven by higher than budgeted toll revenue, and lower than anticipated bad debt reserve.
Total Expenses	\$39.836	33.2	Overall expenses are favorable to Mid-Year Forecast, driven by lower costs for labor, maintenance, professional service contracts, mitigation expenses, legal fees, and lower debt collection fees.

BRIDGES AND TUNNELS - NON-REIMBURSABLE OVERTIME

Overview

- September 2026 year-to-date overtime is slightly lower than the Mid-Year Forecast by \$0.1 million (0.4%) mainly due to the seasonal trend and continued management oversight/governance of overtime usage. The forecast is \$1.1M lower year-over-year for the anticipated drop in need for overtime due to reductions in BTO and SOBA positions.



Agency Detail

- Vacancy/Absentee Coverage** is required with increased vacancy rates resulting from a rise in employee attrition, largely due to the Public Safety Initiative, without staffing replenishment, along with needed coverage for unplanned absences. B&T’s Operations and Maintenance Department Management Team utilizes discretion regarding the use of overtime to cover operationally vital work assignments when applicable. Scheduling strategies remain dynamic with updated schedules developed and implemented as required to ensure delivery of service needs are met.
- Security/Law Enforcement** – is required for High Visibility designation since the beginning of the conflict with Iran which began back in March of this year and continues today.
- Weather Emergencies** overtime largely due to more adverse winter weather events experienced earlier in the year as well as other adverse weather including a nor’easter that struck the NYC region in late September.
- Transition of Public Safety to MTAPD at the RFK, VNB, HHB and Rockaways bridges** drove a temporary need for training and availability coverage.
- Maintainer Class** entered the workforce in March driving down overtime incurred in January and February due to a reduction in vacancy percentage.

BRIDGES AND TUNNELS - REIMBURSABLE OVERTIME

Overview

- September 2026 year-to-date overtime is \$0.1 million (20.0%) higher than the Mid-Year Forecast largely due to higher capital project activities.

