

**MTA ANNUAL DISCLOSURE STATEMENT UPDATE
RELATING TO THE 2025 JULY FINANCIAL PLAN
August 4, 2025**

Introduction

This Metropolitan Transportation Authority (“MTA”) Annual Disclosure Statement Update (including Attachment A hereto, the July Plan Update), dated August 4, 2025, is the July Plan Update to the Annual Disclosure Statement (the “ADS”) of MTA, dated April 29, 2025, as supplemented on July 11, 2025. This July Plan Update contains information only through August 4, 2025, and should be read in its entirety, together with the ADS as so previously supplemented. Capitalized terms not otherwise defined herein have the meanings ascribed to them in the ADS.

MTA expects to file this July Plan Update with the Municipal Securities Rulemaking Board on its Electronic Municipal Market Access (“EMMA”) system and may incorporate the information contained herein by specific cross-reference into other documents. Such information, together with the complete July Plan hereinafter referred to, is also posted on the MTA website: <https://new.mta.info/transparency/financial-information/financial-and-budget-statements>. All of the information in this July Plan Update is accurate as of its date. MTA retains the right to update and supplement specific information contained herein as events warrant.

No statement on MTA’s website or any other website is included by specific cross-reference herein.

The factors affecting MTA’s financial condition are complex. This July Plan Update contains forecasts, projections, and estimates that are based on expectations and assumptions that existed at the time they were prepared and contains statements relating to future results and economic performance that are “forward-looking statements”, as such term is defined in the Private Securities Litigation Reform Act of 1995. Such statements generally are identifiable by the terminology used, such as “plan,” “expect,” “estimate,” “calculate,” “budget,” “project,” “forecast,” “anticipate” or other similar words. The forward-looking statements contained herein are based on MTA’s expectations and are necessarily dependent upon assumptions, estimates and data that it believes are reasonable as of the date made but that may be incorrect, incomplete, imprecise or not reflective of future actual results. Forecasts, projections, calculations and estimates are not intended as representations of fact or guarantees of results. The achievement of certain results or other expectations contained in such forward-looking statements involves known and unknown risks, uncertainties and other factors that may cause actual results, performance or achievements described to be materially different from any future results, performance or achievements expressed or implied by such forward-looking statements. Such risks and uncertainties include, but are not limited to, general economic and business conditions; natural calamities; foreign hostilities or wars; domestic or foreign terrorism; changes in political, social, economic and environmental conditions including climate change and extreme weather events; severe epidemic or pandemic events; cybersecurity events; impediments to the regulations; litigation; actions by the federal government to reduce or disallow expected aid, including federal aid authorized or appropriated by Congress, but subject to sequestration, administrative actions, or other actions that would reduce aid to MTA; and various other events, conditions and

circumstances. Many of these risks and uncertainties are beyond the control of MTA. Except as set forth in the preceding paragraph, MTA does not plan to issue any updates or revisions to those forward-looking statements if or when its expectations change or events occur that change the conditions or circumstances on which such statements are based. Such forward-looking statements speak only as of the date of this July Plan Update.

In this July Plan Update, readers will find:

1. A summary of the 2025 MTA July Financial Plan presented to the MTA Board on July 30, 2025 (the “July Plan”). The complete July Plan is posted on MTA’s website: <https://new.mta.info/transparency/financial-information/financial-and-budget-statements>. No statement on MTA’s website or any other website is included by specific cross-reference herein. The updated information reflected in the July Plan includes the 2025 Mid-Year Forecast, the 2026 Preliminary Budget and a Financial Plan for fiscal years 2026 through 2029 (the “2026-2029 Financial Plan”).
2. **Attachment A** to this July Plan Update, which presents the consolidated July Plan in tabular form and includes Financial Plan tables that summarize MTA’s July Plan projected receipts and expenditures for the 2025 Mid-Year Forecast, the 2026 Preliminary Budget, and a Financial Plan for the fiscal years 2026-2029, in each case prepared by MTA management.

The July Plan

The July Plan remains balanced through 2026 with deficits of \$345 million in 2027, \$354 million in 2028, and \$428 million in 2029. In comparison, the February Financial Plan 2025-2028 (the “February Plan”) was also balanced through 2026 and included deficits of \$378 million in 2027 and \$419 million in 2028.

Changes from the February Plan, through 2028, are \$98 million favorable over the July Plan period, and reflect agency re-estimates – including new needs, farebox and toll revenue, and other agency re-estimates – as well as subsidy receipts and debt service expense reforecasts.

Farebox revenue, including proposed fare and toll yield increases, is \$87 million favorable over the July Plan period. This excludes paratransit farebox revenue and projected additional revenue from Connecticut Department of Transportation fare increases in MTA Metro-North Railroad’s Connecticut service area.

Compared with the February Plan, debt service expense is \$109 million favorable.

The net cost of paratransit service, which reflects paratransit service contracts and other expenses, paratransit fare revenue, Urban Tax receipts dedicated to paratransit, and New York City (the “City”) Subsidy for paratransit, is \$416 million higher than in the February Plan, driven primarily by higher service expenses due to increased ridership. While the City’s contribution to paratransit is currently legislated at 80% of expenses, there is a contribution cap of 50% plus \$165 million. As a result, the City’s contribution is less than 80% and represents a decreasing share of total costs each year as paratransit expenses grow.

New needs cost \$284 million over the July Plan period (increasing expenses from the February Plan by \$191 million) and cover cybersecurity and other technology needs, maintenance, service and customer and employee safety.

The July Plan reflects a timing-related shift of \$210 million in 2024 expenses that will be incurred through the July Plan period. Beyond this timing-related adjustment, operating expenses beyond new needs increase over the February Plan by just \$231 million. Over the July Plan period, materials and professional services expenses increase \$419 million, reflecting increases associated with a new workers' compensation claim management system for MTA New York City Transit, OMNY fare payment system configuration changes, cybersecurity initiatives, additional MTA New York City Transit revenue fleet maintenance requirements, the installation of forward-facing cameras at MTA Long Island Rail Road as mandated by the Federal Railroad Administration, as well as increases due to higher inflation forecasts.

Revenues from taxes and state and local subsidies are \$809 million favorable compared with the February Plan. Most of the increase – \$734 million – is due to a favorable re-estimate for the Payroll Mobility Tax based on discussions with New York State Division of the Budget.

The July Plan continues to reflect additional farebox and toll revenue from biennial 4% yield increases, although the February Plan assumption of a 4% increase in yield in August 2025 has been deferred to January 2026. The July Plan retains the proposed 4% yield increase for March 2027, and includes a proposed 4% yield increase for March 2029.

The July Plan reflects collection of toll revenue from Central Business District Tolling Program (“CBD Tolling Program” or “CBDTP”) which began in January 2025. CBD Tolling Program net revenue is dedicated to the 2020-2024 MTA Capital Program, is deposited into the Capital Lockbox Fund, and does not impact the bottom line of the July Plan.

The July Plan presents a balanced budget through 2026, with deficits of \$345 million in 2027, \$354 million in 2028 and \$428 million in 2029.

Risks to the July Plan

Additional risks to the July Plan include:

- ***Dedicated tax receipts.*** Almost 45% of operating revenues that are necessary to cover operating budget expenses are derived from dedicated taxes, and an economic slowdown or recession could adversely impact MTA’s ability to cover costs.
- ***FEMA COVID reimbursement.*** MTA expects reimbursement through the Federal Emergency Management Agency for direct COVID-related expenses incurred during the pandemic. Should these reimbursements not materialize, the July Plan will be put into deficit in 2025 and 2026 by a total of \$600 million over these two years.
- ***Casino revenue.*** The approval, awarding, and commencement of operations of downstate casinos is uncertain in both outcome and timing, which risks the \$500 million assumed to be received by MTA in 2026 and 2027, the \$600 million assumed for 2028, and the \$200 million assumed for 2029.

- ***Paid ridership recovery.*** Continued progress in reducing fare evasion is critical to balancing the financial plan. The potential cost for a 5% lower fare evasion recovery is estimated at \$325 million per year.
- ***Approval and implementation of fare and toll yield increases.*** The July Plan includes fare and toll rate increases proposed for January 2026, March 2027 and March 2029. These increases are expected to generate \$2.5 billion over the July Plan period.
- ***Labor agreements.*** Major collective bargaining agreements expire over the course of the July Plan period, starting in 2026, the July Plan assumes annual 2% wage increases.
- ***City paratransit reimbursements.*** The net cost of paratransit service, which reflects paratransit service contracts and other expenses, paratransit fare revenue, Urban Tax receipts dedicated to paratransit, and City Subsidy for paratransit, continues to increase. The current State law, which caps the City’s paratransit reimbursement at 50% of total paratransit expenses plus \$165 million expires on June 30, 2027. Barring any legislative changes, starting July 1, 2027 through June 30, 2030, the City will be responsible for 50% of paratransit expenses and beginning in July 2030, the City’s reimbursement would revert to the lesser of one-third of net costs or 20% more than the prior year’s reimbursement. Beginning with the City’s fiscal year 2027, the July Plan assumes a continuation of an 80% contribution from the City and assumes no cap, and without an extension of State law maintaining the 80% reimbursement rate, projected deficits will increase.

Central Business District Tolling Program

The CBD Tolling Program was established pursuant to legislation adopted on April 1, 2019. The CBD Tolling Program charges a toll for vehicles entering the Central Business District (“CBD”), defined as south and inclusive of 60th Street in Manhattan, but excluding the FDR Drive, Route 9A (the “West Side Highway”), the Battery Park underpass, and any surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street.

Following the conclusion of the Environmental Assessment process, the CBD Tolling Program went into effect and tolling commenced on January 5, 2025. A description of the Environmental Assessment can be found in Part 4 of the ADS under the heading “OPERATIONS – TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY – MTA Bridges and Tunnels – Central Business District Tolling Program”.

Subsequent Developments.

In a letter dated February 19, 2025, US Secretary of Transportation Duffy notified Governor Hochul that, among other things, he had concluded that the CBD Tolling Program is not an eligible project under the Value Pricing Pilot Program (“VPPP”). Later that same day, MTA and MTA Bridges and Tunnels filed a complaint in the District Court for the Southern District of New York against Sean Duffy, as Secretary of the United States Department of Transportation, Gloria Shepherd, as Executive Director of the Federal Highway Administration (“FHWA”), the United States Department of Transportation, and the FHWA (“*MTA v. Duffy*”) seeking a

declaratory judgment that Secretary Duffy's purported termination of the November 21, 2024 VPPP agreement is null and void. On February 20, 2025, FHWA Executive Director Shepherd notified MTA Bridges and Tunnels that toll collection must cease effective March 21, 2025. On March 20, 2025, Executive Director Shepherd sent a letter extending that date to April 20, 2025. The court conducted an initial conference on April 9, 2025, during which the court set a case management schedule for amended complaints, answers and filing of the administrative record, possible motions to compel discovery, and dispositive motions that extends through the summer into the fall or possibly longer. MTA and MTA Bridges and Tunnels, joined by New York State Department of Transportation ("NYSDOT") and New York City Department of Transportation ("NYCDOT") as Intervenor-Plaintiffs, filed a consolidated amended complaint on April 18, 2025. On April 21, 2025, Secretary Duffy sent a letter to Governor Hochul "direct[ing] the [NYSDOT] to show cause, no later than May 21, 2025, why FHWA should not take appropriate steps under 23 CFR § 1.36 to remedy New York's noncompliance with 23 U.S.C. § 301 in connection with the CBDTP," including no further advance construction authorizations and no further approval of projects. Secretary Duffy goes on to list broad categories of measures FHWA may impose if New York's "noncompliance continues". MTA and MTA Bridges and Tunnels have no intention of halting the CBDTP absent a court order, notwithstanding the letter. Accordingly, MTA Bridges and Tunnels plans to keep collecting tolls unless a court orders MTA Bridges and Tunnels to cease collecting tolls.

Subsequent to Secretary Duffy's April 21 letter, MTA and MTA Bridges and Tunnels, NYCDOT and NYSDOT amended their complaint once again to challenge the threat of enforcement actions set forth in the letter. On May 5, 2025, the same plaintiffs filed motions for a preliminary injunction prohibiting the defendants from taking any action threatened in the April 21 letter. On May 21, 2025, they also submitted responses to Secretary Duffy's "order to show cause" largely attaching the litigation filings. Oral argument was held on the preliminary injunction motion on May 27, 2025, and Judge Liman issued a temporary restraining order from the bench, which was followed by an Opinion and Order the following day granting a preliminary injunction, as follows: "Defendants Sean Duffy, in his official capacity as Secretary of the United States Department of Transportation, Gloria M. Shepherd, in her official capacity as Executive Director of the Federal Highway Administration, the United States Department of Transportation, and the Federal Highway Administration as well as all persons identified under Federal Rule of Civil Procedure 65(d)(2), including all of Defendants' respective officers, agents, servants, employees, and attorneys, and all other persons who are in active concert or participation with any of the foregoing, are enjoined from taking any agency action founded on the February 19, 2025 letter from Secretary Duffy to Governor Hochul purporting to terminate the VPPP Agreement and rescind federal approval for New York's Central Business District Tolling Program, including any action to enforce compliance with or implement (1) the February 19 Letter, (2) Defendants' purported termination of the VPPP Agreement, or (3) Defendants' purported termination of the Tolling Program. For the avoidance of doubt, Defendants are enjoined from taking any of the "compliance measures" set forth in the April 21, 2025 Letter including withholding federal funds, approvals, or authorizations from New York state or local agencies to enforce compliance with or implement (1) the February 19 Letter, (2) Defendants' purported termination of the VPPP Agreement, or (3) Defendants' purported termination of the Tolling Program." In the Opinion and Order, the Court held that the plaintiffs were likely to succeed on the merits of their claims that the purported termination of the VPPP Agreement was arbitrary and capricious and unlawful.

The parties have since moved on to brief cross-motions for summary judgment, which were fully briefed as of July 18, 2025. The court’s decision on the cross-motions is pending.

Other Litigation Relating to the CBD Tolling Program.

MTA and MTA Bridges and Tunnels have also been sued in ten federal litigations and one state litigation challenging the CBD Tolling Program. Several of the cases challenge the Environmental Assessment (“EA”) conducted under the National Environmental Policy Act (“NEPA”) and the Finding of No Significant Impact (“FONSI”) issued by FHWA thereunder and alleged that a supplemental EA or Environmental Impact Statement (“EIS”) is required for the CBD Tolling Program.

On December 21, 2024, in *New Jersey v. U.S. Dep’t of Transp., et al.*, the court (District of New Jersey) issued a decision on the motions for summary judgment generally upholding the EA and FONSI and rejecting most of New Jersey’s challenges, but ordering FHWA to address discrete issues on remand. The parties have fully submitted briefs on those remand issues and a final determination of the motions for summary judgment is pending. A case brought by the Mayor of Fort Lee (*Sokolich, et al. v. USDOT, et al.*) is stayed pending that decision in the *New Jersey* action. New Jersey moved to supplement its complaint to challenge the failure to prepare a supplemental EA, which motion is stayed pending a determination of the remand.

On June 20, 2024, in *Mulgrew, et al. v. U.S. Dep’t of Transp., et al.*, *New Yorkers Against Congestion Pricing Tax, et al. v. U.S. Dep’t of Transp., et al.*, and *Chan, et al. v. U.S. Dep’t of Transp., et al.*, the court (Southern District of New York) granted summary judgment to the federal defendants, MTA, and MTA Bridges and Tunnels, and dismissed on the merits the challenge to the EA and FONSI. The plaintiffs in *Mulgrew and Chan* challenged the adequacy of the reevaluation that had been issued in June 2024 for the tolling structure that had been approved by the board in March 2024, and the reevaluation issued in November 2024 for the phase-in approach adopted by the board that month. Summary judgment dismissing these claims was granted on April 17, 2025.

The plaintiffs in the various litigations noted in the prior paragraph, as well as in *Trucking Association of New York v. Metropolitan Transportation Authority et al.*, have raised numerous other claims including, but not limited to, federal and state constitutional claims, including claims under the dormant commerce clause and right-to-travel provisions of the U.S. Constitution and the New York State so-called Green Amendment, as well as claims under the State Administrative Procedure Act (“SAPA”). These claims were dismissed on April 17, 2025, with leave to amend only the federal constitutional claims and a statutory Federal Aviation Administration Authorization Act claim by May 19, 2025. The *Trucking Association* was granted an extension to file an amended complaint until June 16, 2025, which it did without adding new claims or many new factual allegations. MTA and MTA Bridges and Tunnels moved to dismiss the amended complaint on July 11, 2025.

The *Chan* and *Mulgrew* plaintiffs did not amend their complaints. Upon motion of MTA and MTA Bridges and Tunnels, the court entered final judgment dismissing these actions as well as *New Yorkers Against Congestion Pricing Tax*.

The County of Rockland and the County of Orange sued MTA and MTA Bridges and Tunnels (*County of Rockland, et al. v. Triborough Bridge and Tunnel Authority, et al.* and *Neuhaus, et al. v. Triborough Bridge and Tunnel Authority, et al.*), which cases were litigated before a different judge in the Southern District of New York. These cases raise federal constitutional claims (the right to travel, equal protection and due process, and excessive fines) and a claim of unauthorized tax under the State constitution. The plaintiffs in both matters moved for a preliminary injunction enjoining the commencement of the CBDTP on December 6, 2024, which motions were denied by a bench ruling and order issued on December 23, 2024. Rockland County appealed from that order and moved in the district court for a stay pending appeal; that motion was denied on January 14, 2025. Rockland County moved for the same relief in the Second Circuit Court of Appeals, which was denied on January 28, 2025. Then Rockland County filed an application for a stay pending appeal in the Supreme Court of the United States, which application was denied on April 8, 2025. Rockland County filed its appellant's brief with the Second Circuit on April 4, 2025; MTA and MTA Bridges and Tunnels' appellees' brief was filed July 1, 2025. Meanwhile, on July 14, 2025, MTA and MTA Bridges and Tunnels motion to dismiss both actions was granted by the District Court. Rockland County has stated that it does not intend to continue with the appeal of the denial of the preliminary injunction but has not yet indicated whether it intends to appeal the dismissal of the action.

A federal case filed by the Town of Hempstead against MTA, MTA Bridges and Tunnels and the federal government in the Eastern District of New York was stayed pending the determination of the motion to dismiss the action brought by Rockland County, and is now subject to further proceedings. On July 25, 2025, MTA and MTA Bridges and Tunnels filed a request for a pre-motion conference to seek a transfer of venue to the Southern District of New York or, in the alternative, dismissal of the action. The federal defendants have applied for an extension of their time to answer or otherwise respond to the complaint until August 18, 2025.

In addition, a lawsuit against Governor Hochul, MTA Bridges and Tunnels and MTA challenging the SAPA process was commenced by the Town of Hempstead in state court (Nassau County Supreme Court), removed to federal court, and then remanded back to state court. MTA and MTA Bridges and Tunnels, along with Governor Hochul, moved to dismiss the claims and to change venue from Nassau County to New York County. On January 30, 2025, the court granted the motion to change venue to New York County, which transfer occurred on February 11, 2025. The court granted the defendants' motions to dismiss by order of June 23, 2025. The Town Hempstead has filed a notice of appeal.

Additionally, two lawsuits were filed in state court against Governor Hochul and the NYSDOT, with MTA and MTA Bridges and Tunnels named solely in their capacity as necessary parties to these actions, challenging the State's pause to the CBD Tolling Program. In those two cases, *City Club of New York et al. v. Hochul et al.* and *Riders Alliance et al. v. Hochul et al.*, petitioners argued that the pause was unlawful and requested that the court undo it. With the lifting of the pause, those cases were discontinued on January 15, 2025.

Most recently, a lawsuit against Governor Hochul, the Triborough Bridge and Tunnel Authority and MTA was commenced by New York State Assemblyperson Blumencranz in the Southern District of New York raising federal constitutional, SAPA, and federal statutory rights claims. The court conducted an initial conference on April 9, 2025, during which the court set a

case management schedule similar to that of *Duffy*. Blumencranz filed an amended complaint on April 21, 2025. Subsequently, the parties and the court agreed to stay further proceedings pending a ruling on the cross-motions for summary judgment in *MTA v. Duffy*.

MTA Liquidity Resources

As of July 31, 2025, MTA had liquidity resources in the approximate amount of \$8.849 billion, consisting of an operating funds liquidity balance of \$1.171 billion, internal available funds and reserves totaling \$6.378 billion, and undrawn commercial bank lines of credit totaling \$1.300 billion.

Governance

Effective July 31, 2025, Jai Patel assumed the role of Chief Financial Officer of MTA. She had previously been serving as Co-Chief Financial Officer. Kevin Willens, who had previously been serving as Co-Chief Financial Officer, will continue at MTA as a Special Advisor, Capital Finance Strategies.

Litigation

New York City Transit Authority v. Westfield Fulton Center LLC. This dispute arises out of the 2014 Fulton Transit Center lease between MTA, as landlord, and Westfield Fulton Center LLC (“Westfield”), as master tenant. On February 16, 2021, Westfield filed a demand for arbitration in which it asserted claims for breach of contract pertaining to various construction items at the Fulton Transit Center. In August and September 2022, the arbitrator issued awards in favor of Westfield that included statutory interest of 9% per annum. MTA filed a motion to vacate in Supreme Court, which was denied in an order dated February 18, 2023, except that the court determined that the applicable statutory interest rate is 3%. MTA filed its Notice of Appeal from the Judgment on August 7, 2023. The First Department rejected MTA's appeal on June 6, 2024. On July 8, 2024, MTA filed a motion for reargument or for permission to appeal to the Court of Appeals, which was denied by the First Department. Thereafter, MTA moved for leave to appeal to the Court of Appeals, which issued its decision denying the motion on June 17, 2025. Having exhausted all of its avenues of appeal, the judgment is now due. As of July 14, 2025 the outstanding amount was \$14,041,408.70, with an additional \$1090.45 in interest accruing each day.

[The Remainder of this Page is Intentionally Left Blank]

**Attachment A to MTA Annual Disclosure Statement
July Plan Update**

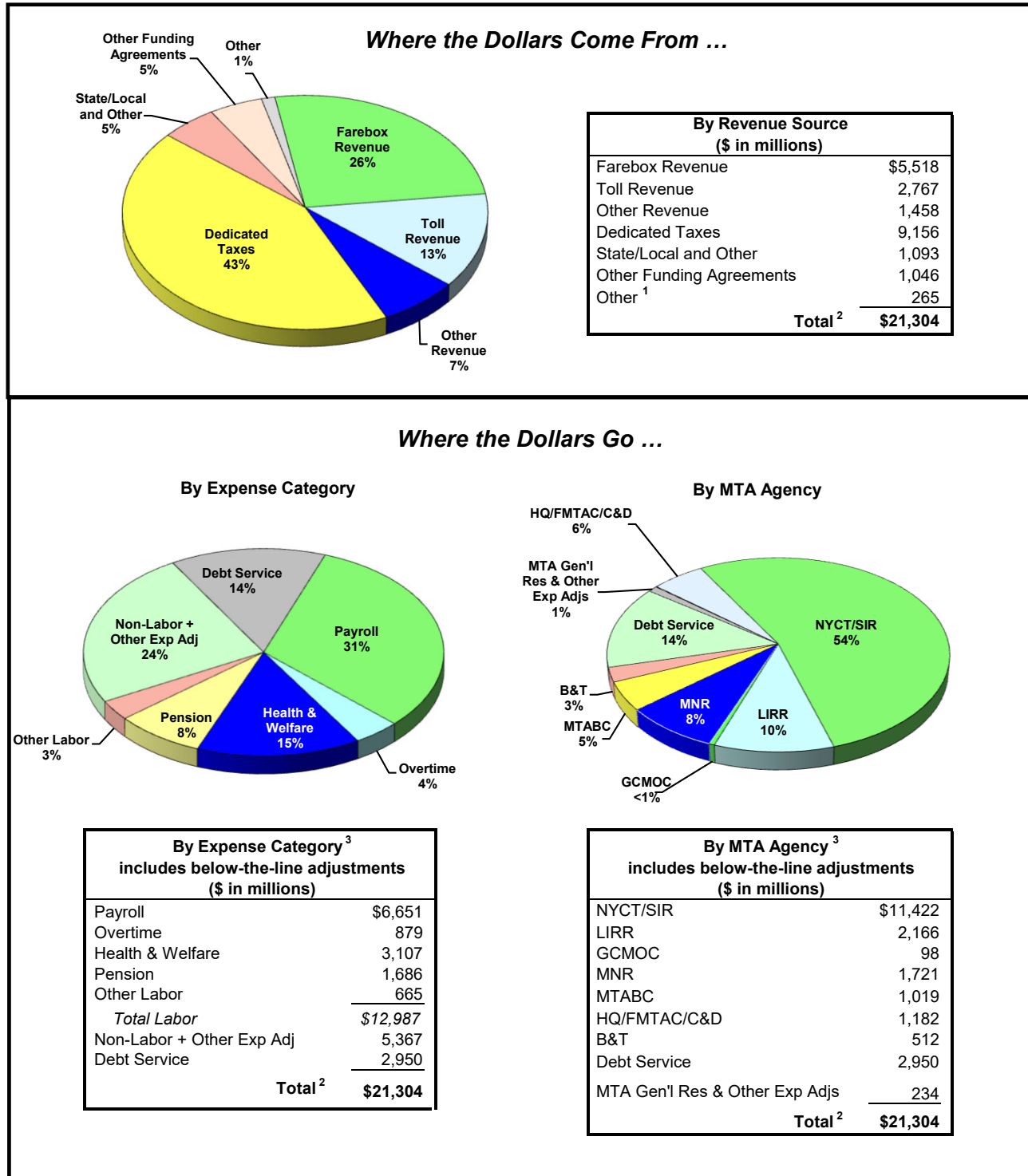
August 4, 2025

MTA July Financial Plan

This **Attachment A** to the 2025 ADS July Plan Update sets forth the consolidated July Plan in tabular form and includes Financial Plan tables that summarize MTA's July Plan, which includes the 2025 Mid-Year Forecast, the 2026 Preliminary Budget and a Financial Plan for the fiscal years 2026 through 2029, in each case prepared by MTA management. The complete July Plan is posted on MTA's website: <https://new.mta.info/transparency/financial-information/financial-and-budget-statements>. No statement on MTA's website or any other website is included by specific cross-reference herein.

In general, MTA's July Plan provides the opportunity for MTA to present a revised forecast of the current year's finances and a four-year re-forecast of out-year finances. The July Plan may include a series of gap closing proposals necessary to maintain a balanced budget and actions requiring public hearings.

MTA 2026 Preliminary Budget
Baseline Revenues and Expenses After Below-the-Line (BTL) Adjustments
Non-Reimbursable



Note: The revenues and expenses reflected in these charts are on an accrued basis.

¹ Includes cash adjustments and prior-year carryover.

² Totals may not add due to rounding.

³ Expenses exclude Non-Cash Liabilities.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2026 - 2029
MTA Consolidated Accrued Statement of Operations By Category
(\$ in millions)

	Actual 2024	Mid-Year Forecast 2025	Preliminary Budget 2026	2027	2028	2029
Non-Reimbursable						
Operating Revenues						
Farebox Revenue	\$4,997	\$5,241	\$5,326	\$5,411	\$5,475	\$5,490
Toll Revenue	2,572	2,585	2,611	2,637	2,654	2,666
Other Revenue	3,352	2,631	1,158	1,200	1,339	1,394
Capital and Other Reimbursements	0	0	0	0	0	0
Total Revenues	\$10,920	\$10,457	\$9,094	\$9,248	\$9,469	\$9,549
Operating Expenses						
Labor:						
Payroll	\$6,075	\$6,506	\$6,651	\$6,800	\$6,947	\$7,095
Overtime	1,107	890	879	900	907	920
Health and Welfare	1,719	1,966	2,114	2,257	2,417	2,593
OPEB Current Payments	856	921	993	1,072	1,159	1,252
Pension	1,421	1,575	1,686	1,730	1,747	1,767
Other Fringe Benefits	967	1,143	1,189	1,258	1,313	1,369
Reimbursable Overhead	(553)	(509)	(524)	(503)	(507)	(517)
Total Labor Expenses	\$11,593	\$12,492	\$12,987	\$13,514	\$13,983	\$14,480
Non-Labor:						
Electric Power	\$531	\$628	\$641	\$646	\$679	\$713
Fuel	205	198	202	201	202	209
Insurance	8	15	38	38	50	65
Claims	1,160	424	440	452	465	473
Paratransit Service Contracts	617	765	874	948	999	1,057
Maintenance and Other Operating Contracts	1,000	1,066	1,036	1,053	1,060	1,083
Professional Services Contracts	655	892	805	831	788	780
Materials and Supplies	645	738	803	899	953	1,005
Other Business Expenses	304	302	304	312	339	339
Total Non-Labor Expenses	\$5,126	\$5,027	\$5,143	\$5,380	\$5,536	\$5,724
Other Expense Adjustments:						
Other	\$14	\$16	\$14	\$14	\$14	\$15
General Reserve	195	200	210	220	230	240
Total Other Expense Adjustments	\$209	\$216	\$224	\$234	\$244	\$255
Total Expenses Before Non-Cash Liability Adjs.	\$16,928	\$17,734	\$18,354	\$19,128	\$19,764	\$20,459
Depreciation	\$3,799	\$3,912	\$3,900	\$3,928	\$3,963	\$4,011
GASB 49 Environmental Remediation	52	6	6	6	6	6
GASB 68 Pension Expense Adjustment	(35)	(36)	(119)	(58)	(219)	(219)
GASB 75 OPEB Expense Adjustment	389	580	591	602	614	626
GASB 87 Lease Adjustment	39	43	38	38	38	38
GASB 96 SBITA Adjustment	2	16	15	15	15	15
Total Non-Cash Liability Adjustments	\$4,247	\$4,522	\$4,432	\$4,533	\$4,417	\$4,478
Total Expenses After Non-Cash Liability Adjs.	\$21,175	\$22,256	\$22,786	\$23,661	\$24,181	\$24,937
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$4,247)	(\$4,522)	(\$4,432)	(\$4,533)	(\$4,417)	(\$4,478)
Debt Service	2,860	2,497	2,950	3,271	3,431	3,610
Total Expenses with Debt Service	\$19,788	\$20,231	\$21,304	\$22,399	\$23,196	\$24,069
Dedicated Taxes & State and Local Subsidies	\$9,930	\$10,440	\$11,315	\$11,680	\$11,939	\$11,740
Net Surplus/(Deficit) After Subsidies and Debt Service	\$1,062	\$665	(\$895)	(\$1,472)	(\$1,788)	(\$2,781)
Conversion to Cash Basis: GASB Account	\$0	\$0	\$0	\$0	\$0	\$0
Conversion to Cash Basis: All Other	(1,062)	(965)	265	514	764	1,404
Cash Balance Before Prior-Year Carryover	\$0	(\$300)	(\$630)	(\$957)	(\$1,025)	(\$1,377)
Below the Line Adjustments	\$0	\$300	\$629	\$612	\$671	\$948
Prior Year Carryover Balance	0	0	0	0	0	0
Net Cash Balance	\$0	\$0	\$0	(\$345)	(\$354)	(\$428)

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2026 - 2029
Plan Adjustments
(\$ in millions)

	Actual 2024	Mid-Year Forecast 2025	Preliminary Budget 2026	2027	2028	2029
Cash Balance Before Prior-Year Carryover	\$0	(\$300)	(\$630)	(\$957)	(\$1,025)	(\$1,377)
Fare and Toll Increases:						
January 2026 Fare (4%) / Toll (6%) Yield Increase		0	349	354	358	359
Subsidy Impact of January 2026 Fare (4%) / Toll (6%) Yield Increase		0	(20)	(8)	(8)	(9)
March 2027 Fare/Toll (4%) Yield Increase		0	0	279	331	331
Subsidy Impact of March 2027 Fare/Toll (4%) Yield Increase		0	0	(13)	(10)	(9)
March 2029 Fare/Toll (4%) Yield Increase		0	0	0	0	289
Subsidy Impact of March 2029 Fare/Toll (4%) Yield Increase		0	0	0	0	(14)
Subtotal:		\$0	\$329	\$612	\$671	\$948
Other:						
FEMA COVID Reimbursement		300	300	0	0	0
Subtotal:		\$300	\$300	\$0	\$0	\$0
TOTAL ADJUSTMENTS		\$300	\$629	\$612	\$671	\$948
Prior Year Carryover Balance		0	0	0	0	0
Net Cash Surplus/(Deficit)	\$0	\$0	\$0	(\$345)	(\$354)	(\$428)

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2026 - 2029

Cash Receipts and Expenditures

(\$ in millions)

	Actual 2024	Mid-Year Forecast 2025	Preliminary Budget 2026	2027	2028	2029
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$4,891	\$5,262	\$5,313	\$5,398	\$5,461	\$5,475
Other Revenue	1,237	1,494	1,235	1,221	1,344	1,399
Capital and Other Reimbursements	2,245	2,662	2,704	2,570	2,560	2,529
Total Receipts	\$8,373	\$9,419	\$9,253	\$9,189	\$9,365	\$9,403
Expenditures						
<u>Labor:</u>						
Payroll	\$6,605	\$7,487	\$7,387	\$7,499	\$7,646	\$7,829
Overtime	1,361	1,109	1,098	1,119	1,134	1,158
Health and Welfare	1,810	2,070	2,184	2,329	2,492	2,672
OPEB Current Payments	832	902	972	1,050	1,136	1,228
Pension	1,468	1,048	1,783	1,827	1,848	1,875
Other Fringe Benefits	1,126	1,199	1,192	1,228	1,267	1,311
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	0	0	0	0	0	0
Total Labor Expenditures	\$13,202	\$13,815	\$14,617	\$15,052	\$15,522	\$16,073
<u>Non-Labor:</u>						
Electric Power	\$545	\$637	\$647	\$651	\$683	\$717
Fuel	203	196	200	199	200	207
Insurance	51	20	40	37	51	67
Claims	454	402	330	334	338	340
Paratransit Service Contracts	600	763	872	946	997	1,055
Maintenance and Other Operating Contracts	963	1,098	955	953	960	988
Professional Services Contracts	759	1,063	956	906	863	849
Materials and Supplies	895	857	916	987	1,051	1,101
Other Business Expenses	258	283	306	302	313	307
Total Non-Labor Expenditures	\$4,728	\$5,319	\$5,223	\$5,315	\$5,457	\$5,631
<u>Other Expenditure Adjustments:</u>						
Other	\$25	\$196	\$152	\$129	\$117	\$114
General Reserve	195	200	210	220	230	240
Total Other Expenditure Adjustments	\$220	\$396	\$362	\$349	\$347	\$354
Total Expenditures	\$18,150	\$19,530	\$20,202	\$20,715	\$21,326	\$22,058
Net Cash Balance before Subsidies and Debt Service	(\$9,777)	(\$10,111)	(\$10,950)	(\$11,526)	(\$11,961)	(\$12,654)
Dedicated Taxes & State and Local Subsidies	\$12,009	\$11,549	\$12,424	\$12,937	\$13,372	\$13,906
Debt Service	(2,232)	(1,738)	(2,104)	(2,368)	(2,436)	(2,629)
Cash Balance Before Prior-Year Carryover	\$0	(\$300)	(\$629)	(\$957)	(\$1,025)	(\$1,377)
Adjustments	\$0	\$300	\$629	\$612	\$671	\$948
Prior-Year Carryover Balance	0	0	0	0	0	0
Net Cash Balance	\$0	\$0	\$0	(\$345)	(\$354)	(\$428)

[THIS PAGE INTENTIONALLY LEFT BLANK]

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2026-2029
MTA Consolidated July Financial Plan Compared with February Financial Plan
Cash Reconciliation after Below-the-Line Adjustments
(\$ in millions)

	Favorable/(Unfavorable)			
	2025	2026	2027	2028
FEBRUARY FINANCIAL PLAN 2025-2028				
NET CASH SURPLUS/(DEFICIT)	\$0	\$0	(\$379)	(\$419)
Agency Baseline Re-estimates	(\$132)	(\$201)	(\$127)	(\$49)
Farebox Revenue and Toll Revenue ¹	77	17	14	13
CDOT Fare Increase (2025 and 2026)	1	16	21	21
NYCT Capital and Other Reimbursements	101	100	100	70
Tropical Storm Ida Insurance Reimbursement	66	-	-	-
Paratransit Net of Fares and Reimbursements ²	(54)	(142)	(170)	(49)
Materials/Professional Services	(81)	(116)	(111)	(112)
Health & Welfare (including retirees)	58	61	74	85
Worker's Comp/FELA/Claims	(77)	(7)	(7)	(7)
Electric Power	(45)	(18)	(12)	(21)
Pensions	23	(1)	24	47
Other Fringe Benefits	(25)	(21)	(23)	(22)
Insurance	(15)	(28)	(16)	(9)
Real Estate	2	(3)	(10)	(7)
NYCT Service Adjustments	(3)	(4)	(4)	(4)
B&T/MTA PD Collaboration	4	7	13	27
Fuel	14	17	16	18
MTA Bus Re-examination of Budgetary Needs and Impacts	25	19	19	19
Timing	(218)	1	6	0
Other Baseline Re-estimates ³	14	(98)	(60)	(116)
New Needs/Investments	(54)	(47)	(45)	(45)
Maintenance	(29)	(27)	(25)	(25)
Worker's Comp Claims Management	(23)	(3)	(4)	(4)
Maintenance Contract for Signals and Interlocking	-	(7)	(7)	(7)
FRA Signal/Dispatch Certification	-	(4)	(8)	(8)
NYCT Bus Command Center	-	(5)	(5)	(5)
Enterprise Asset Management	(1)	(4)	(4)	(4)
FRA Mandate - Audio Visual Recording Monitoring (AVRM)	(0)	(5)	(3)	(3)
All Other New Needs	(1)	8	11	11
B&T Adjustments	\$15	\$22	\$36	\$64
B&T Net Baseline Impacts ⁴	15	22	36	64
MTA Adjustments	(\$5)	(\$5)	\$0	(\$5)
General Reserve	(5)	(5)	-	(5)
Debt Service (Cash)	\$19	\$11	(\$1)	\$74
Subsidies (Cash)	\$118	\$91	\$117	(\$29)
Metropolitan Mass Transportation Operating Assist (MMTOA)	1	1	(1,196)	(1,227)
Mass Transportation Trust Fund (MTTF)	(12)	(12)	1,173	1,205
MRT Recording Tax	26	(1)	-	7
Urban Tax	55	-	-	(5)
Payroll Mobility Tax (PMT) for Operating	215	235	179	105
For-Hire Vehicle (FHV) Surcharge	(12)	1	0	(0)
Local Operating Assistance (18-b)	35	-	-	-
Station Maintenance	6	12	13	12
Investment Income	42	-	-	-
Other Subsidy Adjustments:	(294)	(162)	(70)	(179)
<i>Forward Energy Contracts Program - Gain/(Loss)</i>	(1)	(4)	(0)	-
<i>Other Local Subsidy Resources</i>	(292)	-	(49)	(162)
<i>OPEB Trust/Reserve ⁵</i>	-	(158)	(21)	(17)
City Subsidy for MTA Bus	3	17	(0)	(4)
City Subsidy for Staten Island Railway	(10)	7	5	4
CDOT Subsidy for Metro-North Railroad	1	(12)	(15)	(7)
B&T Surplus Transfer	62	16	28	54
Other Subsidies and Subsidy Adjustments	(0)	(12)	0	7
Subtotal Changes before Below-the-Line Adjustments	(40)	(129)	(19)	11

Continued on next page

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2026-2029
MTA Consolidated July Financial Plan Compared with February Financial Plan
Cash Reconciliation after Below-the-Line Adjustments
(\$ in millions)

	Favorable/(Unfavorable)			
	2025	2026	2027	2028
Continued from previous page				
Below-the-Line Items	\$40	\$129	\$53	\$54
Fare and Toll Increases:	(\$120)	\$38	\$53	\$54
<i>January 2026 Fare (4%) / Toll (6%) Yield Increase</i>	<i>(126)</i>	<i>46</i>	<i>47</i>	<i>47</i>
<i>Subsidy Impact of January 2026 Fare (4%) / Toll (6%) Yield Increase</i>	<i>6</i>	<i>(8)</i>	<i>0</i>	<i>0</i>
<i>March 2027 Fare/Toll (4%) Yield Increase</i>	<i>-</i>	<i>-</i>	<i>6</i>	<i>7</i>
<i>Subsidy Impact of March 2027 Fare/Toll (4%) Yield Increase</i>	<i>-</i>	<i>-</i>	<i>(0)</i>	<i>0</i>
Other:	160	90	-	-
<i>FEMA COVID Reimbursement</i>	<i>160</i>	<i>90</i>	<i>-</i>	<i>-</i>
Prior-Year Carryover	(0)	(0)	(0)	-
JULY FINANCIAL PLAN 2026-2029	\$0	\$0	(\$345)	(\$354)
NET CASH SURPLUS/(DEFICIT)				

¹ Excludes Paratransit Farebox Revenue and revenue generated from CDOT Fare Increases.

² Includes Paratransit revenue, Paratransit expenses, and Urban Tax for Paratransit.

³ Includes OTPS and reimbursable adjustments, operating capital, and cash adjustments.

⁴ While B&T Operating Surplus Transfer is captured as a subsidy, B&T's baseline impacts are captured in individual reconciliation categories in the Agency Baseline Adjustments above. To avoid duplication, B&T's baseline impacts are eliminated within this line. Included within this B&T Net Baseline Impacts are reversals for higher toll revenue and favorable OTPS adjustments which are captured above.

⁵ Contributions to and/or Reimbursements from OPEB Trust and/or OPEB Reserve accounts.

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2026 - 2029

Consolidated Subsidies

Cash Basis
(\$ in millions)

	Actual 2024	Mid-Year Forecast 2025	Preliminary Budget 2026	2027	2028	2029
MMTOA, PBT, Real Estate Taxes and Other						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$3,000.0	\$3,151.2	\$1,954.4	\$1,922.9	\$1,961.4	\$2,000.6
Mass Transportation Trust Fund (MTTF)	639.6	583.2	1,768.2	1,799.6	1,831.1	1,863.6
Mortgage Recording Tax (MRT)	341.6	408.1	466.0	569.6	596.8	626.3
MRT Transfer to Suburban Counties	(11.4)	(12.1)	(13.3)	(14.8)	(17.1)	(17.6)
MTA Bus Debt Service	(12.3)	(12.6)	(14.5)	(13.6)	(12.3)	(13.7)
Urban Tax	<u>377.8</u>	<u>438.9</u>	<u>471.0</u>	<u>578.9</u>	<u>593.2</u>	<u>608.0</u>
	\$4,335.2	\$4,556.7	\$4,631.8	\$4,842.6	\$4,953.1	\$5,067.2
PMT and MTA Aid						
Payroll Mobility Tax (PMT) for Operating	\$3,116.5	\$3,365.0	\$3,512.3	\$3,582.5	\$3,636.3	\$3,672.6
Payroll Mobility Tax Replacement Funds	244.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>269.6</u>	<u>273.6</u>	<u>273.6</u>	<u>273.6</u>	<u>273.6</u>	<u>273.6</u>
	\$3,630.3	\$3,882.9	\$4,030.2	\$4,100.4	\$4,154.1	\$4,190.5
For-Hire Vehicle (FHV) Surcharge						
Subway Action Plan Account	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0
Outerborough Transportation Account (OBTA) Transfer to Operating	0.8	30.6	49.2	49.7	50.2	50.7
General Transportation Account	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$300.8	\$330.6	\$349.2	\$349.7	\$350.2	\$350.7
Automated Camera Enforcement (ACE)	\$22.6	\$93.0	\$113.2	\$127.7	\$86.1	\$86.1
Peer-to-Peer Car Sharing Trip Tax	\$1.4	\$1.1	\$1.2	\$1.2	\$1.2	\$1.2
Capital Lockbox Fund						
Payroll Mobility Tax (PMT) for Capital Funding	\$0.0	\$501.0	\$1,400.0	\$1,428.0	\$1,449.4	\$1,463.9
Central Business District Tolling Program (CBDTP)	0.0	500.0	500.0	500.0	700.0	700.0
Real Estate Transfer Tax	322.8	332.8	335.7	335.8	339.9	344.1
Internet Marketplace Tax -NYS	155.7	157.3	158.8	160.4	162.0	163.6
Internet Marketplace Tax - NYC	<u>176.5</u>	<u>178.2</u>	<u>180.0</u>	<u>181.8</u>	<u>183.6</u>	<u>185.5</u>
Subtotal:	654.9	1,669.3	2,574.5	2,606.0	2,835.0	2,857.1
Less: Debt Service on Lockbox Bonds for the 2020-2024 Capital Program	(186.3)	(272.1)	(353.7)	(446.3)	(610.5)	(808.5)
Less: Debt Service on Lockbox Bonds for the 2025-2029 Capital Program	0.0	0.0	0.0	(25.2)	(138.2)	(371.5)
Less: 2020-2024 Capital Program PAYGO and CBDTP Expenses	(468.6)	(896.1)	(820.8)	(731.8)	(775.1)	(584.8)
Less: 2025-2029 Capital Program PAYGO	<u>0.0</u>	<u>(501.0)</u>	<u>(1,400.0)</u>	<u>(1,402.8)</u>	<u>(1,311.2)</u>	<u>(1,092.4)</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies						
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	152.9	222.9	187.9	187.9	187.9	187.9
Station Maintenance	205.5	213.7	222.2	228.1	232.3	236.4
State General Fund Subsidy	<u>150.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$696.4	\$624.6	\$598.0	\$603.9	\$608.2	\$612.3
Casino License and Gaming Tax Revenues	\$0.0	\$0.0	\$500.0	\$500.0	\$600.0	\$200.0
Investment Income	\$95.4	\$78.5	\$15.9	\$14.3	\$14.3	\$14.3
Other Subsidy Adjustments						
NYCT Charge Back of MTA Bus Debt Service	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)
Forward Energy Contracts Program - Gain/(Loss)	(6.6)	(13.9)	(5.9)	(0.1)	0.0	0.0
Other Local Subsidy Resources	888.7	(224.6)	0.0	0.0	183.9	139.2
Other Local Subsidy to Cover Debt Service Prepayment	(240.1)	0.0	0.0	0.0	0.0	0.0
OPEB Trust/Reserve*	0.0	0.0	(157.8)	(21.0)	85.0	822.8
Federal Formula Grant	2,302.0	1,446.7	0.0	0.0	0.0	0.0
Federal Grant Funds to pay for Capital Projects	<u>(2,302.0)</u>	<u>(1,446.7)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Subsidy Adjustments	\$630.4	(\$250.0)	(\$175.3)	(\$32.6)	\$257.4	\$950.5
Subtotal: Taxes & State and Local Subsidies	\$9,712.5	\$9,317.4	\$10,064.2	\$10,507.1	\$11,024.6	\$11,472.7
Other Funding Agreements						
City Subsidy for MTA Bus Company	\$527.2	\$523.3	\$728.6	\$824.7	\$785.3	\$822.1
City Subsidy for Staten Island Railway	44.6	42.0	80.6	77.2	75.6	75.0
CDOT Subsidy for Metro-North Railroad	<u>283.4</u>	<u>265.2</u>	<u>262.4</u>	<u>273.9</u>	<u>292.7</u>	<u>310.1</u>
	\$855.2	\$830.5	\$1,071.5	\$1,175.9	\$1,153.7	\$1,207.2
Subtotal, including Other Funding Agreements	\$10,567.7	\$10,147.9	\$11,135.8	\$11,683.0	\$12,178.2	\$12,679.9
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$1,440.9</u>	<u>\$1,401.2</u>	<u>\$1,288.7</u>	<u>\$1,254.4</u>	<u>\$1,194.2</u>	<u>\$1,226.6</u>
	\$1,440.9	\$1,401.2	\$1,288.7	\$1,254.4	\$1,194.2	\$1,226.6
TOTAL SUBSIDIES	\$12,008.6	\$11,549.1	\$12,424.5	\$12,937.4	\$13,372.4	\$13,906.5

* Contribution to and/or Reimbursements from OPEB Trust and/or OPEB Reserve Accounts.

METROPOLITAN TRANSPORTATION AUTHORITY
Summary of Changes Between July and February Financial Plans
Consolidated Subsidies
Cash Basis
(\$ in millions)

	2025	2026	2027	2028
MMTOA, PBT, Real Estate Taxes and Other				
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$1.1	(\$1,195.7)	(\$1,227.1)	(\$1,251.7)
Mass Transportation Trust Fund (MTTF)	(11.5)	1,173.4	1,204.9	1,236.3
Mortgage Recording Tax (MRT)	26.3	0.0	0.0	7.0
MRT Transfer to Suburban Counties	(0.3)	(0.5)	0.0	0.0
Urban Tax	<u>54.8</u>	<u>0.0</u>	<u>0.0</u>	<u>(5.1)</u>
	\$70.3	(\$22.8)	(\$22.2)	(\$13.4)
PMT and MTA Aid				
Payroll Mobility Tax (PMT) for Operating	\$214.9	\$234.6	\$178.8	\$105.5
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$214.9	\$0.0	\$178.8	\$105.5
For-Hire Vehicle (FHV) Surcharge				
Subway Action Plan Account	\$0.0	\$0.0	\$0.0	\$0.0
Outerborough Transportation Account (OBTA) Transfer to Operating	6.8	25.5	26.0	26.5
General Transportation Account	<u>(18.7)</u>	<u>(24.6)</u>	<u>(25.6)</u>	<u>(26.6)</u>
	\$0.0	\$0.9	\$0.4	(\$0.1)
Automated Camera Enforcement (ACE)	\$0.0	\$0.0	\$0.0	\$0.0
Peer-to-Peer Car Sharing Trip Tax	\$0.0	\$0.0	\$0.0	\$0.0
Capital Lockbox Fund				
Payroll Mobility Tax (PMT) for Capital Funding	\$501.0	\$1,400.0	\$1,428.0	\$1,449.4
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0
Real Estate Transfer Tax	0.0	0.0	0.0	0.0
Internet Marketplace Tax - NYS	0.0	0.0	0.0	0.0
Internet Marketplace Tax - NYC	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Subtotal:	501.0	1,400.0	1,428.0	1,449.4
Less: Debt Service on Lockbox Bonds for the 2020-2024 Capital Program	148.5	276.9	492.7	573.5
Less: Debt Service on Lockbox Bonds for the 2025-2029 Capital Program	0.0	0.0	(25.2)	(138.2)
Less: 2020-2024 Capital Program PAYGO and CBDTP Expenses	<u>(148.5)</u>	<u>(276.9)</u>	<u>(492.7)</u>	<u>(573.5)</u>
Less: 2025-2029 Capital Program PAYGO	<u>(501.0)</u>	<u>(1,400.0)</u>	<u>(1,402.8)</u>	<u>(1,311.2)</u>
	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies				
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	35.0	0.0	0.0	0.0
Station Maintenance	5.5	11.6	12.8	12.2
State General Fund Subsidy	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$40.5	\$11.6	\$12.8	\$12.2
Casino License and Gaming Tax Revenues	\$0.0	\$0.0	\$0.0	\$0.0
Investment Income	\$42.1	\$0.0	\$0.0	\$0.0
Other Subsidy Adjustments				
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	0.0	0.0
Forward Energy Contracts Program - Gain/(Loss)	(1.3)	(4.1)	(0.1)	0.0
Other Local Subsidy Resources	(292.5)	0.0	(49.0)	(162.3)
Other Local Subsidy to Cover Debt Service Prepayment	0.0	0.0	0.0	0.0
OPEB Trust/Reserve*	0.0	(157.8)	(21.0)	(17.0)
Federal Formula Grant	1,446.7	0.0	0.0	0.0
Federal Grant Funds to pay for Capital Projects	<u>(1,446.7)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Subsidy Adjustments	(\$293.7)	(\$161.9)	(\$70.1)	(\$179.3)
Subtotal: Taxes & State and Local Subsidies	\$62.3	\$62.3	\$99.7	(\$75.2)
Other Funding Agreements				
City Subsidy for MTA Bus Company	\$3.1	\$17.5	(\$0.2)	(\$4.4)
City Subsidy for Staten Island Railway	(10.4)	6.7	4.6	4.0
CDOT Subsidy for Metro-North Railroad	<u>0.7</u>	<u>(11.6)</u>	<u>(15.3)</u>	<u>(7.2)</u>
	(\$6.7)	\$12.6	(\$10.9)	(\$7.6)
Subtotal, including Other Funding Agreements	\$55.6	\$74.9	\$88.8	(\$82.8)
Inter-agency Subsidy Transactions				
B&T Operating Surplus Transfer	<u>\$62.2</u>	<u>\$16.1</u>	<u>\$27.8</u>	<u>\$53.9</u>
	\$62.2	\$16.1	\$27.8	\$53.9
TOTAL SUBSIDIES	\$117.8	\$91.0	\$116.6	(\$28.9)

* Contributions to and/or Reimbursements from OPEB Trust and/or OPEB Reserve accounts.

[THIS PAGE INTENTIONALLY LEFT BLANK]

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2026-2029

Debt Affordability Statement after Below-the-Line Adjustments ⁽¹⁾

\$ in millions

Forecasted Debt Service and Borrowing Schedule		Notes	2024 ACTL	2025	2026	2027	2028	2029
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3		\$2,859.9	\$2,497.4	\$2,949.7	\$3,271.0	\$3,431.5	\$3,610.3
Forecasted New Long-Term Bonds Issued	4		-	497.7	673.3	1,548.3	1,277.3	4,234.4
Forecasted Debt Service by Credit ⁹		Notes	2024 ACTL	2025	2026	2027	2028	2029
Transportation Revenue Bonds								
Pledged Revenues	5		\$15,536.7	\$16,676.7	\$16,686.9	\$16,921.7	\$17,088.8	\$17,255.8
Debt Service	10		1,344.6	945.0	1,195.9	1,310.3	1,311.3	1,360.4
Debt Service as a % of Pledged Revenues			9%	6%	7%	8%	8%	8%
Dedicated Tax Fund Bonds								
Pledged Revenues	6		\$639.6	\$583.2	\$1,768.2	\$1,799.6	\$1,831.1	\$1,863.6
Debt Service	10		250.0	297.1	294.0	344.1	374.2	345.3
Debt Service as a % of Pledged Revenues			39%	51%	17%	19%	20%	19%
Payroll Mobility Tax Bonds								
Pledged Revenues	7		\$3,386.1	\$3,638.6	\$3,785.9	\$3,856.2	\$3,909.9	\$3,946.3
Debt Service	10		651.1	516.2	638.2	738.0	775.4	954.5
Debt Service as a % of Pledged Revenues			19%	14%	17%	19%	20%	24%
Triborough Bridge and Tunnel Authority General Revenue Bonds								
Pledged Revenues	8		\$2,076.1	\$2,074.7	\$2,102.0	\$2,127.9	\$2,157.4	\$2,180.8
Debt Service	10		591.4	719.3	818.5	876.5	961.9	891.0
Debt Service as a % of Total Pledged Revenues			28%	35%	39%	41%	45%	41%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds								
Pledged Revenues	9		\$1,484.7	\$1,355.5	\$1,283.5	\$1,251.4	\$1,195.5	\$1,289.8
Debt Service	10		17.9	16.0	-	-	7.5	58.9
Debt Service as a % of Total Pledged Revenues			1%	1%	0%	0%	1%	5%
Triborough Bridge and Tunnel Authority 2nd Subordinate Revenue Bonds								
Pledged Revenues	11		\$1,466.8	\$1,339.4	\$1,283.5	\$1,251.4	\$1,188.0	\$1,230.9
Debt Service	10, 13		4.8	0.8	-	-	-	-
Debt Service as a % of Total Pledged Revenues			0%	0%	0%	0%	0%	0%
2 Broadway Certificates of Participation								
Lease Payments			\$0.1	\$3.1	\$3.0	\$2.1	\$1.2	\$0.2
Cumulative Debt Service (Excluding State Service Contract Bonds)		Notes	2024 ACTL	2025	2026	2027	2028	2029
Total Debt Service before Below-the-Line Adjustments:	1, 2, 3		\$2,859.9	\$2,497.4	\$2,949.7	\$3,271.0	\$3,431.5	\$3,610.3
Fare and Toll Revenues before Below-the-Line Adjustments			\$7,568.8	\$7,825.7	\$7,936.4	\$8,048.0	\$8,129.2	\$8,155.3
Total Debt Service as a % of Fare/Toll Revenue			37.8%	31.9%	37.2%	40.6%	42.2%	44.3%
Operating Revenues (including Fare/Toll Revenues) and Subsidies			\$20,849.9	\$20,896.7	\$20,409.3	\$20,927.6	\$21,407.5	\$21,288.8
Total Debt Service as a % of Operating Revenues and Subsidies			13.7%	12.0%	14.5%	15.6%	16.0%	17.0%
Non-Reimbursable Exp with Debt Service without Non-Cash Liabilities			\$19,788.1	\$20,231.4	\$21,303.9	\$22,399.1	\$23,195.5	\$24,069.4
Total Debt Service as % of Non-reimbursable Expenses			14.5%	12.3%	13.8%	14.6%	14.8%	15.0%
<hr/>								
Total Debt Service <u>after</u> Below the Line Adjustments:	12		\$2,859.9	\$2,497.4	\$2,949.7	\$3,271.0	\$3,431.5	\$3,610.3
Fare and Toll Revenues after Below the Line Adjustments	12		\$7,568.8	\$7,825.7	\$8,285.0	\$8,681.1	\$8,818.0	\$9,135.1
<i>Total Debt Service as a % of Fare and Toll Revenue after BTL Adjts.</i>			<i>37.8%</i>	<i>31.9%</i>	<i>35.6%</i>	<i>37.7%</i>	<i>38.9%</i>	<i>39.5%</i>
Operating Revenues and Subsidies after Below the Line Adjustments	12		\$20,849.9	\$21,196.7	\$21,038.4	\$21,539.4	\$22,078.3	\$22,237.2
<i>Total Debt Service as a % of Operating Rev/Subsidies after BTL Adjts.</i>			<i>13.7%</i>	<i>11.8%</i>	<i>14.0%</i>	<i>15.2%</i>	<i>15.5%</i>	<i>16.2%</i>
Non-reimbursable Exp with DS after Below the Line Adjustments	12		\$19,788.1	\$20,231.4	\$21,303.9	\$22,399.1	\$23,195.5	\$24,069.4
<i>Total Debt Service as a % of Non-Reimbursable Exp after BTL Adjts.</i>			<i>14.5%</i>	<i>12.3%</i>	<i>13.8%</i>	<i>14.6%</i>	<i>14.8%</i>	<i>15.0%</i>

Notes on the following page are integral to this table.

¹ Floating rate notes assumed at the variable rate assumption plus the current fixed spread to maturity.

² Synthetic fixed-rate debt assumed at swap rate; floating rate notes assumed at swap rate plus the current fixed spread to maturity.

³ All debt service numbers reduced by Build America Bonds (BAB) subsidy.

⁴ All bonds to be issued assume 30-year level debt service with the principal amortized over the life of the bonds, with the following exceptions: PMT Bonds for MTA Bond funded portion of the 2020-24 capital program, which are 30-year bonds, amortized on a level debt service basis over 20 years, from year 11 to year 30.

⁵ Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies; funds contributed to the General Transportation Account of the NYC Transportation Assistance Fund; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds, and the Payroll Mobility Tax Obligation Resolution Bonds; New York City urban tax for transit station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.

⁶ Dedicated Tax Fund pledged revenues as shown above consist generally of the following: petroleum business tax, motor fuel tax, motor vehicle fees and, beginning in 2026, district sales tax deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; in addition, while not reflected in the DTF pledged revenue figures above, the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Transportation Operating Assistance Account for the benefit of the MTA are also pledged. After the payment of debt service on the MTA Dedicated Tax Fund Bonds, these subsidies are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, the commuter system, and SIRT OA. Effective April 1, 2026, the State Fiscal Year 2025-2026 Enacted Budget will redirect 85% of annual District Sales Tax revenues currently deposited into the MMTOA Account into the MTTF on behalf of MTA.

⁷ Payroll Mobility Tax Obligations pledged revenues consist of Payroll Mobility Tax and Aid Trust Account Receipts, excluding 28.5% of gross Payroll Mobility Tax revenues dedicated to the 2025-2029 Account of the Capital Lockbox Fund, starting September 2025. Correspondingly, all debt service payable from the 2025-2029 Account of the Capital Lockbox Fund is excluded from this table.

⁸ Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.

⁹ Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.

¹⁰ Debt service schedule for each credit is attached as addendum hereto.

¹¹ Triborough Bridge and Tunnel Authority Second Subordinate (2nd SUB) Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue and Subordinate Revenue Bonds.

¹² These totals incorporate the Plan's Below-the-Line Adjustments.

¹³ Reimbursable from Capital Lockbox for 2020-2024 Capital Program.

Note: Does not include debt service to be paid by the Capital Lockbox Fund.