

Exhibit Book
MTA Board Meeting
10/29/2025

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MTA Capital Program 2020-2024

Rebuilding
New York's
Transportation
System



**CAPITAL
PROGRAM**

mta.info/capital

Amendment #5

As Proposed to the MTA Board October 29, 2025



MTA Capital Program 2020-2024

**Rebuilding
New York's
Transportation
System**



**CAPITAL
PROGRAM**

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Amendment #5
As Proposed to the MTA Board October 29, 2025

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MTA Capital Program 2020-2024

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Overview

MTA Capital Program 2020-2024



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The proposed MTA 2020-2024 Capital Program amendment (Amendment #5) encompasses \$55.432 billion of investments that renew, enhance, and expand the MTA network. Most of the program (57%) continues to focus on renewing the system to promote safe and reliable service. Enhancements are targeted toward improving system capabilities, network accessibility, and customer experience. Network Expansion projects extend the reach of the network to address evolving regional mobility needs. The MTA Capital Program Review Board (CPRB) program amendment is subdivided into “core” investments that renew and enhance, and expansion investments that extend the MTA network.

Changes to the program are summarized in Table 1 below. These include the impacts of Amendment #4 (a “letter amendment”) which was approved in late 2024 and for which there was no printed book. That amendment affected only Major Projects and Expansion, increasing the 2020-2024 program by \$121 million.

Table 1
MTA 2020-2024 Capital Program Amendment All Agency Summary (\$ in millions)

	July 2023 Approved Amendment (Amendment #3)	Proposed Program	Change
CPRB Core			
New York City Transit	\$33,964	\$33,945	(\$19)
Long Island Rail Road	3,446	3,443	(4)
Metro-North Railroad	3,408	3,404	(4)
MTA Bus	839	839	0
MTA Interagency	168	196	29
Core Subtotal	\$41,825	\$41,828	\$3
Major Projects and Expansion	10,291	10,355	64
CPRB Total	\$52,116	\$52,182	\$66
Bridges & Tunnels	3,326	3,250	(76)
Total Program	\$55,442	\$55,432	(\$10)

Numbers may not total due to rounding.

Program Evolution and Changes

The original \$54.799 billion MTA 2020-2024 Capital Program included \$51.472 billion for CPRB agencies and \$3.327 billion for the self-funded Bridges and Tunnels (B&T) program, which is not subject to CPRB approval, was approved by the MTA Board on September 25, 2019.

Amendment #1: On December 15, 2021, the MTA Board approved a letter amendment (Amendment #1) to the originally approved 2020-2024 Capital Program. This amendment increased the Capital Program by \$535 million from \$54.799 billion to \$55.334 billion, the CPRB portion increased from \$51.472 billion to \$52.007 billion. Changes to the Capital Program addressed the following: (a) budget adjustments in the New York City Transit (NYCT) program for a track and structures project; (b) increases to the sizes of the Long Island Rail Road (LIRR) and Metro-North Railroad (Metro-North) programs; (c) two new MTA Interagency elements to help administer the Capital Program; (d) budget adjustments within and to the MTA Network Expansion program to support the Penn Station Access (PSA) project; and (e) elements with 10% increases which require CPRB approval. The CPRB approved this amendment on December 23, 2021.

Amendment #2: On July 27, 2022, the MTA Board approved an amendment (Amendment #2) to the 2020-2024 Capital Program. The amendment increased the Capital Program by \$108 million from \$55.334 billion to \$55.442 billion. The amendment included new projects, additional support for existing projects, reflected changes to project budgets based on refined scope, timing and cost estimates and identified elements in the CPRB portion of the program that had 10% budget issues and required CPRB approval to advance critical work. The CPRB approved this amendment on August 30, 2022.

Amendment #3: On June 27, 2023, the MTA Board approved an amendment (Amendment #3) to the 2020-2024 Capital Program. Amendment #3 moved \$878 million from “core” CPRB agencies to Network Expansion, with \$678 million going to Second Avenue Subway Phase 2 (“SAS2”) and \$200 million going to the Penn Station Access project. Several core projects were added to address safety, resiliency, and critical state-of-good repair needs. This amendment also reflected right-sizing of project estimates based on scope and schedule revisions, bid results, and market conditions. Finally, the amendment identified elements in the CPRB portion of the program that exceeded the 10% budget threshold and required CPRB approval. MTA Bridges and Tunnel’s \$3.326 billion program included updated estimates to project budgets, while the overall Plan value remained the same. On the funding side, Amendment #3 aligned the mix of funding with SAS2 requirements and gave recognition to the additional federal and state funding while keeping the overall funding envelope of the 2020-2024 Capital Program unchanged. The CPRB approved this amendment on July 31, 2023.

Amendment #4: On October 30, 2024, the MTA Board approved a letter amendment (Amendment #4) to the 2020-2024 Capital Program. This amendment only impacted Network Expansion budgets, increasing the Network Expansion budget from \$10.291 billion to \$10.412 billion. The MTA Expansion program was adjusted to reflect the addition of \$46.7 million in funding from New Jersey Transit and Amtrak for the Penn Reconstruction project, an addition of \$58.3 million for the Interborough Express project, and \$16.0 million for Second Avenue Subway West, increasing the overall size of the plan by \$120.1 million. The amendment was deemed approved by the CPRB on December 9, 2024.

Investment Summary

Proposed Capital Program Amendment (Amendment #5)

Within this amendment, there are significant changes to the program since the last printed book with blue pages from July 2023 (Amendment #3). The CPRB portion of the program is now \$52.182 billion which is \$66.3 million more than the July 2023 CPRB total of \$52.116 billion. The overall program, including B&T, is now \$55.432 billion, \$10.2 million less than the \$55.442 billion total program of July 2023.

Highlights of Proposed Program Changes

New Projects: Included in Amendment #5 are some new additions to the capital program. Due to resequencing in NYCT's overall stations accessibility (ADA) effort, two additional stations have been added to the 2020-2024 Capital Program: 145th Street on the 8th Ave line and Gates Ave on the Jamaica Line. Also included is a new safety-focused platform barrier initiative in NYCT's program to advance barriers on platforms at select stations systemwide. A new project for perimeter hardening at the Subways power control center and substation hardening for the LIRR at Penn Station are included as well.

Supporting Network Expansion Needs: In October 2024, the MTA Board approved an additional \$120.9 million for Network Expansion needs. Changes included an additional \$46.7 million for Penn Reconstruction. Two new projects were also created in the expansion area as a part of that amendment: \$16.0 million for a Second Avenue Subway West study (not a part of Second Avenue Subway Phase 2) and \$58.3 million to support design for the Interborough Express project (IBX). Amendment #5 proposed to remove (-\$56.7 million) of reserves from the Penn Reconstruction budget, representing a deprogramming of much of the project's reserves now that the federal government, and not the MTA, is leading the design effort at Penn Station with Amtrak as the lead agency.

Revisions to Reflect Project Cost, Schedule, and Other Project Changes: The amendment identifies project changes and additions derived from schedule updates, phasing opportunities, refined project scopes and estimates including market pricing, emerging needs, as well as administrative split-outs of scope and budget (the breaking out budgets for awards from related budgetary reserve projects). The project changes and additions include budget increases and decreases, project deferrals, advancement of projects, and split-outs of some work from existing projects into new individual projects. Savings come from projected surpluses for NYCT's ongoing New Fare Payment Systems project, revised estimates for the unawarded Fulton line signal modernization and overall savings for NYCT's ADA program that have been leveraged to add two more stations to the program.

Adjustments and savings withing the MTA Bridges & Tunnels Program: As a part of this amendment, B&T is reducing its overall program by (-\$76 million) from \$3,326.2 million to \$3,249.8 million. This is largely due to savings within the Central Business District Tolling Program (CBDTP), now substantially complete and able to release much of its remaining budget reserves. Amendment #5 proposes other changes to the B&T program as well, including adjustments to existing project budgets, budget adjustments for new needs, and the removal of two projects that are no longer needed.

Agency Element 10% Issues: Pursuant to the Public Authorities Law, increases to agencies' elements greater than 10% of the element budget require approval of the CPRB. The individual agency sections compare proposed increases above this 10% limit with the most recent CPRB-approved plan. B&T is not subject to CPRB oversight and is exempt from this requirement.

Program Funding

Funds currently projected to be available for the proposed 2020-2024 Capital Program amendment (Amendment #5) total \$55.432 billion. Changes to funding are summarized in Table 2 below. Amendment #5 builds upon the impacts of the previously approved Amendment #4, which resulted in a net increase to the funding envelope of \$121 million primarily due to the additional funding from the State for the Interborough Express and Second Avenue Subway West projects (a “Letter Amendment,” which was approved in late 2024 and for which there was no printed book), and other adjustments since. The narrative below highlights funding adjustments since Amendment #3 in the most recently published book. The primary change is the final recognition of previously announced and anticipated federal funding for the Penn Station Access project, following the December 2024 execution of a funding agreement with the FRA and a revised memorandum of understanding with Amtrak, along with a corresponding reduction in MTA Bonds and PAYGO which was serving as a temporary funding source until the federal award was finalized.

Table 2
MTA 2020-2024 Capital Program Amendment Funding Plan (\$ in millions)

Program Funding Plan	July 2023 Amendment #3	Proposed Program*	Change
Capital from Central Business District Tolling Sources	\$15,000	\$15,000	\$0
Capital from New Revenue Sources	10,000	10,000	0
- <i>Federal Formula</i>	9,984	9,984	0
- <i>Federal New Starts (Second Avenue Subway Phase 2)</i>	2,005	2,005	0
- <i>Federal Flexible & Other</i>	1,084	2,762	1,678
Federal Subtotal	13,073	14,751	1,678
MTA Bonds & PAYGO	7,393	6,043	(1,350)
State of New York	3,101	3,159	58
City of New York	3,007	3,052	45
Other Contributions	542	177	(365)
Total CPRB Program	\$52,115	\$52,181	\$66
Bridges and Tunnels Bonds & PAYGO/Cash	3,327	3,251	(76)
Total 2020-2024 Program	\$55,442	\$55,432	(\$10)

Numbers may not total due to rounding

*Amendment #5 builds upon the previously approved Amendment #4, which resulted in a net increase to the funding envelope of \$121 million primarily due to the additional funding from the State for the Interborough Express and Second Avenue Subway West projects.

Capital from Central Business District Tolling Sources

No funding change

The Capital from Central Business District Tolling Sources assumption remains unchanged.

Capital from New Revenue Sources

No funding change

The Capital from New Revenue Sources assumption remains unchanged.

MTA Bonds & PAYGO

-\$1,350 million

Since the July 2023 Plan Amendment, there has been a net reduction of (-\$1,350 million) to the MTA Bonds and PAYGO assumptions, primarily due to the previously announced and anticipated federal FRA grant for the Penn Station Access project which was not executed until December 2024 (see “Federal” and “Other” below). Additional reductions, which reflect a combination of increased funding from the City of New York, federal discretionary grants, and other adjustments, also contribute to the overall decrease. Partially offsetting these reductions is a +\$2 million transfer of Bridges and Tunnels dedicated funding to support interagency initiatives. These items are described in more detail below.

Federal

+\$1,678 million

Since the July 2023 Plan Amendment, the total federal funding assumption increases by +\$1,678 million. This includes an increase of +\$1,644 million from the FRA for the Penn Station Access project following the December 2024 execution of a funding agreement with the FRA and a revised memorandum of understanding with Amtrak, both of which were previously announced and anticipated but not yet finalized or recognized in the previous amendment to the capital plan. This increase is offset by a -\$365 million reduction in Amtrak’s share of the PSA project as part of the agreement for receiving the FRA grant (see “Other” below). Federal funding also increased by +\$33 million in PROTECT grant funds for the NYCT Westchester Yard project, and +\$1 million from the federal Enhanced Mobility of Seniors and Individuals with Disabilities program for the NYCT tactile guideway and wayfinding project.

State of New York Capital

+\$58 million

The 2024 Letter Amendment included an additional +\$68 million contribution from the State to support the Interboro Express (IBX) (\$52 million) and Second Avenue Subway West Expansion (\$16 million) projects. This increase is partly offset by a (-\$10 million) reduction to the State’s \$100 million funding for Penn Reconstruction, to align with project cost re-estimates.

City of New York Capital

+\$45 million

The proposed amendment increases City funding by \$45 million. Included in this increase is +\$29 million in matching funds for federally funded MTA Bus Company projects. The City is also

contributing an additional +\$16 million to support ongoing efforts to enhance police radio coverage in the subway system.

Other

-\$365 million

The proposed amendment reduces Amtrak's share of the Penn Station Access cost by (-\$365 million) due to the receipt of FRA grant funding.

The 2024 Letter Amendment recognized +\$47 million in contributions from New Jersey Transit and Amtrak towards Penn Redevelopment. Amendment #5 reprograms these contributions out of the 2020–2024 Capital Program to reflect updated project delivery responsibilities and to align with funding structures in prior capital programs, while the funds remain committed to the Penn Redevelopment Project.

Bridges and Tunnels Program Funding

-\$76 million

The proposed amendment reduces Bridges and Tunnels Program funding category by (-\$76 million), of which (-\$74 million) comes from savings within the \$503 million CBDTP infrastructure budget. The remaining (-\$2 million) is transferred to MTA Interagency.

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New York City Transit

MTA Capital Program 2020-2024



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Overview – New York City Transit

This proposed amendment adjusts the content of NYCT's 2020-2024 Capital Program. The total value of the revised program is \$33.945 billion, which is a net decrease of -\$19 million from Amendment #3 approved by the MTA Board in June 2023. The net decrease reflects administrative budget transfers that have occurred since the approval of Amendment #3.

Amendment #5 includes adjustments to reflect refined project scopes and cost estimates, bid experiences, schedule changes, and market conditions since the last update to the Board. As a result, there are significant increases in several investment categories. The categories with the largest increases are Buses (+\$117 million), Line Equipment (+\$126 million), and Shops and Yards (+\$153 million). The following are increases of particular note:

- The increase in the Buses category reflects higher costs for the rollout of battery-electric buses, including an increase in the projects to purchase 475 battery-electric buses and an increase in the project to deploy electric bus charging infrastructure. These increases are due to economic conditions in the industry and refinements to the rollout strategy for electric bus charging.
- The increase in the Line Equipment category reflects the addition of three Superstorm Sandy resiliency projects, to provide additional budgetary support for projects that are otherwise budgeted in the Superstorm Sandy portion of the 2010-2014 Capital Program. This additional budgetary support is required based on bid results and due to temporary funding availability issues in the earlier capital program.
- The increase in the Shops and Yards category reflects an updated scope and estimate for the Westchester Yard Drainage Improvements project. This project's scope has increased to include required water detention tanks and a new pump station.

These increases are offset by strategic project reductions throughout the NYCT program. The largest decrease are in the Signals and Communication (-\$315 million). The decrease in the Signals and Communication category reflects a revised estimate for upgrading the signals on the Fulton Line, with no reduction in the planned limits of work.

Aside from these increases and reductions, this amendment also reflects the re-sequencing of several station accessibility projects, resulting in a net increase of two stations to be made accessible in the 2020-2024 Capital Program under the Americans with Disabilities Act (ADA). The total number of stations being made accessible in this capital program is now 69. Because of favorable bid experience for ADA projects awarded since the inception of the 2020-2024 Capital Program, this net increase of two stations can be accommodated within the existing

ADA program budget.

This amendment also reflects the administrative split-out of some work from existing projects into new individual projects. These split-outs are being implemented at the time of the contract to provide better budget control and transparency.

Table 3 and the discussion that follows summarize the proposed changes to NYCT's 2020-2024 Capital Program by investment category.

Table 3
NYCT 2020-2024 Capital Program Amendment by Category (\$ in millions)

Category	July 2023 Amendment #3	Proposed Program	Change
Subway Cars	\$4,327.7	\$4,335.0	\$7.3
Buses	1,878.5	1,995.4	116.9
Passenger Stations	9,558.3	9,532.6	(25.7)
Track	2,556.4	2,556.6	0.1
Line Equipment	362.8	488.3	125.5
Line Structures	3,127.1	3,215.0	87.9
Signals & Communications	6,718.5	6,403.8	(314.7)
Traction Power	1,510.4	1,497.0	(13.4)
Shops & Yards	508.3	661.4	153.1
Depots	956.1	962.5	6.5
Service Vehicles	226.8	165.8	(61.1)
Miscellaneous	1,839.7	1,677.0	(162.8)
Staten Island Railway	393.0	454.9	61.9
Total New York City Transit Program	\$33,963.7	\$33,945.2	(\$18.5)

Numbers may not total due to rounding

New York City Transit Subway Cars Category T-801

+\$7.3 million

The net increase of (+\$7.3 million) in this category reflects increases associated with the exercise of Options 1 and 2 of the R211 car purchase contract. There is an increase in the Purchase of 640 B-Division Cars (R211 Option 1) project (+\$7.3 million) and, likewise, an increase in the Purchase 435 B-Division Cars (R211 Option 2) project (+\$34.3 million). Both increases are based on refined estimates for support costs when the options were exercised. The scope of Option 2 has been revised from 437 cars to 435 cars, based on the latest forecasted needs for subway cars to meet service requirements, and in coordination with the next planned B-Division car purchase in the 2025-2029 Capital Program.

There is also a new project for the design of the R268 B-Division car purchase contract (+\$3.5 million). Construction of that contract is funded in the 2025-2029 Capital Program.

Partially offsetting these increases, there is a reduction in the New/Upgrade Car Investments project (-\$37.8 million). The remaining budget in this project will be used for the purchase of new A-Division cars, supplementing the additional budget that has been allocated for that purpose in the 2025-2029 Capital Program.

New York City Transit Buses Category T-803

+\$116.9 million

There is a net increase of (+\$116.9 million) in this category, primarily reflecting higher costs for the rollout of battery-electric buses.

There is a net increase in the projects to purchase 475 battery-electric buses (+\$22 million), based on bid results. This net increase reflects the split-out of funding to the Purchase 193 Standard Electric Buses project (+\$266.6 million) and to the Purchase 72 Articulated Electric Buses project (+\$142.6 million). There is also a net increase (+\$50 million) in the Electric Bus Charging Infrastructure project,

Non-electric bus purchases are also subject to economic conditions that have caused costs to increase. There is an increase in the Purchase 92 Express Buses project (+\$47.2 million), based on the most recent estimates. There is also an increase in the Bus Purchase Design project (+\$0.9 million), mainly due to design costs for the 92 Express Buses. A project to Purchase 245 Articulated Buses has been reduced to 224 buses to fit within its available budget; the remaining 21 buses are reprogrammed in the 2025-2029 Capital Program.

There is also a net decrease (-\$3.3 million) in bus technology projects, based on the reprioritization of some proposed technological initiatives. The largest technology project, Automated Passenger Counting, remains unchanged.

New York City Transit Passenger Stations Category T-804

-\$25.7 million

This category has an overall decrease of (-\$25.7 million).

The Fare Collection element has a net decrease (-\$60.5 million). This is primarily due to a reduction in the New Fare Payment System (NFPS): Additional Support Costs project (-\$67.6 million), based on anticipated cost savings, partially offset by an increase in the Additional Work: Fare Collection project (+\$7.1 million).

There is a net decrease (-\$110.7 million) in the Station Escalators / Elevators element. The total number of elevators and escalators to be replaced remain at 78 and 66, respectively; however, there are net decreases in elevator projects (-\$29.4 million) and escalator projects (-\$86 million) based on anticipated cost savings. These net decreases reflect the split-out of two projects to replace 37 elevators (+\$301.5 million) and two projects to replace 24 escalators (+\$240.6 million). Finally, this amendment reflects additional funding for elevator and escalator designs (+\$6.4 million), to complete the designs for all remaining projects.

The Station Work element has a net increase (+\$145.5 million), reflecting several dynamics:

- A new Platform Barriers project (+\$45 million). The new Platform Barriers project will install static platform barriers at select stations systemwide, thereby enhancing station security more quickly and efficiently and at a greater number of stations.
- A net reduction in the Station Renewals at 2 Locations project (formerly Station Renewals at 3 Locations). A renewal at one location is rescheduled to a future capital program (-\$96 million), to coordinate with other work at the same station. This is partially offset by an increase for the remaining two renewals (+\$41 million), based on the latest estimates.
- A net reduction in station renewals (-\$32 million), based on bid results for the renewal at 242 St on the Broadway-7th Avenue line and the latest estimates for other locations not yet awarded. This net reduction reflects the split-out of the 242 St station renewal (\$31.4 million) from the Station Renewals at 5 ADA Locations project.
- A net increase in station component projects that are not yet awarded or were recently awarded (+\$58 million), based on the identification of additional state of good repair needs, the latest estimates, and bid results. This net increase is inclusive of changes to the following projects: Plat, Mezz, & Interior Stair Comps: ADA Locations, Station

Components: Various Locations, the Small Business Mentoring Program-Stations project, Misc. Station Component/Renewal Work, Miscellaneous Station Investments, and Other Station Work project; as well as 10 projects that have been split out. These split-outs include the Station Components Progressive Design-Build Pilot (43 Locations) project (+\$54.7 million); station component projects at Broadway Junction, New Lots Av, 46 St-Bliss St, and Burnside Av stations (+\$46.2 million); a project for emergency lighting at 11 Stations (+\$17.5 million); and four smaller projects at various locations (+\$5 million).

- A net increase in 13 station component and renewal projects that are already in construction (+\$28 million), based on conditions identified during construction. Most notably, this increase reflects additional scope for renewal projects at five stations on the Flushing line based on newly observed field conditions.
- The addition of several new projects, including a project to construct a customer service center at Parkchester station (+\$3.7 million), a project for stormwater mitigation at WTC Cortlandt St station (+\$17.3 million), and a project to outfit a new Department of Subways stations central maintenance facility (+\$26.4 million). This amendment also adds a project to upgrade communications and security systems at Sutphin Blvd-Archer Avenue station (+\$7.6 million); this is a continuation of an ongoing initiative that began in the 2015-2019 Capital Program.
- A net reduction to water remedy/mitigation projects (-\$8 million), based on bid results and the latest estimates for remaining work. This net reduction reflects the split-out of two stormwater mitigation projects (+\$18 million) and the 2023 water condition remedy project (+\$5.9 million) from the Stormwater Mitigation: Various Stations project and the Water Condition Remedy: Various Locations project, respectively.
- A net reduction to station painting projects (-\$4.1 million), based on bid results. This net reduction reflects the split-out of station painting projects at seven stations (\$3.9 million), split out from the Station Painting: Various Locations project.
- A net reduction to station ventilator projects (-\$2 million), based on bid results and savings realized during construction. This net decrease reflects the split-out of Phases 22, 23, and 24 of the station ventilator program (+\$13.3 million) from the Station Ventilators: Various Locations project.
- Lastly, there is an increase in the design projects for station components, station renewals, and miscellaneous station work (+\$43.3 million); an increase in the Station Condition Survey project (+\$16.9 million); and an increase in the Art at Other Stations

project (+\$2 million). These increases are to complete the designs for all remaining work in this element, begin the advancement of station projects for the 2025-2029 Capital Program, and support the associated MTA Arts & Design initiatives.

There is no net change to the total budget of the Accessibility element; NYCT remains committed to maintaining this historically significant level of investment to make stations compliant with the Americans with Disabilities Act (ADA). This amendment reflects the resequencing of several station accessibility projects, resulting in a net increase of two stations to be made accessible via the 2020-2024 Capital Program:

- Accessibility projects at four stations are added to this capital program: Fort Hamilton Parkway station on the West End line, 2nd Avenue station on the 6th Ave line, and Morrison Avenue-Soundview and Middletown Road stations on the Pelham line.
- Accessibility projects at two stations, which were previously included in this capital program, are now delayed to a future capital program due to technical complexities encountered during the scoping process: Kings Highway station on the Sea Beach line and 168 Street station on the Broadway-7th Ave line. These stations require further study to develop feasible and cost-effective accessibility solutions.
- The ADA: 2 Stations to be Identified project has been replaced with two specific stations that are now identified: 145th St on the 8th Ave line and Gates Av on the Jamaica Line.

Because of favorable bid experience for all ADA projects awarded since the inception of the 2020-2024 Capital Program, this net increase of two stations can be accommodated within the existing ADA program budget. The total number of stations being made accessible in this capital program is now 69, including three stations budgeted for the Staten Island Railway category.

This amendment reflects the split-out of ADA projects at 20 stations (+\$1.461 billion), including one of the newly added stations (Middletown Road), and adjustments to the budgets of several projects based on field conditions encountered during construction. Likewise, this amendment reflects the split-out of additional design costs (+\$58.8 million); a new project for the Owner-Controlled Insurance Program (+\$67 million); and a new project to address additional support costs for Queensboro Plaza station on the Flushing line (+\$1 million), which is primarily funded in the 2015-2019 Capital Program, but requires additional funding based on needs that emerged during construction. All these projects were split out from the ADA: 43 Stations project, which is now renamed ADA: 25 Stations and retains a sufficient budget for all remaining 25 stations in this capital program that are not yet awarded.

New York City Transit Track Category T-805

+\$0.1 million

There is a small net increase in the Track category (+\$0.1 million) that offsets a small net decrease in the yard track and switch program (discussed in the Shops and Yards category), to reflect the split-out of the 2024 program of projects.

The net zero change in track and switch investment results from an increase (+\$115.4 million) in the Mainline Track Rehabilitation element, offset by a decrease (-\$115.3 million) in the Mainline Switch Replacement element, reflecting the latest investment strategy and prioritization of projects to take advantage of track access opportunities.

Several projects for track and switch work in 2020-2023 were adjusted based on current estimates to complete the work and the resequencing of some locations. There is a net increase (+\$28 million) in the prior-year track projects and a net decrease (-\$26 million) in the prior-year switch projects. These changes are part of the overall funding shift in this category from switch replacement to track rehabilitation based on the latest prioritization, as well as supporting track work in conjunction with select stations projects.

This amendment also reflects the split-out of location-specific projects for the 2024 Track Program (+\$213 million), the 2024 switch program (+\$120 million), the 2024 Continuous Welded Rail program (+\$35 million), and the 2023 and 2024 track force accounts (+\$70 million) with funding transferred from the programmatic reserves. These split-outs provide better budget control and transparency.

New York City Transit Line Equipment Category T-806

+\$125.5 million

In this amendment there is an increase in the Line Equipment category (+\$125.5 million).

The main driver of the increase is the addition of three resiliency projects (+\$79.1 million), to provide additional budgetary support for projects that are otherwise budgeted in the Superstorm Sandy portion of the 2010-2014 Capital Program. This additional budgetary support is required based on bid results and due to federal funding availability issues in the earlier capital program..

There is also a net increase in fan plant projects (+\$37.2 million). This reflects an increase in fan plant component repairs that are currently in design (+\$50.2 million), based on the latest estimates. Partially offsetting this increase is a decrease in the Rehab Fan Plant Damper Systems – 7 Locations project (-\$13 million), based on savings realized at the completion of construction. This net increase reflects the administrative split-out of a project to install fiber cable supporting fan plants on the Concourse Line (+\$2 million), which was split out of the Fan Plants: Various Locations project.

There is also a net increase in pumping projects (+\$9 million). This reflects an increase in pump room rehabilitation and deep well backflushing projects that are currently under construction (+\$11.8 million), based on bid results. Partially offsetting this increase is a decrease in the Deep Wells Back-flushing – Lenox Line project (-\$2.7 million), based on savings realized at the completion of construction. The net increase reflects the administrative split-out of projects to rehabilitate four pump rooms (+\$54.7 million) and for deep wells backflushing at two locations (+\$11.8 million), which were split out from the Pump Rooms & Deep Wells: Various Locations project. The net increase also reflects the split-out of a project to rehabilitate the Rockwell Place Pump Room (+\$27.9 million), which was split out from the Additional Work: Line Equipment project.

New York City Transit Line Structures Category T-807

+\$87.9 million

In this amendment there is an increase in the Line Structures category (+\$87.9 million).

The largest increase is for elevated structure paint projects (+\$145 million). This net increase mainly reflects bidding results for recently awarded paint projects on the Broadway-7th Avenue, Myrtle, and Culver lines and a recently awarded column repairs project on the West End line (+\$136 million). While painting contracts also address steel defects on the structure, the number of repairs on the West End line warranted a separate stand-alone column repair project, which has been awarded separately in advance of the painting work. The net increase reflects the split-out of four projects for the recently awarded work (+\$474 million) from the Elevated Structure Painting and Repair project. In addition, there is an increase in painting projects on the Jamaica line (+\$6 million), due to conditions identified during construction. There are also three new projects added for additional costs on the White Plains Road and Dyre lines (+\$4 million), to provide additional budget support for projects that are primarily funded in prior capital programs, based conditions identified during construction. These increases were partially offset by savings in two small paint pilot projects on the Culver Line (-\$2 million), based on final costs at the completion of construction.

Elevated structure repair projects also see an increase (+\$130 million). This net increase mainly reflects the latest estimates for projects currently in design and bid results for a recently awarded project to repair expansion joints on the Broadway-7 Avenue Line (+\$117 million). The net increase reflects the split-out of the expansion joints project (+\$17 million) from the Elevated Structure Repairs: Various Locations project. There is also an increase in the Woodside Structures project (+\$12 million), due to conditions identified during construction.

Subway structure repair projects have a net decrease (-\$184 million). This net decrease primarily reflects the rescheduling of certain work to a future capital program that could not presently advance due to lack of track access availability, as well as new estimates and bid results for work that remains in this capital program (-\$182 million). The net decrease reflects the split-out of Line Structure Component Repair Program (LSCR) projects on the 6 Avenue, Broadway-7 Avenue, 8 Avenue, Lexington, and Jerome lines (+\$265 million), design for a future LSCR project on the 4 Avenue line (+\$2 million), two projects for the rehabilitation of emergency exits systemwide (+\$15 million), and a vent reconstruction project on the Canarsie line (+\$10 million). These projects were split out from the Subway Structure Repairs: Various Locations project. There are also savings in the 2021 emergency exits project and projects for ventilators between stations and LSCR on Brighton line (-\$3 million), based on savings realized at project completion.

Miscellaneous Line Structure projects have a net increase (+\$18 million), due to new estimates and bid results. This net increase reflects the split-out of six projects for demolishing abandoned structures located throughout the subway network (+\$5 million), which were split out from the Miscellaneous Line Structure Investments project.

Stormwater protection projects have a net increase (+\$1 million), due to new estimates and bid results. This net increase reflects the split-out of a project that addresses a connection to the city sewer at 81st Street on the Broadway-7 Avenue Line (+\$10 million) from the Stormwater Mitigation: Various Locations project.

A new project has been added to perform minor outstanding work at the 63rd Street vent building related to the East Side Access project (+\$4.3 million).

There is a decrease in the Elevated Structure Netting project (-\$40 million), based on NYCT's evaluation of the performance of netting installed in earlier pilots. \$9.7 million remains in the project for locations where netting may be feasible and beneficial.

An administrative adjustment was made to three Rockaway Line rehabilitation projects (South Channel Bridge, Hammels Wye, and Over-Land Sections) to move budget related to insurance coverage to the Miscellaneous category (-\$9 million).

Lastly, there is a net increase in the projects for design of subway, elevated, paint, and miscellaneous structures work (+\$23 million), to complete the designs for all remaining work in this category.

New York City Transit Signals & Communication Category T-808

-\$314.7 million

In this amendment there is a net decrease in the Signal Modernization element (-\$423.3 million) as well as a net increase in the Communications element (+\$108.6 million).

Within the Signal Modernization element, there is a large decrease in the SigMod: 3 Lines and Associated Interlockings project (-\$577.2 million), which primarily reflects a revised estimate for upgrading the signals on the Fulton Line (with no reduction in the planned limits of work), as well as new scope to qualify an additional CBTC equipment supplier. This decrease reflects the split-out of a Rail Simulation Study project (\$0.6 million) from the SigMod: 3 Lines and Associated Interlockings project.

Partially offsetting this decrease, there are increases in several CBTC projects which are already underway. There is an increase in the project to install CBTC on Queens Boulevard East (+\$29.6 million), due to needs identified during construction. Likewise, there is a new project for additional costs for CBTC on Queens Boulevard West (+\$13.3 million), to provide additional budget support for a project that is primarily funded in prior capital programs, based on conditions identified during construction. There is also an increase in the project for CBTC on the Crosstown line, based on a higher estimate to remove legacy signals after the completion of the CBTC installation contract (+\$15.4 million).

There is a net increase in the program to equip subway cars and work vehicles for CBTC operation (+\$35 million), based on new estimates, bid results, and needs identified during construction. This increase reflects the split-out of projects to equip R211 subway cars (+\$18.6 million), projects for preliminary work to equip B-Division cars with a second CBTC radio (+\$7.1 million), and a CBTC Carborne Equipment Purchase project (+\$2.2 million), of all of which were split out of the SigMod Equipment for Cars and Locomotives project.

Other than CBTC projects, there is also an increase in the System-Wide Signal Improvements project (+\$33.3 million), based on refined scopes and estimates developed during design. Partially offsetting this increase, there are savings realized at the completion of construction in the Mechanical Plug-In Timer Relays Replacement project (-\$4.8 million) and the Single Chip Ultra-Wideband (UWB) Interoperability Proof of Concept project (-\$10.7 million).

Lastly, there are increases in design and support projects. There is an increase in the system-wide CBTC General Engineering Consultant (GEC) services project (+\$3.6 million), based on needs to support all of the CBTC projects in this capital program through completion. Likewise, there is an increase in the Signal Modernization Design project (+\$38.1 million), to complete the designs of all of the CBTC, car equipment, and system-wide signal improvements projects.

In the Communications element, the increase is primarily due to a net increase in station information systems projects (+\$104 million), based on the latest estimates and bid results. This net increase reflects the split-out of the PA/CIS Upgrade: Canarsie Line, Phase 2 project (+\$83.3 million) from the Station Information Systems: Various Locations project.

There is also a net increase in communication network upgrade projects (+\$28 million), based on bid results. This net increase reflects the split out of the Upgrade ASYNC Fiber Optic Network Ring E project (\$32.8 million), the Connection Oriented Ethernet (COE) 3C project (+\$138.6 million), and the PSLAN Upgrades for PA/CIS Phase 0 project (+\$22.7 million), all of which were split out from the Comm Network Upgrades: Various Locations project.

There is also a net increase in communications cable projects (+\$21 million), based on a revised estimate for copper cable replacement. This net increase reflects the split-out of four projects for fiber optic cable replacement (+\$32.8 million) and one project for antenna cable replacement at Jay Street (+\$9.3 million) from the Fiber Optic Cable Replacement: Various Locations project and the Antenna Cable Replacement: Various Locations project, respectively.

There are also several smaller increases in this element. There is an increase in the Phone PBX Switch Upgrades: Various Locations project (+\$5.7 million), based on the latest estimate. There is a net increase in radio replacement projects (+\$2.7 million), based on bids received. This net increase reflects the split out of the VHF Radio Replacement project (+\$11.7 million) from the Subway Radio Equipment Replacement project. Likewise, there is a net increase in the track safety communications initiatives projects (+<\$1 million), due to needs identified during construction. This net increase reflects the administrative split-out of the Platform Camera Video Analytics project at 3 station complexes (+\$0.9 million), which was split out from the Track Safety Communications Initiatives Reserve. Lastly, there is a new project for additional support costs to complete ISIM B Module 3 (+\$0.8 million), to provide additional budgetary support for a project that is primarily funded in a prior capital program.

Partially offsetting these increases, there is a net decrease in security projects due to cost savings. Notably, there is a net decrease in Passenger ID CCTV projects (-\$42 million), based on bid results for the project that will complete the systemwide rollout of this technology. There is also a reduction in the electronic security system (ESS) project at Wall St and Broad St (-\$1.5 million), due to savings realized at the completion of construction. This amendment also reflects the split-out of two projects for design of ESS at station complexes on the 8 Avenue line (+\$1.8 million) from the Security Technology Upgrades: Various Locations project.

There is also a net decrease in the Small Business Mentoring Program - Communications project (-\$6.1 million), reflecting the award and completion of work at various locations. Lastly, there is a net decrease in communication room upgrades not performed by small business vendors (-\$3 million), based on bid results. This net decrease reflects the split-out of two

communication room projects (+\$18.1 million) from the Station Comm Room Upgrades: Various Locations project.

New York City Transit Traction Power Category T-809

-\$13.4 million

This amendment reflects a net reduction in traction power investments (-\$13.4 million), including a reduction in the Substations element (-\$76.6 million) and an increase in the Power Distribution element (+\$63.2 million).

The Substations element decrease is primarily due a net reduction to the Power Improvements, Various Locations project (-\$78.5 million), based on the latest strategy for priority power improvement work. Rather than expanding power capacity at this time, the reduction augments support in the Power Distribution element for projects addressing critical reliability needs, in addition to providing for other needs within the NYCT program. There is also a split-out of two projects to replace control and battery cable in two power control zones (+\$14.6 million) from the Power Improvements: Various Locations project.

Substation enclosure rehabilitation projects also have a net decrease (-\$23 million), based on bid results. There is an administrative split-out of three substation roof and enclosure projects (+\$32.3 million), which were split out from the Substation Enclosures: Various Locations project.

Similarly, substation equipment replacement projects have a net decrease (-\$7 million), based on bid results. There is a split-out of eight substation equipment projects (+\$102 million) from the Substation Equipment: Various Locations project. These include projects to replace various substation components such as transformers, DC lineup, and high-tension switchgear.

Offsetting those decreases is a net increase for substation renewal projects (+\$8.4 million), based on bid results. There is a split-out of six substation renewal projects (+\$275.6 million) from the Substation Renewals: Various Locations project.

There is also an increase in the Substation Design project (+\$23.6 million), to complete the designs for all of the substation renewal, equipment replacement, enclosure, and power improvement projects.

Lastly, four power improvement projects on the 63rd St and Jamaica lines have small increases and decreases based on final costs at the completion of construction, with no significant net change in their collective budgets.

In the Power Distribution element, there is an increase in the work included in the Miscellaneous Power Investments project (+\$59.8 million), based on the latest estimates for unawarded work. There is also a split-out of the Emergency Alarm Rollout Phase 1 project (+\$127.1 million) from the Miscellaneous Power Investments project.

There is also a net increase in the Circuit Breaker House (CBH) program (+\$1.5 million), based on needs discovered during construction of a project rehabilitating five locations. There is also a split-out of a project to rehabilitate one CBH at Concourse Yard (+\$5.9 million) from the Circuit Breaker Houses: Various Locations project.

There is an increase in the Power Distribution Design project (+\$11.1 million), to complete the designs for all of the CBH and miscellaneous power investment projects.

There is an increase in the Rebuild Ducts: Central Substation project (+\$0.6 million), due to additional work necessary to reach construction closeout. Offsetting these increases is a reduction in the Installation of Second Negative Rail project on the Dyre line (-\$9.9 million), due to savings realized at the completion of construction.

New York City Transit Shops and Yards Category T-810

+\$153.1 million

There is a net increase in the Shops and Yards category (+\$153.1 million).

This increase is primarily driven by the Westchester Yard Drainage Improvements project (+\$141.2 million), based on the latest cost estimate. This update reflects increased scope including required water detention tanks and a new pump station.

There is also a net increase in the shop component repairs program (+\$75 million), including the Shop Components: Various Locations project and the Shop Components Design project, based on updated estimates and bid results. This net increase reflects the split-out of projects for Heavy Shop Equipment at Various Locations (+\$11.2 million) and Coney Island Overhaul Shop Roof (+\$73.4 million) from the Shop Components: Various Locations project.

Partially offsetting this increase is a net decrease in the shop rehabilitation and reconstruction program (-\$60.9 million), primarily due to a revised strategy for addressing the obsolescence of NYCT's cable shop in Brooklyn. Rather than upgrade the existing cable shop, it was determined that a more cost-effective strategy is to outfit a new cable shop at a separate location. To execute this strategy, there is a split-out of a project for Improvements to New Cable Shop at 2016 Pitkin Avenue (+\$23.1 million) from the Shop Rehab/Reconstruct: Various Locations project.

There is also a net increase in yard lighting and fencing investments (+\$2.5 million), based on bid results. This net increase reflects the split-out of projects for yard lighting and fencing at Fresh Pond Yard (+\$24.5 million) and an Other Yard Designs project (+\$0.6 million) from the Yard Fencing/Lighting/Misc. Investments project.

There is a reduction in the Jamaica Yard Expansion Phase 1 – Design project (-\$4.7 million); construction of this project has not been prioritized for inclusion in the capital program.

There is a small net decrease in the yard track and switch replacement program (-\$0.2 million), which offsets a small net increase for mainline track and switch replacement (discussed in the Track category). This amendment also reflects the split-out of projects for the 2024 Yard Track and Switch programs (+\$6.7 million).

New York City Transit Depots Category T-812

+\$6.5 million

The Depots category is increased overall (+\$6.5 million), including an increase in the Depot Rehab & Reconstruction element (+\$9.8 million), partially offset by a decrease in the Depot Improvements element (-\$3.3 million).

The Depot Rehab & Reconstruction increase is primarily due to a net increase in the depot component repair program. There is a net increase in the Depot Component Repairs: Various Locations and Depot Component Repairs: Design projects (+\$7.9 million) based on the latest estimates. There is also a small net increase in a pair of Roof Topping & Expansion Joint Replacement projects (+\$0.5 million), based on final costs at the completion of construction.

There is also a new project added to this element for East New York Depot Windows and Façade (+\$1.1 million), to provide additional budget support for a project that is primarily funded in the 2015-2019 Capital Program, based on conditions identified during construction.

In the Depot Improvements element, there is a net decrease in the Automated Camera Enforcement (ACE) initiative, formerly known as the Automated Bus Lane Enforcement (ABLE) initiative (-\$23.1 million), due to the rescheduling of future project phases. This net decrease reflects the split-out of projects for Phase 2B, Phase 3, and Phase 4 of the rollout (+\$53.9 million) from the Automatic Bus Lane Enforcement (ABLE), Phase 2 project. There is also a decrease in the Eltingville Park & Ride Expansion project (-\$1.1 million), due to reduced support cost needs realized during construction.

Partially offsetting these decreases, there is an increase in the Bus Radio project (+\$14.7 million), to address needs identified during construction and provide budgetary support through the substantial completion of this system-wide project. Finally, there is a net increase in Miscellaneous Depot Investments (+\$6 million), based on the latest estimates and bid results. This net increase reflects the split-out of the Portable Bus Lift / Equipment Replacement project (+\$4.7 million) from the Miscellaneous Depot Investments project.

New York City Transit Service Vehicles Category T-813

-\$61.1 million

The decrease in this category reflects a net reduction in work train projects (-\$63.6 million), primarily due to the rescheduling of planned purchases for signal supply cars and refuse flat cars to coordinate with the purchase of new A-Division subway cars in a future capital program. This net reduction also reflects the split-out of the Critical Systems Upgrade of Track Geometry Cars project (+\$10 million) from the Purchase Various Work Train Cars project.

Slightly offsetting the reduction in work train projects is a net increase in non-revenue vehicle projects (+\$2.5 million), based on the latest prioritization of non-revenue vehicles to be purchased. This net reduction also reflects the split-out of the Non-Revenue Vehicles 2023 project (+\$17.1 million) from the Purchase Rubber Tire Vehicles project.

New York City Transit Miscellaneous Category T-816

-\$162.8 million

The Miscellaneous investment category has an overall net decrease (-\$162.8 million), resulting from changes in several elements.

There is a net decrease in the Miscellaneous element (-\$190.1 million). This is primarily due to a reduction in the Authority-Wide Contingency (-\$257.6) to support needs across the NYCT program of projects. There is a net increase across several insurance projects, reflecting a decision to insure more projects through the Owner-Controlled Insurance Program (OCIP), along with an increase in costs for the All-Agency Liability Insurance project. OCIP was also reduced by (-\$4 million) to support a new OCIP safety consultant project in the MTA Interagency portion of the capital program. There is also a new project for Capital Revolving Fund 2025 (+\$5.0 million), which was created to provide a sixth annual allocation of that fund in advance of the approval of the 2025-2029 Capital Program. The net decrease in this element reflects the split-out of year-specific projects for OCIP and Capital Revolving Fund from the Insurance to Support Capital Program project and the Capital Revolving Fund project, respectively.

The Management Information Systems element remains unchanged in this amendment.

There is a net reduction in the Engineering Services element (-\$14.9 million). This includes deprogramming the Utica Ave Corridor Study EIS project (-\$5 million), because future activities for this study are no longer anticipated; and a reduction in the Small Business Program Administration project (-\$1.1 million). The Scope Development and Design Reserve project is also reduced (-\$24.7 million), based on updated projected needs. These decreases are partially offset by a net increase in several engineering services projects (+\$16 million), based on the latest estimates for remaining program needs. This net increase reflects the split-out of several projects including GO Support - Traffic Checkers 2024 (+\$10.0 million), Test Pits and Test Holes at Various Locations (+\$11.1 million), Land Borings at Various Locations (\$7.1 million), and Structural Testing Systemwide (<\$1 million) from the Engineering Services to Support Capital Program project.

There is a net reduction in the Environmental Safety element (-\$1.4 million). This is primarily due to a decrease in the Fire Alarms and Sprinklers: Various Locations project (-\$6.21 million), based on bids received. This reduction is partially offset by an increase in the Environmental Remediation project (+\$4.7 million), based on the latest estimates.

There is a net increase in the Employee Facilities element (+\$43.5 million).

Several projects in this element have increased due to conditions identified during construction and closeout: EMD Facility: Hoyt-Schermerhorn FUL (+\$9.3 million); Livingston Plaza Elec, Mechanical, Generator Ph. B (+\$5.1 million); and EFR Consolidation: 2 Ave / 6AV (+\$2 million). Partially offsetting these increases, two projects realized savings at closeout: EDR Water Remedy and Equipment Replacement (-\$0.4 million) and EFR Bathroom and Breakroom Ph2 (-\$0.3 million).

There is a net decrease in subways employee facilities repair (EFR) projects that are not yet awarded or were recently awarded (-\$3 million), based on the latest scopes, estimates, and bid results. This net decrease reflects the split-out of nine projects, including the Crew Quarters (EMD) – 7th Ave Station / 6AV project (+\$19.1 million), the EFR: 5 Locations ICC project (+\$12.3 million), the EFR at ADA locations project (+\$7.2 million), and six smaller projects (+\$18 million) from the Subways Employee Facilities: Various Locations project.

There is an increase in the Employee Facilities Design project (+\$12.7 million), to complete the designs for all remaining employee facility projects.

There is a net increase to the Misc./Administrative Facility Investments project (+\$10.0 million), based on revised scopes and updated estimates for several initiatives. This net increase reflects the split-out of early project elements at the Rail Control Center Annex and 130 Livingston Street (\$0.6 million).

There is also a net increase in the facility elevator program (+\$5 million), based on the latest scope and bid results.

Lastly, there is a new project for perimeter hardening at the power control center (+\$2.8 million), which was rescheduled from a prior capital program.

Staten Island Railway SIR Category S-807

+\$61.9 million

In this amendment there is an increase in the Staten Island Railway category (+\$61.9 million).

This increase is primarily due to increases in the Bridge Structures: Various Locations project (+\$41.7 million) and the Station Components: Various Locations project (+\$27.1 million), based on conditions identified during design that led to refined scopes and estimates. Partially offsetting these increases, there is a decrease in the track and switch replacement program based on bids received (-\$7.1 million).

There is no net change to the budget for ADA work in this category. There is a split-out of a project for ADA accessibility at Huguenot station (+\$32.3 million) from the ADA: Station Reserve project. The ADA: Station Reserve project retains funds for ADA accessibility at one remaining station, Clifton.

Elements Exceeding 10 Percent of the Approved Program

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the Capital Program Review Board to be progressed. Table 4 shows those elements of the program that have grown by greater than 10% versus the last CPRB-approved program amendment. CPRB approval is necessary to progress these work elements, to the extent element amounts have increased by greater than 10%.

Table 4
NYCT Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	July 2023 Amendment #3	Proposed Program	Change
Line Equipment	\$362.8	\$488.3	\$125.5
Power Distribution	418.6	481.8	63.2
Shops and Yards	508.3	661.4	153.1
Employee Facilities	429.5	473.0	43.5
Staten Island Railway	393.0	454.9	61.9

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Long Island Rail Road

MTA Capital Program 2020-2024



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Overview – Long Island Rail Road

Amendment #5 proposes to decrease the LIRR's 2020-2024 Capital Program envelope from \$3.446 billion to \$3.443 billion. This (-\$3.8 million) net decrease represents the LIRR's contribution to MTA-wide capital program administrative and insurance costs.

The amendment includes funding transfers within as well as between asset categories in support of ongoing project initiatives.

Table 5 summarizes the proposed changes by category, and the following narrative highlights the major changes in each of the LIRR's program categories.

Table 5
LIRR 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2023 Amendment #3	Proposed Program	Change
Rolling Stock	\$148.2	\$162.7	\$14.6
Stations	802.6	803.4	0.8
Track	1,052.3	1,133.4	81.1
Line Structures	271.0	280.8	9.8
Communications and Signals	452.1	394.7	(57.4)
Shops and Yards	230.2	192.5	(37.7)
Power	263.0	257.4	(5.6)
Miscellaneous	227.0	217.7	(9.3)
Total LIRR Program	\$3,446.4	\$3,442.6	(\$3.8)

Numbers may not total due to rounding

Long Island Rail Road Rolling Stock Category L-801

+\$14.6 million

The LIRR's Rolling Stock category increases (+\$14.6 million) in this amendment.

To support the purchase of Dual-Mode Locomotives, which will be utilized for LIRR's revenue train service, \$93.1 million is added to the project's budget. This funding was made available by deferring the purchase of Work Locomotives (-\$49.9 million) and the Purchase of Coaches (-\$35.0 million). The approved 2025-2029 Capital Program includes budgets for the work locomotives and coaches.

Long Island Rail Road Stations Category L-802

+\$0.8 million

The Stations category increases (+\$0.8 million) in this amendment.

Within the Stations category, split-outs shift budgets from the Station Platform Components project (-\$146.3 million) to ADA Package 2, in order to address station platform components at Babylon, Forest Hills and Hollis stations being undertaken as part of the ADA Package 2 bundle. A budget increase for the Station Building Components project (+\$5.7 million) supports additional station component work. Funding shifts have also been made between station projects progressing as part of ADA Package 1, a bundle which includes nine LIRR stations, to support project costs as construction continues. As result of project sequencing, funding for the Elevator Replacement project has been reduced (-\$6.4 million), as only design is being progressed in 2020–2024 Capital Program with construction budgeted in the 2025–2029 Capital Program. Budget has been reallocated from the Mets-Willeys EIS Relocation project (-\$8.4 million) to the Rolling Stock asset category to support the Dual Mode locomotives project.

Long Island Rail Road Track Category L-803

+\$81.1 million

The Track category increases (+\$81.1 million) in this amendment.

As part of this amendment, a funding increase in the 2020 Annual Track Program project (+\$72.3 million) supports ongoing track work in the Queens Interlocking. In order to optimize train routing on both the Main Line and the Hempstead Branch, and to adjust to new train operations following the opening of Grand Central Madison and Elmont-UBS Arena service, additional track, switch, and signal upgrades are being undertaken within the Queens Interlocking.

The Amtrak Territory Investments project is being increased (+\$57.0 million) to support West Side Yard Flood Wall construction, an infrastructure resiliency project important for both LIRR and Amtrak operations.

Budget decreases in the Jamaica Capacity Improvements (JCI) – Reserves project (-\$6.6 million) and in the Other Track Improvements – Reserve (-\$52 million) redistributes funds to the West Side Yard Flood Wall construction as well as LIRR priority needs elsewhere in the capital program. The West Side Yard Flood Wall project has a separate supporting budget in the LIRR's Sandy portion of the 2010-2014 Capital Program.

A proposed increase in the Yard Track Rehabilitations project (+\$17 million) will allow prioritized cyclical investment in yard tracks to advance.

Long Island Rail Road Line Structures Category L-804

+\$9.8 million

The Line Structures category increases (+\$9.8 million) in this amendment.

An adjustment moves budget from the Painting, Drainage & Waterproofing of Bridges allowance into newly created projects for South Shore Bridge Painting (+\$16.5 million) and Valley Stream Viaduct (+\$8 million). A similar adjustment in the Miscellaneous Bridge Work project (\$46 million) is being combined with funding from other projects to create a new project for the Replacement of Three East End Bridges (+\$71.7 million).

In the Tunnel element, a budget shift (-\$10 million) into the Bridge element supports the Replacement of Three East End Bridges project, with adjustments shifting budgets into the Small Business Mentoring Program for Tunnels Projects (+\$7.2 million), progressing work at the 86th Street and 113th Street Hatchways of the Atlantic Avenue Tunnel.

Long Island Rail Road Communications and Signals Category L-805

-\$57.4 million

The overall Communications and Signals asset category decreases (-\$57.4 million) in this amendment.

In the Communications element, a budget reduction to the Improved Radio Coverage Initiative / FCC Mandates project (-\$1.1 million) supports ongoing work under the Babylon to Patchogue signal project.

In the Signals element, a reduction to the Hunt to Post Signals project (-\$67.6 million) allows funding to be re-allocated to other signal needs, supporting ongoing construction in both Queens Interlocking and the Babylon to Patchogue segment of the Montauk Branch. Due to project sequencing, Hunt to Post is unable to progress as part of the 2020–2024 Capital Program and is now included in the approved 2025–2029 Capital Program; its former budget is reallocated as part of this amendment to support other LIRR needs.

Long Island Rail Road Shops and Yards Category L-806

-\$37.7 million

The Shops and Yards category decreases (-\$37.7 million) in this amendment.

Administrative adjustments decrease the Shop Improvements at Various Locations (-\$49 million) and Yard Improvements at Various Locations (-\$5.3 million) projects, allowing for transfers of funding to support construction at West Side Yard and at Mid-Suffolk Yard in Ronkonkoma. Funding shifts within the Employee Facilities element supports ongoing construction at the Bethpage Facility. This includes an increase to the Small Business Development Program - Employee Facilities (+\$6.8 million) as well as an increase to the Rehabilitation of Employee Facilities – Bethpage SBDP project (+\$9.8 million).

Long Island Rail Road Power Category L-807

-\$5.6 million

The Power category is reduced (-\$5.6 million) in this amendment.

The Substation Replacements project budget has been decreased (-\$39 million), in order to address other Power investment needs. Newly created projects in this category include Penn Station Substation (E01) Hardening (+\$18.12 million) and Substation Replacement Preliminary Design (\$3 million), a project that will support substation replacement in the 2025-2029 Capital Program. A budget increase to Power SCADA System (+\$8.4 million) supports ongoing efforts to replace the Power Supervisory Control and Data Acquisition (SCADA) system in Jamaica.

Long Island Rail Road Miscellaneous Category L-809

-\$9.3 million

The Miscellaneous asset category is reduced (-\$9.3 million) in this amendment.

Reductions to the Program Administration (-\$3.9 million) and Program Development (-\$6.5 million) address funding needs elsewhere in the capital program. While administrative funding moves within the category increase the Owner Controlled Insurance Program (+\$7.4 million), in support of ongoing 2020–2024 Capital Program construction projects.

A reduction to the LIRR's capital program (-\$3.8 million) from this category shifts funding to address MTA-wide insurance and program administrative costs that are included in changes to the MTA Interagency projects in this amendment.

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Metro-North Railroad

MTA Capital Program 2020-2024



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Overview – Metro-North Railroad

The proposed amendment decreases Metro-North's 2020-2024 Capital Program from \$3,407.9 million to \$3,404.2 million. This overall decrease reflects the transfer of \$3.8 million to MTA Interagency to support MTA-wide capital program needs.

This full program amendment modifies the originally approved plan to focus on critical needs in line with customer benefits, reflect recent bids, and align resources for updated funding, project schedules, track access, and updated procurement processes. This includes the second phase of the GCT Fire Standpipe, which will replace fire life safety equipment that is beyond useful life. Metro-North has added the design of the Poughkeepsie Station, to rebuild the critical customer-facing platform elements.

As a result, some planned work is now rescheduled for a future capital program. Work that is already underway in this program, such as the phased replacement of the Grand Central Terminal (GCT) Train Shed and the replacement of aged and deteriorated station platforms on the Harlem Line will continue in the next capital program.

Table 6 and the discussion that follows summarize the proposed changes to Metro-North's 2020-2024 Capital Program by investment category.

Table 6
Metro-North Proposed 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2023 Amendment #3	Proposed Program	Change
Rolling Stock	\$725.7	\$725.7	\$0.0
Stations	889.5	909.8	20.3
Track and Structures	1,392.4	1,350.8	(41.7)
Communications and Signals	106.7	82.4	(24.3)
Power	157.0	165.8	8.8
Shops and Yards	15.6	15.6	0.0
Miscellaneous	121.0	154.0	33.1
Total Metro-North Railroad Program	\$3, 407.9	\$3,404.2	(\$3.8)

Numbers may not total due to rounding

Metro-North Railroad Rolling Stock Category M-801

No change

The Metro-North investments in this category are unchanged at \$725.7 million.

The replacement and modernization of the fleet that supports East of Hudson service on the Hudson and Harlem Lines is ongoing. These include the ongoing purchase to replace the 27-unit dual-mode locomotive fleet, as well as the base order of M9A electric cars to replace the M-3 fleet, which has exceeded its useful life. The M9A award was approved by the MTA Board in June 2025 and includes budget from both this and prior capital programs for both Metro-North and the LIRR.

Metro-North Railroad Stations Category M-802

+\$20.3 million

This category increases (+\$20.3 million) in this amendment.

In the Grand Central Terminal element, work continues as budgets have shifted reflecting changes in project scopes. The GCT Fire Standpipe Phase II (+\$6 million) to replace standpipes throughout the upper level of the terminal was increased to reflect current estimates. Small Business Mentoring Program Project Track 94 Storage Room (+\$2 million) will go ahead as planned, while the GCT – Small Business Mentoring Program project Park Avenue Tunnel emergency exits at 72nd Street (-\$3.0 million) and W. 59th Street (-\$3.2 million) are now reprogrammed to the 2025-2029 Capital Program.

The Outlying Stations element was increased by (+\$34.4 million). New Fare Payment Equipment was increased (+\$28.2 million). The Three Bronx Stations project (+\$9.7 million), construction for which is now underway, was increased based on the budget at award. Preliminary design of the next block of Harlem stations is proceeding with Harlem Line Station Renewals (-\$4.1 million) and the Harlem Line 5 Station Design (+\$7.6 million). On the Hudson Line, Poughkeepsie Station Design (+\$5 million) will produce preliminary designs to renew station platforms and replace an aging staircase. Construction for all three station design efforts will be reprogrammed into the next program.

In the Parking element, new Small Business Mentoring Program Parking projects totaling \$6.8 million are being progressed at Riverdale, Fleetwood, and Poughkeepsie Stations.

Metro-North Railroad Track and Structures Category M-803

-\$41.7 million

This category is reduced (-\$41.7 million) in this amendment.

In the Track element, Turnouts (-\$1.2 million) and Rock Slope Remediation – East of Hudson (-\$1.8 million) are reduced to reflect the actual needs upon completion. Right of Way Drainage Improvements decreases by (-\$4.0 million). Slope Stabilization in Yonkers (+\$11.0 million) will improve drainage and stabilize the slope along a section of right of way by Warburton Avenue. Maintenance of Way Work Equipment (+\$2.8 million) is increased to address inflation and supply chain issues, thereby proceeding with the planned replacement of vital equipment.

In the Structures element, F/A Undergrade Bridge Repair increases (+\$1.5 million) to account for the updated needs of the 2024 scope of the project. The increases are partially offset by projects updated to reflect a change in timing of implementation, including the Replace Undergrade Bridge Timbers project (-\$2.1 million), Bridge Walkways (-\$0.6 million), and East of Hudson Undergrade Bridge Program (-\$0.3 million).

In West of Hudson element, there are multiple reductions totaling (-\$38.6 million). Decreases within this element include West of Hudson Infrastructure Improvements (-\$15.8 million); West of Hudson Undergrade Bridges (-\$9.7 million); West of Hudson Track Program (-\$7.4 million); and Small Business Mentoring Program reserves (-\$5.7 million). \$188.4 million remains in this element to address West of Hudson needs.

Metro-North Railroad Communications and Signals Category M-804

-\$24.3 million

This category is reduced (-\$24.3 million) in this amendment.

The Radio System project (+\$9.7 million) increased to reflect a higher bid at award. Positive Train Stop Release (-\$25.0 million) has been reprogrammed to the 2025-2029 Capital Program. Other projects including Station PA System, CCTV, and Network Infrastructure are proceeding.

Metro-North Railroad Power Category M-805

+\$8.8 million

This category is increased (+\$8.8 million) in this amendment.

In the Power category, the Pelham Substation replacement project was increased (+\$11.4 million) due to updated third party cost estimates. Work at two New Haven Line Substations, substations #128 and #178 (+\$0.5 million), as well as the design effort for the Harlem Line Substation at Claremont, are ongoing.

Metro-North Railroad Shops and Yards Category M-806

No change

Investments in the category remain unchanged at \$15.6 million in this amendment.

In this category, the Upgrade Automotive Fuel System project was recently completed. The Small Business Mentoring – Shops and Yards will begin shortly with There are two projects: Upgrade Automotive Fuel Systems and Security Booth Replacement at three Metro-North Yards.

Metro-North Railroad Miscellaneous Category M-808

+\$33.1 million

This category is increased by (+\$33.1 million) in this amendment.

In this category, revised estimates for Program Administration increases by \$3.2 million. Systemwide Security Initiatives (+\$22.0 million) increases to fund the first construction package of the GCT Security project. Environmental Remediation (-\$0.8 million) and Systemwide Lead/Asbestos Abatement (-\$0.3 million) are updated to reflect ongoing needs.

Elements Exceeding 10 Percent of the Approved Program

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the Capital Program Review Board to be progressed. Table 7 shows those elements of the program that have grown by at least 10% versus the last CPRB-approved program amendment.

Table 7
Metro-North Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	July 2023 Amendment #3	Proposed Program	Change
Outlying Stations	\$273.6	\$308.1	\$34.4
Miscellaneous	121.0	154.0	33.1

Numbers may not total due to rounding

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MTA Bus Company

MTA Capital Program 2020-2024



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Overview – MTA Bus Company

Amendment #5 proposes to adjust the content of the MTA Bus Company's 2020-2024 Capital Program. The total value of the revised program is \$839.2 million, which is a (-\$0.1 million) reduction from Amendment #3.

Amendment #5 reflects a net increase within the various bus purchase projects, which is offset by a net decrease in depot and technology projects and a net decrease in program services and reserves. These changes are based on the latest estimates and priorities.

This amendment also reflects the split-outs of some work from existing projects into new individual projects. These split-outs are being implemented at the time of contract's award to provide better budget control and transparency.

Table 8 and the following discussion summarize the proposed changes to the MTA Bus Company's 2020-2024 Capital Program.

Table 8
MTA Bus Proposed 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2023 Amendment #3	Proposed Program	Change
MTA Bus Company Projects	\$839.3	\$839.2	(\$0.1)
Total MTA Bus Program	\$839.3	\$839.2	(\$0.1)

Numbers may not total due to rounding

MTA Bus Company Bus Company Projects Category U-803

-\$0.1 million

MTA Bus has a (-\$0.1 million) net reduction in this amendment. There is an increase within the various bus purchase projects (+\$31 million), which is offset by net decreases in depot and technology projects (-\$21 million) and in program services and reserves (-\$9 million). The (-\$0.1 million) reduction to the program is due to an administrative transfer to MTA Interagency.

In this amendment, there is a net increase in bus purchase projects (+\$31 million), due to economic factors driving inflation of component costs and labor. This includes an increase in the Purchase 250 Express Buses project (+\$14 million), based on bids received. The amendment also includes an increase in the Purchase 110 Standard CNG Buses project (+\$17 million), based on the latest estimates; the 110 buses will be procured with separate contracts for 90 and 20 buses. The total quantity of buses purchased in this capital program for the MTA Bus Company fleet remains unchanged.

There is a net decrease in depot and technology projects (-\$21 million); the Electric Fleet Modification at one MTA Bus Depot project has been moved to a future capital program (-\$20 million). This depot reconfiguration is not needed at the current stage of the electric bus rollout. Reprioritization has also informed the rescheduling of the Traffic Signal Priority project to a future capital program (-\$0.2 million).

Project split outs include: Generator Replacement at Spring Creek and College Point Depots (+\$18 million), Boiler Replacement at LaGuardia and Spring Creek Depots (+\$3 million), HVAC / CNG projects at Spring Creek and College Point depots (+\$34 million), Portable Bus Lift / Equipment Replacement (+\$5 million), and technology projects for the rollout of Automated Camera Enforcement (ACE) and the Bus Radio System (+\$3 million). These projects were split out from the Depot Component Repairs: Various Locations, Miscellaneous Depot Investments and Bus Systems projects.

There is a net decrease in program services and reserves (-\$9 million), including a decrease in Project Engineering and Administration (-\$11 million), partially offset by increases in Design Services and MTA Bus program contingency (+\$2 million). These changes reflect the latest forecasted needs to support the MTA Bus 2020-2024 Capital Program through its completion.

Interagency

MTA Capital Program 2020-2024



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Overview – MTA Interagency

Amendment #5 increases the overall value of the MTA Interagency portion of the 2020-2024 Capital Program by \$28.7 million reflecting budget transfers from other agencies. Within MTA Interagency there is a transfer from MTA Planning and Capital Program Support to the MTA Construction & Development category.

These changes are highlighted at the category level in Table 9 below.

Table 9
MTA Interagency 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2023 Amendment #3	Proposed Program	Change
MTA Mentoring Program Administration	\$8.3	\$28.5	\$20.1
MTA Police Department	38.9	38.9	0.0
MTA Planning and Capital Program Support	95.0	36.0	(59.0)
MTA Construction & Development	25.5	93.1	67.6
Total MTA Interagency Program	\$167.8	\$196.5	\$28.7

Numbers may not total due to rounding

MTA Interagency MTA Mentoring Program Administration Category N-800

+\$20.1 million

In this proposed amendment the MTA's Mentoring Program administration project increases (+\$20.1 million) due to transfers from individual agency capital program budgets to support a new MTA Board-approved contract supporting the MTA's Small Business Development Program. This category was previously established with transfers totaling \$4.2 million from MTA agencies' budgets to support the administration of the MTA's Mentoring Program. It later grew to \$8.3 million in Amendment #3.

This administrative project also exists in the ongoing 2015-2019 Capital Program and was similarly established and maintained with transfers from MTA agencies' budgets.

MTA Interagency MTA Police Department Category N-810

No change

This category's overall budget is not changing as a part of this capital program amendment; the mix of projects remains the same.

MTA Interagency **MTA Planning and Capital Program Support** **Category N-811**

-\$59.0 million

This category is decreasing (-\$59.0 million) due to a transfer of the \$60.0 million budget for Capital Program Support to the MTA Construction & Development category. Partly offsetting this overall reduction is an increase of +\$1.0 million additional needs to support planning studies.

MTA Interagency MTA Construction & Development Category N-813

+\$67.6 million

This category increases (+\$67.6 million) in this amendment.

There are three increases included in this amendment. The first is a +\$2.6 million increase to C&D's administrative project due to a replenishment of reserves for additional costs. Supporting budget transfers come from other agencies' capital program budgets. The second is the establishment of a new \$5.0 million project to address OCIP safety inspection requirements that are part of the OCIP program. This project is being created with administrative transfers from NYCT (+\$4.0 million) and (+\$0.5 million) each from both LIRR and Metro-North. Finally, a \$60.0 million reserve previously budgeted in the MTA Planning and Capital Program Support category has been transferred into the MTA Construction & Development category. A new \$60.0 million project has been created as part of this amendment to address MTA C&D's support needs, primarily direct and indirect costs for staff. This is part of the continuing transition of administrative costs from each agency to consolidated MTA C&D.

Elements Exceeding 10 Percent of the Approved Program

Pursuant to the Public Authorities Law, changes to elements that are greater than 10% require approval of the Capital Program Review Board to be progressed. Table 10 shows those elements from the program that have grown by greater than 10% versus the last CPRB-approved program amendment. CPRB approval is necessary to progress these work elements, to the extent that element amounts have increased by greater than 10%.

Table 10
MTA Interagency Elements with Increases Exceeding 10 Percent (\$ in millions)

Element	July 2023 Amendment #3	Proposed Program	Change
MTA Mentoring Program Administration	\$8.3	\$28.5	\$20.1
MTA Construction & Development	25.5	93.1	67.6

Network Expansion

MTA Capital Program 2020-2024



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Overview – Major Projects and Expansion

As compared to Amendment #3, Amendment #5 proposes to increase the overall budget for the Major Projects and Expansion program by \$63.7 million from \$10.291 billion to \$10.355 billion. This net increase includes the impacts of additions of \$120.1 million to the capital program approved in Amendment #4 (a letter amendment) as well as the impacts to projects in Amendment #5 including a (-\$56.7 million) decrease to the Penn Reconstruction project. Penn Reconstruction is being reduced now that Amtrak is taking the lead on the station's future redevelopment.

Table 11 and the following discussion summarize adjustments to the proposed 2020-2024 Capital Program by investment category/element.

Table 11
Major Projects and Expansion Proposed 2020-2024 Capital Program (\$ in millions)

Category/Element	July 2023 Amendment #3	Proposed Program	Change
Interborough Express (IBX)	\$0.0	\$58.3	\$58.3
East Side Access	798.2	798.2	0.0
Second Avenue Subway Ph. 2	5,233.2	5,233.2	0.0
Second Avenue Subway West	0.0	16.0	16.0
Penn Station Access	2,948.7	2,948.7	0.0
LIRR Expansion Project	438.5	438.5	0.0
Regional Investments	640.5	640.5	0.0
Penn Reconstruction	100.0	90.0	(10.0)
Miscellaneous/Administration	131.8	131.2	(0.5)
Total MTA Expansion	\$10,290.9	\$10,354.6	\$63.7

Numbers may not total due to rounding

Major Projects and Expansion Interborough Express Category G-808

+\$58.3 million

This project was established by a letter amendment to the CPRB in October 2024 (Amendment #4). Portions of this project have been created in the 2025-2029 Capital Program's budget for IBX, but the overall budget of \$58.3 million remains unchanged in this 2020-2024 Capital Program.

Major Projects and Expansion East Side Access Category G-809

No change

There have been adjustments to estimates and the timing of commitments within the program, but the overall budget of \$798.2 million remains unchanged in this current amendment. The \$194.5 million budgeted for the LIRR's M9A fleet was committed in June 2025.

Major Projects and Expansion Second Avenue Subway Category G-810

+\$16.0 million

There is \$5.249 billion in the 2020-2024 Capital Program for Second Avenue Subway investments. This total includes \$5.233 billion for Second Avenue Subway Phase 2, which remains unchanged. The amendment also reflects additional funding of (+\$16.0 million) for the future Second Avenue Subway West project which was Board and CPRB approved in Amendment #4.

Second Avenue Subway Phase 2. In this amendment Second Avenue Subway Phase 2 includes a reallocation of budgets between Heavy Civil construction, Finishes & Fit-out, and Second Avenue Subway Program Contingency to recognize the award value of Contract 2 Heavy Civil construction. This reallocation does not change the existing \$5.233 billion funding envelope.

Second Avenue Subway West. This amendment also recognizes additional funding (+\$16.0 million) for the future Second Avenue Subway West project that was previously added in Amendment #4. Second Avenue Subway West is not part of the Second Avenue Subway Phase 2 project or budget and is not included in the previously mentioned FTA Full Funding Grant Agreement.

Major Projects and Expansion Penn Station Access Category G-811

No change

This amendment reflects a previous reallocation from the project's fleet reserve to support a locomotive procurement for this project totaling \$314.1 million. Other than this reallocation, there have been changes to estimates and the timing of commitments within the program, but the overall budget of \$2,948.7 million remains unchanged. A notable commitment is the \$276.0 million locomotive purchase for the future PSA fleet, which was awarded in early 2025.

Penn Station Access also has an additional budget of \$430.5 million in the 2015-2019 Capital Program.

Major Projects and Expansion LIRR Expansion Project Category G-813

No change

There have been changes to estimates and the timing of commitments within the program, but the overall budget of \$438.5 million remains unchanged in this amendment.

Major Projects and Expansion Regional Investments Category G-814

No change

Since Amendment #3, the overall value Regional Investments in the 2020-2024 Capital Program remains \$640.5 million.

This amendment recognizes some changes within Regional Investments. The budget for Eastbound Reroute has been increased to reflect a higher cost (+\$51.2 million). The Westbound Bypass has been deferred and is anticipated to be addressed in a future program with some support from this program: (-\$80.3 million) of Westbound Bypass budget has been redistributed within Regional Investments to address other programmatic needs.

The \$50.0 million budgeted for the LIRR's M9A fleet was committed in June 2025.

Major Projects and Expansion Penn Reconstruction Category G-815

-\$10 million

With Amtrak now assuming the lead for Penn Station's future redevelopment, the MTA has transferred responsibility of the MTA Penn Staton Reconstruction project to Amtrak and has therefore reduced the project's budget (-\$56.7 million) to reflect the release of unspent resources from this project. The reduction represents a net reduction (-\$10.0 million) since Amendment #3.

In order to illustrate sequencing, a brief summary of this project follows: This project was established in the MTA's capital program via Amendment #2 to the 2020-2024 Capital Program and was planned to be funded by New York State. The budget was increased (+\$46.7 million) in Amendment #4 to recognize anticipated cost sharing from New Jersey Transit and Amtrak. Current budget levels are now being reduced by (-\$56.7 million) in Amendment #5 following direction from the federal government designating Amtrak as the lead agency for the Penn Station redevelopment.

Major Projects and Expansion Miscellaneous Category G-816

-\$0.5 million

The minor reduction (-\$0.5 million) in this category reflects a transfer to the MTA Interagency program for SBDP administration.

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Bridges & Tunnels

MTA Capital Program 2020-2024



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Overview – Bridges and Tunnels

Amendment #5 proposes to reduce B&T's 2020-2024 Capital Program to \$3.250 billion in order to reflect savings from the \$503 million originally budgeted to monies spent and needed for the closeout of the now operational Central Business District Tolling Program. In addition, many of the other construction projects initiated earlier in the program are reaching substantial completion, which allows the Authority to reallocate unused project contingencies and reserves to new needs or to budgets for remaining uncommitted projects to reflect updated estimates based on further developed project designs. The primary focus of Amendment #5 consists of the addition of a new project to install a safety fence on the Throgs Neck Bridge. A key part of this reallocation is ensuring sufficient funding for the critical project for Rehabilitation of the Tunnel Entrance/Exit in Manhattan at the Hugh Carey Tunnel in this program, which was recently awarded.

This amendment also formally adjusts several project budgets for projects awarded in previous years based on the awarded values. Table 12 outlines the changes in the Authority's program.

Table 12
Bridges and Tunnels 2020-2024 Capital Program by Category (\$ in millions)

Category	July 2023 Amendment #3 *	Proposed Program	Change
Structures	\$1,320.8	\$1,325.6	\$4.8
Roadways & Decks	755.5	720.4	(35.1)
Toll Plazas & Traffic Management	45.3	49.3	4.0
Utilities	211.6	231.5	19.9
Buildings & Sites	49.8	50.2	0.5
Miscellaneous	105.2	97.9	(7.3)
Structural Painting	335.1	346.3	11.2
Central Business District Tolling	503.0	428.6	(74.4)
Total B&T Program	\$3,326.2	\$3,249.8	(\$76.5)

* B&T's capital program only requires MTA Board approval and was fully approved in June 2023. CPRB approval for the rest of the MTA program occurred in July 2023.

Numbers may not total due to rounding

In addition to the safety fence on the Throgs Neck Bridge, another new project to support preliminary design for main cable dehumidification at the Throgs Neck Bridge will also be added for administrative purposes, to provide a budget counterpart to the existing previously established similar design effort at the Bronx-Whitestone Bridge.

Budgets being reallocated to fund these new projects consist primarily of a range of recently completed projects which no longer require the maintenance of a project contingency to proceed to project closeout. The largest of these donor projects is the paint reserve at the RFK Bridge, which will be releasing funding (-\$6 million).

Beyond the above-mentioned project contingency releases, (-\$3.0 million) in Small Business Development Program reserves will be released because the associated project was previously completed under the B&T Sandy Capital Program. In addition, funds (-\$5.7 million) from various Miscellaneous category reserves (Protective Liability Insurance, Hazardous Materials, Traffic Enforcement Agents, etc.) will be released due to the adoption of the new 2025-2029 Capital Program, which also contains reserves for these purposes.

This amendment will also be consolidating budget reserves from various Intelligent Transportation Systems (ITS) projects, including fiber optic infrastructure and traffic detection/incident management to support a project to improve over-height vehicle detection and interception at the Authority's two tunnels (a reallocation of \$13 million).

Finally, two projects in addition to the ITS projects referenced above have been removed from the 2020-2024 Capital Program to help support the new needs within this amendment:

- Steel Repair & Concrete Rehabilitation at the Verrazzano-Narrows Bridge (VN-32): The elimination of this project released funding (-\$35 million) which was reallocated to the critical main cable dehumidification project also at the Verrazzano-Narrows Bridge.
- Agency-wide Replacement & Upgrade of Fueling Systems project (AW-11) will release (-\$6.4 million) for other critical needs and is replaced by a successor project within the recently approved 2025-2029 Capital Program.

Bridges and Tunnels Structures Category D-801

+\$4.8 million

In this amendment the Structures category is increased by (+\$4.8 million).

The increase in this category primarily reflects an additional funding (+\$85.0 million) reallocated to support a new safety fence project at the Throgs Neck Bridge. This project, originally planned for the 2025-2029 Capital Program did not get included in that capital program due to funding constraints for the new capital program and is now being advanced into the 2020-2024 Capital Program. This increase in the category value is also driven by a higher-than-expected award value for the Main Cable Dehumidification project at the Verrazzano Narrows Bridge (VNB) that was awarded in early 2025 (+\$66 million).

This new project and higher than expected award value for the VNB main cable dehumidification is mostly offset by the lower-than-expected award values of the RFK Bridge Suspended Span rehabilitation/retrofit projects (-\$55.3 million) and Throgs Neck Bridge Anchorage and Tower Protection project (-\$74.9 million).

Bridges and Tunnels Roadways and Decks Category D-802

-\$35.1 million

The (-\$35.1 million) decrease in the Roadways and Decks category primarily reflects the lower-than-expected award values of the VNB Reconstruction of the Upper-Level Approach (-\$29.5 million) and the release of project contingencies associated with the lower-level main span deck rehabilitation project (-\$6.9 million). These budget reductions were offset by minor increased budget needs on the Widening of the Southbound FDR Drive project (+\$3.3 million).

Bridges and Tunnels Toll Plazas & Traffic Management/Safety Systems Category D-803

+\$4.0 million

In this amendment the Toll Plazas & Traffic Management/Safety Systems category increases (+\$4.0 million).

The (+\$4.0 million) net increase in this category primarily reflects the restoration of budget to the AW-74 Supervisory Control and Data Acquisition (SCADA) reserve (previously removed under Amendment #3) to improve cyber security protection in the SCADA at the two tunnels. There is also a reallocation of various ITS project reserves (including fiber optic infrastructure and traffic detection/incident management) to support an expanded project to improve over-height vehicle detection and interception at the Authority's two tunnels.

Bridges and Tunnels Utilities Category D-804

+\$19.9 million

In this amendment the Utilities category is increased (+\$19.9 million).

This category's net increase primarily reflects the increased budgets for three projects: Rehab/Replace Facility Monitoring & Safety Systems (AW-73), Throgs Neck Bridge Structural Lighting & Misc. Structural Upgrade (TN-85), and Verrazzano-Narrows Bridge Misc. Bridge Lighting & Electrical Improvement (VN-12). All three of these increases are based on final award values from late 2023.

In addition, approximately \$3 million was reallocated from program contingency for a dedicated design project for cable dehumidification and other main cable work at the Throgs Neck Bridge (TN-98), bundled with the pre-existing Cable Dehumidification and Miscellaneous Work (BW-98) project at the Bronx-Whitestone Bridge.

Bridges and Tunnels Buildings and Sites Category D-805

+\$0.5 million

In this amendment the Buildings and Sites category is being increased slightly (+\$0.5 million).

The net increase in this category represents the value of the Service Building Upgrades Project (at the two tunnels as awarded in December 2023). This is partially offset by the release of remaining reserves for Hazardous Materials.

Bridges and Tunnels Miscellaneous Category D-806

-\$7.3 million

In this amendment, the Miscellaneous category is being reduced (-\$7.3 million).

This reduction can be attributed to the elimination or reduction of project reserves for the Small Business Development Program and various Miscellaneous category reserves (Protective Liability Insurance, Miscellaneous, etc...) due to the approval of the 2025-2029 Capital Program, which also contains reserves for these purposes. This reduction also includes the release of the project contingency for the VNB Safety Fencing project at project completion (-\$2 million).

Bridges and Tunnels Structural Painting Category D-807

+\$11.2 million

In this amendment the Structural Painting category is being increased (+\$11.2 million).

This net increase reflects the reassignment of budgets from structural or electrical tasks to painting tasks within bundled projects at the time of award. These include Zone Painting of the Suspended Spans at the RFK Bridge as part of the RK-19/RK-04 bundle (+\$8 million), Throgs Neck Bridge Facility-Wide Painting Program as part of the TN-87/TN-85/TN-49/TN-PT bundle (+\$4 million), and the VNB Facility-Wide Painting Program as part of the VN-12/VN-PT bundle (+\$11 million). These reallocations were partially offset by project contingencies in the RK Facility-Wide Painting Program (-\$6 million) and the VN-81 Lower-Level Paint Project (-\$1 million) and the release of unused paint reserves for the recently awarded VN-84 Paint Brooklyn Ramps project (-\$5 million).

Bridges and Tunnels

Central Business District Tolling Program

Category C-801

-\$74.4 million

The Central Business District Tolling Program category is being reduced (-\$74.4 million) in this amendment.

This amendment reflects administrative adjustments between projects to reflect actual costs and an updated schedule. The net reduction in this category primarily reflects the Central Business District Tolling Program's substantial completion at around 15% under budget. The tolling program achieved substantial completion and began revenue operations on January 5th, 2025.

Project Listings

MTA Capital Program 2020-2024

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Capital Program Organization

Capital investments are organized and coded according to an Agency / Category / Element / Project (ACEP) hierarchy:

- Agency: MTA Agency identified with the project budget (e.g., “New York City Transit”);
- Category: Agency subset, typically focused on an asset type (e.g., “Stations” or “Track”);
- Element: Category subset containing related projects (e.g., “Signal Modernization” element in “Signals & Communications” category);
- Project: Basic unit of the Capital Program, reflecting a specific scope.

For example, the first project listing page is identified in the upper-left corner as Agency “New York City Transit,” and in the upper-right corner as Category “Subway Cars.” Below that, “T - 801” represents the Agency (“T” for New York City Transit) and the category code (“801” for subway cars). Further down the page, “01 Subway Cars” refers to the element, which in this case happens to have the same name as the parent category. Finally, this element has a single project with identifier code “01” to “New/Upgrade Car Investments.” Combining all the codes, the unique ACEP for this project is T8010101.

Needs Codes

The focus of each project is indicated by its needs code:

- State of Good Repair (SGR) projects renew assets that have surpassed their useful life, to achieve SGR;
- Normal Replacement (NR) projects renew assets that are nearing the end of their useful life, to preserve SGR;
- System Improvement (SI) projects enhance the network, providing new capabilities and a better customer experience;
- Network Expansion (NE) projects extend the reach of the MTA network, expanding the service offering;
- Various (VAR) projects include multiple needs codes in one project;
- Administrative projects (e.g., insurance, scope development) are not assigned needs codes.

Commitments

Columns indicate the share of the project budget that is planned to be committed by element (i.e., started) in each year of the 2020-2024 program period, along with the total for all years.

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 SUBWAY CARS									
01	New/Upgrade Car Investments	NR	0.0	0.0	0.0	0.0	6.0	1,006.2	1,012.2
02	Purchase 640 B-Division Cars (R211 Option 1)	NR	0.0	0.0	1,929.6	0.0	0.0	0.0	1,929.6
03	Purchase 435 B-Division Cars (R211 Option 2)	NR	0.0	0.0	0.0	0.0	0.0	1,389.7	1,389.7
05	Purchase R268 B-Division Cars	NR	0.0	0.0	0.0	0.0	0.0	3.5	3.5
Element Total 01			\$0.0	\$0.0	\$1,929.6	\$0.0	\$6.0	\$2,399.4	\$4,335.0
Category Total 801			\$0.0	\$0.0	\$1,929.6	\$0.0	\$6.0	\$2,399.4	\$4,335.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 BUS REPLACEMENT								
01 Purchase 172 Electric Buses	NR	0.0	0.0	0.0	0.0	231.2	14.1	245.3
03 Purchase 18 Articulated Electric Buses	NR	0.0	0.0	0.0	0.0	43.7	0.0	43.7
04 Purchase 224 Articulated Buses	NR	0.0	0.0	0.0	279.1	2.6	0.0	281.7
05 Purchase 92 Express Buses	NR	0.0	0.0	0.0	0.0	0.0	127.9	127.9
06 Purchase 19 Express Buses	SI	0.0	14.3	0.0	0.0	0.0	0.0	14.3
08 Purchase 126 Standard Hybrid Buses	NR	7.1	0.2	100.6	0.0	0.0	0.0	107.9
09 Purchase 209 Standard Buses	NR	10.5	0.4	130.4	0.0	0.0	0.0	141.2
10 Purchase 84 Standard Hybrid Buses	NR	0.0	71.2	0.0	0.0	0.0	0.0	71.2
11 Purchase 139 Standard Buses	NR	2.8	95.8	0.0	0.2	0.0	0.0	98.8
13 Purchase 15 Standard Electric Buses	NR	0.0	21.8	0.0	0.0	0.0	1.5	23.3
14 Bus Purchase Design	NR	0.0	0.0	0.4	0.9	0.5	0.0	1.8
15 Purchase 5 Standard Electric Buses Test/Eval	SI	0.0	0.0	10.4	0.2	0.0	0.0	10.6
17 AEB Charging Infrastructure - Jamaica Design	SI	0.0	0.1	0.2	0.0	0.0	0.0	0.3
18 Automated Passenger Counting, Phase 2	SI	0.0	0.0	6.4	0.0	0.0	0.6	7.0
19 Jamaica Gantries BEB (Charging)	SI	0.0	0.0	14.4	0.0	0.0	0.0	14.4
20 Purchase 72 Articulated Electric Buses	SI	0.0	0.0	0.0	0.0	142.6	0.0	142.6
21 Purchase 193 Standard Electric Buses	SI	0.0	0.0	0.0	0.0	266.6	0.0	266.6
30 Electric Bus Charging Infrastructure	SI	0.0	0.0	0.0	0.0	173.3	223.5	396.8
Element Total 02		\$20.4	\$203.7	\$262.7	\$280.5	\$860.6	\$367.5	\$1,995.4
Category Total 803		\$20.4	\$203.7	\$262.7	\$280.5	\$860.6	\$367.5	\$1,995.4

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
04 FARE COLLECTION								
01 New Fare Payment System (NFPS): Add Support Costs	SI	0.0	0.0	0.0	0.0	0.0	20.0	20.0
03 Low Turnstiles: Procurement	SI	0.0	1.1	0.0	0.0	0.0	6.6	7.7
04 Wide Turnstiles: Procurement/Installation	SI	0.0	3.6	0.2	0.0	7.9	13.1	24.8
05 Additional Work: Fare Collection	SGR	0.0	0.0	26.7	1.2	20.0	14.5	62.4
06 Purchase 80 Auto Farecard Access Syst Units	SI	0.0	0.0	2.3	0.0	0.0	0.0	2.3
07 Wide Aisle Gates: Survey and Design	SI	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Element Total 04		\$0.0	\$4.7	\$29.2	\$1.2	\$28.1	\$54.1	\$117.4
07 STATION ESCALATORS / ELEVATORS								
04 Replace 2 Escalators	NR	0.0	0.0	0.0	0.0	0.0	28.6	28.6
05 Escalator Design	NR	11.9	3.0	1.9	5.2	0.0	4.6	26.7
06 Elevator Design	NR	0.6	4.8	5.0	10.4	0.0	0.0	20.8
07 Replace 3 Hydraulic Elevators: 34th BW7 PSNY-33rd	NR	19.2	0.2	0.3	0.0	2.0	0.0	21.6
08 Replace 5 Elevators at 2 Locations JAM	NR	0.0	35.1	0.4	0.0	1.0	3.1	39.7
09 Replace 4 Escalators at 2 Locations FLS	NR	0.0	0.0	40.9	0.0	0.0	0.8	41.7
10 PSLAN Various E&E Locations	SI	0.0	1.2	4.6	0.1	0.0	0.0	5.8
11 4 Escalators at 2 Locs Dekalb 4Av & 161 St BXC	NR	0.0	46.8	1.0	0.3	0.0	1.5	49.5
12 17 Escalators at 6 Locations	NR	0.0	0.1	185.4	1.3	0.0	20.9	207.7
13 Replace 8 Escalators: Grand Central - 42 St / FLS	NR	0.0	77.7	0.3	0.0	0.0	8.1	86.2
14 Replace 3 Escalators at Broadway Junction/FUL	NR	0.0	0.0	0.0	21.5	0.1	1.0	22.7
15 Replace 14 Elevators: 5 Stations	NR	0.0	0.0	71.3	0.6	0.0	2.9	74.8
16 Replace 6 Escal at 2 Locs (Sut Blvd ARC/W4 8AVE)	NR	0.0	0.0	69.2	8.8	0.0	3.1	81.1
17 Replace 19 Elevators at Various Locations	NR	0.0	0.0	140.2	17.6	0.0	7.4	165.2
18 Replace 1 Escalator at Parkchester/PEL	NR	0.0	0.0	13.4	0.0	0.0	0.4	13.8
19 Replace 17 Elevators at 8 Stations	NR	0.0	0.0	0.0	132.7	0.4	6.5	139.6
20 Replace 20 Elevators at 9 Stations	NR	0.0	0.0	0.0	154.4	0.4	7.1	161.9
21 Replace 21 Escalators At 6 Stations	NR	0.0	0.0	0.0	207.9	0.8	9.3	217.9
Element Total 07		\$31.7	\$168.8	\$533.8	\$560.9	\$4.7	\$105.4	\$1,405.4

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
12 STATION WORK									
01 Station Renewals at 5 ADA Locations	SGR	0.0	0.0	0.0	0.0	0.0	249.8	249.8	
02 Station Renewals at 2 Locations	SGR	0.0	0.0	0.0	0.0	0.0	232.3	232.3	
03 Plat, Mezz, & Interior Stair Comps: ADA Locations	SGR	0.0	0.0	0.0	0.0	0.0	116.2	116.2	
04 Station Components: Various Locations	SGR	0.0	0.0	0.0	0.0	0.0	582.2	582.2	
06 Small Business Mentoring Program - Stations	SGR	2.8	15.6	39.5	48.2	22.7	34.9	163.8	
08 Misc. Station Component/Renewal Work	SGR	0.0	0.0	0.0	0.0	0.0	47.4	47.4	
09 Livonia Av-Junius St Station Connector	SI	0.0	0.6	26.5	0.2	0.3	1.2	28.8	
10 Water Condition Remedy: Various Locations	SGR	0.0	2.5	0.2	0.2	0.0	7.6	10.5	
11 Miscellaneous Station Investments	SGR	0.0	0.0	0.0	0.0	0.0	65.1	65.1	
12 Other Station Work	SI	0.0	0.0	0.0	0.0	0.0	7.1	7.1	
13 Station Components Main St FLS	SGR	0.0	3.3	0.0	0.4	0.0	0.1	3.8	
15 Station Components Design	SGR	6.4	19.6	2.8	16.3	0.7	1.2	47.0	
16 Platform Components: E Broadway 6AV	SGR	13.9	0.5	0.0	0.0	0.0	0.1	14.6	
17 Platform Components: 2 Locations / QBL	SGR	0.0	0.0	29.9	0.4	0.0	1.2	31.5	
18 Platform Components: 5 Locs BW7	SGR	0.0	0.0	0.0	70.6	0.0	1.8	72.3	
19 Leak Remediation 34 St BW7 PSNY-33rd	SGR	2.4	0.0	0.0	0.0	0.0	0.0	2.4	
20 Miscellaneous Stations Work Design	SGR	0.7	2.5	1.4	1.2	0.8	0.3	7.0	
21 Station Ventilators 8th Ave CNR	SGR	0.0	2.1	0.0	0.1	0.0	0.0	2.1	
22 Station Ventilators Ph 18 2 Locs/FUL	SGR	0.0	5.2	0.0	0.0	0.0	0.0	5.2	
23 Station Ventilators Ph 21 - 4 Locs/ Manh & BX	SGR	0.0	7.0	0.0	0.0	0.0	0.0	7.0	
24 Renewal: Borough Hall LEX	SGR	0.0	0.4	117.4	1.0	0.0	6.2	125.1	
25 Platform Components: 68 St. - Hunter College LEX	SGR	0.0	5.8	0.0	0.3	0.2	0.4	6.6	
26 Station Ventilators: Grand Central / FLS	SGR	0.0	15.7	0.0	0.5	0.0	1.8	18.0	
27 Platform Components: 137th St/Bwy7	SGR	0.0	0.0	8.0	0.0	0.0	0.2	8.2	
29 Platform Components: 6 Avenue / Canarsie	SGR	0.0	32.8	0.0	0.0	0.0	0.0	32.8	
30 Platform Components: 14th Street / 6 Ave	SGR	0.0	5.0	0.0	0.0	0.0	0.0	5.0	
31 Components: Metropolitan Ave XTN	SGR	0.0	3.7	0.0	0.0	0.0	0.0	3.7	
32 Station Renewal: Woodhaven Boulevard JAM	SGR	0.0	16.0	0.2	0.0	0.0	7.8	24.0	
34 Platform Components: Broadway Junction / JAM	SGR	0.0	0.0	0.0	9.1	0.0	2.8	12.0	
35 Station Ventilators Ph 20 - 4 Locations MHTN	SGR	0.0	0.0	10.5	0.0	0.0	0.0	10.5	
36 Grand Central: Widening Stairs U2/U6/Lex Design	SI	0.0	0.0	0.2	0.0	0.0	0.0	0.2	
37 Platform Screen Doors Pilot	SI	0.0	0.0	6.6	0.3	0.2	249.1	256.2	
38 Station Components Progressive DB Pilot (43 Locs)	SGR	0.0	0.0	0.0	0.0	54.7	0.0	54.7	
39 Grand Central: Center Core East FLS	SI	0.0	0.0	95.5	6.6	0.1	5.9	108.1	
40 Grand Central: Widening Stairs U2/U6 LEX	SI	0.0	0.0	2.8	0.2	0.0	0.5	3.5	
41 Track Safety Stations Initiatives Reserve	SI	0.0	0.0	0.0	0.0	0.0	15.0	15.0	
43 Station Renewal: 111 St / FLS	SGR	0.0	0.0	0.0	12.9	0.0	5.2	18.1	
44 Station Renewal: 103 St-Corona Plaza / FLS	SGR	0.0	0.0	0.0	12.3	0.0	8.4	20.7	
45 Station Renewal: 82 St-Jackson Heights / FLS	SGR	0.0	0.0	0.0	15.5	0.2	6.7	22.4	
46 Station Renewal: 69 St / FLS	SGR	0.0	0.0	0.0	11.8	0.0	7.9	19.8	
47 Station Renewal: 52 St / FLS	SGR	0.2	0.0	0.0	14.0	0.0	4.5	18.7	
49 Platform Edges Wrap-Up: 104St & 121St /JAM	SGR	0.0	0.0	0.2	0.0	0.0	0.0	0.2	
50 Station Renewal at 85 St - Forest Pkwy / JAM	SGR	0.0	0.0	9.7	0.2	0.0	1.0	10.9	
51 Station Renewal at 75 St Elderts Lane / JAM	SGR	0.0	0.0	10.0	0.3	0.0	0.6	10.8	
52 Station Renewal at Cypress Hills / JAM	SGR	0.0	0.0	11.1	0.8	0.0	0.2	12.1	
53 Stormwater Mitigation: Various Stations	SI	0.0	0.0	3.5	0.0	0.0	0.0	3.5	
54 Station Ventilators: Ph 19 - 4 Locs, Brooklyn	SGR	0.0	0.0	9.2	0.0	0.0	0.0	9.2	
55 Station Condition Survey	SGR	0.0	0.0	0.0	8.1	17.0	0.0	25.1	
56 Platform Components: New Lots Ave/NLT	SGR	0.0	0.0	0.0	13.9	0.0	0.7	14.7	
57 Station Renewal: 242 Street / BW7	SGR	0.0	0.0	0.0	25.8	3.2	2.4	31.4	

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
12 STATION WORK								
58 Station Renewal: Woodside 61st Station	SGR	0.0	0.0	74.7	0.0	0.0	1.6	76.2
59 Station Components for 46th St- Bliss St/Flushing	SGR	0.0	0.0	0.0	2.6	0.0	0.5	3.1
60 Stormwater Mitigation, Package 1	SI	0.0	0.0	0.0	7.5	0.0	0.0	7.5
61 Emergency Lighting Rehab Grand St CNR	SGR	0.0	0.0	0.0	0.0	0.7	0.0	0.7
62 Platform Components: 111 Street / Flushing	SGR	0.0	0.0	0.0	6.2	0.0	0.1	6.2
63 Replacement of Signage at Various Stations (2022)	NR	0.0	0.0	10.8	0.0	0.0	0.0	10.8
64 Stair Pads and Handrails at E149th St Station	SI	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
65 Platform components at Burnside Av / JER	SGR	0.0	0.0	0.0	0.0	14.0	2.4	16.4
66 Art at Other Stations	SI	0.0	0.0	0.0	0.6	1.6	0.0	2.2
69 Water Condition Remedy - 2023	SGR	0.0	0.0	0.0	4.6	0.9	0.4	5.9
70 Stormwater Mitigation, Package 2	SI	0.0	0.0	0.0	0.0	10.3	0.6	10.9
71 Station Painting: Court Street/BWY	SGR	0.0	0.0	0.0	1.0	0.0	0.0	1.0
72 Station Painting: 45 Street/4AVE	SGR	0.0	0.0	0.0	0.4	0.0	0.0	0.4
73 Station Painting: 25 Street/4Ave	SGR	0.0	0.0	0.0	0.4	0.0	0.0	0.4
74 Station Painting: 145 Street/8Ave	SGR	0.0	0.0	0.0	1.3	0.0	0.0	1.3
75 Station Painting: Myrtle-Wyckoff Ave/CNR MYT	SGR	0.0	0.0	0.0	0.2	0.0	0.0	0.2
76 Station Painting: Euclid Ave/FUL	SGR	0.0	0.0	0.0	0.7	0.0	0.0	0.7
77 Station Ventilators: Ph 22 3 Locations - Manhttn	SGR	0.0	0.0	0.0	3.6	0.0	0.2	3.8
78 Station Ventilators: Ph 23 3 Locations - Queens	SGR	0.0	0.0	0.0	5.8	0.0	0.0	5.8
80 Stormwater Mitigation: Cortlandt St	SI	0.0	0.0	0.0	0.0	17.0	0.3	17.3
81 Station Ventilators: Ph 24 1st & Bedford Aves CNR	SGR	0.0	0.0	0.0	0.0	3.7	0.0	3.7
82 Sutphin Blvd -Archer Ave: Comm and Security	SI	0.0	0.0	0.0	7.5	0.0	0.1	7.6
83 Track Wall Tiles: 14 St / Broadway-7 Ave	SGR	0.0	0.0	0.0	2.0	0.4	0.0	2.4
84 Stations Central Maintenance Facility - DOS	SI	0.0	0.0	0.0	0.0	26.4	0.0	26.4
87 Emergency Lighting: 11 Stations	SGR	0.0	0.0	0.0	0.0	17.5	0.0	17.5
91 Customer Service Center at Parkchester	SI	0.0	0.0	0.0	0.0	3.7	0.0	3.7
92 Platform Gap Retrofit: Spring St / 8AV	SI	0.0	0.0	0.0	0.0	0.5	0.0	0.5
93 Control House Repair at 181 St/8 AV	SGR	0.0	0.0	0.0	1.4	0.0	0.0	1.4
96 Platform Barriers	SI	0.0	0.0	0.0	0.0	0.0	45.0	45.0
DD Station Renewals Design	SGR	0.0	0.0	5.4	9.7	0.7	9.3	25.1
Element Total 12		\$26.4	\$138.3	\$475.9	\$326.6	\$197.7	\$1,736.3	\$2,901.3

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		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
13 ACCESSIBILITY									
02	ADA: 96th St 8AV	SI	0.0	0.0	0.0	44.6	0.4	2.5	47.6
03	ADA: Dyckman St (NB) BW7	SI	16.2	0.2	0.0	0.0	0.0	3.8	20.3
04	ADA: 6 Ave / Canarsie (Additional Support)	SI	0.0	33.4	0.0	0.0	2.7	0.0	36.1
05	ADA: 14 St /Broadway/ 7th Ave (Additional Support)	SI	0.0	29.9	0.0	0.0	1.8	0.1	31.8
06	ADA: 86th St LEX	SI	0.0	0.0	0.0	64.8	0.2	3.2	68.2
09	ADA: 81st St / 8 Av	SI	0.0	0.0	0.0	55.3	0.4	3.8	59.5
10	ADA: Myrtle Ave JAM	SI	0.0	0.0	0.0	0.0	74.8	7.8	82.6
11	ADA: Borough Hall LEX	SI	0.0	0.0	36.6	0.4	0.2	2.8	40.0
12	ADA: Junius St / NLT	SI	0.0	0.0	82.6	0.0	0.0	6.6	89.3
13	ADA: Avenue H (NB) BRT	SI	9.4	0.1	0.0	0.0	0.2	0.0	9.7
14	ADA: Sheepshead Bay/ BRT	SI	0.0	0.0	46.7	0.3	0.0	2.2	49.2
17	ADA: Grand St CNR	SI	21.4	0.7	0.1	0.9	0.4	3.8	27.2
19	ADA: 7th Ave CUL	SI	32.5	1.1	6.0	0.0	0.0	5.1	44.7
20	ADA: Avenue I CUL	SI	0.0	0.0	0.0	0.0	64.4	9.6	74.0
21	ADA: Kings Hwy / Culver	SI	0.0	0.0	58.0	0.3	0.0	5.5	63.8
22	ADA: Classon Ave XTN	SI	0.0	0.0	0.0	53.5	0.3	3.3	57.1
28	ADA: Metropolitan Ave XTN	SI	35.9	1.3	0.1	0.9	0.0	7.8	46.0
23	ADA: New Lots Av NLT	SI	0.0	0.0	0.0	46.9	0.7	2.5	50.1
26	ADA: 36th St 4AV	SI	0.0	0.0	0.0	96.1	0.2	5.6	101.9
27	ADA: Lorimer St CNR	SI	46.0	0.7	0.2	1.0	0.0	10.2	58.1
29	ADA: Woodhaven Blvd JAM (Additional Support)	SI	0.0	19.5	0.8	0.0	1.2	5.4	26.9
30	ADA & Station Improvements: Westch Sq/PEL (Add'l)	SI	0.0	21.4	0.0	0.5	0.0	10.3	32.2
31	ADA Parkchester E.177 St PEL	SI	0.0	0.0	67.8	6.6	0.0	3.0	77.4
32	ADA: East 149th St PEL	SI	30.5	0.5	0.2	0.0	0.0	7.5	38.7
33	ADA: Mosholu Pk/Jerome	SI	0.0	0.0	46.7	4.0	0.0	2.5	53.2
34	ADA: 242 Street BW7	SI	0.0	0.0	0.0	43.2	0.5	2.1	45.8
36	ADA: Rockaway Blvd / Liberty Ave	SI	0.0	0.0	54.9	0.3	0.0	5.0	60.2
37	ADA: Beach 67th St FAR	SI	36.5	0.3	0.0	0.0	0.0	6.8	43.7
38	ADA: Woodhaven Blvd QBL	SI	0.0	0.0	69.6	0.0	0.0	3.6	73.2
39	ADA: Steinway St QBL	SI	0.0	0.0	113.5	0.0	0.3	5.6	119.4
41	ADA: Broadway AST	SI	0.0	0.0	0.0	52.2	0.6	2.6	55.4
45	ADA: 181 St 8AV	SI	0.0	42.7	0.4	0.0	0.2	4.2	47.5
46	ADA: Bwy Jct (JAM/CNR/FUL)	SI	0.0	0.0	0.0	336.3	1.6	9.2	347.2
47	ADA: Northern Blvd QBL	SI	0.0	0.0	36.9	0.4	0.3	2.1	39.6
48	ADA: Church Avenue Brighton	SI	0.0	0.0	50.4	0.2	0.0	2.4	53.1
49	ADA: 33rd St - Rawson St Station/Flushing	SI	0.0	0.0	0.0	81.2	0.2	3.9	85.3
52	ADA: 46th St- Bliss St/Flushing	SI	0.0	0.0	0.0	70.8	0.2	3.5	74.6
69	PSLAN at Various ADA Locations	SI	0.0	3.0	0.5	0.0	0.0	0.0	3.5
70	ADA Emergency Elevator 2 Way Radio Comm System	SI	0.0	1.6	0.0	0.0	0.1	0.0	1.6
71	ADA: 137 St BW7	SI	0.0	0.0	34.8	0.8	0.0	2.1	37.7
72	ADA: Harlem 148th Street / Lenox	SI	0.0	0.0	0.0	25.2	0.3	1.6	27.2
73	ADA: Court Square 23 Street / Queens	SI	0.0	0.0	0.0	52.3	0.2	3.7	56.3
75	ADA: 95th St / 4th Ave (Additional Support)	SI	0.0	0.0	11.3	0.2	0.2	2.3	13.9
76	ADA: Burnside Ave/JER	SI	0.0	0.0	0.0	0.0	89.7	10.8	100.5
78	2020-2024 OCIP - ADA	SI	0.0	0.0	0.0	0.0	52.3	14.7	67.0
79	ADA: Norwood Avenue / Jamaica	SI	0.0	0.0	0.0	0.0	60.6	7.9	68.6
80	ADA: Middletown Road / PEL	SI	0.0	0.0	0.0	0.0	52.6	6.8	59.3
86	ADA: Queensboro Plz / FLS Additional Support	SI	0.0	0.0	0.0	0.0	0.0	1.0	1.0
DD	ADA Design	SI	32.7	18.4	28.4	40.6	4.3	17.8	142.2
RR	ADA: 25 Stations	SI	0.0	0.0	0.0	0.0	0.0	2,199.1	2,199.1

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)						
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
Element Total	13	\$261.2	\$174.7	\$746.7	\$1,080.0	\$412.3	\$2,433.7	\$5,108.6
Category Total	804	\$319.3	\$486.4	\$1,785.6	\$1,968.8	\$642.9	\$4,329.6	\$9,532.6

For Element T80413 the following stations are also identified in the 2020-2024 program and will be broken out as awarded.

- Brooklyn
- 18

ADA: Hoyt - Schermerhorn Sts FUL
- 50

ADA: Neptune Ave CUL
- 92

ADA: Fort Hamilton Pkwy / WST
- Bronx
- 35

ADA: Brook Av PEL
- 93

ADA: Morrison Av-Soundview / PEL
- Manhattan
- 01

ADA: 42nd St - Bryant Park Complex
- 07

ADA: Essex St NAS
- 08

ADA: Delancey St 6AV
- 94

ADA: 2 Av / 6AV
- 96

ADA: 145 St / 8AV
- Queens
- 40

ADA: Briarwood QBL
- 83

ADA: Gates Av / JAM
- Locations to be identified
- 44

ADA: 12 Additional Stations

			Commitments (\$ in millions)						
ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 MAINLINE TRACK REHABILITATION									
01	Mainline Track Replacement	NR	0.0	0.0	0.0	0.0	0.0	133.3	133.3
04	Mainline Track Replacement: Rutgers Tube	NR	16.6	0.2	0.0	0.0	0.0	0.7	17.5
05	Mainline Track Replacement 2020 / Queens	NR	7.6	0.0	0.0	0.0	0.0	0.0	7.6
06	Mainline Track Replacement 2020 / 8th Avenue	NR	24.4	0.0	0.0	0.0	0.0	0.0	24.4
07	Mainline Track Replacement 2020 / Broadway-7th Ave	NR	35.3	0.0	0.0	0.0	0.0	0.0	35.3
08	Mainline Track Replacement 2020 / Flushing	NR	59.9	0.0	0.0	0.0	0.0	0.0	59.9
09	Mainline Track Replacement 2020 / Lexington	NR	27.2	0.0	0.0	0.0	0.0	0.0	27.2
10	Mainline Track Replacement 2020 / Brighton	NR	15.6	0.0	0.0	0.0	0.0	0.0	15.6
11	Mainline Track Replacement 2020 / Jamaica	NR	33.9	0.0	0.0	0.0	0.0	0.0	33.9
12	Mainline Track Replacement 2020/ Lenox-White Plain	NR	12.7	0.0	0.0	0.0	0.0	0.0	12.7
13	Mainline Track Replacement 2020 / 6th Avenue	NR	19.0	0.0	0.0	0.0	0.0	0.0	19.0
14	Mainline Track Replacement 2020 / Astoria	NR	0.0	15.6	0.0	0.0	0.0	0.0	15.6
15	Mainline Track Replacement 2020 / Dyre	NR	0.0	10.6	0.0	0.0	0.0	0.0	10.6
16	Mainline Track Replacement 2020 / Concourse	NR	3.3	0.0	0.0	0.0	0.0	0.0	3.3
17	Mainline Track Replacement 2020 / 63rd St	NR	2.5	0.0	0.5	0.0	0.0	0.0	3.0
18	Mainline Track Replacement 2020 / West End	NR	0.0	9.6	0.0	0.0	0.0	0.0	9.6
19	Mainline Track Replacement 2020 / Rockaway	NR	5.3	0.0	0.0	0.0	0.0	0.0	5.3
20	Mainline Track Replacement 2020 / 7th Avenue	NR	3.1	0.0	0.0	0.0	0.0	0.0	3.1
21	Mainline Track Replacement 2020 / Pelham	NR	0.0	1.7	0.0	0.0	0.0	0.0	1.7
22	Mainline Track - 2020 Support Costs	NR	8.9	1.2	0.0	0.0	0.0	0.0	10.0
23	Continuous Welded Rail 2020	NR	17.5	0.0	0.0	0.0	0.0	0.0	17.5
24	2020 Track Force Account	NR	35.0	0.0	0.0	0.0	0.0	0.0	35.0
25	ML Track Repl (Direct Fixation) / Archer	NR	41.2	0.1	0.0	0.0	0.0	0.0	41.3
26	Mainline Track Replacement 2021 / Myrtle-Wyckoff	NR	2.0	0.0	0.0	0.0	0.0	0.0	2.0
27	Mainline Track Replacement 2021 / 11 St Cut	NR	0.0	20.2	0.0	0.0	0.0	0.0	20.2
29	Mainline Track Replacement 2021 / Broadway	NR	0.0	7.5	0.0	0.0	0.0	0.0	7.5
30	Mainline Track Replacement 2021 / Concourse	NR	0.0	21.7	0.0	0.0	0.0	0.0	21.7
31	Mainline Track Replacement 2021 / Bway-7th	NR	0.0	13.7	0.0	0.0	0.0	0.0	13.7
32	Mainline Track Replacement 2021 / Jamaica	NR	0.0	27.0	0.0	0.0	0.0	0.0	27.0
33	Mainline Track Replacement 2021 / Eastern Parkway	NR	0.0	0.0	7.4	0.0	0.0	0.0	7.4
34	Mainline Track Replacement 2021 / Jerome	NR	0.0	12.5	0.0	0.0	0.0	0.0	12.5
35	Mainline Track Replacement 2021 / Flushing	NR	0.0	6.9	0.0	0.0	0.0	0.0	6.9
36	Mainline Track Replacement 2021 / Pelham	NR	0.0	14.1	0.0	0.0	0.0	0.0	14.1
37	Mainline Track Replacement 2021 / Lenox - WPR	NR	0.0	8.1	0.0	0.0	0.0	0.0	8.1
38	ML Track Replacement 2021 / JAM (Crescent-Cypress)	NR	0.0	3.6	0.0	0.0	0.0	0.0	3.6
39	Mainline Track Replacement: 86 St / Bway-7th Ave	NR	0.0	0.0	0.0	14.3	0.0	0.0	14.3
40	Mainline Track - 2021 Support Costs	NR	0.0	7.6	0.0	0.0	0.0	0.0	7.6
41	ML Track Repl (Direct Fixation) / Jamaica	NR	0.0	50.0	1.2	0.0	0.0	1.0	52.2
42	ML Track Repl (Direct Fixation) / 63rd Street	NR	0.0	123.4	3.4	0.4	0.0	0.0	127.3
43	Mainline Track Replacement 2021 / Lexington	NR	0.0	18.4	0.0	0.0	0.0	0.0	18.4
44	Mainline Track Replacement: Hunter College	NR	0.0	4.1	0.0	0.0	0.0	0.1	4.2
45	2021 Track Force Account	NR	0.0	35.0	0.0	0.0	0.0	0.0	35.0
46	ML Track Replacement: Westchester Square /Pelham	NR	0.0	1.2	0.0	0.0	0.0	0.0	1.2
47	Mainline Track Replacement 2022 / 6th Ave-Culver	NR	0.0	0.0	26.0	0.0	0.0	0.0	26.0
48	Mainline Track Replacement 2022 / 8th Avenue	NR	0.0	0.0	31.3	0.0	0.0	0.0	31.3
49	Mainline Track Replacement 2022 / 7th Avenue	NR	0.0	0.0	16.7	0.0	0.0	0.0	16.7
50	Mainline Track Replacement 2022 / Brighton	NR	0.0	0.0	48.0	0.0	0.0	0.0	48.0
51	Mainline Track - 2022 Support Costs	NR	0.0	0.0	8.4	0.0	0.0	0.0	8.4
52	Mainline Track Replacement 2022 / Myrtle	NR	0.0	0.0	9.2	0.0	0.0	0.0	9.2
54	Mainline Track Replacement 2022 / Astoria	NR	0.0	0.0	11.1	0.0	0.0	0.0	11.1

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
02 MAINLINE TRACK REHABILITATION									
55 Mainline Track Replacement 2022 / Concourse	NR	0.0	0.0	4.3	0.0	0.0	0.0	4.3	
56 Mainline Track Replacement 2022 / Broadway-7th Ave	NR	0.0	0.0	0.0	4.3	0.0	0.0	4.3	
58 Mainline Track Replacement 2022 / Liberty	NR	0.0	0.0	23.7	0.0	0.0	0.0	23.7	
63 Mainline Track Replacement 2022 / Culver	NR	0.0	0.0	17.1	0.0	0.0	0.0	17.1	
64 2022 Track Force Account	NR	0.0	0.0	35.0	0.0	0.0	0.0	35.0	
65 Mainline Track Replacement 2022 / 8AV (tk A1)	NR	0.0	0.0	6.7	0.0	0.0	0.0	6.7	
66 Mainline Track Replacement 2022 / White Plains Rd	NR	0.0	0.0	19.0	0.0	0.0	0.0	19.0	
67 Mainline Track Repl 2022 / Astoria (Guarded Curve)	NR	0.0	0.0	5.2	0.0	0.0	0.0	5.2	
68 Mainline Track Replacement 2023 / 6th Ave-Culver	NR	0.0	0.0	0.0	75.7	0.0	0.0	75.7	
69 Continuous Welded Rail 2023	NR	0.0	0.0	0.0	77.7	0.0	0.0	77.7	
70 Mainline Track Replacement 2023 / Queens-63 St	NR	0.0	0.0	0.0	8.4	0.0	0.0	8.4	
72 Mainline Track - 2023 Support Costs	NR	0.0	0.0	0.0	16.2	0.0	0.0	16.2	
74 Mainline Track Replacement 2023 / Astoria	NR	0.0	0.0	0.0	16.8	0.0	0.0	16.8	
75 Mainline Track Replacement 2023 / Brighton	NR	0.0	0.0	0.0	28.1	0.0	0.0	28.1	
76 Mainline Track Replacement 2023 / Jamaica	NR	0.0	0.0	0.0	0.0	12.2	0.0	12.2	
77 Mainline Track Replacement 2023 / Canarsie	NR	0.0	0.0	0.0	56.1	0.0	0.0	56.1	
79 Mainline Track Replacement 2023 / Lenox-WPR	NR	0.0	0.0	0.0	19.6	0.0	0.0	19.6	
80 Mainline Track Replacement 2023 / Pelham	NR	0.0	0.0	0.0	3.6	0.0	0.0	3.6	
81 Mainline Track Replacement 2023 / West End	NR	0.0	0.0	0.0	9.3	0.0	0.0	9.3	
82 Mainline Track Replacement 2023 / Rockaway	NR	0.0	0.0	0.0	9.1	0.0	0.0	9.1	
83 Mainline Track Replacement 2023 / Manhattan Bridge	NR	0.0	0.0	0.0	10.9	0.0	0.0	10.9	
84 Mainline Track Replacement 2023 / 4 Avenue	NR	0.0	0.0	0.0	11.3	0.0	0.0	11.3	
85 Mainline Track Replacement 2023 / Flushing	NR	0.0	0.0	0.0	5.6	0.0	0.0	5.6	
86 2023 Track Force Account	NR	0.0	0.0	0.0	35.0	0.0	0.0	35.0	
87 ML Track Repl: 81 St/8AV, 86 St/LEX, 46 St/FLS	NR	0.0	0.0	0.0	42.5	0.0	1.4	43.9	
88 ML Track Replacement: Broadway Junction / JAM	NR	0.0	0.0	0.0	1.4	0.0	0.0	1.4	
89 Mainline Track Replacement 2023 / White Plains Rd	NR	0.0	0.0	0.0	12.9	0.0	0.0	12.9	
90 Mainline Track Replacement 2023 / BWY (Canal St)	NR	0.0	0.0	0.0	14.0	0.0	0.0	14.0	
92 Mainline Track Replacement 2024 / Broadway-7th Ave	NR	0.0	0.0	0.0	0.0	8.7	0.0	8.7	
93 Mainline Track Replacement 2024 / Pelham	NR	0.0	0.0	0.0	0.0	15.3	0.0	15.3	
94 Mainline Track Replacement 2024 / White Plains Rd	NR	0.0	0.0	0.0	0.0	23.6	0.0	23.6	
95 Mainline Track Replacement 2024 / Jamaica	NR	0.0	0.0	0.0	0.0	28.0	0.0	28.0	
96 Mainline Track Replacement 2024 / Eastern Parkway	NR	0.0	0.0	0.0	0.0	15.7	0.0	15.7	
97 Continuous Welded Rail 2024	NR	0.0	0.0	0.0	0.0	33.7	0.0	33.7	
98 Mainline Track - 2024 Support Costs	NR	0.0	0.0	0.0	0.0	16.2	0.0	16.2	
99 Mainline Track Replacement 2024 / 4 Avenue	NR	0.0	0.0	0.0	0.0	24.2	0.0	24.2	
A1 Mainline Track Replacement 2024 / Queens	NR	0.0	0.0	0.0	0.0	7.6	0.0	7.6	
A2 Mainline Track Replacement 2024 / Brighton	NR	0.0	0.0	0.0	0.0	7.5	0.0	7.5	
A3 Mainline Track Replacement 2024 / Broadway	NR	0.0	0.0	0.0	0.0	7.5	0.0	7.5	
A5 Mainline Track Replacement 2024 / Dyre	NR	0.0	0.0	0.0	0.0	8.4	0.0	8.4	
A6 Mainline Track Replacement 2024 / Jerome	NR	0.0	0.0	0.0	0.0	0.0	5.6	5.6	
A7 Mainline Track Replacement - 4 stations	NR	0.0	0.0	0.0	0.0	21.8	3.0	24.9	
A8 2024 Track Force Account	NR	0.0	0.0	0.0	0.0	35.0	0.0	35.0	
B3 Mainline Track Replace 2024 /EPY (S/O Gr Army Plz)	NR	0.0	0.0	0.0	0.0	19.3	0.0	19.3	
C3 ML Track Repl: E 149 St/PEL & 179 St/QBL DES	NR	0.0	0.0	0.0	0.0	0.0	0.1	0.1	
C4 ML Track Replacement: Kingsbridge Rd/JER DES	NR	0.0	0.0	0.0	0.0	0.0	0.1	0.1	
C5 ML Track Replacement: 2Av/6Av and 7Av/QBL DES	NR	0.0	0.0	0.0	0.0	0.0	0.3	0.3	
Element Total 02		\$370.9	\$414.1	\$273.9	\$473.3	\$284.8	\$145.7	\$1,962.7	

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)							Total All Years
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024		
03 MAINLINE SWITCH REPLACEMENT									
01	Switch Replacement: SigMod Locations	NR	0.0	0.0	0.0	0.0	66.0	66.0	
03	Mainline Track Switches 2020 / Brighton	NR	16.3	0.0	0.0	0.0	0.0	16.3	
04	Mainline Track Switches 2020 / Sea Beach	NR	4.2	0.0	0.0	0.0	0.0	4.2	
05	Mainline Track Switches 2020 / 8th Avenue	NR	4.5	0.0	0.0	0.0	0.0	4.5	
06	Mainline Track Switches 2020 / Queens	NR	6.1	0.0	0.0	0.0	0.0	6.1	
07	Mainline Track Switches 2020 / Pelham	NR	8.0	0.0	0.0	0.0	0.0	8.0	
08	Mainline Track Switches 2020 / 4th Avenue	NR	26.2	0.0	0.0	0.0	0.0	26.2	
09	Mainline Track Switches 2020 / Lexington	NR	7.3	0.0	0.0	0.0	0.0	7.3	
10	Mainline Track Switches 2020 / White Plains Rd	NR	15.8	0.0	0.0	0.0	0.0	15.8	
11	Mainline Track Switches 2020 / Broadway	NR	7.4	0.0	0.0	0.0	0.0	7.4	
12	Mainline Track Switches 2020 / Rockaway	NR	2.9	0.0	0.0	0.0	0.0	2.9	
13	Mainline Switches - 2020 Support Costs	NR	5.3	0.0	0.0	0.0	0.0	5.3	
14	Mainline Track Switches 2021 / 8th Ave	NR	0.0	5.0	0.0	0.0	0.0	5.0	
16	Mainline Track Switches 2021 / Jerome	NR	0.0	3.4	0.0	0.0	0.0	3.4	
17	Mainline Track Switches 2021 / Pelham	NR	0.0	7.3	0.0	0.0	0.0	7.3	
18	Mainline Track Switches 2021 / 6th Ave / Culver	NR	0.0	7.9	0.0	0.0	0.0	7.9	
19	Mainline Track Switches 2021 / Brighton	NR	0.0	2.6	0.0	0.0	0.0	2.6	
20	Mainline Switches - 2021 Support Costs	NR	0.0	7.2	0.0	0.0	0.0	7.2	
21	SigMod: QBL East - Switch Replacement	NR	0.0	22.1	0.0	0.0	0.0	22.1	
22	Mainline Switches - 2022 Support Costs	NR	0.0	0.0	15.4	0.0	0.0	15.4	
23	Mainline Track Switches 2022 / Canarsie	NR	0.0	0.0	5.3	0.0	0.0	5.3	
24	Mainline Track Switches 2022 / 8th Avenue	NR	0.0	0.0	25.1	0.0	0.0	25.1	
25	Mainline Track Switches 2022 / Jamaica	NR	0.0	0.0	4.8	0.0	0.0	4.8	
28	Mainline Track Switches 2022 / Brighton	NR	0.0	0.0	21.3	0.0	0.0	21.3	
29	Mainline Track Switches 2022 / Broadway	NR	0.0	0.0	5.0	5.0	0.0	9.9	
31	Mainline Track Switches 2022 / 4th Avenue	NR	0.0	0.0	17.3	0.0	0.0	17.3	
32	Mainline Track Switches 2022/ Lexington	NR	0.0	0.0	6.1	0.0	0.0	6.1	
33	Mainline Track Switches 2023 / West End	NR	0.0	0.0	0.0	7.3	0.0	7.3	
34	Mainline Switches - 2023 Support Costs	NR	0.0	0.0	0.0	17.7	0.0	17.7	
35	Mainline Track Switches 2023 / 6th Ave-Culver	NR	0.0	0.0	0.0	17.6	0.0	17.6	
36	Mainline Track Switches 2023 / 8th Ave-Fulton	NR	0.0	0.0	0.0	40.8	0.0	40.8	
37	Mainline Track Switches 2023 / Brighton	NR	0.0	0.0	0.0	12.4	0.0	12.4	
38	Mainline Track Switches 2023 / Lenox-WPR	NR	0.0	0.0	0.0	5.9	0.0	5.9	
39	Mainline Track Switches 2023 / Rockaway	NR	0.0	0.0	0.0	18.0	0.0	18.0	
40	Mainline Track Switches 2023 / Sea Beach	NR	0.0	0.0	0.0	10.3	0.0	10.3	
41	Mainline Track Switches 2023 / Myrtle	NR	0.0	0.0	0.0	13.5	0.0	13.5	
42	Mainline Switches - 2024 Support Costs	NR	0.0	0.0	0.0	0.0	17.7	17.7	
43	Mainline Track Switches 2024 / 8th Ave-Fulton	NR	0.0	0.0	0.0	0.0	34.9	34.9	
44	Mainline Track Switches 2024 / Broadway-7th Ave	NR	0.0	0.0	0.0	0.0	8.5	8.5	
45	Mainline Track Switches 2024 / Liberty	NR	0.0	0.0	0.0	0.0	4.4	4.4	
46	Mainline Track Switches 2024 / Lenox-WPR	NR	0.0	0.0	0.0	0.0	7.9	7.9	
47	Mainline Track Switches 2024 / Lexington	NR	0.0	0.0	0.0	0.0	3.8	3.8	
48	Mainline Track Switches 2024 / Jamaica	NR	0.0	0.0	0.0	0.0	3.7	3.7	
49	Mainline Track Switches 2024 / Flushing	NR	0.0	0.0	0.0	0.0	6.9	6.9	
50	Mainline Track Switches 2024 / Dyre	NR	0.0	0.0	0.0	0.0	9.9	9.9	
51	Mainline Track Switches 2024 / West End	NR	0.0	0.0	0.0	0.0	8.8	8.8	
52	Mainline Track Switches 2024 / Jerome	NR	0.0	0.0	0.0	0.0	5.5	5.5	
53	Mainline Track Switches 2024/ Canarsie	NR	0.0	0.0	0.0	0.0	7.6	7.6	
Element Total 03			\$104.0	\$55.5	\$100.3	\$148.6	\$119.6	\$66.0	\$593.9
Category Total 805			\$474.9	\$469.5	\$374.2	\$621.8	\$404.4	\$211.7	\$2,556.6

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
05 LINE EQUIPMENT									
02 Fan Plants: Various Locations	VAR	0.0	0.0	0.0	0.0	0.0	156.5	156.5	
03 Pump Rooms & Deep Wells: Various Locations	VAR	0.0	0.0	0.0	0.0	0.0	8.6	8.6	
04 Additional Work: Line Equipment	SGR	0.0	0.0	0.0	0.0	0.0	0.7	0.7	
05 Rehab Deep Wells & Control Upgrade Nostrand Line	SGR	0.0	22.0	0.1	0.2	0.1	0.0	22.3	
06 Rehab Fan Plant Damper Systems - 7 Locations	SGR	0.0	19.4	0.3	0.7	0.0	0.4	20.8	
07 Replace Supervisory Vent Controls - 2 Locs / FLS	SGR	5.7	0.1	0.0	0.0	0.0	0.0	5.8	
08 Pump Rooms & Deep Wells Design	SGR	6.2	4.2	0.3	2.5	0.0	1.2	14.4	
12 Fan Plants Design	SGR	0.0	0.6	0.0	3.2	0.1	0.0	3.9	
13 Tunnel Lighting Design	SGR	0.0	0.1	0.0	0.0	0.0	0.0	0.1	
14 Fan Plant SCADA Head-End Upgrade	SI	0.0	18.0	0.1	0.3	0.0	0.4	18.8	
17 Deep Wells Back-flushing - Lenox Line	SGR	0.0	8.4	0.3	0.3	0.0	0.0	8.9	
18 Tunnel Lighting, 8 Ave	SGR	0.0	0.0	17.3	0.0	0.0	1.1	18.4	
19 Fan Fiber, 8 Ave	SGR	0.0	0.0	16.5	0.0	0.1	0.8	17.4	
21 Rehabilitate Pump Room #1028 - Willoughby St/BWY	SGR	0.0	0.0	1.8	0.0	0.0	0.1	2.0	
22 Rehabilitate Pump Room #1029 - Adams St/BWY	SGR	0.0	0.0	14.0	0.1	0.0	0.5	14.6	
23 Rehabilitate Pump Room #1026 Rockwell/BWY	SGR	0.0	0.0	0.0	26.4	0.7	0.9	27.9	
24 Deep Wells Backflushing, 2 Locations	SGR	0.0	0.0	0.0	10.3	1.0	0.6	11.8	
25 Fan Plant Comp Repr: BXC (AWO to C48704)	SGR	0.0	0.0	0.0	1.6	0.0	0.0	1.6	
26 Sandy Mitigation: Pump Room Enhancements	SI	0.0	0.0	0.0	33.1	5.7	0.0	38.8	
27 Sandy Mitigation: Jerome Pump Rooms	SI	0.0	0.0	0.0	31.4	3.5	0.6	35.4	
28 Sandy Mitigation: Duct Seals FP 7222, 7232 (Loan)	SI	0.0	0.0	0.0	4.9	0.0	0.0	4.9	
30 Rehab Pump Room 4 Locs/Various	SGR	0.0	0.0	0.0	0.0	49.3	5.4	54.7	
Element Total 05		\$11.9	\$72.7	\$50.7	\$114.9	\$60.4	\$177.6	\$488.3	
Category Total 806		\$11.9	\$72.7	\$50.7	\$114.9	\$60.4	\$177.6	\$488.3	

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Numbers may not add due to rounding

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
03 LINE STRUCTURE REHABILITATION									
01 Subway Structure Repairs: Various Locations	SGR	0.0	0.0	0.0	0.0	0.0	432.0	432.0	
05 Miscellaneous Line Structure Investments	VAR	0.0	0.0	0.0	0.0	0.0	32.8	32.8	
02 Elevated Structure Repairs: Various Locations	VAR	0.0	0.0	0.0	0.0	0.0	260.8	260.8	
03 Elevated Structure Painting and Repair	SGR	0.0	0.0	0.0	0.0	0.0	417.2	417.2	
04 Elevated Structure Netting	SGR	0.0	0.0	0.0	0.0	0.0	10.0	10.0	
07 Small Business Mentoring Program - Line Structures	SGR	1.0	1.0	7.6	0.1	0.0	0.1	9.7	
08 Structural Repairs Steinway Loop QBL	SGR	1.1	0.0	0.0	0.0	0.0	0.0	1.1	
09 Subway Structure Repairs Design	SGR	0.1	6.0	0.5	5.9	0.2	15.0	27.7	
10 Special/Misc. Structures Design	VAR	2.1	0.0	3.4	8.9	0.2	0.0	14.5	
11 Plenum Plate Demo & Struct. Rehab EPK	SGR	0.5	0.0	0.0	0.0	0.0	0.0	0.5	
12 LSCRP 8th Ave CNR	SGR	0.0	35.0	0.0	0.0	0.0	0.0	35.0	
13 Line Structures Painting and Repair Design	SGR	1.7	0.8	5.5	7.8	0.7	0.0	16.5	
14 Elevated Structure Repairs Design	SGR	0.0	0.4	5.5	2.8	0.0	1.1	9.7	
15 Paint and Repair: Culver Line Pilot Section 1	SGR	0.0	1.7	0.0	0.0	0.0	0.0	1.7	
16 Paint and Repair: Culver Line Pilot Section 2	SGR	0.0	2.4	0.0	0.0	0.0	0.0	2.4	
17 Paint and Repair: 48 St - 72 St FLS	SGR	0.0	0.0	14.9	0.3	0.0	0.4	15.6	
18 LSCRP 161 -192 Sts BXC	SGR	0.0	123.7	0.9	0.2	0.0	2.2	127.0	
19 Vents 161 - 192 Sts BXC	SGR	0.0	11.5	0.0	0.0	0.0	0.2	11.7	
20 Rehab of Emergency Exits - 2021	SGR	0.0	6.4	0.0	0.0	0.0	0.0	6.4	
23 Repl of Elect/Equip: S. Channel Bridge	SGR	0.0	0.0	56.5	2.3	0.0	1.5	60.3	
24 Rehab Hammels Wye	SGR	0.0	0.0	98.4	0.6	0.0	7.4	106.3	
25 Elev Struc. Repairs: Over-Land Sections RKY	SGR	0.0	0.0	100.3	0.4	0.0	2.0	102.7	
26 Jamaica Structural Repairs	SGR	0.0	1.5	0.0	0.0	0.0	0.0	1.5	
27 63 St Structural Repairs	SGR	0.0	2.1	0.0	0.0	0.0	0.0	2.1	
28 Critical Ventilators Between Stations - Constr I/H	SGR	0.0	3.4	0.0	0.0	0.0	0.0	3.4	
29 Line Structure Repairs, 8 Ave	SGR	0.0	0.0	72.1	0.5	0.0	5.3	77.9	
30 LSCRP: Repair of Priority Column Bases/JER&WPR	SGR	0.0	7.5	0.0	0.0	0.0	0.0	7.5	
31 Woodside Structures	SGR	0.0	0.0	138.9	1.2	0.1	1.2	141.5	
32 Repair Abutment Wall: Coney Island Yard	SGR	0.0	0.0	15.3	0.0	0.0	0.1	15.3	
33 Replace Bridge: St Marks Ave/Franklin Ave Shuttle	SGR	0.0	0.0	18.2	2.1	0.0	0.1	20.4	
34 Rehab of Emergency Exits - 2022	SGR	0.0	0.0	12.5	0.0	0.0	0.0	12.5	
35 Paint and Repair: Myrtle Avenue - DeSales Pl/JAM	SGR	0.0	0.0	78.1	2.7	0.1	1.9	82.9	
36 Paint and Repair: Williamsburg Bridge - Myrtle Ave	SGR	0.0	0.0	69.9	2.5	0.3	1.7	74.4	
37 Paint and Repair: ENY Yard & Shop Leads/Loops	SGR	0.0	0.0	55.9	2.0	0.2	1.5	59.6	
38 LSCRP Brooklyn (BRT)	SGR	0.0	0.0	1.7	0.0	0.0	0.0	1.7	
39 LSCRP: Defects w/in Stations (I/H) 138 St 3 Av PEL	SGR	0.0	0.0	3.3	0.0	0.0	0.0	3.3	
44 Paint and Steel Repair, Culver Line South	SGR	0.0	0.0	91.7	6.8	0.0	2.2	100.6	
40 Stormwater Mitigation: Various Locations	SI	0.0	0.0	1.0	0.3	0.6	44.8	46.7	
41 Demolition of Abandoned Structures WPR	SGR	0.0	0.0	0.8	0.0	0.1	0.0	0.9	
42 Demolition of Abandoned Structures: 97th CBH/JAM	SGR	0.0	0.0	0.3	0.0	0.0	0.0	0.3	
45 Steel Repair, Culver Line North	SGR	0.0	0.0	49.7	3.1	0.0	0.2	53.1	
47 Demolition of Abandoned Structures: Marcy Tower	SGR	0.0	0.0	0.0	0.1	0.0	0.0	0.1	
48 Structure Painting: Myrtle Line Outstanding Work	SGR	0.0	0.0	0.0	120.2	10.0	2.4	132.6	
53 VS300 63rd Street Vent Bldng Stairway Lighting	SGR	0.0	0.0	0.0	0.0	4.3	0.0	4.3	
54 LSCRP Lexington / Jerome	SGR	0.7	0.0	0.0	75.5	1.9	8.9	87.0	
55 Rehab Emergency Exits - 2023	SGR	0.0	0.0	0.0	9.3	0.0	0.0	9.3	
56 LSCRP:Defects w/in Stations(I/H) E Bdwy 6AV	SGR	0.0	0.0	0.0	17.8	0.0	0.0	17.8	
58 Structure Painting: QB Plaza - 33 St FLS (DES)	SGR	0.0	0.0	0.2	0.0	0.0	0.2	0.3	
59 Structure Painting: 225 St - 240 St BW7	SGR	0.0	0.0	0.0	0.0	27.3	104.9	132.3	
60 LSCRP: Uptown Manhattan 8 AV	SGR	0.0	0.0	0.0	0.0	88.4	4.0	92.4	

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		Commitments (\$ in millions)						
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
03 LINE STRUCTURE REHABILITATION								
61 LSCRП: Uptown Manhattan 7 AV	SGR	0.0	0.0	0.0	0.0	65.4	2.8	68.2
62 Exp Joints Repair 133 St & Lasalle BW7	SGR	0.0	0.0	0.0	0.0	16.8	0.7	17.5
63 Stormwater Mitigation: 81 St & Broadway BW7	SI	0.0	0.0	0.0	0.0	9.3	0.4	9.7
64 Dem. of Abandoned Structures CBH 125 St BW7	SGR	0.0	0.0	0.0	0.0	1.7	0.1	1.8
65 LSCRП: Brooklyn/4 Ave (DES)	SGR	0.7	0.0	0.0	0.0	1.4	0.0	2.1
68 Struct Rehab/Ovrct - E 180 St. Abut WPR Ad'l Costs	SGR	0.0	0.0	0.0	0.0	1.4	0.0	1.4
69 Ovrct 17 Bridges & Flyover E 180 St DYR Ad'l Costs	SGR	0.0	0.0	0.0	0.8	2.2	0.0	2.9
70 East 180 St Flyover / Dyre Ave Additional Costs	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
71 Vent Reconstruction - Halsey St CNR 10 Locs	SGR	0.0	0.0	0.0	0.0	10.1	0.1	10.2
73 Paint: Portal to Kings Hwy/Culver	SGR	0.0	0.0	0.0	0.0	129.2	12.2	141.4
74 Demolish of Abandoned Structures / BW7	SGR	0.0	0.0	0.0	0.0	0.7	0.4	1.0
75 Column Repair / WST	SGR	0.0	0.0	0.0	0.0	0.0	67.8	67.8
77 Demolish Old Rock Park Yard Substation/RKY	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
78 Demo CBH N/O Eldert's Lane / JAM	SGR	0.0	0.0	0.0	0.0	0.0	2.2	2.2
79 Demo Abandoned Structures: Parkchester Tower PEL	SGR	0.0	0.0	0.0	0.0	0.0	0.1	0.1
80 Rehab Emergency Exits: ICC (2025) 4 Locs (25-29)	SGR	0.0	0.0	0.0	0.0	0.0	5.3	5.3
Element Total 03		\$7.7	\$203.2	\$902.8	\$274.2	\$372.6	\$1,454.4	\$3,215.0
Category Total 807		\$7.7	\$203.2	\$902.8	\$274.2	\$372.6	\$1,454.4	\$3,215.0

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
03 SIGNAL MODERNIZATION								
02 System-Wide Signal Improvements	VAR	0.0	0.0	0.0	0.0	0.0	143.7	143.7
03 SigMod Equipment for Cars and Locomotives	SI	0.0	0.0	0.0	0.0	0.0	566.2	566.2
04 SigMod: 8 Av and 2 Interlockings (Add supp costs)	SGR	0.0	0.0	0.0	7.8	0.0	135.9	143.7
05 Miscellaneous SigMod Supporting Investments	VAR	0.0	0.0	0.0	0.0	0.0	5.7	5.7
12 Mechanical Plug-In Timer Relays Replacement	VAR	9.2	0.0	0.0	0.0	0.0	0.0	9.2
16 CBTC: GEC Services	SI	0.0	0.1	18.8	2.9	0.4	0.3	22.6
13 CBTC: Flushing Line Equipment Removals	SI	0.0	19.6	0.4	0.0	0.0	0.0	20.0
14 Single Chip UWB Interoperability Proof of Concept	SI	0.0	24.4	0.0	0.0	0.0	0.0	24.4
15 Signal Enhancements (TIP)	SI	0.0	0.4	0.0	0.0	0.0	0.0	0.4
17 SigMod: Queens Blvd East and 3 Interl. - Furnish	SGR	0.0	75.2	10.5	10.8	0.0	2.3	98.8
18 SigMod: Queens Blvd East and 3 Interl. - Install	SGR	0.0	366.3	33.6	0.4	0.3	40.3	441.0
20 Cable Messenger Brackets/BRI	SGR	0.0	0.0	3.3	0.0	0.0	0.0	3.3
23 CBTC: Crosstown Line & 3 Interlockings	SGR	0.0	0.0	531.3	38.8	1.8	65.4	637.2
26 CBTC: Equip 640 R211 Option 1 Cars	SI	0.0	0.0	14.4	6.1	0.0	0.0	20.5
27 Validation & Verification for CBTC-SSI	SI	0.0	0.0	0.1	0.0	0.0	0.0	0.1
28 Bergen St Interlocking Upgrade	NR	0.0	0.0	23.4	1.4	0.0	1.0	25.8
29 CBTC: Equip 435 R211 Option 2 Cars	NR	0.0	0.0	0.0	12.5	0.0	0.0	12.5
30 Rail Simulation Study	SI	0.0	0.0	0.0	0.6	0.0	0.0	0.6
31 CBTC: Carborne Equipment Purchase	NR	0.0	0.0	0.0	2.0	0.2	0.0	2.2
32 CBTC QBL West (additional costs)	NR	0.0	0.0	0.0	0.0	6.7	6.6	13.3
33 Equip B Div Cars with Second CBTC Radio: Siemens	SI	0.0	0.0	0.0	0.0	4.1	0.0	4.1
34 Equip B Div Cars with Second CBTC Radio: Hitachi	SI	0.0	0.0	0.0	0.0	0.0	3.0	3.0
DD Signal Modernization Design	VAR	3.7	12.4	1.4	17.6	0.7	49.5	85.2
RR SigMod: 3 Lines and Associated Interlockings	VAR	0.0	0.0	0.0	0.0	0.0	2,735.3	2,735.3
Element Total 03		\$12.8	\$498.4	\$637.2	\$100.8	\$14.2	\$3,755.3	\$5,018.8

The following lines are also identified in the 2020-2024 program and will be broken out as awarded.

24	SigMod: 6 Ave / 63rd St Lines and Associated Interlockings
25	SigMod: Fulton Line and Associated Interlockings

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
06 COMMUNICATION SYSTEMS								
01 Comm Network Upgrades: Various Locations	VAR	0.8	0.5	8.9	5.1	0.0	4.6	19.9
02 Phone PBX Switch Upgrades: Various Locations	NR	0.0	0.0	1.3	0.0	0.0	23.7	25.0
03 Fiber Optic Cable Replacement: Various Locations	SGR	4.0	0.2	0.0	0.0	0.0	0.0	4.2
04 Copper Cable Replacement: Various Locations	NR	0.0	0.0	2.0	0.1	0.1	28.1	30.3
05 Antenna Cable Replacement: Various Locations	SGR	0.0	3.8	0.2	0.0	0.0	0.0	4.0
06 Subway Radio Equipment Replacement	NR	0.0	0.2	0.0	0.0	0.0	0.0	0.2
07 Station Comm Room Upgrades: Various Locations	SGR	2.2	0.0	0.1	0.0	0.0	12.5	14.8
08 Station Information Systems: Various Locations	VAR	2.8	0.2	4.7	2.4	0.1	391.8	402.0
10 Security Technology Upgrades: Various Locations	SI	0.0	0.0	0.0	0.0	0.0	34.2	34.2
11 Small Business Mentoring Program - Communications	SI	0.0	18.7	22.8	7.5	0.3	10.2	59.5
12 Passenger ID CCTV - 88 Locations	SI	0.0	0.3	65.2	0.4	0.1	0.0	66.0
13 Comm Room 318A 34 St BW7 PSNY-33rd	SI	1.5	0.0	0.0	0.0	0.0	0.0	1.5
14 URT Phase 3	SI	0.0	0.0	90.6	9.9	0.5	7.5	108.4
15 Liftnet Transition to Ethernet; Ph. 2 - Package 1	SI	0.0	8.6	0.3	0.0	0.0	0.0	8.9
16 Liftnet Transition to Ethernet; Ph. 2 - Package 2	SI	0.0	0.0	7.0	0.4	0.2	0.0	7.6
24 PA/CIS Upgrade: Canarsie Line, Phase 2	SGR	0.0	0.0	0.0	78.2	4.8	0.3	83.3
37 Electronic Security: Columbus Circle Complex	SI	13.4	0.0	0.1	0.0	0.0	0.8	14.3
38 ESS: Wall/Broad Street	SI	0.0	7.3	0.1	0.0	0.0	0.0	7.4
39 ESS: Canal Street Complex (DES)	SI	0.0	0.7	1.3	0.0	0.0	0.0	2.0
40 Antenna Cable Concourse Line (IND)	SI	0.0	9.5	0.0	0.0	0.0	0.2	9.8
41 Asych Fiber Optic Network Ring F	SI	0.0	26.4	0.0	1.2	0.0	0.0	27.5
42 PA/CIS Electronics Replacement - Canarsie Line	NR	0.0	7.1	0.0	0.0	0.0	0.0	7.1
43 Fiber Optic Cable Replacement (2021)	NR	0.0	4.4	0.1	0.0	0.0	0.0	4.5
44 ESS: Jay St Metro Tech (DES)	SI	0.0	0.0	1.7	0.2	0.0	0.0	1.9
45 ESS: West 4th St	SI	0.0	0.0	14.1	0.1	0.0	0.0	14.1
46 Laser Intrusion Detection	SI	0.0	0.0	2.2	1.2	0.1	11.6	15.0
47 Track Intrusion Detection	SI	0.0	0.0	1.3	1.8	0.0	31.9	35.0
48 Track Safety Communications Initiatives Reserve	SI	0.0	0.0	0.0	0.9	0.0	9.1	10.0
49 PSLAN: Expand Partial to Full at 75 St / JAM	SI	0.0	0.0	0.7	0.0	0.0	0.0	0.7
50 Passenger ID CCTV	SI	0.0	0.0	0.7	72.2	6.6	2.8	82.3
51 Fiber Optic Cable Replacement (2022)	NR	0.0	0.0	4.3	1.5	0.0	0.0	5.8
52 Antenna Cable Replacement: Mnhstn Bridge Ph. 2	NR	0.0	0.0	5.9	0.1	0.0	0.0	6.0
53 ESS: 145th St/8 Ave (DES)	SI	0.0	0.0	0.8	0.9	0.1	0.0	1.8
54 ESS: 14th St/8 Ave Complex (DES)	SI	0.0	0.0	0.9	0.8	0.1	0.0	1.9
55 ISIM B Rollout for Module 3 (Add'l Support)	SGR	0.0	0.0	0.8	0.0	0.0	0.0	0.8
56 PSLAN Upgrades for PA/CIS Phase 0	SI	0.0	0.0	0.0	22.6	0.1	0.0	22.7
57 Upgrade ASYNC Fiber Optic Network Ring E	NR	0.0	0.0	0.0	32.2	0.2	0.5	32.8
58 Fiber Optic Cable Replacement (2023)	NR	0.0	0.0	0.0	12.7	1.1	0.7	14.5
59 Antenna Cable Replacement: Jay Street	NR	0.0	0.0	0.0	9.2	0.0	0.1	9.3
60 Comm Room Upgrade: APC Repl	SGR	0.0	0.0	0.0	16.3	1.1	0.2	17.7
61 Comm Room HVAC: 138th St/Grand Concourse	SGR	0.0	0.0	0.0	0.3	0.0	0.0	0.4
64 Connection Oriented Ethernet (COE) 3C	NR	0.0	0.0	0.0	118.5	10.6	9.5	138.6
65 Fiber Optic Replacement (Pt 8) BH to Whitehall	SGR	0.0	0.0	0.0	4.9	0.1	0.5	5.4
66 Fiber Optic Replacement (Pt 9) Bleeker to 19th St	SGR	0.0	0.0	0.0	5.0	0.1	0.4	5.5
68 Trk Intr.: Plat Cam Video Analytics 3 Complexes	SI	0.0	0.0	0.0	0.0	0.0	0.9	0.9
70 Fiber Optic Cable Replacement Part 10	SGR	0.0	0.0	0.0	0.0	7.4	0.5	8.0
71 VHF Radio Replacement	NR	0.0	0.0	0.0	0.0	0.0	11.7	11.7
Element Total 06		\$24.7	\$87.5	\$237.9	\$406.6	\$33.8	\$594.3	\$1,385.0
Category Total 808		\$37.6	\$586.0	\$875.2	\$507.4	\$48.0	\$4,349.7	\$6,403.8

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 SUBSTATIONS								
01 Substation Renewals: Various Locations	SGR	0.0	0.0	0.0	0.0	0.0	4.5	4.5
03 Substation Enclosures: Various Locations	SGR	0.0	0.0	0.0	0.0	0.0	27.9	27.9
04 Power Improvements: Various Locations	VAR	0.0	0.0	0.0	0.0	0.0	353.8	353.8
07 Negative Cables:4th Ave Line - 36St to Pacific Ph3	SGR	0.0	0.0	48.2	0.2	0.0	0.2	48.5
08 New 84C Contact Rail - Archer Ave	SGR	3.4	0.0	0.0	0.0	0.0	0.0	3.4
09 New Negative Side Feeders- Archer Ave	SGR	0.9	0.0	0.0	0.0	0.0	0.0	0.9
10 Substation Projects- Design	SGR	3.5	18.3	8.2	14.0	6.3	8.5	58.8
11 Jamaica Line: 84C Contact Rail	SGR	0.0	3.1	0.0	0.0	0.0	0.0	3.1
12 Jamaica Line Negative Side Feeders	SGR	0.0	0.4	0.0	0.0	0.0	0.0	0.4
13 63 St 84C Contact Rail	SGR	0.0	9.6	0.0	0.0	0.0	0.0	9.6
14 63 St Negative Side Feeders	SGR	0.0	1.4	0.0	0.0	0.0	0.0	1.4
15 New Substation: 28 St / 8AV	SI	0.0	0.0	68.9	0.9	0.1	1.2	71.2
16 Replace Transformer and Associated Equip.(1 loc)	NR	0.0	0.0	6.8	0.0	0.0	0.2	7.0
17 Replace Transformers and Associated Equip., 2 Subs	SGR	0.0	0.0	0.0	23.0	0.1	0.1	23.1
18 Replace DC Lineup at Jamaica Yard Substation	SGR	0.0	0.0	0.0	12.8	0.2	0.0	12.9
19 Replace High Tension Switchgear at 5 Substations	SGR	0.0	0.0	0.0	25.5	0.3	0.1	25.8
20 Replace High Tension Switchgear at 1 Substation	SGR	0.0	0.0	0.0	3.8	0.0	0.0	3.8
21 Substation Renewal: 13 St / CUL	SGR	0.0	0.0	0.0	25.6	0.0	3.4	29.0
22 Substation Renewal: 82 Rd / QBL	SGR	0.0	0.0	0.0	25.9	0.0	0.2	26.2
23 Replace High Tension Switchgear at 1 Location	SGR	0.0	0.0	0.0	8.2	0.0	1.2	9.4
24 Substation Roofs & Enclosures: 3 Locs Qns	SGR	0.0	0.0	0.0	0.0	19.5	0.6	20.1
25 Hester St Substation Renewal / 6AV	SGR	0.0	0.0	0.0	0.0	46.2	1.4	47.5
26 Village Substation Renewal 6AV	SGR	0.0	0.0	0.0	0.0	35.1	0.9	36.0
27 Rehab Substation Roof & Enclosure - B'way/W 143 St	SGR	0.0	0.0	0.0	0.0	5.7	0.6	6.3
28 Rehab Substation Roofs & Enclosures - 2 Locations	SGR	0.0	0.0	0.0	0.0	5.3	0.6	5.9
29 HT Switchgear Replacement 2 Locations	SGR	0.0	0.0	0.0	0.0	19.4	2.2	21.6
30 Repair Components 62 Rd Substation QBL	SGR	0.0	0.0	0.0	0.0	3.6	0.5	4.1
31 Replace Control & Battery Cable, Zone 20	SGR	0.0	0.0	0.0	0.0	7.3	2.1	9.4
32 Washington Heights Substation Renewal / 8AV	SGR	0.0	0.0	0.0	0.0	63.0	8.1	71.1
33 Concourse Yard Substation Renewal BXC	SGR	0.0	0.0	0.0	0.0	60.3	5.4	65.8
34 Replace Control Cable, Zone 25	SGR	0.0	0.0	0.0	0.0	4.8	0.4	5.2
35 Replace Transformer, Broad Channel Substation	SGR	0.0	0.0	0.0	0.0	1.5	0.2	1.7
Element Total 02		\$7.8	\$32.7	\$132.0	\$139.8	\$278.7	\$424.1	\$1,015.2
04 POWER DISTRIBUTION								
01 Circuit Breaker Houses: Various Locations	VAR	0.0	0.0	0.0	0.0	0.0	68.0	68.0
02 Traction Power Cables: Various Locations	SGR	0.0	0.0	0.0	0.0	0.0	7.9	7.9
03 Miscellaneous Power Investments	VAR	0.0	0.0	0.0	0.0	0.0	103.5	103.5
04 Rehabilitation of 11 CBHs and 1 Enclosure DES	SGR	2.3	0.0	0.1	0.0	0.0	0.0	2.4
05 Rebuild Ducts: Central Substation	SGR	0.0	7.9	0.0	0.1	0.0	0.0	7.9
06 Upgrade SCADA BMT	SGR	0.0	0.0	50.4	0.2	0.0	0.2	50.8
07 Power Distribution Design	SGR	0.0	5.0	1.7	3.8	3.5	5.4	19.4
08 Rehab CBH Enclosure: CBH 301 Pennsylvania Av / EPK	SGR	0.0	1.8	0.0	0.0	0.0	0.0	1.8
09 Rehab 4 CBH Enclosures at CIY	SGR	0.0	5.6	0.0	0.0	0.0	0.0	5.6
10 Installation of Second Negative Rail / Dyre	NR	0.0	0.0	22.9	0.0	0.0	0.2	23.1
11 Rehabilitation of 5 CBHs: Various Locs	SGR	0.0	0.0	52.6	4.8	0.8	0.0	58.3
12 Emergency Alarm Rollout Phase 1	SGR	0.0	0.0	0.0	109.4	1.0	16.7	127.1
14 Rehabilitation of 1 CBH at Concourse Yard	SGR	0.0	0.0	0.0	0.0	5.4	0.5	5.9
Element Total 04		\$2.3	\$20.3	\$127.7	\$118.3	\$10.8	\$202.4	\$481.8
Category Total 809		\$10.1	\$53.0	\$259.8	\$258.1	\$289.5	\$626.5	\$1,497.0

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
04 SHOPS & YARDS								
01 Shop Component Repairs: Various Locations	VAR	0.0	0.0	0.0	0.0	0.0	195.5	195.5
05 Yard Fencing/Lighting/Misc. Investments	VAR	0.0	0.8	0.0	0.0	0.0	11.4	12.2
06 Yard Track - 2020	SGR	2.3	0.0	0.0	0.0	0.0	0.0	2.3
07 Yard Switches - 2020	SGR	2.8	0.0	0.0	0.0	0.0	0.0	2.8
08 Non-Revenue Track Replacement - Times Square	SGR	1.5	0.0	0.0	0.0	0.0	0.0	1.5
09 Shop Components Design	SGR	0.0	1.2	1.6	20.0	3.8	3.1	29.6
10 Yard Track & Switch Design	SGR	0.0	0.0	0.0	0.1	0.1	0.0	0.2
11 Yard Track - 2021	SGR	0.0	4.4	0.0	0.0	0.0	0.0	4.4
12 Livonia Maintenance Shop Phase I	SGR	0.0	21.5	0.4	0.0	0.0	0.0	22.0
13 Small Business Mentoring Program - Shops & Yards	SGR	0.0	1.9	0.6	0.0	0.0	0.0	2.5
14 Yard Track - 2022 Design	SGR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
15 Yard Track - 2022	SGR	0.0	0.0	2.8	0.0	0.0	0.0	2.8
17 207th St OH Facility	SGR	0.0	2.2	35.6	1.0	0.0	0.4	39.1
18 Yard Lighting: Fresh Pond Yard	SGR	1.6	0.0	0.0	9.9	0.0	0.5	12.1
19 Jamaica Yard Expansion Ph 1 - Design	SI	0.0	0.0	0.8	3.4	0.0	0.0	4.2
20 Yard Track - 2023	SGR	0.0	0.0	0.0	0.0	4.4	0.0	4.4
21 Yard Switches - 2023	SGR	0.0	0.0	0.0	5.5	0.0	0.0	5.5
23 Westchester Yard Drainage Improvements	SI	0.0	0.0	0.0	0.0	11.2	150.0	161.2
24 Yard Fencing: Fresh Pond Yard	SGR	0.0	0.0	0.0	12.1	0.1	0.2	12.4
25 Coney Island Overhaul Shop Roof	SGR	0.0	0.0	0.0	0.0	71.1	2.2	73.4
26 Yard Track - 2024	SGR	0.0	0.0	0.0	0.0	2.8	0.0	2.8
27 Yard Switches - 2024	SGR	0.0	0.0	0.0	0.0	3.9	0.0	3.9
28 Heavy Shop Equipment at Various Locations	NR	0.0	0.0	0.0	0.0	11.2	0.0	11.2
29 Other Yard Designs	SGR	0.0	0.0	0.0	0.0	0.4	0.2	0.6
30 Improvements to New Cable Shop (2016 Pitkin Ave)	NR	0.0	0.0	0.0	0.0	23.1	0.0	23.1
31 DOS Facility Heating and Energy Efficiency Boilers	SI	0.0	0.0	0.0	0.0	31.7	0.0	31.7
Element Total 04		\$8.3	\$32.0	\$41.8	\$52.0	\$163.8	\$363.5	\$661.4
Category Total 810		\$8.3	\$32.0	\$41.8	\$52.0	\$163.8	\$363.5	\$661.4

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
03 DEPOT REHAB & RECONSTRUCTION								
01 Depot Component Repairs: Various Locations	VAR	0.0	0.0	0.0	0.0	0.0	149.7	149.7
03 Jamaica Depot Reconstruction	NR	4.9	0.0	536.2	12.3	13.5	29.9	596.9
04 Roof Topping & Expansion Joints Replacement at MJQ	NR	0.0	0.0	11.6	0.8	0.4	0.1	12.9
05 Roof Topping & Expnsn Joint Rplcmnt at Kingsbridge	NR	0.0	4.8	0.3	0.0	0.0	0.0	5.1
06 Zero Emission Fleet Transformation Study	SI	0.0	0.0	6.9	0.0	0.0	13.5	20.5
07 Bus Parking Lot at York College	SI	0.0	0.0	22.5	0.0	0.1	4.4	27.0
08 Depot Component Repairs: Design	VAR	0.0	0.0	0.5	12.1	2.3	6.2	21.1
13 East New York Depot Window and Facade	SGR	0.0	0.0	0.0	0.0	1.1	0.0	1.1
Element Total 03		\$4.9	\$4.8	\$578.1	\$25.2	\$17.3	\$203.8	\$834.2
04 DEPOT IMPROVEMENTS								
02 Miscellaneous Depot Investments	NR	0.0	0.0	0.0	0.0	0.0	24.9	24.9
03 Depot Improvements Design	NR	0.0	0.8	0.9	0.0	0.0	0.0	1.8
04 Chassis Wash Repl at Ulmer Park Bus Depot [SBMP]	SGR	0.0	2.1	0.1	0.2	0.0	0.0	2.3
05 Phase 2A (300 Buses) - ABLE	SI	0.0	0.0	5.3	1.3	0.0	0.0	6.6
06 Automated Fuel Management System: 15 Depots	NR	0.0	0.0	6.7	0.0	0.0	0.0	6.7
07 Portable Bus Lift / Equipment Replacement	NR	0.0	0.0	0.0	4.7	0.0	0.0	4.7
08 Eltingville Park & Ride Expansion	SI	0.0	0.0	3.1	0.0	0.0	0.0	3.1
09 Chassis Wash Repl at Tuskegee Bus Depot [SBMP]	SGR	0.0	0.0	0.7	0.3	0.0	0.0	1.0
10 Bus Radio	NR	0.0	0.0	11.0	4.4	7.8	0.0	23.2
12 Phase 2B (671 Buses) - ACE	SI	0.0	0.0	0.0	13.3	0.0	0.0	13.3
13 Phase 3 (1,000 Buses) - ACE	SI	0.0	0.0	0.0	0.0	18.2	0.0	18.2
14 Phase 4 (1,000 Buses) - ACE	SI	0.0	0.0	0.0	0.0	22.4	0.0	22.4
Element Total 04		\$0.0	\$2.9	\$27.8	\$24.2	\$48.5	\$24.9	\$128.3
Category Total 812		\$4.9	\$7.7	\$605.9	\$49.5	\$65.8	\$228.7	\$962.5

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 SERVICE VEHICLES									
01	Purchase Rubber Tire Vehicles	NR	0.0	0.0	0.0	6.2	0.0	19.2	25.4
02	Purchase Various Work Train Cars	VAR	0.0	0.0	0.0	0.0	0.0	46.6	46.6
03	Service Vehicles DES	VAR	1.0	1.1	0.0	0.1	0.0	0.0	2.2
04	Purchase 27 Flat Cars	NR	23.0	0.0	0.0	0.0	0.0	0.0	23.0
05	Critical Systems Upgrade of Track Geometry Cars	SGR	0.0	0.0	0.0	10.0	0.0	0.0	10.0
06	Purchase 45 Flat Cars	SI	0.0	0.0	41.6	0.0	0.0	0.0	41.6
08	Non-Revenue Vehicles 2023	NR	0.0	0.0	0.0	2.5	14.6	0.0	17.1
Element Total 02			\$24.0	\$1.1	\$41.6	\$18.7	\$14.6	\$65.8	\$165.8
Category Total 813			\$24.0	\$1.1	\$41.6	\$18.7	\$14.6	\$65.8	\$165.8

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
02 MISCELLANEOUS								
02 Insurance to Support Capital Program		0.0	0.0	0.0	0.0	0.0	9.6	9.6
03 Capital Revolving Fund 2020		5.0	0.0	0.0	0.0	0.0	0.0	5.0
04 All Agency Liability Insurance		12.5	0.0	0.0	0.0	0.0	0.0	12.5
05 Owner Controlled Insurance Program		0.0	53.1	7.7	0.0	0.0	0.0	60.8
06 Owner Controlled Insurance Program 2022-23		0.0	0.0	78.3	0.0	0.0	0.0	78.3
08 Capital Revolving Fund 2021		0.0	5.0	0.0	0.0	0.0	0.0	5.0
09 Capital Revolving Fund 2022		0.0	0.0	5.0	0.0	0.0	0.0	5.0
10 Capital Revolving Fund 2023		0.0	0.0	0.0	5.0	0.0	0.0	5.0
11 Owner Controlled Insurance Program (OCIP) 23-24		0.0	0.0	0.0	60.1	0.0	0.0	60.1
12 Owner Controlled Insurance Program (OCIP) 23 24 25		0.0	0.0	0.0	105.8	11.4	7.8	124.9
13 Capital Revolving Fund 2024		0.0	0.0	0.0	5.0	0.0	0.0	5.0
14 Owner Controlled Insurance Program (OCIP) 2015-19		0.0	0.0	0.0	0.0	6.0	0.0	6.0
15 Capital Revolving Fund 2025		0.0	0.0	0.0	0.0	0.0	5.0	5.0
99 Authority-Wide Contingency: 2020-2024		0.0	0.0	0.0	0.0	0.0	184.7	184.7
Element Total 02		\$17.5	\$58.1	\$91.0	\$175.9	\$17.4	\$207.1	\$567.0
04 MANAGEMENT INFORMATION SYSTEMS								
01 Enterprise Asset Management (EAM)	NR	0.0	9.4	20.1	14.6	0.0	1.3	45.4
02 Upgrade Information Systems / Data Centers	VAR	0.0	1.4	0.0	0.0	0.0	43.4	44.8
03 Improved Resiliency of RCC Critical Systems DES	NR	0.0	0.0	0.0	2.7	0.0	0.0	2.7
Element Total 04		\$0.0	\$10.8	\$20.1	\$17.3	\$0.0	\$44.7	\$92.9
05 ENGINEERING SERVICES								
02 Engineering Services to Support Capital Program		4.5	14.4	15.1	14.5	3.2	38.6	90.4
03 Scope Development and Design Reserve		2.8	4.0	5.6	2.8	0.4	199.4	215.0
04 MTA Independent Engineering Consultant		0.0	6.0	0.0	15.6	0.0	0.0	21.6
05 Small Business Mentoring Program Administration		0.0	0.0	10.7	3.3	5.6	7.3	26.9
06 GO Support - Traffic Checkers 2022		0.0	0.0	10.0	0.0	0.0	0.0	10.0
14 GO Support - Traffic Checkers 2020		10.0	0.0	0.0	0.0	0.0	0.0	10.0
15 GO Support - Traffic Checkers 2021		0.0	10.3	0.0	0.0	0.0	0.0	10.3
17 Concrete Cylinder Testing		1.7	0.0	0.0	0.0	0.0	0.0	1.7
18 Concrete Batch Plant Inspection		2.1	0.0	0.0	0.0	0.0	0.0	2.1
19 Construction Support 2022		0.0	0.0	6.5	0.0	0.0	0.0	6.5
20 Bike Ped Study and Pilot	SI	0.0	0.0	0.0	0.3	0.0	1.1	1.5
21 GO Support - Traffic Checkers 2023		0.0	0.0	0.0	10.0	0.0	0.0	10.0
22 GO Support - Traffic Checkers 2024		0.0	0.0	0.0	0.0	10.0	0.0	10.0
23 Structural Testing Systemwide		0.0	0.0	0.0	0.0	0.6	0.0	0.6
24 Test Pits and Test Holes at Various Locations		0.0	0.0	0.0	0.0	11.0	0.1	11.1
25 Land Borings at Various Locations		0.0	0.0	0.0	0.0	0.0	7.1	7.1
Element Total 05		\$21.2	\$34.8	\$48.0	\$46.6	\$30.8	\$253.7	\$434.9
06 ENVIRONMENTAL SAFETY								
03 Environmental Remediation	NR	0.0	0.0	0.0	0.0	0.0	19.2	19.2
04 Fire Alarms and Sprinklers DES	NR	0.0	1.7	0.3	0.1	0.0	0.0	2.1
05 IQ Consulting Serv.: UST Remediation - 2021	NR	0.0	0.0	4.7	0.2	0.2	0.1	5.2
06 Fire Alarms and Sprinklers: Various Locations	NR	0.0	0.0	0.0	81.8	0.2	0.6	82.6
Element Total 06		\$0.0	\$1.7	\$5.1	\$82.2	\$0.4	\$19.9	\$109.2

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
07 EMPLOYEE FACILITIES								
01 Subways Employee Facility Repairs: Various Locs	SGR	0.0	0.0	0.0	0.0	0.0	100.2	100.2
03 Misc./Administrative Facility Investments	VAR	0.0	0.0	0.0	0.0	0.0	121.9	121.9
04 EFR: 8AV - 4 Locations (Uptown)	SGR	2.6	0.1	0.0	0.0	0.0	0.0	2.7
05 Livingston Plaza Elec, Mechanical, Generator Ph. B	NR	0.0	67.5	0.9	0.4	0.0	5.3	74.1
06 EMD Facility: Hoyt-Schermerhorn FUL	SGR	13.7	0.1	0.2	0.0	0.0	9.8	23.8
07 Employee Facilities Design	VAR	0.0	1.0	0.0	15.6	2.8	0.1	19.5
08 EDR Water Remedy and Equipment Replacement	SGR	0.0	5.6	0.4	0.0	0.0	0.0	6.0
09 EFR Bathroom and Breakroom Ph1	SGR	0.0	2.8	0.1	0.0	0.0	0.0	3.0
10 EFR Bathroom and Breakroom Ph2	SGR	0.0	3.7	0.0	0.0	0.0	0.0	3.7
11 EFR Consolidation: 2 Ave / 6AV	SGR	0.0	18.6	0.1	0.3	0.0	4.0	23.0
12 EFR Bathroom and Breakrooms Ph 3	SGR	0.0	0.0	0.0	2.9	0.0	0.0	2.9
13 14th Street-Union Square Police District Office #4	SGR	0.0	0.0	0.0	0.0	0.2	0.0	0.2
14 EFR Station Component Locations	SGR	0.0	0.0	0.0	4.5	0.0	0.3	4.7
15 Perimeter Hardening: Power Control Center (SBMP)	SI	0.0	0.0	0.0	2.6	0.0	0.2	2.8
16 Crew Quarters (EMD) - 7th Ave Station / 6AV	SGR	0.0	0.0	0.0	12.3	0.0	6.8	19.1
17 EFR: West 4 St / 8AV Water Condition Survey	SGR	0.0	0.0	0.0	0.0	0.1	0.4	0.4
18 2020-24 Facility Elevators	SGR	0.0	0.0	0.0	0.0	0.0	35.3	35.3
19 Employee Facility Repairs at ADA & StationCom Locs	SGR	0.0	0.0	0.0	0.0	5.0	0.0	5.0
20 RCC Annex - Gas Vent	SI	0.0	0.0	0.0	0.0	0.3	0.0	0.3
22 EFR at ADA Locations	SGR	0.0	0.0	0.0	0.0	7.2	0.0	7.2
23 EFR: 5 Locations ICC	SGR	0.0	0.0	0.0	0.0	0.0	12.3	12.3
26 130 Livingston St Boilers	SGR	0.0	0.0	0.0	0.0	0.0	0.3	0.3
29 EFR Component Repairs at 5 Locs (2023)	SGR	0.0	0.0	0.0	0.0	0.0	4.6	4.6
Element Total 07		\$16.3	\$99.5	\$1.8	\$38.6	\$15.6	\$301.3	\$473.0
Category Total 816		\$54.9	\$204.7	\$165.9	\$360.5	\$64.2	\$826.6	\$1,677.0
TOTAL PROGRAM		\$974.0	\$2,320.1	\$7,295.8	\$4,506.5	\$2,992.9	\$15,401.0	\$33,490.3

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ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 SIR: MISCELLANEOUS								
01 Station Components: Various Locations	SGR	2.1	0.0	0.6	3.7	0.0	57.3	63.7
02 Track and Switch Replacement	SGR	0.0	0.0	0.5	0.0	0.0	0.0	0.5
03 Bridge Structures: Various Locations	VAR	0.6	0.0	1.9	2.9	0.0	98.6	104.0
04 Purchase Various Work Train Cars	VAR	0.0	0.0	0.0	0.0	0.0	12.5	12.6
05 Purchase Rubber Tire Vehicles	SGR	0.0	0.0	0.0	0.0	0.0	5.0	5.0
07 ADA: Huguenot	SI	0.0	0.0	0.0	29.8	0.2	2.3	32.3
08 ADA: New Dorp SIR	SI	28.1	0.2	0.2	0.0	0.0	6.2	34.7
09 Track and Switch Rehab: SIR Mainline (Addtnl Work)	SGR	14.3	36.4	0.0	0.0	0.0	0.0	50.7
10 Components: New Dorp SIR	SGR	0.0	1.4	0.0	0.0	0.0	0.0	1.4
11 Purchase 7 Flat Cars	SGR	0.0	0.0	6.5	0.0	0.0	0.0	6.5
12 SIR Track and Switch Replacement	SGR	0.0	0.0	0.0	86.6	0.1	1.1	87.7
16 Art for ADA Stations	SI	0.0	0.0	0.0	0.0	0.2	0.0	0.2
DD SIR ADA Design	SI	0.0	0.0	0.5	1.4	0.0	0.0	1.9
RR ADA: Station Reserve (Clifton)	SI	0.0	0.0	0.0	0.0	0.0	53.8	53.8
Element Total 01		\$45.1	\$38.0	\$10.1	\$124.4	\$0.5	\$236.8	\$454.9
Category Total 807		\$45.1	\$38.0	\$10.1	\$124.4	\$0.5	\$236.8	\$454.9
TOTAL PROGRAM		\$45.1	\$38.0	\$10.1	\$124.4	\$0.5	\$236.8	\$454.9

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New York City Transit Agency Summary

Commitments (\$ in millions)							Total All Years
AGENCY	2020	2021	2022	2023	2024	Post 2024	
TOTAL New York City Transit	\$974.0	\$2,320.1	\$7,295.8	\$4,506.5	\$2,992.9	\$15,401.0	\$33,490.3
TOTAL Staten Island Railway	\$45.1	\$38.0	\$10.1	\$124.4	\$5	\$236.8	\$454.9
TOTAL NEW YORK CITY TRANSIT AGENCY PROGRAM	\$1,019.2	\$2,358.0	\$7,305.9	\$4,631.0	\$2,993.4	\$15,637.7	\$33,945.2

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 REVENUE EQUIPMENT									
04 Other Rolling Stock	SI	0.0	0.0	0.0	0.0	6.6	0.0	6.6	
01 Work Locomotives	NR	0.0	0.0	0.0	0.1	0.0	0.0	0.1	
02 Purchase Dual-Mode Locomotives	NR	0.0	0.0	0.0	0.0	1.0	155.1	156.1	
Element Total 01		\$0.0	\$0.0	\$0.0	\$0.1	\$7.5	\$155.1	\$162.7	
Category Total 801		\$0.0	\$0.0	\$0.0	\$0.1	\$7.5	\$155.1	\$162.7	

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

STATIONS

L - 802

		Commitments (\$ in millions)						
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
04 STATIONS AND BUILDINGS								
01 Station Renewals: Various Locations	NR	0.0	0.0	2.8	0.6	0.0	12.6	16.0
02 Station Platform Components: Various Locations	VAR	0.0	0.0	0.0	0.0	0.0	16.9	16.9
03 Station Building Components: Various Locations	VAR	0.0	1.7	1.5	0.0	0.0	8.7	11.9
06 Fare Collection Program	NR	0.0	0.0	9.8	0.0	35.1	0.3	45.1
08 Small Business Mentoring Program - Stations	NR	0.0	0.0	4.9	9.5	1.2	6.3	21.9
09 ADA Hollis Station	SGR	0.0	0.0	0.0	97.0	0.0	0.8	97.7
11 ADA Locust Manor Station	SI	0.0	0.0	20.4	2.0	0.0	0.0	22.4
12 ADA Forest Hills Station	SI	0.0	0.0	0.0	102.0	0.5	2.9	105.3
13 ADA Copiague Station	SI	0.0	0.0	15.7	2.3	0.2	0.0	18.2
14 ADA St Albans Station	SI	0.0	0.0	22.3	3.4	0.0	0.0	25.7
15 ADA Met-Willet Pt Station DES	NE	0.0	0.0	0.0	1.6	0.0	0.0	1.6
16 Force Account Station Work - Various Locations	NR	7.9	3.1	0.0	0.2	0.0	0.6	11.8
17 Tactile Strips - Various Locations	NR	12.8	0.0	0.0	0.0	0.0	0.0	12.8
18 Mets-Willets EIC Relocation	SI	1.4	18.8	0.0	0.0	0.0	0.0	20.3
19 Northport Station Improvements	NR	0.0	1.4	9.7	0.0	0.0	1.3	12.5
20 ADA Amityville Station	SI	0.0	0.0	13.1	2.3	0.0	0.0	15.5
21 ADA Laurelton Station	SI	0.0	0.0	19.4	1.9	0.0	0.0	21.3
22 ADA Massapequa Park Station	SI	0.0	0.0	14.3	1.3	0.3	0.0	15.9
23 ADA Lindenhurst Station	SI	0.0	0.0	15.7	2.3	0.0	0.0	18.1
24 Valley Stream Escalator / Elevator Replacement	NR	0.0	0.0	22.4	2.3	0.0	1.4	26.1
25 Auburndale Elevator Replacement	NR	0.0	0.0	7.2	1.0	0.0	0.1	8.3
26 Babylon Station Platform Replacement	SGR	0.0	0.0	0.0	125.6	0.0	1.2	126.8
27 Jamaica Eastern Portal Enhancements	NR	0.0	0.0	0.0	1.0	0.0	0.0	1.0
28 Jamaica West End Vertical Transportation	SI	0.0	0.0	0.0	3.2	0.0	1.1	4.2
98 C&D Project Support	SI	0.0	0.0	0.0	0.0	1.0	0.0	1.0
DD ADA Accessibility and Components Stations DES	SI	15.1	1.0	0.0	0.3	0.0	3.3	19.8
RR Stations ADA Reserve	SI	0.0	0.0	0.0	0.0	0.0	0.6	0.6
Element Total 04		\$37.2	\$26.1	\$179.3	\$359.8	\$38.3	\$58.0	\$698.7
05 PARKING								
01 Parking Rehabilitation & Access Improvements	VAR	1.1	0.3	0.0	0.6	0.0	14.3	16.2
02 Small Business Mentoring Program - Parking	NR	0.5	5.4	0.0	3.1	0.0	3.1	12.1
Element Total 05		\$1.5	\$5.7	\$0.0	\$3.7	\$0.0	\$17.3	\$28.3
06 PENN STATION								
01 Penn Station HVAC, Platform, & Building Improvement	SGR	0.0	0.0	0.0	0.0	0.0	5.1	5.1
02 Radio Antenna Improvements	NR	0.0	0.0	0.0	0.0	0.0	5.0	5.0
03 PSNY Platform 7 & 8 Stairs Replacement	SGR	0.0	4.4	0.0	0.0	0.0	25.0	29.5
04 PSNY-33rd Phase 2 LIRR 20-24 Plan Contribution	SI	5.3	8.9	0.6	0.0	0.0	4.0	18.8
Element Total 06		\$5.3	\$13.3	\$0.6	\$0.0	\$0.0	\$39.1	\$58.3
07 GRAND CENTRAL TERMINAL								
01 GCT Facility Needs	SI	1.1	1.7	6.6	1.9	0.1	6.6	18.0
Element Total 07		\$1.1	\$1.7	\$6.6	\$1.9	\$0.1	\$6.6	\$18.0
Category Total 802		\$45.1	\$46.8	\$186.6	\$365.4	\$38.4	\$121.0	\$803.4

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 ANNUAL TRACK REHAB PROGRAM									
05 2020 - Annual Track Program	NR	151.0	35.7	42.4	0.3	0.1	73.5	303.0	
01 Construction Equipment & Geometry Cars	SGR	6.4	1.7	22.4	24.3	6.3	0.1	61.2	
02 Various Right of Way Projects	VAR	9.7	0.0	0.0	0.0	0.3	0.0	10.0	
03 Yard Track Rehabilitation	VAR	0.0	8.0	0.0	0.0	0.0	3.4	11.4	
06 2021- Annual Track Program	NR	0.0	70.0	0.0	0.0	0.0	0.0	70.0	
07 2022- Annual Track Program	NR	0.0	0.0	86.8	0.0	0.0	0.0	86.8	
08 2023- Annual Track Program	NR	0.0	0.0	0.0	62.5	0.0	0.0	62.5	
09 2024- Annual Track Program	NR	0.0	0.0	0.0	0.0	92.6	0.0	92.6	
10 Concrete Tie Program	NR	55.0	0.0	0.0	0.0	0.0	0.0	55.0	
11 Right of Way Fencing	NR	5.0	0.0	0.0	0.0	0.0	0.0	5.0	
12 Track Rehab- West Side Storage Yard	NR	5.2	2.0	0.0	0.0	0.0	0.0	7.2	
13 Track Rehab- Patchogue Siding	NR	0.0	0.0	0.0	4.9	0.1	0.0	5.0	
Element Total 01		\$232.3	\$117.3	\$151.5	\$92.1	\$99.3	\$77.1	\$769.6	
04 OTHER TRACK IMPROVEMENTS									
01 Amtrak Territory Investments	NR	10.2	0.0	6.6	0.4	33.7	106.0	157.0	
02 Jamaica Capacity Improvements - Reserves	SI	0.0	0.0	20.0	0.0	0.0	0.0	20.0	
03 JCI - Hall Interlocking Expansion	SI	0.0	26.1	130.0	3.0	0.2	9.3	168.6	
05 Yard Track Rehabs - 2024	NR	0.0	0.0	0.0	0.0	17.0	0.0	17.0	
98 C&D Project Support		0.0	0.0	0.0	0.0	1.3	0.0	1.3	
Element Total 04		\$10.2	\$26.1	\$156.6	\$3.5	\$52.2	\$115.3	\$363.8	
Category Total 803		\$242.5	\$143.4	\$308.1	\$95.6	\$151.6	\$192.3	\$1,133.4	

* Represents values less than \$50,000

Numbers may not add due to rounding

Long Island Rail Road

LINE STRUCTURES

L - 804

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 BRIDGES								
01 Painting, Drainage, & Waterproofing of Bridges	SGR	0.0	0.0	0.0	0.0	0.0	2.7	2.7
02 Replacement & Rehabilitation of Bridges	SGR	0.0	0.0	0.0	5.0	0.2	10.0	15.2
03 Miscellaneous Bridge Work	VAR	0.0	0.0	23.0	0.0	0.1	1.2	24.3
04 Small Business Mentoring Program - Bridges	NR	0.1	0.0	3.4	5.0	0.0	25.6	34.1
05 Wreck Lead Bridge Rehab	NR	5.1	0.4	0.0	0.0	0.0	0.0	5.6
06 Bridge Design	VAR	0.0	1.3	0.0	0.0	0.0	0.2	1.6
07 Bridge Repl & Rehab: Cherry Valley Rd	SGR	0.0	28.3	0.7	0.3	0.4	1.2	30.9
08 Hillside Facility West Overpass Replacement	NR	0.0	0.0	2.0	1.8	0.0	0.0	3.8
09 Webster Avenue Bridge Replacement	SGR	0.0	0.0	0.0	15.8	0.5	0.7	17.0
10 Van Wyck Bridge Span Rehabilitation	SGR	0.0	0.0	0.0	0.0	4.0	0.0	4.0
15 South Shore Bridge Painting	NR	0.0	0.0	0.0	0.0	0.0	16.5	16.5
16 Wreck Lead Bridge Elec/Mechanical Work DES	NR	0.0	0.0	0.0	1.0	0.0	0.0	1.0
17 Bridge Painting Various Locations DES	NR	0.0	0.0	0.0	0.0	0.9	0.0	0.9
18 QNS Boulevard Bridge Rehabilitation Design	SGR	0.0	0.0	0.0	0.0	1.8	0.0	1.8
19 Valley Stream Viaduct Waterproofing/Joint Repairs	SGR	0.0	0.0	0.0	0.0	3.6	4.3	8.0
20 East End Bridge Replacement (3 Bridges)	NR	0.0	0.0	0.0	0.0	0.0	71.7	71.7
98 C&D Project Support		0.0	0.0	0.0	0.0	0.3	0.0	0.3
Element Total 01		\$5.2	\$30.1	\$29.1	\$28.9	\$11.9	\$134.1	\$239.3
02 TUNNELS								
03 East River Tunnel Fire and Life Safety	NR	0.0	0.0	0.0	0.0	0.0	20.0	20.0
04 Small Business Mentoring Program - Tunnels	VAR	1.5	6.8	3.7	0.0	0.1	9.4	21.6
Element Total 02		\$1.5	\$6.8	\$3.7	\$0.0	\$0.1	\$29.4	\$41.6
Category Total 804		\$6.6	\$37.0	\$32.8	\$28.9	\$12.0	\$163.5	\$280.8

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 COMMUNICATIONS IMPROVEMENTS								
04 Jamaica Station Technology Upgrades	SI	0.0	0.0	0.0	2.8	0.2	0.0	3.0
01 Comm. Pole Line	SGR	8.0	0.0	0.0	0.0	0.0	0.0	8.0
02 Comm Component Replacement	SGR	7.3	0.0	0.0	0.0	0.0	0.7	8.0
03 Fiber Optic Network	NR	16.5	0.0	0.0	0.0	0.0	7.5	24.0
06 Radio Head-End Replacement	NR	0.0	12.0	0.0	0.0	0.0	0.0	12.0
07 Improved Radio Coverage Initiative/FCC Mandates	SI	0.0	0.0	0.0	0.0	0.0	4.1	4.1
08 Help Points	SI	2.0	0.0	0.0	0.0	0.0	3.0	5.0
10 Grade Crossing Cameras	SI	3.0	0.0	0.0	0.0	0.0	2.0	5.0
11 Customer Information Technology Upgrade	SI	3.0	0.0	0.0	0.0	0.0	4.0	7.0
Element Total 01		\$39.8	\$12.0	\$0.0	\$2.8	\$0.2	\$21.3	\$76.1
02 SIGNAL IMPROVEMENTS								
01 Babylon Interlocking Renewal	SGR	0.0	2.2	59.5	0.0	0.0	31.2	92.9
03 Babylon to Patchogue	SGR	0.0	0.0	0.0	10.0	0.0	8.5	18.5
04 Centralized Train Control	SI	0.8	10.0	0.0	3.3	0.0	4.3	18.4
05 Signal Replacement and Interlocking Improvements	VAR	43.7	53.5	8.2	0.4	4.6	6.8	117.2
07 Positive Train Control (ESA)	SI	0.0	0.0	33.0	0.0	0.0	0.0	33.0
08 Positive Train Control (FRA Mandates)	SI	0.0	0.0	0.0	0.0	1.7	36.3	38.0
98 C&D Project Support		0.0	0.0	0.0	0.0	0.6	0.0	0.6
Element Total 02		\$44.5	\$65.7	\$100.8	\$13.7	\$6.8	\$87.1	\$318.6
Category Total 805		\$84.3	\$77.7	\$100.8	\$16.5	\$7.0	\$108.4	\$394.7

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		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 SHOPS AND YARDS									
01 Rolling Stock Support Shop Equipment	NR	0.5	0.8	1.1	2.4	5.0	22.1	31.9	
02 Shop Improvements at Various Locations	VAR	0.0	0.4	1.6	1.5	0.2	1.4	5.1	
03 Yard Improvements at Various Locations	VAR	0.5	0.0	0.0	0.0	0.0	4.5	5.0	
04 Small Business Mentoring Program - Shops & Yards	NR	0.0	0.0	0.0	0.0	0.0	2.4	2.4	
05 Mid Suffolk Yard Phase 2	SI	25.8	0.0	0.1	2.1	0.0	16.5	44.5	
98 C&D Project Support		0.0	0.0	0.0	0.0	0.3	0.0	0.3	
Element Total 01		\$26.8	\$1.2	\$2.8	\$6.0	\$5.5	\$46.9	\$89.1	
04 EMPLOYEE FACILITIES									
01 Rehabilitation of Employee Facilities Various Locs	VAR	2.4	3.5	0.6	1.9	0.0	5.6	14.0	
03 Fire Protection Improvements	NR	0.0	0.0	21.0	0.0	0.6	3.4	25.0	
05 Small Business Mentoring Program - Emp. Facs.	NR	0.0	8.9	3.6	11.3	7.8	2.3	34.0	
06 Rehabilitation of Employee Facilities - Bethpage	NR	0.0	14.1	0.9	0.3	0.2	5.0	20.6	
07 Rehab of Employee Facilities - Bethpage SBMP	SI	0.0	0.0	0.0	5.2	4.2	0.5	9.8	
Element Total 04		\$2.4	\$26.5	\$26.1	\$18.7	\$12.8	\$16.9	\$103.4	
Category Total 806		\$29.2	\$27.7	\$28.9	\$24.7	\$18.2	\$63.8	\$192.5	

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			Commitments (\$ in millions)						Total All Years
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 POWER									
01	Substation Replacements	SGR	4.9	0.0	0.0	0.2	0.0	8.5	13.7
02	Lighting Improvements	SGR	12.0	0.0	0.0	0.0	0.0	7.5	19.5
03	Power Component Repairs and Replacements	VAR	33.2	0.0	0.0	1.5	0.2	14.3	49.2
04	3rd Rail Upgrades	NR	43.0	0.0	0.0	0.0	0.0	0.0	43.0
06	Substation Component Renewal	SI	0.0	12.4	4.3	1.6	0.0	6.4	24.7
07	Jamaica Substation	SGR	0.0	0.0	76.6	0.8	0.0	0.0	77.4
08	Penn Station Substation (E01) Hardening	NR	0.0	0.0	0.0	0.0	4.4	13.7	18.1
10	Power SCADA System	SGR	0.0	0.0	0.0	1.9	0.0	6.6	8.4
11	Substation Replacement - Prelim Design	SGR	0.0	0.0	0.0	0.0	2.5	0.5	3.0
98	C&D Project Support		0.0	0.0	0.0	0.0	0.3	0.0	0.3
Element Total 01			\$93.1	\$12.4	\$80.9	\$6.0	\$7.5	\$57.5	\$257.4
Category Total 807			\$93.1	\$12.4	\$80.9	\$6.0	\$7.5	\$57.5	\$257.4

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Numbers may not add due to rounding

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
04 MISCELLANEOUS								
01 Security Camera Replacement Program	NR	0.0	3.0	0.0	0.4	0.1	0.1	3.6
02 Access Control at Stations, Platforms, Yards & Fac	NR	0.0	1.6	0.8	0.0	0.0	2.6	5.0
03 Perimeter Physical Hardening Project	SI	3.0	0.0	0.0	0.0	0.0	0.0	3.0
04 Equipment Upgrades for Security Command Centers	NR	0.0	0.0	0.2	0.0	0.0	2.8	3.0
05 Atlantic Avenue Tunnels Security Improvements	SI	0.0	0.0	0.0	0.0	0.0	4.0	4.0
06 Centralized Video Storage/Management Solution	SI	0.0	0.0	0.2	0.7	0.0	4.1	5.0
07 Physical Assessment of all LIRR Right of Way	SI	0.0	0.0	1.1	0.0	0.0	2.4	3.5
08 Environmental Remediation	NR	0.0	0.0	0.0	0.0	0.3	1.7	2.0
09 EAM Development	SI	0.0	0.0	0.0	0.0	0.0	5.0	5.0
10 Program Administration		22.6	25.1	23.4	19.6	25.6	17.8	134.1
11 Program Development		0.0	0.0	0.0	1.7	0.0	4.9	6.5
12 Insurance		0.6	0.0	0.0	0.0	0.0	0.7	1.3
13 Independent Engineer		0.0	2.5	0.0	5.8	0.0	0.3	8.5
14 SBDP Administration		0.0	0.0	0.0	0.0	0.0	4.8	4.8
15 Owner Controlled Insurance Program (OCIP)		0.0	5.2	11.9	4.2	0.5	1.6	23.4
16 2020-24 Accrued Savings		0.0	0.0	0.0	0.0	0.0	4.8	4.8
17 Engineering Services		0.0	0.1	0.0	0.0	0.0	0.0	0.1
Element Total 04		\$26.2	\$37.4	\$37.7	\$32.5	\$26.6	\$57.4	\$217.7
Category Total 809		\$26.2	\$37.4	\$37.7	\$32.5	\$26.6	\$57.4	\$217.7
TOTAL PROGRAM		\$526.9	\$382.3	\$775.7	\$569.7	\$268.8	\$919.1	\$3,442.6

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		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 REVENUE EQUIPMENT									
01 M-9A Procurement	NR	0.0	0.0	0.0	0.0	0.0	484.6	484.6	
02 Locomotive Replacement	NR	0.0	121.9	0.0	0.0	0.0	119.2	241.1	
RW Retroactive Wage Adjustment		0.0	0.0	0.0	0.0	0.0	0.0	0.0*	
Element Total 01		\$0.0	\$121.9	\$0.0	\$0.0	\$0.0	\$603.9	\$725.7	
Category Total 801		\$0.0	\$121.9	\$0.0	\$0.0	\$0.0	\$603.9	\$725.7	

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Numbers may not add due to rounding

Metro-North Railroad

STATIONS

M - 802

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 GRAND CENTRAL TERMINAL								
01 GCT Trainshed	SGR	0.0	200.6	1.6	5.0	0.2	91.8	299.2
02 Park Avenue Tunnel Improvements DES	SGR	0.0	10.6	1.6	0.8	0.0	1.2	14.2
03 GCT Building Component Repairs/Replacements	SGR	0.4	1.1	0.1	0.0	0.0	0.5	2.1
05 GCT Fire Stand Pipe Phase II	SGR	0.0	0.0	0.0	0.0	0.0	71.0	71.0
08 PAT Exit Repairs 86th St SBMP	SGR	0.0	0.0	0.0	0.0	2.1	1.1	3.2
11 Track 94 Storage Room SBMP		0.0	0.0	0.0	0.0	0.0	2.0	2.0
RW Retroactive Wage Adjustment		0.0	0.0	0.0	0.0	0.0	0.1	0.1
Element Total 01		\$0.4	\$212.3	\$3.2	\$5.8	\$2.3	\$167.7	\$391.8
02 OUTLYING STATIONS								
01 Upper H&H Stations Priority Repairs	NR	0.0	0.0	37.2	0.0	0.0	3.1	40.3
02 Harlem Line Station Renewals	SGR	0.1	0.0	5.6	0.2	0.0	0.0	5.9
05 Ludlow Station Accessibility Improvements DES	NR	0.0	0.0	0.0	1.1	1.9	0.0	3.0
06 New Fare Payment Equipment	NR	0.0	0.0	11.1	0.0	30.7	16.3	58.1
07 Small Business Mentoring Program - Stations	SGR	0.0	4.2	1.3	5.1	0.1	5.3	16.0
08 North White Plains Platform Repair	SGR	0.0	12.1	0.2	0.0	0.1	0.0	12.4
09 3 Bronx Stations [Woodlawn_BG_WB]	SI	0.0	0.0	0.0	22.0	135.3	2.5	159.7
13 Harlem Line 5 Stations DES	SGR	0.0	0.0	0.0	0.0	7.2	0.4	7.6
14 Poughkeepsie Station DES	SGR	0.0	0.0	0.0	0.0	0.0	5.0	5.0
RW Retroactive Wage Adjustment		0.0	0.0	0.0	0.0	0.0	0.0	0.0*
Element Total 02		\$0.1	\$16.3	\$55.4	\$28.3	\$175.3	\$32.6	\$308.1
03 PARKING								
01 Brewster Yard Improvements-SE Parking	NR	0.0	0.0	0.0	167.1	9.9	19.2	196.2
02 Small Business Mentoring Program - Parking	SGR	0.0	3.6	0.0	0.0	0.4	9.7	13.8
Element Total 03		\$0.0	\$3.6	\$0.0	\$167.1	\$10.3	\$29.0	\$210.0
Category Total 802		\$0.5	\$232.2	\$58.7	\$201.2	\$187.9	\$229.3	\$909.8

* Represents values less than \$50,000

Numbers may not add due to rounding

Metro-North Railroad

TRACK & STRUCTURES

M - 803

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 TRACK								
03 Turnouts - Mainline, GCT, & Yards	NR	10.1	14.5	6.0	34.8	24.6	0.0	89.9
04 Rock Slope Remediation - East of Hudson	SGR	0.0	5.2	0.3	0.0	0.1	0.0	5.6
05 Rebuild Marble Hill Retaining Wall - Phase 1	NR	0.0	2.1	0.0	0.0	0.0	0.0	2.1
07 MoW Equipment	NR	0.0	4.2	1.9	4.8	2.8	28.1	41.8
08 2020 Cyclical Track Program	NR	18.9	0.0	0.0	0.0	0.0	0.2	19.1
10 2021 Cyclical Track Program	NR	0.0	20.2	0.0	0.0	0.0	0.0	20.2
11 2023 Cyclical Track Program	NR	0.0	0.0	0.0	30.8	0.0	0.0	30.8
12 2024 Cyclical Track Program	NR	0.0	0.0	0.0	0.0	26.9	5.3	32.2
13 Slope Stabilization - Yonkers	SI	0.0	0.0	0.0	0.0	3.6	7.3	11.0
RW Retroactive Wage Adjustment		0.0	0.0	0.0	0.0	0.0	2.0	2.0
Element Total 01		\$29.0	\$46.3	\$8.2	\$70.4	\$58.0	\$42.9	\$254.7
02 STRUCTURES								
01 Park Avenue Viaduct Replacement Ph 1	SGR	1.3	61.8	455.8	6.4	4.5	52.2	581.9
02 Undergrade Bridge Program - EoH	SGR	0.0	0.0	5.4	0.0	0.0	0.0	5.4
04 Railtop Culverts	SGR	0.0	0.8	0.5	0.0	1.5	0.0	2.8
05 Bridge Walkways	SGR	0.0	0.5	0.0	0.0	0.3	0.0	0.8
06 Replace Timbers UG Bridges	NR	0.0	1.3	1.1	1.5	0.0	0.0	3.9
07 Right-of-Way Fencing	NR	0.0	0.0	0.0	0.3	0.3	0.0	0.5
11 Park Avenue Viaduct Interim Repairs	SGR	0.0	10.4	0.0	0.0	0.0	0.2	10.6
12 Replace South Street and Fulton Ave Bridges (MtV)	SGR	0.0	0.0	48.6	0.0	0.0	0.0	48.6
13 F/A Undergrade Bridge Repair - Various Locations	SGR	0.0	0.0	1.5	1.5	0.0	0.0	3.0
15 Park Avenue Viaduct Replacement Ph 2	SGR	0.0	0.0	0.0	0.0	241.0	9.0	250.0
RW Retroactive Wage Adjustment		0.0	0.0	0.0	0.0	0.0	0.1	0.1
Element Total 02		\$1.3	\$74.8	\$512.9	\$9.6	\$247.5	\$61.5	\$907.7
03 W OF HUDSON INFRASTRUCTURE								
01 WoH Rock Slope Remediation - Pt Jervis Line	SGR	0.0	0.0	0.0	0.0	0.0	11.4	11.4
02 WoH Track Program - Pt Jervis Line	SGR	0.0	0.0	8.5	0.0	0.0	0.0	8.5
03 WoH Undergrade Bridges - Pt Jervis Line	SGR	0.0	0.0	0.7	0.0	0.0	0.1	0.8
04 Moodna/Woodbury Viaduct Repairs	SGR	0.0	0.0	2.3	1.5	0.0	36.2	40.0
05 WoH Improvements	SGR	0.7	0.7	0.7	0.7	0.7	0.0	3.5
07 WoH Capacity Improvements - Pt Jervis Line	SI	0.0	0.0	0.0	0.0	0.0	100.0	100.0
08 W of H Infrastructure Improvement	SGR	0.0	0.0	0.0	0.0	0.0	24.2	24.2
RW Retroactive Wage Adjustment		0.0	0.0	0.0	0.0	0.0	0.0	0.0*
Element Total 03		\$0.7	\$0.7	\$12.2	\$2.2	\$0.7	\$171.9	\$188.4
Category Total 803		\$31.0	\$121.8	\$533.3	\$82.2	\$306.2	\$276.3	\$1,350.8

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 COMM & SIGNALS									
01 Harmon to Poughkeepsie Signal System Ph 2 DES	SGR	0.0	0.0	0.0	5.1	0.0	3.0	8.1	
04 Network Infrastructure	NR	0.0	0.0	0.0	11.7	0.5	1.7	13.8	
05 Station PA System	NR	0.0	0.0	0.0	0.0	1.4	0.6	2.0	
06 Radio System	NR	0.0	0.0	0.0	0.0	19.8	3.3	23.1	
08 CCTV	NR	0.0	0.0	0.0	0.0	2.4	0.1	2.5	
14 Harmon to Poughkeepsie Signal System Ph 1	SGR	0.0	0.0	0.0	32.1	0.0	0.0	32.1	
RW Retroactive Wage Adjustment		0.0	0.0	0.0	0.0	0.0	0.7	0.7	
Element Total 01		\$0.0	\$0.0	\$0.0	\$48.9	\$24.1	\$9.4	\$82.4	
Category Total 804		\$0.0	\$0.0	\$0.0	\$48.9	\$24.1	\$9.4	\$82.4	

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 POWER									
01 Repl. MA's in Signal Substations DES	SGR	0.0	0.1	2.1	0.5	0.0	0.0	2.6	
06 Hudson Line Track 1 Electrification	SI	0.0	0.0	1.0	2.7	0.0	40.4	44.1	
09 NHL Pelham Substation Replacement	SGR	0.0	0.0	0.0	44.5	0.2	0.2	45.0	
10 Rebuild 2 NHLAC Substations	SGR	0.0	14.0	52.9	0.1	0.1	0.0	67.1	
11 Claremont Substation DES	SGR	0.0	0.0	0.0	0.0	2.4	1.1	3.5	
RW Retroactive Wage Adjustment		0.0	0.0	0.0	0.0	0.0	3.6	3.6	
Element Total 01		\$0.0	\$14.0	\$55.9	\$47.8	\$2.7	\$45.4	\$165.8	
Category Total 805		\$0.0	\$14.0	\$55.9	\$47.8	\$2.7	\$45.4	\$165.8	

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		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 SHOPS & YARDS									
01 Upgrade Automotive Fuel System	SGR	1.3	0.0	8.3	3.1	0.0	0.1	12.9	
03 Small Business Mentoring Program - Shops & Yards	SGR	0.0	0.0	0.0	0.0	0.0	2.7	2.7	
Element Total 01		\$1.3	\$0.0	\$8.3	\$3.1	\$0.0	\$2.9	\$15.6	
Category Total 806		\$1.3	\$0.0	\$8.3	\$3.1	\$0.0	\$2.9	\$15.6	

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Numbers may not add due to rounding

		Commitments (\$ in millions)						
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MISCELLANEOUS								
01 Environmental Remediation		0.5	0.0	0.0	0.0	0.3	0.0	0.8
02 Systemwide Lead/Asbestos Abatement		0.5	0.0	0.0	0.5	0.3	0.0	1.3
03 Railroad Protective Liability		0.2	0.0	0.2	0.1	0.1	0.3	0.9
04 Independent Engineer		0.6	0.0	0.7	3.9	0.0	0.0	5.2
05 Program Administration		8.8	8.5	8.6	12.7	11.8	1.5	51.8
06 Program Scope Development		2.6	1.1	2.7	1.0	0.0	0.9	8.3
07 Owner Controlled Insurance Program (OCIP)		0.0	0.0	20.7	20.5	6.0	0.0	47.2
08 Systemwide Security Initiatives		0.0	0.0	0.0	0.0	0.0	33.4	33.4
10 Enterprise Asset Management	SI	0.0	0.0	0.0	5.3	0.0	0.0	5.3
Element Total 01		\$13.2	\$9.6	\$32.9	\$43.8	\$18.5	\$36.2	\$154.0
Category Total 808		\$13.2	\$9.6	\$32.9	\$43.8	\$18.5	\$36.2	\$154.0
TOTAL PROGRAM		\$46.0	\$499.5	\$689.0	\$427.1	\$539.3	\$1,203.3	\$3,404.2

* Represents values less than \$50,000

Numbers may not add due to rounding

Commuter Railroad Agency Summary

Commitments (\$ in millions)							
AGENCY	2020	2021	2022	2023	2024	Post 2024	Total All Years
TOTAL Long Island Rail Road	\$526.9	\$382.3	\$775.7	\$569.7	\$268.8	\$919.1	\$3,442.6
TOTAL Metro-North Railroad	\$46.0	\$499.5	\$689.0	\$427.1	\$539.3	\$1,203.3	\$3,404.2
TOTAL COMMUTER RAILROAD AGENCY PROGRAM	\$572.9	\$881.8	\$1,464.7	\$996.8	\$808.1	\$2,122.3	\$6,846.7

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
02 BUS COMPANY PROJECTS									
01 Purchase 25 Standard Electric Buses	NR	0.0	0.0	0.2	0.0	34.4	33.3	67.9	
03 Purchase 110 Standard CNG Buses 90 20	NR	0.0	0.0	0.0	0.4	0.0	124.1	124.5	
05 Purchase 250 Express Buses	NR	0.0	0.0	0.4	222.6	0.0	0.0	222.9	
08 Bus Systems	SI	0.0	0.0	0.0	0.0	0.0	0.2	0.2	
10 Purchase Rubber Tire Vehicles	NR	0.0	0.0	0.0	0.0	0.0	2.0	2.0	
14 Project Engineering and Administration		0.0	0.0	0.0	0.0	0.0	17.2	17.2	
16 Purchase 25 Standard Diesel Buses	NR	0.0	17.7	0.0	0.0	0.0	0.4	18.1	
17 Purchase 85 Standard Diesel Buses	NR	0.0	59.4	0.0	2.5	0.0	0.0	61.9	
18 173 Standard Diesel Buses	NR	0.0	0.0	143.0	6.4	0.0	0.0	149.4	
19 Generator Repl: Spring Creek and College Pt Depots	SGR	0.0	0.0	0.0	17.4	0.2	0.1	17.7	
20 Portable Bus Lift / Equipment Replacement	NR	0.0	0.0	0.0	4.5	0.0	0.0	4.6	
21 MTA Bus 2020-2024 Program Contingency		0.0	0.0	0.0	0.0	0.0	1.5	1.5	
22 Automated Fuel Management System Upgrade: 8 Depots	NR	0.0	0.0	3.4	0.0	0.0	0.0	3.4	
23 Facade Repair & Restoration: 3 Bus Depots	SGR	0.0	0.0	6.0	0.0	0.0	0.0	6.0	
24 Boiler Replacement: LGA and SC	SGR	0.0	0.0	0.0	3.0	0.1	0.0	3.1	
26 Design Services		0.0	0.0	0.0	0.0	0.5	0.1	0.6	
27 116 Standard Diesel Buses	NR	0.0	0.0	96.7	0.3	0.0	4.3	101.3	
29 Phase 2B (52 Buses) - ACE	SI	0.0	0.0	0.0	1.0	0.0	0.0	1.0	
31 HVAC/CNG, ph.2 Spring Creek	SGR	0.0	0.0	0.0	10.6	0.2	1.2	12.0	
32 HVAC/CNG, ph.2 College Point	SGR	0.0	0.0	0.0	19.6	0.7	2.2	22.4	
33 Bus Radio System - MTAB	SI	0.0	0.0	0.0	1.2	0.4	0.0	1.6	
Element Total 02		\$0.0	\$77.1	\$249.6	\$289.4	\$36.5	\$186.6	\$839.2	
Category Total 803		\$0.0	\$77.1	\$249.6	\$289.4	\$36.5	\$186.6	\$839.2	
TOTAL PROGRAM		\$0.0	\$77.1	\$249.6	\$289.4	\$36.5	\$186.6	\$839.2	

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Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MTA MENTORING PROGRAM ADMIN									
02	MTA SBDP Business Development		13.3	0.0	0.0	0.0	0.0	0.0	13.3
03	MTA SBDP Business Development (est. 2024)		0.0	0.0	0.0	0.0	15.1	0.0	15.1
Element Total 01			\$13.3	\$0.0	\$0.0	\$0.0	\$15.1	\$0.0	\$28.5
Category Total 800			\$13.3	\$0.0	\$0.0	\$0.0	\$15.1	\$0.0	\$28.5

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Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MTA POLICE DEPARTMENT									
01	MTAPD District Offices Rehab/Replacement	NR	0.0	0.0	0.0	0.0	0.0	11.4	11.4
02	Metropolitan Regional Radio System (MRRS) Ph. 4	SI	0.0	0.0	0.0	0.0	0.4	1.6	2.0
03	MRRS Additional NYC Locations	SI	0.0	0.0	0.0	15.9	0.0	1.7	17.6
05	ESA Grand Central Terminal	NR	0.0	2.0	0.4	0.0	0.0	0.1	2.5
06	REP-ESU Fleet Vehicle Purchases	NR	0.0	0.0	0.0	1.7	1.0	0.1	2.8
08	1825 Park Avenue	SI	0.0	2.6	0.0	0.0	0.0	0.0	2.6
Element Total 01			\$0.0	\$4.6	\$0.4	\$17.5	\$1.4	\$14.9	\$38.9
Category Total 810			\$0.0	\$4.6	\$0.4	\$17.5	\$1.4	\$14.9	\$38.9

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Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MTA PLANNING INITIATIVES									
01	Core Planning Support	SI	0.0	0.3	6.0	0.0	2.5	1.5	10.4
02	Corridor Planning Support	SI	0.0	0.0	1.7	8.3	0.4	0.2	10.6
04	Demolish Madison Ave HQ Campus (Add'l Support)		0.0	0.0	0.0	13.4	0.0	1.6	15.0
Element Total 01			\$0.0	\$0.3	\$7.7	\$21.7	\$3.0	\$3.3	\$36.0
Category Total 811			\$0.0	\$0.3	\$7.7	\$21.7	\$3.0	\$3.3	\$36.0

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Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 MTA CONSTRUCTION & DEVELOPMENT									
01	MTA Construction & Development		0.0	1.7	8.2	14.0	0.7	0.0	24.6
02	MTA Construction & Development (Add'l Support)		0.0	0.0	0.0	0.0	0.0	3.5	3.5
03	Safety consultants for OCIP		0.0	0.0	0.0	0.0	0.0	5.0	5.0
04	MTA Construction & Development (2024 Support)		0.0	0.0	0.0	0.0	0.0	60.0	60.0
Element Total 01			\$0.0	\$1.7	\$8.2	\$14.0	\$0.7	\$68.5	\$93.1
Category Total 813			\$0.0	\$1.7	\$8.2	\$14.0	\$0.7	\$68.5	\$93.1
TOTAL PROGRAM			\$13.3	\$6.6	\$16.4	\$53.2	\$20.2	\$86.7	\$196.5

* Represents values less than \$50,000

Numbers may not add due to rounding

MTA Interagency Summary

Commitments (\$ in millions)							
AGENCY	2020	2021	2022	2023	2024	Post 2024	Total All Years
TOTAL MTA MENTORING PROGRAM ADMIN	\$13.3	\$0.0	\$0.0	\$0.0	\$15.1	\$0.0	\$28.5
TOTAL MTA POLICE DEPARTMENT	\$0.0	\$4.6	\$0.4	\$17.5	\$1.4	\$14.9	\$38.9
TOTAL MTA PLANNING	\$0.0	\$0.3	\$7.7	\$21.7	\$3.0	\$3.3	\$36.0
TOTAL MTA CONSTRUCTION & DEVELOPMENT	\$0.0	\$1.7	\$8.2	\$14.0	\$0.7	\$68.5	\$93.1
TOTAL MTA INTERAGENCY	\$13.3	\$6.6	\$16.4	\$53.2	\$20.2	\$86.7	\$196.5

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Numbers may not add due to rounding

Major Projects and Expansion

INTERBOROUGH EXPRESS
G - 808

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 INTERBOROUGH EXPRESS									
01 Interborough Express Reserve	NE	0.0	0.0	0.0	0.0	0.0	2.8	2.8	
03 PMC Support	NE	0.0	0.0	0.0	0.0	0.0	38.3	38.3	
04 MTA Project Management	NE	0.0	0.0	0.0	0.0	0.0	15.1	15.1	
05 Force Account Support	NE	0.0	0.0	0.0	0.0	0.0	2.0	2.0	
Element Total 01		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$58.3	\$58.3	
Category Total 808		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$58.3	\$58.3	

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Numbers may not add due to rounding

Major Projects and Expansion

EAST SIDE ACCESS

G - 809

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 EAST SIDE ACCESS									
01 3rd Party EAC Needs - Manhattan	NE	0.0	55.0	11.2	0.0	16.5	5.0	87.6	
02 3rd Party EAC Needs - Queens/Harold	NE	0.0	13.1	0.0	0.0	0.0	0.0	13.1	
03 3rd Party EAC Needs - Systems	NE	0.0	24.4	31.7	0.0	17.0	4.5	77.6	
04 3rd Party EAC Needs - Other	NE	0.0	6.5	0.0	0.0	0.0	0.0	6.5	
05 Force Account EAC Needs - Direct	NE	0.0	0.0	0.8	0.0	3.3	1.3	5.3	
06 Force Account EAC Needs - Indirect	NE	0.0	7.7	9.4	0.0	4.5	5.0	26.7	
07 Soft Costs EAC Needs - Design/CPS	NE	0.0	30.2	0.0	0.0	0.0	10.3	40.5	
08 Soft Costs EAC Needs - PM	NE	0.0	2.3	24.3	4.8	1.4	5.9	38.6	
09 Soft Costs EAC Needs - CM	NE	0.0	65.7	8.6	0.0	0.0	0.0	74.3	
11 OCIP - EAC Needs	NE	0.0	25.3	8.8	4.1	0.0	7.9	46.2	
12 Rolling Stock	NE	0.0	0.0	0.0	0.0	0.0	194.5	194.5	
13 Real Estate	NE	0.0	0.0	0.0	0.0	0.0	54.2	54.2	
15 LIRR Force Account - Harold Stage 4	NE	0.0	0.0	11.9	0.0	0.0	1.0	12.8	
16 48th Street Entrance at 415 Madison	NE	0.0	0.0	0.0	0.0	0.0	30.1	30.1	
17 Materials Warranties	NE	0.0	0.0	0.0	0.0	0.0	5.3	5.3	
18 Utility Allowance Package	NE	0.0	2.8	0.0	5.5	0.0	2.3	10.5	
19 LIRR Operating Support Services	NE	0.0	11.3	0.0	0.0	0.0	0.2	11.5	
20 FA System Testing & Commissioning	NE	0.0	14.3	0.0	0.0	0.0	5.2	19.5	
21 LIRR Force Account - Harold Stage 3	NE	0.0	0.0	5.1	0.0	0.0	0.0	5.1	
23 CM Office Costs (Northern Blvd)	NE	0.0	1.9	0.0	0.0	0.0	0.0	1.9	
26 Amtrak Operating Support Services	NE	0.0	2.5	0.0	0.0	0.0	0.0	2.5	
99 ESA Program Reserve	NE	0.0	0.0	0.0	0.0	0.0	33.9	33.9	
Element Total 01		\$0.0	\$263.0	\$111.8	\$14.4	\$42.7	\$366.4	\$798.2	
Category Total 809		\$0.0	\$263.0	\$111.8	\$14.4	\$42.7	\$366.4	\$798.2	

* Represents values less than \$50,000

Numbers may not add due to rounding

Major Projects and Expansion

FULL LENGTH SECOND AVE SUBWAY

G - 810

			Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT			NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 FULL LENGTH SECOND AVE SUBWAY										
02	SAS 2 Construction Management		NE	0.0	0.0	0.0	0.0	0.0	141.3	141.3
03	SAS 2 Real Estate		NE	0.0	0.0	43.6	23.6	8.1	40.1	115.4
04	SAS 2 Heavy Civil at 125th, TBM Tunnel		NE	0.0	0.0	0.0	0.0	0.0	1,086.3	1,086.3
05	SAS 2 106/116th Heavy Civil/Struct		NE	0.0	0.0	0.0	0.0	0.0	903.3	903.3
06	SAS 2 Finishes & Fit-out		NE	0.0	0.0	0.0	0.0	0.0	2,160.7	2,160.7
08	SAS 2 OCIP		NE	0.0	0.0	0.0	0.0	0.0	227.7	227.7
09	SAS 2 Artwork		NE	0.0	0.0	0.0	0.0	0.0	6.0	6.0
98	SAS 2 Reserve		NE	0.0	0.0	0.0	0.0	0.0	592.6	592.6
Element Total 01				\$0.0	\$0.0	\$43.6	\$23.6	\$8.1	\$5,157.9	\$5,233.2
02 SECOND AVE SUBWAY WEST										
01	SAS2 West Project Reserve		NE	0.0	0.0	0.0	0.0	0.0	16.0	16.0
Element Total 02				\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16.0	\$16.0
Category Total 810				\$0.0	\$0.0	\$43.6	\$23.6	\$8.1	\$5,173.9	\$5,249.2

* Represents values less than \$50,000

Numbers may not add due to rounding

Major Projects and Expansion

PENN STATION ACCESS
G - 811

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 PENN STATION ACCESS									
02 Program Management	NE	0.0	0.0	1.7	0.1	1.9	14.2	18.0	
03 Construction Management	NE	0.0	102.4	3.0	0.0	0.0	35.0	140.5	
08 Shops & Yards	NE	0.0	0.0	146.9	0.0	0.0	0.0	146.9	
11 Force Account	NE	0.0	0.0	201.5	0.0	0.0	17.2	218.6	
12 Real Estate	NE	1.5	0.4	0.8	3.8	13.2	142.4	162.1	
13 Owner Controlled Insurance Program (OCIP)	NE	0.0	0.0	104.8	0.0	0.0	26.6	131.4	
14 PSA Design-Build Contract	NE	0.0	1,501.7	0.0	0.0	6.3	0.0	1,508.0	
20 PSA Fleet Purchase	NE	0.0	0.0	0.0	0.0	0.0	197.9	197.9	
22 PSA Locomotive Purchase	NE	0.0	0.0	0.0	0.0	0.0	314.1	314.1	
99 PSA Program Reserve	NE	0.0	0.0	0.0	0.0	0.0	111.0	111.0	
Element Total 01		\$1.5	\$1,604.6	\$458.7	\$3.9	\$21.4	\$858.5	\$2,948.7	
Category Total 811		\$1.5	\$1,604.6	\$458.7	\$3.9	\$21.4	\$858.5	\$2,948.7	

* Represents values less than \$50,000

Numbers may not add due to rounding

Major Projects and Expansion

LIRR EXPANSION PROJECT

G - 813

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 LIRR EXPANSION PROJECT									
03 D-B Construction Contract	NE	252.2	0.0	0.0	0.0	11.3	20.7	284.1	
07 Force Account Construction	NE	0.0	0.0	55.1	0.0	0.0	0.0	55.1	
09 Force Account Support	NE	0.0	60.3	0.0	0.0	0.0	0.0	60.3	
11 Force Account Project Management	NE	0.0	0.0	0.0	0.0	0.0	0.5	0.5	
12 Force Account Design	NE	0.0	0.0	0.0	0.0	0.0	0.2	0.2	
14 3P Project Management Contract	NE	25.2	0.0	0.0	0.0	0.0	0.0	25.2	
15 MTACC Project Management	NE	0.0	0.1	0.0	0.0	0.0	0.0	0.1	
17 Project Administration (Other Costs)	NE	1.0	0.0	0.0	0.0	0.0	0.0	1.0	
18 Owner Controlled Insurance Program (OCIP)	NE	0.0	11.5	0.0	0.0	0.0	0.1	11.6	
19 Real Estate	NE	0.0	0.0	0.0	0.5	0.0	0.0	0.5	
Element Total 01		\$278.3	\$71.9	\$55.1	\$0.5	\$11.3	\$21.4	\$438.5	
Category Total 813		\$278.3	\$71.9	\$55.1	\$0.5	\$11.3	\$21.4	\$438.5	

* Represents values less than \$50,000

Numbers may not add due to rounding

Major Projects and Expansion

REGIONAL INVESTMENTS
G - 814

			Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT			NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 REGIONAL INVESTMENTS										
01	Eastbound Reroute	NE	0.0	262.2	0.0	0.0	0.0	0.0	4.6	266.8
02	Westbound Bypass	NE	0.0	0.0	0.0	7.6	0.0	100.3		107.9
03	Loop & T Interlocking	NE	0.0	13.2	0.0	0.0	0.0	0.3		13.5
04	Amtrak Direct Force Account	NE	0.0	1.9	12.4	0.0	14.7	0.0		29.0
05	LIRR Direct Force Account	NE	0.0	1.1	0.0	9.4	4.6	0.0		15.1
06	PM/CM	NE	0.0	34.2	52.0	6.2	1.1	5.9		99.4
07	Design/CPS	NE	0.0	0.0	3.8	0.0	0.0	0.0		3.8
08	Rolling Stock	NE	0.0	0.0	0.0	0.0	0.0	50.0		50.0
10	Owner Controlled Insurance Program (OCIP)	NE	0.0	0.0	5.6	0.8	0.0	1.5		7.9
16	Harold Catenary Work	NE	24.9	0.0	6.7	0.0	0.0	0.0		31.6
17	B/C Approach	NE	0.0	5.5	0.0	0.0	0.0	0.0		5.5
18	Amtrak Access and Protection	NE	0.0	1.4	0.0	0.0	0.0	0.0		1.4
19	LIRR Access and Protection	NE	0.0	7.4	0.0	0.0	0.0	0.0		7.4
20	Other Regional Investments Support	NE	0.0	0.0	1.1	0.1	0.0	0.0		1.2
99	RI Program Reserve	NE	0.0	0.0	0.0	0.0	0.0	0.0		0.0*
Element Total 01			\$24.9	\$326.9	\$81.7	\$24.1	\$20.4	\$162.6		\$640.5
Category Total 814			\$24.9	\$326.9	\$81.7	\$24.1	\$20.4	\$162.6		\$640.5

* Represents values less than \$50,000

Numbers may not add due to rounding

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
01 PENN RECONSTRUCTION									
01	GEC Contract	NE	0.0	0.0	0.0	64.1	0.0	1.0	65.1
02	Penn Reconstruction Support	NE	0.0	0.0	1.6	1.4	0.0	21.9	24.9
Element Total 01			\$0.0	\$0.0	\$1.6	\$65.5	\$0.0	\$22.9	\$90.0
Category Total 815			\$0.0	\$0.0	\$1.6	\$65.5	\$0.0	\$22.9	\$90.0

* Represents values less than \$50,000

Numbers may not add due to rounding

Major Projects and Expansion

MISCELLANEOUS
G - 816

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
01 MISCELLANEOUS									
01 Misc Engineering/Prog Support	NE	0.0	80.6	3.7	7.8	0.0	22.7	114.8	
02 MTA Indep. Engineering Consultant	NE	0.0	2.3	0.0	11.7	0.0	2.3	16.3	
04 C&D Engineering	NE	0.0	0.1	0.0	0.0	0.0	0.0	0.1	
Element Total 01		\$0.0	\$83.0	\$3.7	\$19.5	\$0.0	\$25.0	\$131.2	
Category Total 816		\$0.0	\$83.0	\$3.7	\$19.5	\$0.0	\$25.0	\$131.2	
TOTAL PROGRAM		\$304.7	\$2,349.3	\$756.2	\$151.4	\$103.9	\$6,689.1	\$10,354.6	

* Represents values less than \$50,000

Numbers may not add due to rounding

CPRB Agency Summary

AGENCY	Commitments (\$ in millions)						Total All Years
	2020	2021	2022	2023	2024	Post 2024	
TOTAL New York City Transit	\$1,019.2	\$2,358.0	\$7,305.9	\$4,631.0	\$2,993.4	\$15,637.7	\$33,945.2
TOTAL Long Island Rail Road	\$526.9	\$382.3	\$775.7	\$569.7	\$268.8	\$919.1	\$3,442.6
TOTAL Metro-North Railroad	\$46.0	\$499.5	\$689.0	\$427.1	\$539.3	\$1,203.3	\$3,404.2
TOTAL MTA Bus Company	\$0.0	\$77.1	\$249.6	\$289.4	\$36.5	\$186.6	\$839.2
TOTAL MTA Interagency	\$13.3	\$6.6	\$16.4	\$53.2	\$20.2	\$86.7	\$196.5
Core Subtotal	\$1,605.5	\$3,323.6	\$9,036.6	\$5,970.4	\$3,858.2	\$18,033.4	\$41,827.6
TOTAL Major Projects and Expansion	\$304.7	\$2,349.3	\$756.2	\$151.4	\$103.9	\$6,689.1	\$10,354.6
TOTAL 2020-2024 CPRB PROGRAM	\$1,910.2	\$5,672.9	\$9,792.8	\$6,121.8	\$3,962.1	\$24,722.4	\$52,182.3

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

STRUCTURES

D - 801

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
AW AGENCY-WIDE									
04	Program Contingency		0.0	0.0	0.0	0.0	0.0	8.2	8.2
X3	Structural Health Monitoring	SI	0.0	0.0	0.0	0.0	1.1	0.0	1.1
Element Total AW			\$0.0	\$0.0	\$0.0	\$0.0	\$1.1	\$8.2	\$9.4
BW BRONX-WHITESTONE BRIDGE									
14	Miscellaneous Structural Rehabilitation	NR	0.7	21.4	2.6	0.0	0.0	3.1	27.8
Element Total BW			\$0.7	\$21.4	\$2.6	\$0.0	\$0.0	\$3.1	\$27.8
CB CROSS BAY BRIDGE									
30	Structural Rehabilitation of CBB	NR	1.0	0.7	30.3	0.0	0.0	0.5	32.5
Element Total CB			\$1.0	\$0.7	\$30.3	\$0.0	\$0.0	\$0.5	\$32.5
HC HUGH L. CAREY TUNNEL									
48	Rehabilitation of Tunnel Entrance/Exit - Manh	NR	0.1	0.0	0.3	2.4	0.0	38.4	41.2
Element Total HC			\$0.1	\$0.0	\$0.3	\$2.4	\$0.0	\$38.4	\$41.2
HH HENRY HUDSON BRIDGE									
36	Dyckman Street Substations Upgrade	NR	2.4	42.5	0.4	0.0	0.0	0.0	45.3
37	Upper Level North Abutment & Retaining Wall R	NR	0.0	0.0	0.6	4.2	0.0	0.0	4.8
Element Total HH			\$2.4	\$42.5	\$1.0	\$4.2	\$0.0	\$0.0	\$50.1
MP MARINE PARKWAY BRIDGE									
16	Miscellaneous Steel Repairs	NR	0.0	0.0	7.1	0.0	0.0	0.0	7.1
Element Total MP			\$0.0	\$0.0	\$7.1	\$0.0	\$0.0	\$0.0	\$7.1
RK ROBERT F. KENNEDY BRIDGE									
04	Ward's Island/Queens Anchorage Rehabilitation	NR	0.6	0.0	0.0	15.3	0.7	2.9	19.5
19	Suspended Span Retrofit	NR	4.5	12.2	0.0	367.5	35.4	40.9	460.5
70	Structural Repairs/Flag Repairs	NR	13.0	0.0	0.0	9.3	0.0	2.1	24.5
81	Facility Interoperability Improvements	NR	4.8	0.0	0.0	0.0	0.0	0.0	4.9
83	Lift Span Fender Upgrades	NR	0.3	26.6	0.0	2.4	0.0	0.0	29.3
93	Reconstruct / Relocate RI Ramps (QR & RM)	SI	0.0	0.5	112.4	7.7	0.5	5.0	126.1
Element Total RK			\$23.3	\$39.3	\$112.4	\$402.2	\$36.6	\$50.9	\$664.7
TN THROGS NECK BRIDGE									
49	Main Cable and Suspender Rope Investigation	NR	0.0	0.0	0.0	33.6	0.0	3.5	37.1
52	Miscellaneous Structural Rehabilitation	NR	0.0	0.4	3.5	0.5	0.0	0.0	4.5
87	Anchorage & Tower Protection	NR	0.0	0.0	0.0	11.6	68.0	8.0	87.6
8X	Safety Fence	SI	0.0	0.0	0.0	0.0	0.0	85.0	85.0
Element Total TN			\$0.0	\$0.4	\$3.5	\$45.8	\$68.0	\$96.5	\$214.2
VN VERRAZZANO-NARROWS BRIDGE									
8Q	VNB Cable Dehumidification-Phase 1	SI	0.0	0.0	0.0	0.0	24.7	253.9	278.6
Element Total VN			\$0.0	\$0.0	\$0.0	\$0.0	\$24.7	\$253.9	\$278.6
Category Total 801			\$27.5	\$104.2	\$157.3	\$454.5	\$130.5	\$451.6	\$1,325.6

Bridges and Tunnels

ROADWAYS & DECKS
D - 802

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
HH HENRY HUDSON BRIDGE									
07 Shared Use Path	SI	0.0	0.0	0.0	15.7	0.0	0.0	15.7	
14 Deck Rehabilitation and Resurfacing	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*	
Element Total HH		\$0.0	\$0.0	\$0.0	\$15.7	\$0.0	\$0.0	\$15.7	
RK ROBERT F. KENNEDY BRIDGE									
75 Deck Rehabilitation & Overlay	NR	8.6	0.0	0.0	0.0	0.0	0.0	8.6	
90 Widening of S/B FDR Drive - 125 St to 116 St DES	SI	0.0	1.7	0.0	3.0	0.0	30.7	35.5	
Element Total RK		\$8.7	\$1.7	\$0.0	\$3.0	\$0.0	\$30.7	\$44.2	
VN VERRAZZANO-NARROWS BRIDGE									
81 Lower Level Main Span Deck Rehabilitation	NR	0.0	0.0	89.3	2.4	0.0	3.4	95.1	
84 Ph.2 -Reconstruction of Upper Level Approach	NR	0.0	0.0	0.0	0.0	0.0	525.0	525.0	
86 Widening Belt Parkway, Phase 1B	SI	0.0	0.0	38.5	0.0	0.0	2.0	40.5	
Element Total VN		\$0.0	\$0.0	\$127.8	\$2.4	\$0.0	\$530.4	\$660.6	
Category Total 802		\$8.7	\$1.7	\$127.8	\$21.1	\$0.0	\$561.1	\$720.4	

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
AW AGENCY-WIDE									
57 ATMS Enhancements & Upgrades/OCCC System	SI	0.0	0.0	0.0	0.0	0.0	14.1	14.1	
65 Toll Collection System Rehabilitation/Upgrade	NR	0.0	0.0	0.0	0.0	0.0	7.6	7.6	
74 SCADA Systems		0.0	0.0	2.0	0.0	0.0	0.0	2.0	
80 Adv. Traveler Info. Systems (ATIS) & VMS Upgrade	NR	0.0	0.0	0.5	0.9	0.4	23.9	25.7	
Element Total AW		\$0.0	\$0.0	\$2.5	\$0.9	\$0.4	\$45.6	\$49.3	
Category Total 803		\$0.0	\$0.0	\$2.5	\$0.9	\$0.4	\$45.6	\$49.3	

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Bridges and Tunnels

UTILITIES

D - 804

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
AW AGENCY-WIDE								
11 Replacement & Upgrade of Fueling Systems	NR	0.0	0.0	0.0	0.0	0.0	0.0	0.0*
73 Rehab/Replace Facility Monitoring & Safety Sy	NR	0.0	0.0	1.5	44.0	4.8	2.6	53.0
Element Total AW		\$0.0	\$0.0	\$1.5	\$44.0	\$4.8	\$2.6	\$53.0
BW BRONX-WHITESTONE BRIDGE								
96 Lighting, Power Redundancy & Resiliency Imprv	NR	2.6	0.0	63.3	0.2	0.0	6.0	72.2
98 Cable Dehumidification and Miscellaneous Work	SI	0.0	0.0	0.0	0.0	0.5	3.1	3.6
Element Total BW		\$2.6	\$0.0	\$63.3	\$0.2	\$0.5	\$9.1	\$75.8
HC HUGH L. CAREY TUNNEL								
83 Installation of Fire Suppression System	SI	0.1	0.0	0.0	0.6	0.0	0.9	1.6
Element Total HC		\$0.1	\$0.0	\$0.0	\$0.6	\$0.0	\$0.9	\$1.6
MP MARINE PARKWAY BRIDGE								
09 Electrical Rehabilitation (Elevator)	NR	0.6	22.2	0.1	0.0	0.0	0.0	23.0
Element Total MP		\$0.6	\$22.2	\$0.1	\$0.0	\$0.0	\$0.0	\$23.0
QM QUEENS MIDTOWN TUNNEL								
85 Installation of Fire Suppression System	SI	0.1	0.0	0.0	0.9	0.0	0.7	1.6
Element Total QM		\$0.1	\$0.0	\$0.0	\$0.9	\$0.0	\$0.7	\$1.6
TN THROGS NECK BRIDGE								
58 Electrical Resiliency Improvements	NR	0.0	0.0	0.0	0.0	3.4	1.8	5.1
85 Bridge Structural Lighting & Misc Struct Upgrade	NR	0.0	0.0	0.0	17.9	0.0	1.4	19.3
98 Cable Dehumidification and Miscellaneous Work @TN	NR	0.0	0.0	0.0	0.0	0.5	2.8	3.3
Element Total TN		\$0.0	\$0.0	\$0.0	\$17.9	\$3.9	\$5.9	\$27.8
VN VERRAZZANO-NARROWS BRIDGE								
12 Misc. Bridge Lighting & Electrical Improvement	NR	1.7	0.0	15.8	26.1	1.9	3.3	48.7
Element Total VN		\$1.7	\$0.0	\$15.8	\$26.1	\$1.9	\$3.3	\$48.7
Category Total 804		\$5.1	\$22.3	\$80.7	\$89.8	\$11.1	\$22.5	\$231.5

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

BUILDINGS & SITES
D - 805

		Commitments (\$ in millions)							
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years	
AW AGENCY-WIDE									
12 Hazardous Materials Abatement	NR	0.3	0.6	0.2	0.2	0.1	2.6	4.0	
X9 Service Building Upgrades	NR	0.0	0.0	0.0	9.0	0.0	0.8	9.7	
Element Total AW		\$0.3	\$0.6	\$0.2	\$9.1	\$0.1	\$3.3	\$13.7	
HC HUGH L. CAREY TUNNEL									
80 Rehabilitation of HCT Ventilation/Service Bui	NR	0.0	4.7	0.0	0.0	0.0	0.4	5.1	
Element Total HC		\$0.0	\$4.7	\$0.0	\$0.0	\$0.0	\$0.4	\$5.1	
QM QUEENS MIDTOWN TUNNEL									
36 Rehabilitation Ventilation/Service Buildings	NR	0.0	0.0	29.7	0.0	0.0	1.5	31.2	
Element Total QM		\$0.0	\$0.0	\$29.7	\$0.0	\$0.0	\$1.5	\$31.2	
RK ROBERT F. KENNEDY BRIDGE									
82 Storage Facility for Spare Parts & Materials	SI	0.3	0.0	0.0	0.0	0.0	0.0	0.3	
Element Total RK		\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	
Category Total 805		\$0.6	\$5.3	\$29.9	\$9.1	\$0.1	\$5.2	\$50.2	

* Represents values less than \$50,000

Numbers may not add due to rounding

Bridges and Tunnels

MISCELLANEOUS
D - 806

		Commitments (\$ in millions)						
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
AW Agency-Wide								
10 EAM	SI	0.0	0.0	0.0	0.0	0.0	4.4	4.4
15 MTA Independent Engineer		0.7	0.0	0.0	1.9	0.0	0.0	2.6
18 Protective Liability Insurance		0.9	0.4	1.4	1.2	1.0	0.0	5.0
21 Program Administration		2.1	1.1	1.5	1.8	2.5	3.1	12.1
22 Miscellaneous		0.0	0.3	0.4	1.5	0.7	0.0	2.9
28 Scope Development		0.0	2.0	0.9	4.4	3.0	2.1	12.4
29 Preliminary Design		0.0	0.0	0.0	5.1	1.9	5.1	12.0
85 TEA - Reserve	SI	0.0	0.0	0.0	0.1	0.0	1.9	2.0
94 Small Business Mentoring Program		1.4	2.7	0.0	0.5	0.0	0.2	4.7
Element Total AW		\$5.0	\$6.6	\$4.2	\$16.5	\$9.0	\$16.8	\$58.1
MP MARINE PARKWAY BRIDGE								
X1 Operational Improvement	SI	0.0	3.5	0.0	0.0	0.0	0.1	3.6
Element Total MP		\$0.0	\$3.5	\$0.0	\$0.0	\$0.0	\$0.1	\$3.6
VN VERRAZZANO-NARROWS BRIDGE								
X1 Install Safety Fencing on Both Levels of the VNB	SI	0.0	36.2	0.0	0.0	0.0	0.0	36.2
Element Total VN		\$0.0	\$36.2	\$0.0	\$0.0	\$0.0	\$0.0	\$36.2
Category Total 806		\$5.0	\$46.3	\$4.2	\$16.5	\$9.0	\$16.8	\$97.9

* Represents values less than \$50,000

Numbers may not add due to rounding

		Commitments (\$ in millions)						
ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
BW BRONX-WHITESTONE BRIDGE								
PT BW Facility-Wide Painting Program	NR	0.0	8.5	0.9	0.0	0.0	0.5	9.9
Element Total BW		\$0.0	\$8.5	\$0.9	\$0.0	\$0.0	\$0.5	\$9.9
MP MARINE PARKWAY BRIDGE								
PT MP Facility-Wide Painting Program	NR	1.8	13.4	0.0	0.0	0.0	0.4	15.5
Element Total MP		\$1.8	\$13.4	\$0.0	\$0.0	\$0.0	\$0.4	\$15.5
RK ROBERT F. KENNEDY BRIDGE								
19 Zone/Maintenance Painting of Suspended Spans	NR	0.0	0.0	0.0	43.1	4.1	3.8	51.0
PT RK Facility-Wide Painting Program	NR	0.2	17.1	17.3	0.0	0.0	0.0	34.5
Element Total RK		\$0.2	\$17.1	\$17.3	\$43.1	\$4.1	\$3.8	\$85.6
TN THROGS NECK BRIDGE								
PT TN Facility-Wide Painting Program	NR	0.0	0.0	10.6	51.6	0.0	4.7	66.8
Element Total TN		\$0.0	\$0.0	\$10.6	\$51.6	\$0.0	\$4.7	\$66.8
VN VERRAZZANO-NARROWS BRIDGE								
81 VN Painting	NR	0.0	0.0	17.5	0.0	0.0	1.1	18.6
84 VN-Paint Brooklyn Ramps	NR	0.0	0.0	0.0	0.0	0.0	11.1	11.1
PT VN Facility-Wide Painting Program	NR	0.0	0.0	0.5	0.2	117.8	20.3	138.8
Element Total VN		\$0.0	\$0.0	\$18.0	\$0.2	\$117.8	\$32.4	\$168.5
Category Total 807		\$2.1	\$38.9	\$46.8	\$94.8	\$121.9	\$41.8	\$346.3
TOTAL PROGRAM		\$49.0	\$218.7	\$449.1	\$686.7	\$273.0	\$1,144.7	\$2,821.2

* Represents values less than \$50,000

Numbers may not add due to rounding

CBD Tolling Program

CBD TOLLING PROGRAM PROJECT
C - 801

Commitments
(\$ in millions)

ELEMENT DESCRIPTION/PROJECT		NEEDS CODE	2020	2021	2022	2023	2024	Post 2024	Total All Years
CP CBD Tolling Program									
01	CBDT - Exploratory Work	SI	3.9	0.0	0.0	0.0	0.0	0.0	3.9
02	CBDT - Program Management	SI	69.0	3.9	2.7	0.0	4.3	1.6	81.6
03	CBDT - Design-Build & Integrate	SI	290.9	0.0	0.0	0.0	0.0	0.0	290.9
04	CBDT - Customer Service Ctr.	SI	16.5	0.0	15.1	0.0	0.0	0.0	31.7
05	CBDT - Inter-Agency Agreements	SI	1.9	0.0	0.0	0.0	0.0	3.7	5.6
06	CBDT - Program Contingency	SI	0.0	0.0	0.0	0.0	0.0	14.9	14.9
Element Total CP			\$382.3	\$3.9	\$17.9	\$0.0	\$4.3	\$20.2	\$428.6
Category Total 801			\$382.3	\$3.9	\$17.9	\$0.0	\$4.3	\$20.2	\$428.6
TOTAL PROGRAM			\$382.3	\$3.9	\$17.9	\$0.0	\$4.3	\$20.2	\$428.6

* Represents values less than \$50,000

Numbers may not add due to rounding

B&T AGENCY SUMMARY

AGENCY	Commitments (\$ in millions)						Total All Years
	2020	2021	2022	2023	2024	Post 2024	
TOTAL CBD Tolling Program	\$382.3	\$3.9	\$17.9	\$0	\$4.3	\$20.2	\$428.6
TOTAL Bridges and Tunnels	\$49.0	\$218.7	\$449.1	\$686.7	\$273.0	\$1,144.7	\$2,821.2
TOTAL B&T	\$431.3	\$222.7	\$466.9	\$686.7	\$277.3	\$1,164.9	\$3,249.8

* Represents values less than \$50,000

Numbers may not add due to rounding

All Agency Summary

AGENCY	Commitments (\$ in millions)						Total All Years
	2020	2021	2022	2023	2024	Post 2024	
TOTAL New York City Transit	\$1,019.2	\$2,358.0	\$7,305.9	\$4,631.0	\$2,993.4	\$15,637.7	\$33,945.2
TOTAL Long Island Rail Road	\$526.9	\$382.3	\$775.7	\$569.7	\$268.8	\$919.1	\$3,442.6
TOTAL Metro-North Railroad	\$46.0	\$499.5	\$689.0	\$427.1	\$539.3	\$1,203.3	\$3,404.2
TOTAL MTA Bus Company	\$0.0	\$77.1	\$249.6	\$289.4	\$36.5	\$186.6	\$839.2
TOTAL MTA Interagency	\$13.3	\$6.6	\$16.4	\$53.2	\$20.2	\$86.7	\$196.5
Core Subtotal	\$1,605.5	\$3,323.6	\$9,036.6	\$5,970.4	\$3,858.2	\$18,033.4	\$41,827.6
TOTAL Major Projects and Expansion	\$304.7	\$2,349.3	\$756.2	\$151.4	\$103.9	\$6,689.1	\$10,354.6
TOTAL 2020-2024 CPRB PROGRAM	\$1,910.2	\$5,672.9	\$9,792.8	\$6,121.8	\$3,962.1	\$24,722.4	\$52,182.3
TOTAL Bridges and Tunnels	\$49.0	\$218.7	\$449.1	\$686.7	\$273.0	\$1,144.7	\$2,821.2
TOTAL CBD Tolling Program	\$382.3	\$3.9	\$17.9	\$0.0	\$4.3	\$20.2	\$428.6
TOTAL 2020-2024 CAPITAL PROGRAM	\$2,341.5	\$5,895.6	\$10,259.7	\$6,808.5	\$4,239.4	\$25,887.3	\$55,432.0

* Represents values less than \$50,000

Numbers may not add due to rounding





CAPITAL PROGRAM

mta.info/capital

2024 Inspection

Deloitte & Touche LLP

(Headquartered in New York, New York)

February 26, 2025

THIS IS A PUBLIC VERSION OF A PCAOB INSPECTION REPORT

PORTIONS OF THE COMPLETE REPORT ARE OMITTED FROM THIS DOCUMENT IN ORDER TO COMPLY WITH SECTIONS 104(g)(2) AND 105(b)(5)(A) OF THE SARBANES-OXLEY ACT OF 2002



EXECUTIVE SUMMARY

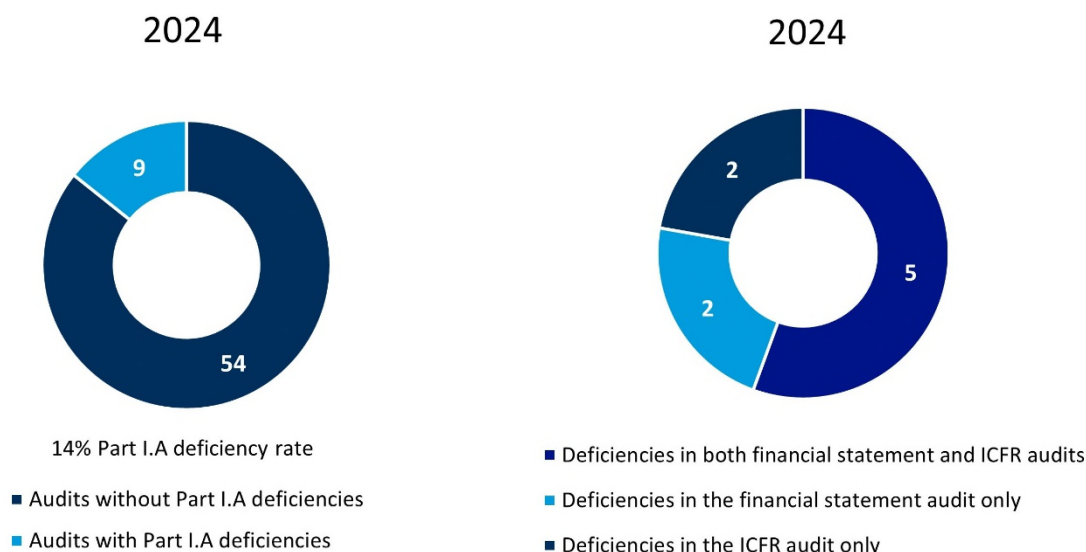
Our 2024 inspection report on Deloitte & Touche LLP provides information on our inspection to assess the firm's compliance with Public Company Accounting Oversight Board (PCAOB) standards and rules and other applicable regulatory and professional requirements. This executive summary offers a high-level overview of what is included in this report:

- Part I.A of the report discusses deficiencies ("Part I.A deficiencies") in certain issuer audits that were of such significance that we believe the firm, at the time it issued its audit report(s), had not obtained sufficient appropriate audit evidence to support its opinion(s) on the issuer's financial statements and/or internal control over financial reporting (ICFR).
- Part I.B of the report discusses certain deficiencies ("Part I.B deficiencies") that relate to instances of non-compliance with PCAOB standards or rules other than those where the firm had not obtained sufficient appropriate audit evidence to support its opinion(s). This section does not discuss instances of apparent non-compliance with rules related to maintaining independence.
- Part I.C of the report discusses instances of apparent non-compliance with rules related to maintaining independence ("Part I.C deficiencies").

If we include a Part I.A or Part I.B deficiency in this report — other than those deficiencies for audits with incorrect opinions on the financial statements and/or ICFR — it does not necessarily mean that the issuer's financial statements are materially misstated or that undisclosed material weaknesses in ICFR exist. If we include a Part I.C deficiency in this report, it does not necessarily mean that the Board has concluded the firm was not objective and impartial throughout the audit and professional engagement period. If we include a deficiency in Part I.A, Part I.B, or Part I.C of this report, it does not necessarily mean that the firm has not addressed the deficiency.

Overview of the 2024 Deficiencies Included in Part I

Nine of the 63 audits we reviewed in 2024 are included in Part I.A of this report due to the significance of the deficiencies identified. The identified deficiencies primarily related to the firm's testing of controls over and/or substantive testing of revenue, allowance for credit losses, and leases.



The most common Part I.A deficiencies in 2024 related to performing substantive testing to address a risk of material misstatement, testing the design or operating effectiveness of controls selected for testing, and testing controls over the accuracy and completeness of data or reports used in the operation of controls.

The Part I.B deficiencies in 2024 related to retention of audit documentation, audit committee communications, consideration of fraud, auditor tenure, and critical audit matters.

The most common Part I.C deficiencies in 2024 related to financial relationships, employment relationships, and audit committee pre-approval.

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2024 INSPECTION

In the 2024 inspection of Deloitte & Touche LLP, the PCAOB assessed the firm's compliance with laws, rules, and professional standards applicable to the audits of issuers.

We selected for review 63 audits of issuers with fiscal years generally ending in 2023. For each issuer audit selected, we reviewed a portion of the audit. We also evaluated elements of the firm's system of quality control.

What's Included in this Inspection Report

This report includes the following sections:

- **Overview of the 2024 Inspection and Historical Data by Inspection Year:** Information on our inspection, historical data, and common deficiencies.
- **Part I – Inspection Observations:**
 - **Part I.A:** Deficiencies that were of such significance that we believe the firm, at the time it issued its audit report(s), had not obtained sufficient appropriate audit evidence to support its opinion(s) on the issuer's financial statements and/or ICFR.
 - **Part I.B:** Certain deficiencies that relate to instances of non-compliance with PCAOB standards or rules other than those where the firm had not obtained sufficient appropriate audit evidence to support its opinion(s). This section does not discuss instances of apparent non-compliance with rules related to maintaining independence.
 - **Part I.C:** Instances of apparent non-compliance with rules related to maintaining independence.

Consistent with the Sarbanes-Oxley Act ("Act"), it is the Board's assessment that nothing in Part I of this report deals with a criticism of, or potential defect in, the firm's quality control system. We discuss any such criticisms or potential defects in Part II. Further, you should not infer from any Part I deficiency, or combination of deficiencies, that we identified a quality control finding in Part II.

- **Part II – Observations Related to Quality Control:** Criticisms of, or potential defects in, the firm's system of quality control. Section 104(g)(2) of the Act restricts us from publicly disclosing Part II deficiencies unless the firm does not address the criticisms or potential defects to the Board's satisfaction no later than 12 months after the issuance of this report.
- **Appendix A – Firm's Response to the Draft Inspection Report:** The firm's response to a draft of this report, excluding any portion granted confidential treatment.

2024 Inspection Approach

In selecting issuer audits for review, we use both risk-based and random methods of selection. We make the majority of our selections based on (1) our internal evaluation of audits we believe have a heightened risk of material misstatement, including those with challenging audit areas, and (2) other risk-based characteristics, including issuer and firm considerations. We also select audits randomly to provide an element of unpredictability.

When we review an audit, we do not review every aspect of the audit. Rather, we generally focus our attention on audit areas we believe to be of greater complexity, areas of greater significance or with a heightened risk of material misstatement to the issuer's financial statements, and areas of recurring deficiencies. We may also select some audit areas for review in a manner designed to incorporate unpredictability.

Our selection of audits for review does not constitute a representative sample of the firm's total population of issuer audits. Additionally, our inspection findings are specific to the particular portions of the issuer audits reviewed. They are not an assessment of all of the firm's audit work nor of all of the audit procedures performed for the audits reviewed.

Our target team performs inspection procedures in areas of current audit risk and emerging topics and focuses its reviews primarily on evaluating the firm's procedures related to that risk or topic. In 2024, our target team focused primarily on the firm's procedures to identify and assess risks of material misstatement, on audits of issuers with significant investment in artificial intelligence technologies, on audits of issuers in the biotechnology industry, and on the firm's procedures to test the statement of cash flows.

View the details on the [scope of our inspections and our inspections procedures](#).

OVERVIEW OF THE 2024 INSPECTION AND HISTORICAL DATA BY INSPECTION YEAR

The following information provides an overview of our 2024 inspection as well as data from the previous two inspections. We use a combination of risk-based and random methods to select audits for review and to identify areas on which we focus our review. Because our inspection process evolves over time, it can, and often does, focus on a different mix of audits and audit areas from year to year and firm to firm. As a result of this variation, we caution that our inspection results are not necessarily comparable over time or among firms.

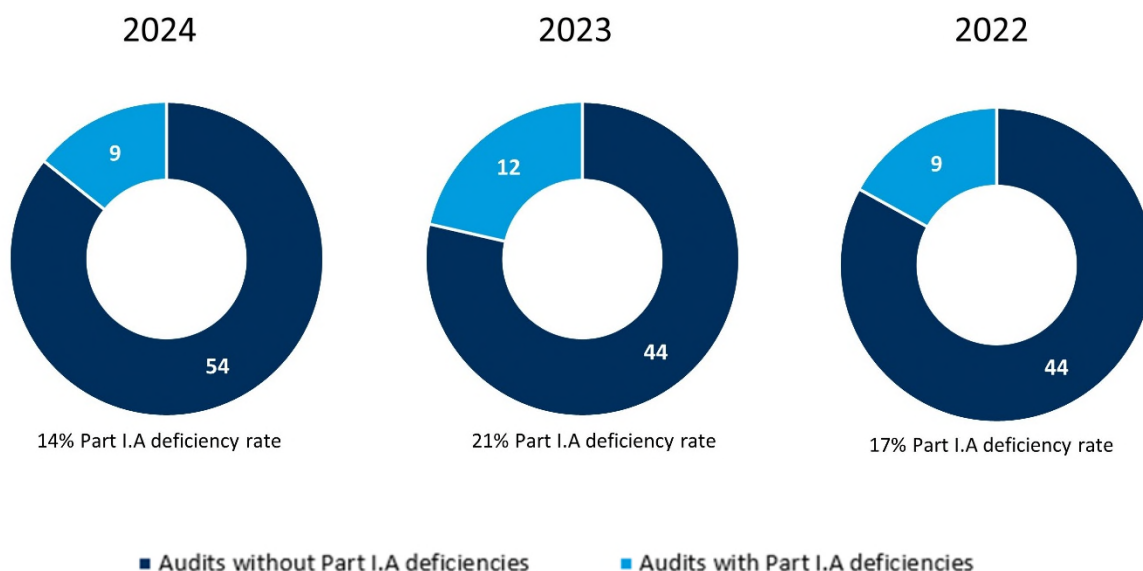
Audits Selected for Review

	2024	2023	2022
Total audits reviewed			
Total audits reviewed	63	56	53
Selection method			
Risk-based selections	48	42	37
Random selections	12	10	13
Target team selections¹	3	4	3
Total audits reviewed	63	56	53
Principal auditor			
Audits in which the firm was the principal auditor	62	55	52
Audits in which the firm was not the principal auditor	1	1	1
Total audits reviewed	63	56	53
Audit type			
Integrated audits of financial statements and ICFR	50	50	37
Financial statement audits only	13	6	16
Total audits reviewed	63	56	53

¹ For further information on the target team's activities in 2023 and 2022, refer to those inspection reports.

Part I.A Deficiencies in Audits Reviewed

In 2024, all of the audits appearing in Part I.A were selected for review using risk-based criteria. In 2023, nine of the 12 audits appearing in Part I.A were selected for review using risk-based criteria. In 2022, seven of the nine audits appearing in Part I.A were selected for review using risk-based criteria.

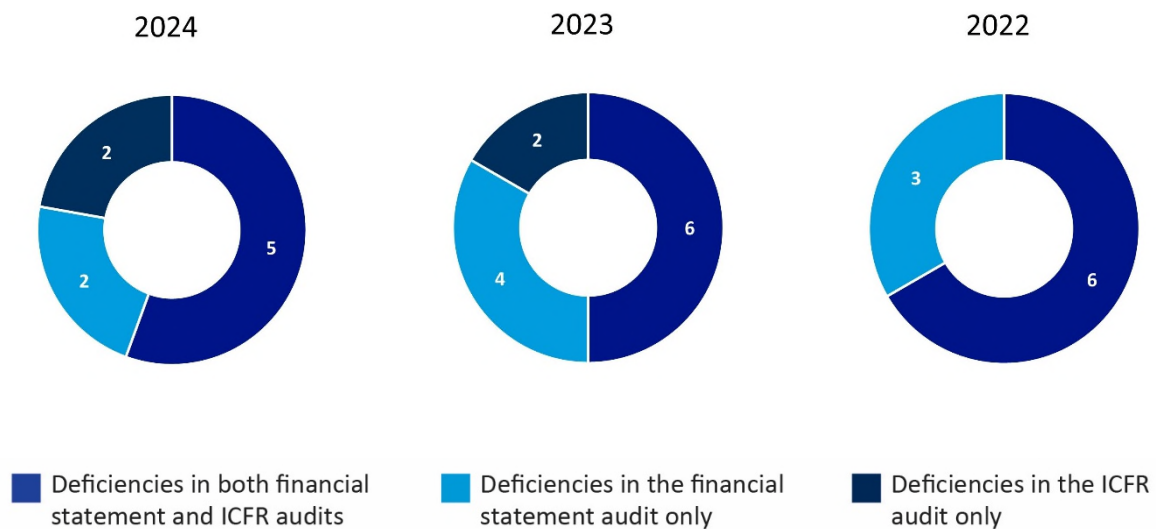


If we include a deficiency in Part I.A of our report, it does not necessarily mean that the firm has not addressed the deficiency. In certain cases, the firm may have performed remedial actions after the deficiency was identified. Depending on the circumstances, remedial actions may include performing additional audit procedures, informing management of the issuer of the need for changes to the financial statements or reporting on ICFR, or taking steps to prevent reliance on prior audit reports.

Our inspection may include a review, on a sample basis, of the adequacy of a firm's remedial actions, either with respect to previously identified deficiencies or deficiencies identified during the current inspection. If a firm does not take appropriate actions to address deficiencies, we may criticize its system of quality control or pursue a disciplinary action.

If we include a Part I.A or Part I.B deficiency in our report — other than those deficiencies for audits with incorrect opinions on the financial statements and/or ICFR — it does not necessarily mean that the issuer's financial statements are materially misstated or that undisclosed material weaknesses in ICFR exist. It is often not possible for us to reach a conclusion on those points based on our inspection procedures and related findings because, for example, we have only the information that the auditor retained and the issuer's public disclosures. We do not have direct access to the issuer's management, underlying books and records, and other information.

Audits Affected by the Deficiencies Identified in Part I.A



Our 2022 inspection procedures involved one audit for which the issuer, unrelated to our review, revised its report on ICFR and the firm revised its opinion on the effectiveness of the issuer's ICFR to express an adverse opinion and reissued its report.

The following tables and graphs summarize inspection-related information, by inspection year, for 2024 and the previous two inspections. We caution against making any comparison of the data provided without reading the descriptions of the underlying deficiencies in each respective inspection report.

Most Frequently Identified Part I.A Deficiencies

Deficiencies in audits of financial statements	Audits with Part I.A deficiencies		
	2024	2023	2022
Did not perform sufficient testing related to a significant account or disclosure or to address an identified risk	4	5	5
Did not perform sufficient testing of data or reports used in the firm's substantive testing	2	3	1
Did not sufficiently test an estimate	2	2	2

Deficiencies in ICFR audits	Audits with Part I.A deficiencies		
	2024	2023	2022
Did not perform sufficient testing of the design and/or operating effectiveness of controls selected for testing	4	5	1
Did not identify and/or sufficiently test controls over the accuracy and completeness of data or reports that the issuer used in the operation of controls	3	2	1
Did not identify and test any controls that addressed the risks related to a significant account or relevant assertion	2	4	4

Audit Areas Most Frequently Reviewed

This table reflects the five audit areas we have selected most frequently for review in each inspection year (and the related Part I.A deficiencies). For the issuer audits selected for review, we selected these areas because they were generally significant to the issuer's financial statements, may have included complex issues for auditors, and/or involved complex judgments in (1) estimating and auditing the reported value of related accounts and disclosures and (2) implementing and auditing the related controls.

2024			2023			2022		
Audit area	Audits reviewed	Audits with Part I.A deficiencies	Audit area	Audits reviewed	Audits with Part I.A deficiencies	Audit area	Audits reviewed	Audits with Part I.A deficiencies
Revenue and related accounts	43	2	Revenue and related accounts	40	5	Revenue and related accounts	44	3
Inventory	12	1	Inventory	20	2	Business combinations	18	0
Long-lived assets	12	1	Business combinations	14	1	Inventory	14	1
Business combinations	11	0	Goodwill and intangible assets	12	1	Goodwill and intangible assets	8	0
Goodwill and intangible assets	9	0	Investment securities	8	2	Long-lived assets	6	3

Audit Areas with Frequent Part I.A Deficiencies

This table reflects the audit areas with the most frequently identified Part I.A deficiencies in each inspection year with the corresponding results for the other two years presented.

Audit area	2024		2023		2022	
	Audits with Part I.A deficiencies	Audits reviewed	Audits with Part I.A deficiencies	Audits reviewed	Audits with Part I.A deficiencies	Audits reviewed
Revenue and related accounts	2	43	5	40	3	44
Allowance for credit losses/ Allowance for loan losses	2	4	2	4	0	2
Leases	2	3	0	0	0	0
Inventory	1	12	2	20	1	14
Investment securities	1	8	2	8	0	4
Insurance-related assets and liabilities, including insurance reserves	0	3	2	5	0	5
Long-lived assets	1	12	0	3	3	6

Revenue and related accounts: The deficiencies in 2024 related to substantive testing of, and testing controls over, revenue. The deficiencies in 2023 and 2022 primarily related to substantive testing of revenue.

Allowance for credit losses/Allowance for loan losses: The deficiencies in 2024 primarily related to testing controls over the allowance for credit losses. The deficiencies in 2023 related to substantive testing of, and testing controls over, the allowance for credit losses/allowance for loan losses.

Leases: The deficiencies in 2024 primarily related to substantive testing of leases, including evaluating leases for possible impairment.

Inventory: The deficiencies in 2024 and 2022 related to testing controls over the existence of inventory and the resulting overreliance on controls when performing substantive testing. The deficiencies in 2023 related to substantive testing of, and testing controls over, inventory.

Investment securities: The deficiency in 2024 related to testing controls over the valuation of investment securities. The deficiencies in 2023 primarily related to substantive testing of, and testing controls over, the valuation of investment securities.

Insurance-related assets and liabilities, including insurance reserves: The deficiencies in 2023 related to substantive testing of, and testing controls over, claims and other data used by the issuer to determine the estimated liabilities.

Long-lived assets: The deficiencies in 2024 and 2022 related to substantive testing of, and testing controls over, long-lived assets, including evaluating long-lived assets for possible impairment.

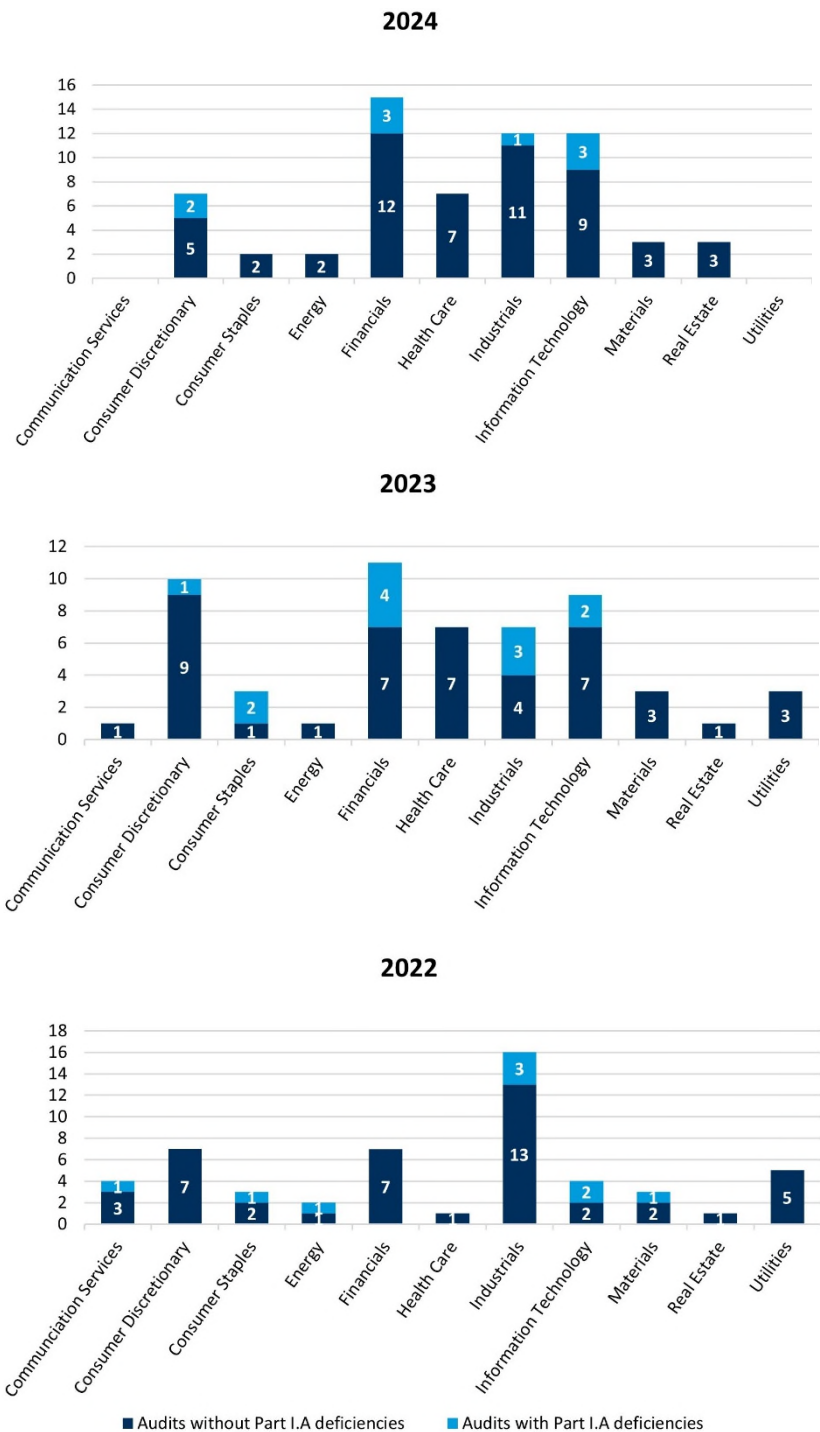
Auditing Standards Associated with Identified Part I.A Deficiencies

The following lists the auditing standards referenced in Part I.A of the 2024 and the previous two inspection reports, and the number of times that the standard is cited in Part I.A.

PCAOB Auditing Standards	2024	2023	2022
<i>AS 1105, Audit Evidence</i>	3	4	1
<i>AS 2201, An Audit of Internal Control Over Financial Reporting That Is Integrated with An Audit of Financial Statements</i>	11	13	6
<i>AS 2301, The Auditor's Responses to the Risks of Material Misstatement</i>	4	4	5
<i>AS 2305, Substantive Analytical Procedures</i>	2	2	1
<i>AS 2310, The Confirmation Process</i>	1	0	0
<i>AS 2315, Audit Sampling</i>	0	1	0
<i>AS 2501, Auditing Accounting Estimates, Including Fair Value Measurements</i>	1	3	2
<i>AS 2505, Inquiry of a Client's Lawyer Concerning Litigation, Claims, and Assessments</i>	0	1	0
<i>AS 2510, Auditing Inventories</i>	1	0	1
<i>AS 2810, Evaluating Audit Results</i>	1	1	0

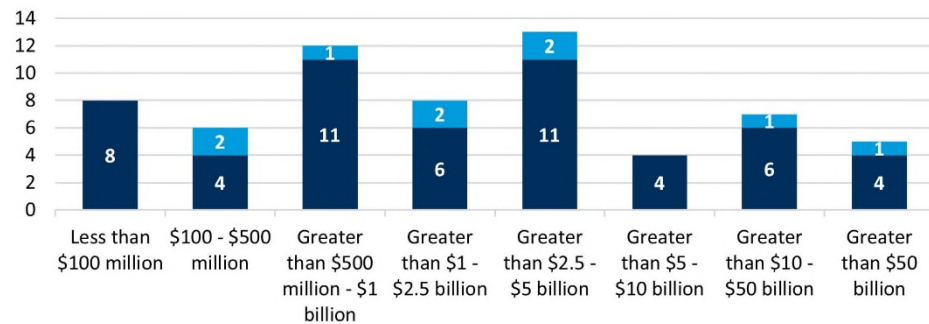
Inspection Results by Issuer Industry Sector

The majority of industry sector data is based on Global Industry Classification Standard (GICS) data obtained from Standard & Poor’s (S&P). In instances where GICS data for an issuer is not available from S&P, classifications are assigned based upon North American Industry Classification System data.

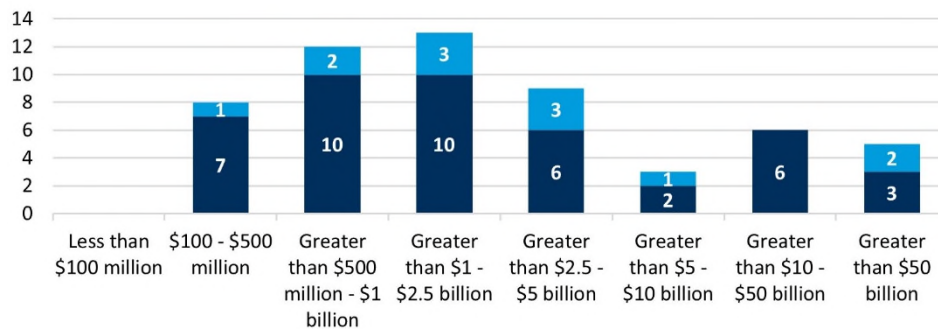


Inspection Results by Issuer Revenue Range

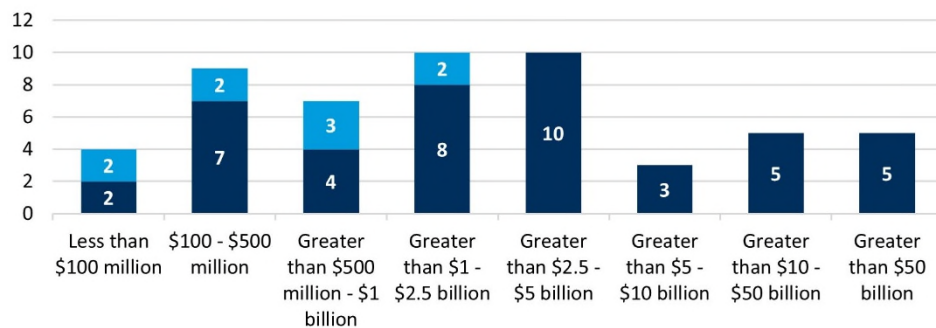
2024



2023



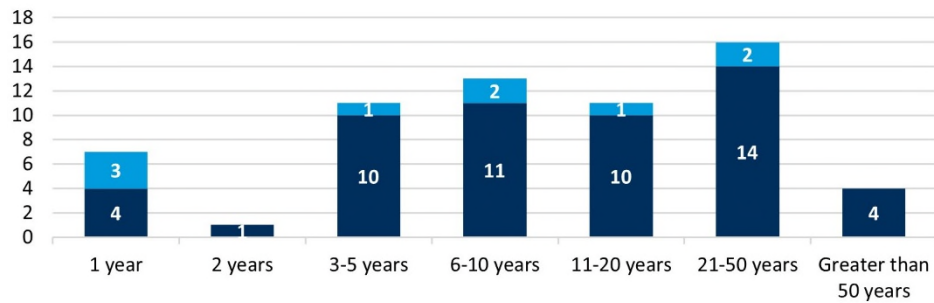
2022



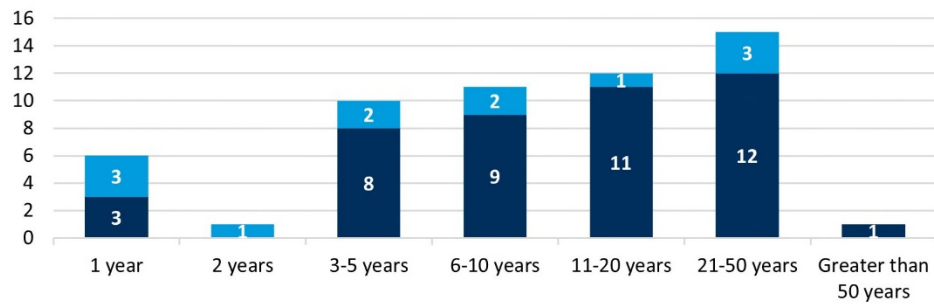
■ Audits without Part I.A deficiencies ■ Audits with Part I.A deficiencies

Inspection Results by the Firm's Tenure on the Issuer

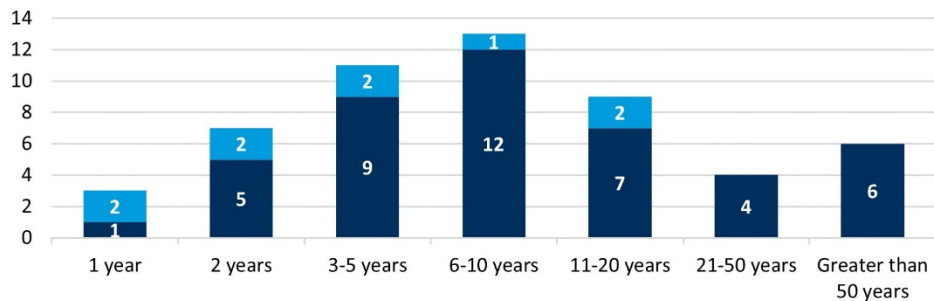
2024



2023



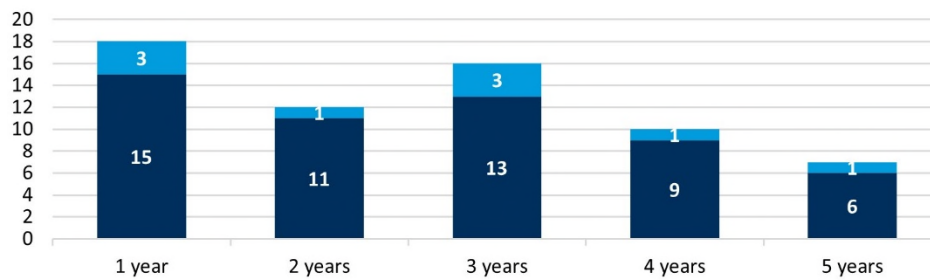
2022



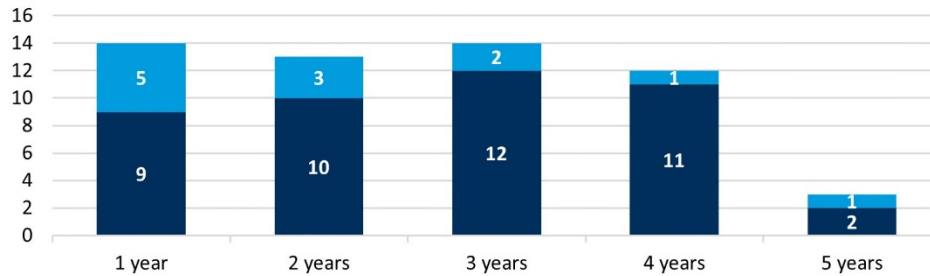
■ Audits without Part I.A deficiencies ■ Audits with Part I.A deficiencies

Inspection Results by the Engagement Partner's Tenure on the Issuer

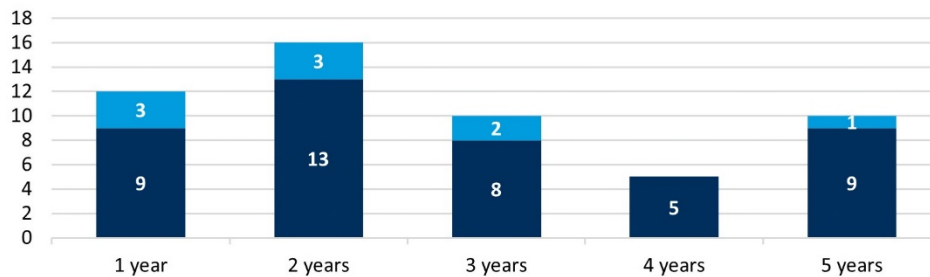
2024



2023



2022



■ Audits without Part I.A deficiencies ■ Audits with Part I.A deficiencies

Classification of Audits with Part I.A Deficiencies

Within Part I.A of this report, we classify each issuer audit in one of the categories discussed below based on the Part I.A deficiency or deficiencies identified in our review.

The purpose of this classification system is to group and present issuer audits by the number of Part I.A deficiencies we identified within the audit as well as to highlight audits with an incorrect opinion on the financial statements and/or ICFR.

Audits with an Incorrect Opinion on the Financial Statements and/or ICFR

This classification includes instances where a deficiency was identified in connection with our inspection and, as a result, an issuer's financial statements were determined to be materially misstated, and the issuer restated its financial statements. It also includes instances where a deficiency was identified in connection with our inspection and, as a result, an issuer's ICFR was determined to be ineffective, or there were additional material weaknesses that the firm did not identify, and the firm withdrew its opinion, or revised its report, on ICFR. This classification does not include instances where, unrelated to our review, an issuer restated its financial statements and/or an issuer's ICFR was determined to be ineffective. We include any deficiencies identified in connection with our reviews of these audits in the audits with multiple deficiencies or audits with a single deficiency classification below.

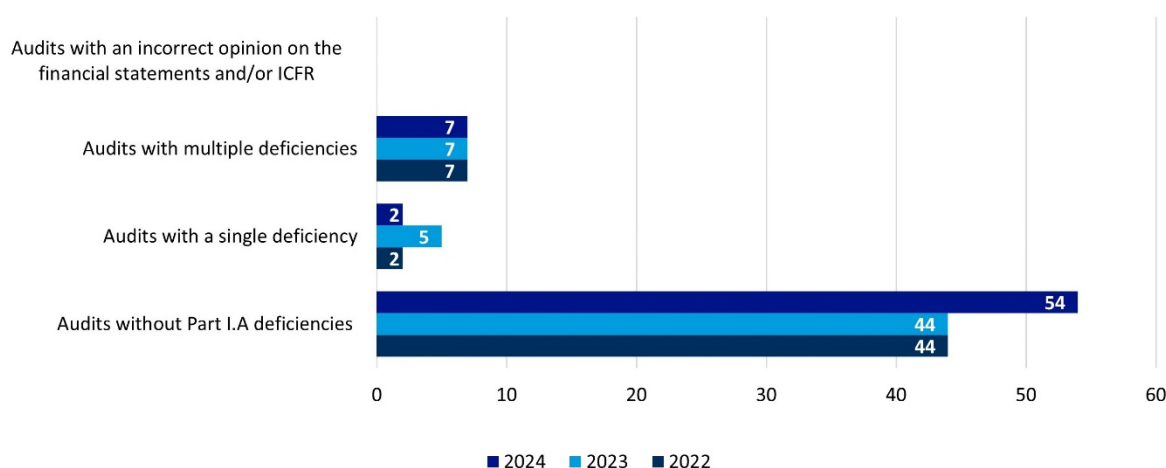
Audits with Multiple Deficiencies

This classification includes instances where multiple deficiencies were identified that related to a combination of one or more financial statement accounts, disclosures, and/or important controls in an ICFR audit.

Audits with a Single Deficiency

This classification includes instances where a single deficiency was identified that related to a financial statement account or disclosure or to an important control in an ICFR audit.

Number of Audits in Each Category



PART I: INSPECTION OBSERVATIONS

Part I.A of our report discusses deficiencies that were of such significance that we believe the firm, at the time it issued its audit report(s), had not obtained sufficient appropriate audit evidence to support its opinion(s) on the issuer's financial statements and/or ICFR.

Part I.B discusses certain deficiencies that relate to instances of non-compliance with PCAOB standards or rules other than those where the firm had not obtained sufficient appropriate audit evidence to support its opinion(s). This section does not discuss instances of apparent non-compliance with rules related to maintaining independence.

Part I.C discusses instances of apparent non-compliance with rules related to maintaining independence.

Consistent with the Act, it is the Board's assessment that nothing in Part I of this report deals with a criticism of, or potential defect in, the firm's quality control system. We discuss any such criticisms or potential defects in Part II. Further, you should not infer from any Part I deficiency, or combination of deficiencies, that we identified a quality control finding in Part II.

PART I.A: AUDITS WITH UNSUPPORTED OPINIONS

This section of our report discusses the deficiencies identified, by specific issuer audit reviewed, in the audit work supporting the firm's opinion(s) on the issuer's financial statements and/or ICFR.

We identify each issuer by a letter (e.g., Issuer A) and industry sector. Each deficiency could relate to several auditing standards, but we reference the PCAOB standard(s) that most directly relates to the requirement with which the firm did not comply.

We present issuer audits below within their respective deficiency classifications (as discussed previously). Within the classifications, we generally present the audits based on our assessment as to the relative significance of the identified deficiencies, taking into account the significance of the financial statement accounts and/or disclosures affected, and/or the nature or extent of the deficiencies.

Audits with an Incorrect Opinion on the Financial Statements and/or ICFR

None

Audits with Multiple Deficiencies

Issuer A – Industrials

Type of audit and related areas affected

In our review, we identified deficiencies in the financial statement and ICFR audits related to **Revenue** and **Pension Assets**.

Description of the deficiencies identified

With respect to **Revenue**:

The issuer disclosed the amounts of unsatisfied performance obligations. The following deficiencies were identified:

- The firm did not identify and test any controls over the unsatisfied performance obligations the issuer expected to be recognized as revenue within the next 12 months. (AS 2201.39)
- The firm selected for testing a control that consisted of the issuer's review of unsatisfied performance obligations that it expected to be recognized as revenue beyond the next 12 months. The firm did not identify and test any controls over the accuracy and completeness of the report used in the operation of this control. (AS 2201.39)
- The firm performed a substantive analytical procedure to test this disclosure. The firm did not determine whether the expectation it used in this analytical procedure was based on predictable relationships. (AS 2305.13 and .14) In addition, the firm established its threshold for investigating differences based on a level of control reliance that was not supported due to the above deficiencies in the firm's testing of controls. As a result, the threshold that the firm used did not provide the desired level of assurance that misstatements that could have been material would be identified. (AS 2301.16, .18, and .37; AS 2305.20)

With respect to **Pension Assets**:

The firm sent a positive confirmation request to the custodian for certain pension plan assets, which was returned with exceptions. The firm did not evaluate the nature of these exceptions. (AS 2310.33)

Issuer B – Financials

Type of audit and related area affected

In our review, we identified deficiencies in the financial statement and ICFR audits related to the **Allowance for Credit Losses (ACL)**.

Description of the deficiencies identified

The issuer assigned each loan a loan risk rating, which was an important input in estimating the quantitative component of the ACL. The following deficiencies were identified:

- The firm selected for testing a control that consisted of the issuer's review, for a sample of loans, of the loan risk ratings assigned to the loans. The firm identified deviations in the operation of this control but did not evaluate the effect of these deviations on the operating effectiveness of the control. (AS 2201.48) In addition, in its testing of the operating effectiveness of this control, the firm excluded certain loans from its testing population. (AS 2201.44)
- The firm's substantive procedures to test the reasonableness of the assigned loan risk ratings for certain loans included making a selection of loans for testing. The firm identified differences in the assigned loan risk ratings but did not evaluate the effect of these differences on whether it had obtained sufficient appropriate audit evidence. Further, the firm did not perform any

substantive procedures to test the loan risk ratings for the loans that were excluded from the firm's control testing procedures discussed above. (AS 2301.08)

Issuer C – Financials

Type of audit and related area affected

In our review, we identified deficiencies in the ICFR audit related to the **ACL**.

Description of the deficiencies identified

The issuer determined the qualitative reserve component of the ACL using various qualitative factors. The firm selected for testing controls that included the issuer's reviews of these factors. The firm did not evaluate the specific review procedures that the control owners performed to assess the reasonableness of these factors. (AS 2201.42 and .44)

The issuer assigned each loan a loan risk rating, which was an important input in estimating the quantitative component of the ACL. The firm selected for testing a control that included the issuer's review of the risk ratings for certain loans. The firm did not evaluate the specific review procedures that the control owners performed to assess the reasonableness of these risk ratings. (AS 2201.42 and .44) In addition, for this control and two other controls the firm selected for testing over the ACL, the firm did not identify and test any controls over the accuracy and completeness of certain loan information used in the operation of these controls. (AS 2201.39)

Issuer D – Information Technology

Type of audit and related area affected

In our review, we identified deficiencies in the financial statement and ICFR audits related to **Revenue**. This was the firm's initial audit of this issuer.

Description of the deficiencies identified

The issuer disclosed the amount of unsatisfied performance obligations. The following deficiencies were identified:

- The firm selected for testing a control that included the issuer's review of this disclosure. The firm did not identify and test any controls over the accuracy and completeness of the issuer-prepared schedules related to this disclosure that were used in the operation of this control. (AS 2201.39)
- The firm used these issuer-prepared schedules in its substantive testing of this disclosure but did not perform any procedures to test, or (as discussed above) test any controls over, the accuracy and completeness of these schedules. (AS 1105.10)
- The firm did not identify and evaluate a misstatement in this required disclosure under FASB ASC Topic 606, *Revenue from Contracts with Customers*. (AS 2810.30 and .31)

Issuer E – Information Technology

Type of audit and related area affected

In our review, we identified deficiencies in the financial statement and ICFR audits related to **Inventory**.

Description of the deficiencies identified

The issuer performed cycle counts of certain inventory. The firm did not identify and test any controls that addressed whether this inventory was counted with sufficient frequency in accordance with the issuer's cycle-count policy. (AS 2201.39)

Due to the deficiency discussed above, the firm did not obtain sufficient appropriate audit evidence that the cycle-count procedures the issuer used for this inventory were sufficiently reliable to produce results substantially the same as those that would have been obtained by a count of all items each year. (AS 2510.11)

Issuer F – Consumer Discretionary

Type of audit and related area affected

In our review, we identified deficiencies in the financial statement audit related to **Leases**.

Description of the deficiencies identified

The issuer engaged specialists to determine the fair value of certain leased assets using various data and assumptions. The following deficiencies were identified:

- The firm did not perform procedures to (1) test the accuracy and completeness of issuer-produced data used by the company's specialists and (2) evaluate the relevance and reliability of external information used by one of the company's specialists. (AS 1105.A8a)
- The firm did not evaluate the reasonableness of significant assumptions used by the company's specialists. (AS 1105.A8b)

Issuer G – Consumer Discretionary

Type of audit and related areas affected

In our review, we identified deficiencies in the financial statement and ICFR audits related to **Long-lived Assets** and **Leases**.

Description of the deficiencies identified

The issuer used (1) store-level operating results to evaluate whether any impairment indicators existed for its long-lived assets, including lease right-of-use assets, and (2) store-level cash-flow forecasts to evaluate the recoverability of certain of these assets. The issuer excluded certain costs from these analyses. The following deficiencies were identified:

- The firm selected for testing a control that included the issuer's reviews of these operating results and cash-flow forecasts. The firm did not evaluate the specific review procedures that

the control owner performed to assess the appropriateness of excluding these costs. (AS 2201.42 and .44)

- The firm used these operating results in its substantive procedures to evaluate whether any impairment indicators existed for these assets. The firm did not evaluate whether these excluded costs were directly associated with the identified asset groups. (AS 2301.08)
- The firm's approach for substantively testing the recoverability of certain of these assets was to test the issuer's process. The firm did not evaluate whether the issuer's method to determine the recoverability of these assets using cash-flow forecasts that excluded these costs was in conformity with FASB ASC Topic 360, *Property, Plant, and Equipment*. (AS 2501.10)

Audits with a Single Deficiency

Issuer H – Financials

Type of audit and related area affected

In our review, we identified a deficiency in the ICFR audit related to **Investment Securities**.

Description of the deficiency identified

The issuer recorded available-for-sale securities at fair value. The firm selected for testing a control that included comparing recorded prices from an external service provider to prices determined by the control owner. The firm did not evaluate the specific review procedures that the control owner performed to (1) determine the comparative prices and (2) to identify items for follow-up. (AS 2201.42 and .44)

Issuer I – Information Technology

Type of audit and related area affected

In our review, we identified a deficiency in the financial statement audit related to **Certain Assets**. This was the firm's initial audit of this issuer.

Description of the deficiency identified

The firm did not perform sufficient procedures to evaluate the issuer's presentation of certain assets as current assets because it did not evaluate, beyond inquiring of management, the issuer's intent to consume all of these assets within one year from the balance sheet date. (AS 2301.08)

PART I.B: OTHER INSTANCES OF NON-COMPLIANCE WITH PCAOB STANDARDS OR RULES

This section of our report discusses certain deficiencies that relate to instances of non-compliance with PCAOB standards or rules other than those where the firm had not obtained sufficient appropriate audit evidence to support its opinion(s). This section does not discuss instances of apparent non-compliance with rules related to maintaining independence.

When we review an audit, we do not review every aspect of the audit. As a result, the areas below were not necessarily reviewed on every audit. In some cases, we assess the firm's compliance with specific PCAOB standards or rules on other audits that were not reviewed and include any instances of non-compliance below.

The deficiencies below are presented in numerical order based on the PCAOB standard or rule with which the firm did not comply. We identified the following deficiencies:

- In one of 63 audits reviewed, the firm provided certain services to the issuer but did not document that the audit committee had approved the engagement before the issuer engaged the firm to provide the services. In this instance, the firm was non-compliant with AS 1215, *Audit Documentation*.
- In two of 58 audits reviewed, the firm did not make certain required communications to the audit committee related to the name, location, and planned responsibilities of other accounting firms or other persons not employed by the firm that performed audit procedures in the audit. In one of these two audits, the firm communicated that certain other accounting firms performed audit procedures when those other firms had not. In these instances, the firm was non-compliant with AS 1301, *Communications with Audit Committees*.
- In one of 57 audits reviewed, the firm did not make a required communication to the audit committee related to corrected misstatements. In this instance, the firm was non-compliant with AS 1301, *Communications with Audit Committees*.
- In one of 13 audits reviewed, the firm reported in writing to the audit committee that no significant deficiencies were discovered during the audit, even though there is the potential that the limited degree of assurance associated with such reporting will be misunderstood. In this instance, the firm was non-compliant with AS 1305, *Communications About Control Deficiencies in an Audit of Financial Statements*.
- In two of 48 audits reviewed, the firm reported in writing to the audit committee that no significant deficiencies were identified during the audit, even though an ICFR audit does not provide assurance that all deficiencies less severe than a material weakness have been identified. In these instances, the firm was non-compliant with AS 2201, *An Audit of Internal Control Over Financial Reporting That Is Integrated with An Audit of Financial Statements*.
- In two of 63 audits reviewed, the firm, when testing journal entries for evidence of possible material misstatement due to fraud, did not have an appropriate rationale for limiting its testing

of entries it identified as having certain fraud risk characteristics to certain entries. In these instances, the firm was non-compliant with AS 2401, *Consideration of Fraud in a Financial Statement Audit*.

- In one of 57 audits reviewed, the year the firm began serving consecutively as the company's auditor that was included in the firm's audit report was incorrect. In this instance, the firm was non-compliant with AS 3101, *The Auditor's Report on an Audit of Financial Statements When the Auditor Expresses an Unqualified Opinion*.
- In one of 52 audits reviewed, the firm's communication of a critical audit matter in the auditor's report did not accurately refer to the relevant financial statement accounts or disclosures related to the critical audit matter. In this instance, the firm was non-compliant with AS 3101, *The Auditor's Report on an Audit of Financial Statements When the Auditor Expresses an Unqualified Opinion*.
- In five of 61 audits reviewed, for certain permissible tax services, the firm did not describe, in writing and in connection with seeking pre-approval, to the issuer's audit committee the scope and/or fee structure for these services. In one additional audit, the firm did not discuss with the audit committee the potential effects of permissible tax services on the independence of the firm in connection with seeking audit committee pre-approval of the services. In these instances, the firm was non-compliant with PCAOB Rule 3524, *Audit Committee Pre-Approval of Certain Tax Services*.
- In one of 61 audits reviewed, the firm did not describe in writing to the audit committee all relationships that may have been thought to bear on the firm's independence prior to accepting the audit. In this instance, the firm was non-compliant with PCAOB Rule 3526, *Communication with Audit Committees Concerning Independence*.

PART I.C: INDEPENDENCE

PCAOB Rule 3520, *Auditor Independence*, requires a firm and its personnel to be independent of the firm's audit clients. This requirement encompasses not only an obligation to satisfy the independence criteria set out in PCAOB rules and standards but also an obligation to satisfy all other independence criteria applicable to an engagement, including the independence criteria set out by the SEC in Regulation S-X, 17 C.F.R. § 210.2-01, *Qualifications of Accountants* ("Rule 2-01").

This section of our report discusses identified instances of apparent non-compliance with PCAOB Rule 3520. An instance of apparent non-compliance with PCAOB Rule 3520 does not necessarily mean that the Board has concluded the firm was not objective and impartial throughout the audit and professional engagement period. Although this section includes instances of apparent non-compliance with PCAOB Rule 3520 that we identified and the firm brought to our attention, there may be other instances of non-compliance with rules related to independence that were not identified through our procedures or the firm's monitoring activities.

PCAOB-Identified

We identified the following instances of apparent non-compliance with PCAOB Rule 3520:

Under Rule 2-01(c)(7), an accountant is not independent if it is engaged to render audit or non-audit services to an issuer or its subsidiaries without that engagement having been pre-approved by the audit committee. In 61 audits reviewed, we identified 15 instances across 10 issuers in which the firm could provide no persuasive evidence of the necessary audit committee pre-approval.

Firm-Identified

During the inspection, the firm brought to our attention that it had identified, through its independence monitoring activities, for a 12-month period, 106 instances across 68 issuers,² representing approximately 3% of the firm's total reported issuer audits, in which the firm or its personnel appeared to have impaired the firm's independence because it may not have complied with Rules 2-01(b) and/or Rule 2-01(c) or PCAOB Rules 3523 or 3500T related to maintaining independence. Approximately 30% of these instances of apparent non-compliance involved non-U.S. associated firms.

While we have not evaluated the underlying reasons for the instances of apparent non-compliance with PCAOB Rule 3520, the number, large or small, of firm-identified instances of apparent non-compliance may be reflective of the size of the firm, including the number of non-U.S. associated firms in the global network; the design and effectiveness of the firm's independence monitoring activities; and the size and/or complexity of the issuers it audits, including the number of affiliates of the issuer. Therefore, we caution against making any comparison of these firm-identified instances of apparent non-compliance across firms.

The most common instances of apparent non-compliance related to financial relationships, employment relationships, and audit committee pre-approval requirements:

² The firm-identified instances of apparent non-compliance do not necessarily relate to the issuer audits that we selected for review.

- The firm reported 47 instances of apparent non-compliance with Rule 2-01(c)(1) regarding financial relationships, eight of which involved non-U.S. associated firms. Of these instances, 45 related to investments in audit clients, 41 of which involved a member of an engagement team. Of the 45 instances related to investments in audit clients, 15 instances related to investments in broad-based funds.
- The firm reported 27 instances of apparent non-compliance with Rule 2-01(c)(2) regarding employment relationships. Of these instances, 14 related to employees of the firm who were also employed by an audit client, the majority of whom were staff-level employees of the firm. Thirteen instances related to a former employee of the firm who was employed at an audit client in an accounting or financial reporting oversight role.
- The firm reported 14 instances of apparent non-compliance with Rule 2-01(c)(7) regarding audit committee pre-approval, 10 of which related to services provided by non-U.S. associated firms. Nine instances related to tax services provided without those engagements having been pre-approved by the audit committee.

The firm has reported to us that it has evaluated the instances of apparent non-compliance for issuer audit clients in which the firm was the principal auditor and determined in all instances that its objectivity and impartiality were not impaired. In addition, the firm reported to us that it has communicated the remaining instances of potential non-compliance to the respective principal auditor and that the principal auditor determined in all instances that its objectivity and impartiality were not impaired. The firm also reported to us that it communicated these instances to the issuers' audit committees as required by PCAOB Rule 3526.

PART II: OBSERVATIONS RELATED TO QUALITY CONTROL

Part II of our report discusses criticisms of, and potential defects in, the firm's system of quality control.

We include deficiencies in Part II if an analysis of the inspection results, including the results of the reviews of individual audits, indicates that the firm's system of quality control does not provide reasonable assurance that firm personnel will comply with applicable professional standards and requirements. Generally, the report's description of quality control criticisms is based on observations from our inspection procedures.

This report does not reflect changes or improvements to the firm's system of quality control that the firm may have made subsequent to the period covered by our inspection. The Board does consider such changes or improvements in assessing whether the firm has satisfactorily addressed the quality control criticisms or defects no later than 12 months after the issuance of this report.

When we issue our reports, we do not make public criticisms of, and potential defects in, the firm's system of quality control, to the extent any are identified. If a firm does not address to the Board's satisfaction any criticism of, or potential defect in, the firm's system of quality control within 12 months after the issuance of our report, we will make public any such deficiency.

APPENDIX A: FIRM'S RESPONSE TO THE DRAFT INSPECTION REPORT

Pursuant to Section 104(f) of the Act, 15 U.S.C. § 7214(f), and PCAOB Rule 4007(a), the firm provided a written response to a draft of this report. Pursuant to Section 104(f) of the Act and PCAOB Rule 4007(b), the firm's response, excluding any portion granted confidential treatment, is attached hereto and made part of this final inspection report.

The Board does not make public any of a firm's comments that address a nonpublic portion of the report unless a firm specifically requests otherwise. In some cases, the result may be that none of a firm's response is made publicly available.

In addition, pursuant to Section 104(f) of the Act, 15 U.S.C. § 7214(f), and PCAOB Rule 4007(b), if a firm requests, and the Board grants, confidential treatment for any of the firm's comments on a draft report, the Board does not include those comments in the final report. The Board routinely grants confidential treatment, if requested, for any portion of a firm's response that addresses any point in the draft that the Board omits from, or any inaccurate statement in the draft that the Board corrects in, the final report.



30 Rockefeller Plaza
New York, NY 10112
USA

February 14, 2025

Ms. Christine Gunia
Director
Division of Registration and Inspections
Public Company Accounting Oversight Board
1666 K Street NW
Washington, DC 20006

Re: Deloitte & Touche LLP – Response to Part I of Draft Report on 2024 Inspection (PUBLIC)

Dear Ms. Gunia:

Deloitte & Touche LLP is pleased to submit this response to Part I of the Public Company Accounting Oversight Board's (the PCAOB) draft report on the 2024 Inspection of Deloitte & Touche LLP (the Draft Report). We believe that the PCAOB's inspection process serves an important role in improving audit quality, which serves investors and the public interest. We are committed to our shared objective of furthering the public interest in the preparation of informative, accurate, and independent audit reports.

We have evaluated the matters identified by the PCAOB's inspection team for each of the issuer audits described in Part I of the Draft Report and have taken actions as appropriate in accordance with PCAOB standards to comply with our professional responsibilities under AS 2901, *Consideration of Omitted Procedures After the Report Date*, and AS 2905, *Subsequent Discovery of Facts Existing at the Date of the Auditor's Report*.

Fulfilling our purpose and responsibility to strengthen trust and transparency in the capital markets with integrity and ethical leadership is our top priority. As described in our [US Audit Quality Report](#), quality informs every aspect of our Audit & Assurance business and is the bedrock of our strategy. Our pursuit of audit quality is at the center of our culture of continuous improvement. In order to drive continuous improvements, we are continuing to digitize the audit, transforming the way we work, and fostering the development of our people, to fulfill our role of providing high-quality audit and assurance services to the capital markets. We believe an effective system of quality control is crucial for the consistent delivery of high-quality audits, and we continue to make significant investments in our audit and assurance processes, our people, and our technologies that underlie our system of quality control to transform and continuously enhance the quality of our audits for the investing public.

We are confident that our ongoing transformation and related investments are resulting in significant, sustainable enhancements to our audit quality.

Sincerely,

Dipti S. Gulati
Chair and Chief Executive Officer
Deloitte & Touche LLP

Jason M. Girzadas
Chief Executive Officer
Deloitte US

In the United States, Deloitte refers to one or more of the US member firms of Deloitte Touche Tohmatsu Limited, their related entities that operate using the "Deloitte" name in the United States and their respective affiliates. Please see www.deloitte.com/us/about for a detailed description of our legal structure.

PRIVILEGED AND CONFIDENTIAL AND ALSO PROTECTED BY SECTIONS 104(g)(2) AND 105(b)(5) OF THE SARBANES-OXLEY ACT AND REGULATIONS THEREUNDER

Member of
Deloitte Touche Tohmatsu Limited





THE METROPOLITAN TRANSPORTATION AUTHORITY

CORPORATE GOVERNANCE COMMITTEE

This Charter for the Corporate Governance Committee was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

I. PURPOSE

The Corporate Governance Committee (the “Committee”) shall assist the Board Chair and the Board in: (i) developing and recommending to the Board, policies to promote honest and ethical conduct by Board members, officers, and employees, and enhance public confidence in the MTA; (ii) developing, recommending to the Board and overseeing implementation of MTA policies relating to corporate governance, including the MTA Corporate Governance Principles; and (iii) reviewing on a regular basis the overall corporate governance of the MTA and recommending improvements when necessary (hereinafter referred to as the “Purpose”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates). The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board and shall include the Board Chair, and the chairs of each committee of the Board. All other members of the Committee shall be appointed by the Board Chair. At all times, the Committee shall include at least one member from among those recommended for appointment to the Board by the Mayor of the City of New York. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall serve as the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair. No member of the Committee shall be employed by a private entity that does, or is likely to do, business with the MTA.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 2 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings and records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The Chief Compliance Officer shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to the Purpose, (2) provide the chairperson of the Committee with all information that is material to the Committee's monitoring and oversight of the Purpose, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the Purpose.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board, from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purposes, the Committee shall:

1. coordinate and oversee the annual self-evaluation of the role and performance of the Board, its committees, and management in the governance of the MTA;
2. develop and recommend to the Board, oversee the implementation and effectiveness of, and recommend modifications as appropriate to, any policies or documents relating to the governance of the MTA, including the MTA Corporate Governance Principles;
3. consider corporate governance issues that arise from time to time, and develop appropriate recommendations for the Board regarding such matters;

4. review, and as necessary recommend to the Board any revisions to, MTA policies regarding the procurement of goods and services;
5. monitor the MTA's compliance with MTA policy and the laws and requirements of the State of New York with respect to procurement lobbying; and
6. review, and as necessary recommend to the Board any revisions to, MTA policies regarding the protection of whistleblowers from retaliation.

In addition, the Committee shall have the following responsibilities:

- 1 set the annual work plan for the committee;
- 2 conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 3 review and assess the adequacy of this Charter annually; and
- 4 report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



THE METROPOLITAN TRANSPORTATION AUTHORITY

FINANCE COMMITTEE

The Charter for the Finance Committee was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

I. PURPOSE

The Finance Committee (the “Committee”) shall assist the Board Chair and the Board by (1) reviewing, providing guidance, and making recommendations with respect to the MTA’s core financial policies and (2) reviewing, providing guidance and making recommendations with respect to MTA real estate matters.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates). The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings and records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law

that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The Chief Financial Officer and/or the Director of the Division of Management and Budget, the Director of Finance, and the MTA Director of Real Estate, with respect to real estate matters, shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda, (2) provide the chairperson of the Committee with all information that is material to the Committee's monitoring and oversight of the MTA's core financial policies and real estate matters, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the MTA's core financial policies and real estate matters.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board, from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. review the MTA's annual budget, and ensure that the MTA operates on a self-sustaining basis, as required by applicable law, and with support from various levels of government;
2. monitor the MTA's compliance during the fiscal year with its annual budget;
3. review the financial requirements of the MTA's capital plans;
4. review annually the proposed plan to meet the financial requirements of the MTA's capital plans, as well as any financing proposals during the fiscal year that deviate from the proposed financial plan for that year;
5. review any proposal relating to the incurrence (or repayment) of material indebtedness or other financing arrangement;

6. review any proposed procurements submitted to the Committee by the Chief Procurement Officer or Agency Procurement Officers;
7. oversee the operations of MTA headquarters, including by reviewing proposed procurements for MTA headquarters that require Board approval;
8. oversee the operations of the First Mutual Transportation Assurance Company (“FMTAC”), including by reviewing proposed procurements for FMTAC;
9. review annually the scope and terms of the MTA’s insurance policies and coverage;
10. monitor the economic performance of the various MTA pension plans;
11. review and make recommendations to the Board with respect to the leasing and acquisition of real property; the licensing of customer services and amenities; the maximizing of advertising opportunities; the disposition or conveyance of interests in real property; the management of occupancies on the property of the MTA and the adoption or amendment of any policies relating thereto;
12. review and make recommendations to the Board with respect to the procurement of certain professional services in support of the activities of the real estate department, including real estate brokerage and other specialized consultant services;
13. review the MTA’s offering and management of leasing, licensing, or other business opportunities on the property of the MTA and its subsidiaries and affiliates; and
14. provide support and guidance to the MTA in its formulation of its real estate policies and procedures.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE LONG ISLAND RAIL ROAD AND THE METROPOLITAN SUBURBAN BUS AUTHORITY

This Charter for the Committee on Operations of the Long Island Rail Road and the Metropolitan Suburban Bus Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on November 17, 2021.

I. PURPOSE

The Committee on Operations of the Long Island Rail Road and the Metropolitan Suburban Bus Authority (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Long Island Rail Road Company (“LIRR”) and the Metropolitan Suburban Bus Authority (“LIB”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the LIRR/LIB. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, LIRR/LIB or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of the LIRR and the President of LIB shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of the LIRR/LIB, including information on railroad, bus and paratransit service;
2. monitor and update the Board Chair and the Board on the safety record of LIRR/LIB; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to LIRR/LIB operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of the LIRR/LIB, including financial reports, ridership reports, and the use of LIRR/LIB funds;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts, **other than Capital Program construction, consultant and related contracts and solicitations,** of the LIRR/LIB that require Board approval;

6. review and make recommendations to the Board Chair and the Board regarding service and policy changes that require Board approval;
7. facilitate the identification of approaches and solutions that address LIRR/LIB security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding LIRR/LIB security issues; and
8. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of the LIRR/LIB: (i) legal and regulatory matters that may have a material impact on the LIRR/LIB; and (ii) the scope and effectiveness of compliance policies and programs.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE METRO-NORTH COMMUTER RAILROAD

This Charter for the Committee on the Operations of the Metro-North Commuter Railroad was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on November 17, 2021.

I. PURPOSE

The Committee on the Operations of the Metro-North Commuter Railroad (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Metro-North Commuter Railroad Company (“Metro-North”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or Metro-North. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking

and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, Metro-North or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of Metro-North shall h (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of Metro-North, including information on railroad service;
2. monitor and update the Board Chair and the Board on the safety record of Metro-North; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to Metro-North operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of Metro-North, including financial reports, ridership reports, and the use of funds by Metro-North;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts, **other than Capital Program construction, consultant and related contracts and solicitations,** of Metro-North that require Board approval;
6. review and make recommendations to the Board Chair and the Board regarding Metro-North service and policy changes that require Board approval;

7. facilitate the identification of approaches and solutions that address Metro-North security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding Metro-North security issues; and
8. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of Metro-North: (i) legal and regulatory matters that may have a material impact on Metro-North; and (ii) the scope and effectiveness of compliance policies and programs.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests and maintain minutes or other records of Committee meetings and activities.



THE METROPOLITAN TRANSPORTATION AUTHORITY

CAPITAL PROGRAM COMMITTEE

This Charter for the Capital Program Committee was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on November 17, 2021.

I. PURPOSE

The Capital Program Committee (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor the effective and efficient implementation of the MTA’s five-year capital program.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson and/or vice-chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates). The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 6 or more members of the Board, and shall include the Board Chair; the Chair of the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority and the MTA Bus Company; the Chair of the Committee on Operations of the Triborough Bridge and Tunnel Authority; the Chair of the Committee on Operations of the MetroNorth Commuter Railroad; and the Chair of the Committee on Operations of the Long Island Rail Road and Metropolitan Suburban Bus Authority. All other members of the Committee shall be appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall serve as the chairperson of the Committee and shall appoint the vice-chairperson of the Committee. In the absence of the chairperson and vice-chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings and records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The Director of the Office of Construction Oversight and the Deputy Chief Financial Officer, and/or his or her designee, shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda, (2) provide the chairperson of the Committee with all information regarding the MTA's five year capital program that is material to the Committee's monitoring and oversight of the MTA's five year capital program, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the MTA's five year capital program. The Director of Security and/or his or her designee shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to MTA security projects and MTA-wide security issues, (2) provide the chairperson of the Committee with all information regarding MTA security projects that is material to the Committee's monitoring and oversight of security projects contained in the MTA's five year capital program, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing security projects contained in MTA's five year capital program.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall, with respect to any approved or proposed Capital Program plans:

1. monitor the current and future funding needs of capital projects and availability of funds to meet such needs;
2. monitor the budget and schedule of capital projects undertaken by MTA Construction and Development Company (“MTA C&D”) ;
3. review and make recommendations to the Board regarding proposed capital program construction, consultant and related contracts and solicitations (e.g., RFP authorizing resolutions) that require the Board approval;
4. monitor the contracts awards of the MTA to insure that such awards are consistent with:
 - a. provisions of law authorizing United States content and New York State content;
 - b. any collective bargaining agreements;
 - c. provisions of law providing for participation by minority and women-owned businesses;
 - d. New York State labor laws;
 - e. competitive bidding requirements including those regarding sole source contracts; and
 - f. any other relevant requirements established by law.
5. monitor the award of contracts to determine if such awards are consistent with the manner in which the work was traditionally performed in the past;
6. review the relationship between capital expenditures pursuant to each such capital program plan and current and future operating budget requirements;
7. monitor the progress of capital elements described in each approved capital program plan and capital project commitments
8. monitor the expenditures incurred and to be incurred for each such element;
9. identify capital elements not progressing on schedule, ascertain responsibility therefor and recommend those actions required or appropriate to accelerate their implementation;
10. monitor the proposed benefits for approved projects in the capital program at appropriate points during the life of the capital project to ensure that the benefits materialize;
11. review capital elements and program management to improve the efficiency and effectiveness of the program, securing analytic resources as needed;

12. monitor awarded contracts to determine if the work is being implemented in the most efficient and effective manner possible;
13. consult as necessary with other New York State departments, agencies and divisions with respect to the foregoing;
14. provide guidance to the Board Chair and the Board with respect to the appointment (and if appropriate dismissal), evaluation, and compensation of an independent engineering firm to provide an independent review of reports by the MTA agencies with respect to the foregoing;
15. in consultation with the Office of Construction Oversight, oversee the work of such independent engineering firm;
16. together with the Office of Construction Oversight, review the periodic and/or special reports provided by such independent engineering firm; and
17. monitor the implementation of MTA security projects contained in approved capital programs, provide a forum for discussion of MTA-wide security issues among representatives of MTA and each of its subsidiaries and constituent agencies, and provide guidance to the Board Chair and the Board with respect to security on an MTA-wide basis.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE NEW YORK CITY TRANSIT AUTHORITY, THE MANHATTAN AND BRONX SURFACE TRANSIT OPERATING AUTHORITY, THE STATEN ISLAND RAPID TRANSIT OPERATING AUTHORITY AND THE MTA BUS COMPANY

This Charter for the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority and the MTA Bus Company was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on November 17, 2021.

I. PURPOSE

The Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, and the Staten Island Rapid Transit Operating Authority and the MTA Bus Company (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority (collectively, “NYCT”) and of the MTA Bus Company (“MTA Bus”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA, NYCT and/or MTA Bus. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson and the vice-chairperson of the Committee. The vice-chairperson of the Committee shall be a person recommended to the Board by the Mayor of the City of New York. In the absence of the chairperson at a meeting of the Committee, the vice chairperson shall chair such meeting. In the absence of the chairperson and the vice chairperson, the Board Chair

shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, the NYCT, MTA Bus or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of NYCT and the President of MTA Bus, and shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her respective organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall, with respect to NYCT and MTA Bus:

1. monitor and update the Board Chair and the Board on the operating performance of NYCT and MTA Bus, including information on subway, bus and paratransit service;

2. monitor and update the Board Chair and the Board on the safety record of NYCT and MTA Bus; such monitoring shall include reviewing and monitoring customer and employee safety as well as crime statistics;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to NYCT and MTA Bus operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of NYCT and MTA Bus, including financial reports, ridership reports, and the use of funds by NYCT and MTA Bus;
5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts, **other than Capital Program construction, consultant and related contracts and solicitations,** of NYCT and MTA Bus that require Board approval;
6. review and make recommendations to the Board Chair and the Board regarding NYCT and MTA Bus service and policy changes that require Board approval;
7. facilitate the identification of approaches and solutions that address NYCT and MTA Bus security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding NYCT and MTA Bus security issues; and
8. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of NYCT and MTA Bus: (i) legal and regulatory matters that may have a material impact on NYCT; and (ii) the scope and effectiveness of compliance policies and programs.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



THE METROPOLITAN TRANSPORTATION AUTHORITY

AUDIT COMMITTEE

This Charter for the Audit Committee was adopted by the Board Chair and a majority of the members of the Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

I. PURPOSE

The Audit Committee (the “Committee”) shall assist and provide guidance to the Board Chair and the Board in monitoring and overseeing (a) the conduct of the MTA’s financial reporting process, the application of accounting principles, and the engagement of the MTA’s outside accountants; (b) the MTA’s internal controls and risk management systems; and (c) general matters relating to legal, regulatory and ethical compliance at the MTA (hereinafter referred to as the “Purpose”).

II. COMMITTEE AUTHORITY

The Committee’s role is one of oversight. In carrying out this oversight function, the chairperson of the Committee (the “Committee Chair”) and the vice-chairperson of the Committee (the “Committee Vice-Chair”) shall have additional responsibilities, as set forth in Section VI of this Charter. The Committee Chair and/or the Committee Vice-Chair regularly shall report to the entire Committee their findings with respect to these additional responsibilities and refer to the entire Committee for its consideration any matter relating thereto as the Committee Chair and/or the Committee Vice-Chair deem necessary or appropriate. MTA Audit Services’ and Corporate Compliance’s organizational independence is derived from their reporting structure as they report to the MTA Audit Committee and MTA Board Chair.

Notwithstanding these oversight responsibilities, the MTA and each of its subsidiary corporations and affiliates are responsible for preparing their own financial statements and the respective outside auditors are responsible for auditing the respective financial statements. The Committee, the Committee Chair, and the Committee Vice-Chair recognize that the Auditor General and the outside auditors have more time, knowledge and detailed information about the MTA and each of its subsidiary corporations and affiliates than do Committee members. Consequently, in carrying out its oversight responsibilities, no member of the Committee shall be deemed to provide (i) any expert or special assurance as to the financial statements of the MTA or of any subsidiary corporation or affiliate or (ii) any professional certification as to the work of any outside auditor.

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the Committee Chairman and/or Vice Chairman shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates).

The foregoing is not intended to alter or curtail existing rights of individual board members to access books, records or staff in connection with the performance of their fiduciary duties as board members. With the prior approval of the Board Chair or a majority of the Board, the Committee may retain, compensate and/or terminate outside counsel, auditors or other experts as it deems necessary and will receive adequate funding from the MTA to engage such advisors in accordance with MTA procedures. A majority vote during a Board meeting at which a quorum is present shall constitute such approval by the Board.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of at least 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson and vice chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the vice chairperson shall chair such meeting. In the absence of the chairperson and the vice chairperson, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

At least one committee member shall have accounting or financial management expertise. No member of the Committee shall be employed by (a) the MTA, or (b) a private entity that does, or is likely to do, business with the MTA.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 4 times per year, and more frequently as circumstances dictate. The Committee will cause to be kept adequate minutes of all its proceedings and records of any action taken and will report on its proceedings and any action taken to the next full meeting of the Board. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, the Chief Compliance Officer, any officer or staff of the MTA, or any other persons whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The Auditor General shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to the Purpose, (2) provide the chairperson of the Committee with all information regarding the Purpose that is material to the Committee's monitoring and oversight of the Purpose, and (3) inform the chairperson of the Committee of any matters not

already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the Purpose.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES OF COMMITTEE CHAIR AND VICE-CHAIR

The following responsibilities are set forth as a guide. The Committee chairperson and the Committee Vice-chairperson are authorized to carry out these and such other responsibilities assigned by the Committee, the Board Chair or the Board, from time to time, and take any actions reasonably related to the mandate of this Charter.

To assist the Committee in fulfilling its purpose, the Committee chairperson and/or the Committee Vice-chairperson shall:

Auditors, Financial Statements & Accounting Policies:

1. review and discuss with the Auditor General, the relevant MTA employees, the outside auditor, and the internal auditors any audit problems or difficulties encountered in the course of audit work, including any restrictions on the scope of activities or access to required information and advise the Committee as to how to resolve any disagreements regarding financial reporting;
2. review and discuss with the Auditor General and outside auditor significant accounting and reporting issues, including complex or unusual transactions and highly judgmental areas, and recent professional and regulatory pronouncements, and understand their impact on the financial statements;
3. inquire as to the outside auditor's view of the accounting treatment related to significant new transactions or other significant matters or events not in the ordinary course of business;
4. review and discuss with the Auditor General, the relevant MTA employees, and the outside auditor and any material financial or non-financial arrangements that do not appear on the financial statements of the MTA (or of any subsidiary corporation or affiliate);
5. review and discuss with the Auditor General and the outside auditor: (i) any accounting adjustments that were noted or proposed by the auditors but were "passed" (as immaterial or otherwise), (ii) any communications between the audit team and the audit firm's national office respecting auditing or accounting issues presented by the engagement and (iii) any "management" or "internal control" letter issued, or proposed to be issued, by any outside auditor to the MTA (including to any subsidiary corporation or affiliate);
6. review with the Auditor General and the outside auditor the periodic financial statements and footnotes of the MTA (and of each subsidiary corporation or affiliate, as applicable) and discussing the adequacy of the system of internal controls and the appropriateness of

the accounting principles used, and the judgments made, in the preparation of such periodic financial statements;

7. meet annually (or more frequently if necessary) with each respective outside auditor (without the Auditor General or any other officers or staff of the MTA present) to discuss the periodic financial statements of the MTA (and of each subsidiary corporation or affiliate, as applicable);

Internal Controls & Risk Management:

8. together with the Auditor General and the Chief Compliance Officer, review, discuss and (if necessary) investigate compliance with MTA policies and/or refer instances of non-compliance to the MTA Inspector General for investigation;
9. review and discuss with the Auditor General, the Chief Compliance Officer, the relevant employees of the MTA, and the outside auditor: (i) any significant deficiencies in the design or operation of the internal controls of the MTA, including information technology security and system controls (ii) any fraud, whether or not material, involving MTA and (iii) related findings and recommendations of the outside auditors together with management's responses;
10. review the scope of the external auditors' assessment of internal controls over financial reporting, and obtain reports on significant findings and recommendations, together with management's responses;
11. review and discuss with the Auditor General, the Chief Compliance Officer, the relevant MTA employees, and the outside auditor the MTA's risk assessment and risk management systems, and oversee the underlying policies with respect to risk assessment and risk management;
12. together with the Auditor General and the Chief Compliance Officer, serve as the point of contact for the MTA Inspector General, including by reviewing all reports and draft reports delivered to the MTA by the MTA Inspector General, and being available to meet with the MTA Inspector General as part of the Inspector General's audits of the MTA's books and records;
13. recognizing the statutory obligations of the MTA Inspector General, and without denigrating from those obligations, seek to communicate with the MTA Inspector General with respect to any matter the Committee Chair and/or Vice Chair, the entire Committee, the Board Chair, the Board or the MTA Inspector General deem appropriate;

Miscellaneous:

14. submit to the entire Committee for its consideration any matters (including matters relating to the foregoing) that the Committee Chair and/or Committee Vice-Chair deem should appropriately be considered by the entire Committee; and
15. report regularly to the Committee on the findings and recommendations of the Committee Chair and the Committee Vice-Chair relating to the foregoing, and on any other matters the

Committee Chair and/or the Committee Vice-Chair deem appropriate or the Committee, the Board Chair or the Board request.

VII. KEY RESPONSIBILITIES OF THE COMMITTEE

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board, from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

Auditors, Financial Reporting & Accounting Policies:

1. in consultation with the Auditor General and the officer primarily responsible for the finances of the MTA and each subsidiary corporation and affiliate, oversee the work of the MTA's outside auditor and provide guidance to the Board Chair and the Board with respect to the appointment (and if appropriate dismissal), evaluation, compensation of the outside MTA's auditors;
2. review and provide guidance to the Board with respect to pre-approving all auditing and non-auditing services provided by the outside auditor to the MTA;
3. provide guidance to the Board with respect to, and approve, the annual audit plan and any subsequent major changes to it and the risk assessment as proposed by the Auditor General in consultation with the MTA Chairman/CEO and the President of each subsidiary and affiliated corporation;
4. review and discuss with the Auditor General, relevant MTA employees, and the outside auditor: (i) any significant audit findings during the year, including the status of previous audit recommendations; (ii) internal audit's activity's performance relative to its plan; (iii) any changes required in the scope of the audit plan; (iv) the audit budget and staffing; and (v) the coordination of audit efforts, status of the internal audit plan and the adequacy of internal audit resources (both numbers and capabilities);
5. on a regular basis, meet with the external auditors to discuss any matters that the committee or internal audit believes should be discussed;
6. review the external auditors' proposed audit scope and approach, including coordination of audit effort with internal audit;
7. review and discuss with the Auditor General, relevant MTA employees, and the outside auditor accounting policies that may be viewed as critical, all matters required to be communicated to the committee under generally accepted auditing standards, as well as any recent or proposed significant changes in MTA accounting policies; and inquire as to the outside auditors' views as to the application of accounting principles;
8. monitor the consistency and comparability of the financial reporting processes of the MTA;

9. monitor the integrity, consistency and comparability of the financial reports and other financial information provided by the MTA to any other governmental or regulatory body, the public or other users thereof, including reconciliations where necessary;
10. review and provide guidance to the Board with respect to the appointment, compensation, and (if necessary) dismissal of the Auditor General;
11. at least annually, review with the Auditor General a report by the outside auditor describing: (i) such outside auditor's internal quality-control procedures; (ii) any material issues raised by the most recent internal quality-control review, or peer review, of the firm, or by any inquiry or investigation by governmental or professional authorities, within the preceding five years, regarding one or more independent audits carried out by the firm, and any steps taken to deal with any such issues; and (iii) all relationships between the outside auditor and the MTA (or any subsidiary corporation or affiliate);
12. on an annual basis, in each case together with the Auditor General: (i) review a formal written statement from the outside auditor delineating all relationships between such outside auditor and the MTA; (ii) actively engage in a dialogue with the outside auditor with respect to any disclosed relationships or services that may impact the objectivity and independence of such outside auditor and take appropriate action in response to such outside auditor's report to satisfy itself of such auditor's independence; (iii) consider whether, in the interest of assuring continuing independence of the outside auditor, the MTA's respective outside auditors should be rotated; and (iv) set clear hiring policies for employees or former employees of the outside auditors;

Internal Controls & Risk Management:

13. review and discuss with the Auditor General, the Chief Compliance Officer, the relevant MTA employees, and the outside auditor the adequacy of the MTA's internal and disclosure controls and procedures;
14. together with the Chief Compliance Officer, review and discuss with the relevant MTA employees, and the outside auditor any significant risks or exposures and assess the steps such employees have taken to minimize such risks;
15. review periodically with the Chief Compliance Officer and the General Counsels of the MTA and each subsidiary corporation and affiliate: (i) legal and regulatory matters that may have a material impact on the financial statements of the MTA (or any subsidiary corporation or affiliate); and (ii) the scope and effectiveness of compliance policies and programs;

Ethics & Conflicts of Interests:

16. together with the Chief Compliance Officer, review periodically with the relevant MTA employees (i) the process for communicating the code of conduct to company personnel; (ii) the level of compliance with all applicable ethics codes, guidelines, and regulations; and, (iii) the performance of the MTA Ethics and Compliance programs;

Miscellaneous:

17. set the annual work plan for the Committee;
18. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
19. review and reassess the adequacy of this Charter annually;
20. approve the internal audit charter;
21. consider any matter referred to the entire Committee by the Committee Chair and/or Vice-Chair; and
22. report regularly to the Board on Committee findings and recommendations and any other matters the Committee deems appropriate, or the Board Chair or the Board request.



THE METROPOLITAN TRANSPORTATION AUTHORITY

SAFETY COMMITTEE

This Charter for the Safety Committee was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

I. PURPOSE

The Safety Committee (the “Committee”) shall assist the Board Chair and the Board by reviewing, providing guidance, and making recommendations with respect to the management of safety on an MTA-wide basis.

The MTA manages safety through its “Safety Management System” or “SMS” which is a top-down, organization wide, data driven approach to managing safety risk and assuring the effectiveness of safety mitigations. SMS includes systematic policies, procedures, and practices for the management of safety risk.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates). The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board and shall include the Board Chair, the chairs of each operating committee of the Board, and each member of the Board recommended for appointment to the Board by a labor organization. All other members of the Committee shall be appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 4 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings and records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate. The Committee may request that any member of the Board, the Chief Safety Officer, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The Chief Safety Officer shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to safety on an MTA-wide basis, (2) provide the chairperson of the Committee with all information regarding safety on an MTA-wide basis that is material to the Committee's monitoring and oversight of safety on an MTA-wide basis, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing safety on an MTA-wide basis.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board, from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor the implementation and operation of the MTA's SMS;
2. monitor the safety record of the MTA and each of its subsidiaries and constituent authorities, including by selecting and reviewing key safety indicators;
3. provide a forum for the open discussion of safety issues among representatives from the MTA and each of its subsidiaries and constituent agencies; and
4. facilitate the identification of approaches and solutions that address MTA- wide safety issues.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. review and assess the adequacy of this Charter annually;
3. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



THE METROPOLITAN TRANSPORTATION AUTHORITY

DIVERSITY COMMITTEE

This Charter for the Diversity Committee was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on March 21, 2018.

I. PURPOSE

The Diversity Committee (the “Committee”) shall assist the Board Chair and the Board by reviewing, providing guidance, and making recommendations with respect to the diversity programs and initiatives undertaken by MTA and its subsidiary and affiliate agencies.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA (including any of its subsidiary corporations or affiliates). The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly scheduled basis at least 4 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings and records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law

that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The Chief Diversity Officer shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda, (2) provide the chairperson of the Committee with all information that is material to the Committee's monitoring and oversight of diversity programs and initiatives undertaken by MTA and its subsidiary and affiliate agencies, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing diversity programs and initiatives undertaken by MTA and its subsidiary and affiliate agencies.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board, from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. Consult with the MTA Department of Diversity/Civil Rights and diversity representatives from the MTA's affiliate and subsidiary agencies with respect to the setting of priorities for the MTA's diversity and outreach agenda;
2. Receive regular reports from the MTA Department of Diversity/Civil Rights and diversity representatives from the MTA's affiliate and subsidiary agencies regarding upcoming diversity and outreach events;
3. Receive regular reports from the MTA Department of Diversity/Civil Rights regarding the certification of disadvantaged, minority- and women-owned businesses and the setting of goals for disadvantaged, minority- and women-owned business participation on agency contracts;
4. Receive regular reports from the MTA Department of Diversity/Civil Rights and from staff of MTA affiliate and subsidiary agencies regarding the status of Equal Employment Opportunity ("EEO") programs, including,

as applicable, EEO investigations, EEO compliance and reporting, and Title VI program compliance and reporting;

5. Receive regular reports from MTA Department of Diversity/Civil Rights regarding contractor compliance with goals for such participation and, if applicable, action plans to achieve compliance; and
6. Receive regular reports from the MTA Department of Diversity and Civil Rights, the Office of the Chief Accessibility Officer, and relevant MTA agency staff on accessibility initiatives, including as applicable, accessibility-related service improvements, employee and customer feedback, workplace accessibility efforts, and progress toward achieving systemwide and workplace accessibility goals. In addition, the Committee shall have the following responsibilities:
 1. set the annual work plan for the committee;
 2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
 3. review and assess the adequacy of this Charter annually; and
 4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

This Charter for the Committee on Operations of the Triborough Bridge and Tunnel Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), as amended on November 17, 2021.

I. PURPOSE

The Committee on Operations of the Triborough Bridge and Tunnel Authority (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Triborough Bridge and Tunnel Authority.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the B&T. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking

and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, B&T, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of the B&T shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of B&T, including information on the service and conditions of the bridges and tunnels operated by B&T and the operation, maintenance, construction and reconstruction of B&T projects;
2. monitor and update the Board Chair and the Board on the safety record of B&T; such monitoring shall include reviewing and monitoring customer and employee safety;
3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to B&T operations and facilities;
4. monitor and update the Board Chair and the Board on the finances of B&T, including financial reports the use of funds by the B&T, and the collection and distribution of B&T revenue, such as tolls, fees and rentals charged for the use of B&T projects;

5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts, **other than Capital Program construction, consultant and related contracts and solicitations,** of B&T that require Board approval;
6. review and make recommendations to the Board Chair and the Board on proposed projects of B&T and monitor the status of such projects;
7. review and make recommendations to the Board Chair and the Board regarding B&T policy changes;
8. facilitate the identification of approaches and solutions that address B&T security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding B&T security issues; and
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of B&T: (i) legal and regulatory matters that may have a material impact on B&T; and(ii) the scope and effectiveness of compliance policies and programs.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;
2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

Metropolitan Transportation Authority

(A Component Unit of the State of New York)

Independent Auditor's Review Report

Interim Financial Statements as of and
for the Six-Month Period Ended June 30, 2025

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(A Component Unit of the State of New York)

MANAGEMENT'S DISCUSSION AND ANALYSIS

**AS OF JUNE 30, 2025 AND DECEMBER 31, 2024 AND FOR THE SIX-MONTH PERIODS ENDED
JUNE 30, 2025 AND 2024**

(\$ In Millions, except as noted)

FINANCIAL REPORTING ENTITY

The Metropolitan Transportation Authority ("MTA" or "MTA Group") was established under the New York Public Authorities Law and is a public benefit corporation and a component unit of the State of New York whose mission is to continue, develop, and improve public transportation and to develop and implement a unified public transportation policy in the New York metropolitan area. The financial reporting entity consists of subsidiaries and affiliates, considered component units of the MTA, because the Board of the MTA serves as the overall governing body of these related entities.

The Reporting entity includes the MTA agencies and Fiduciary Funds:

(1) the MTA is comprised of the following:

- Metropolitan Transportation Authority Headquarters ("MTAHQ") provides support in budget, cash management, finance, legal, real estate, treasury, risk and insurance management, and other services to the related groups listed below.
- The Long Island Rail Road Company ("MTA Long Island Rail Road") provides passenger transportation between New York City ("NYC") and Long Island.
- Metro-North Commuter Railroad Company ("MTA Metro-North Railroad") provides passenger transportation between NYC and the suburban communities in Westchester, Dutchess, Putnam, Orange, and Rockland counties in New York State ("NYS") and New Haven and Fairfield counties in Connecticut.
- Staten Island Rapid Transit Operating Authority ("MTA Staten Island Railway") provides passenger transportation on Staten Island.
- First Mutual Transportation Assurance Company ("FMTAC") provides primary insurance coverage for certain losses, some of which are reinsured, and assumes reinsurance coverage for certain other losses.
- MTA Construction and Development Company ("MTA Construction and Development"), formerly called MTA Capital Construction Company, provides oversight for the planning, design and construction of current and future major MTA system-wide expansion projects.
- MTA Bus Company ("MTA Bus") operates certain bus routes in areas previously served by private bus operators pursuant to franchises granted by the City of New York.
- New York City Transit Authority ("MTA New York City Transit") and its subsidiary, Manhattan and Bronx Surface Transit Operating Authority ("MaBSTOA"), provide subway and public bus service within the five boroughs of New York City.
- Triborough Bridge and Tunnel Authority ("MTA Bridges and Tunnels") operates seven toll bridges, two tunnels, and the Battery Parking Garage, all within the five boroughs of New York City.
- MTA Grand Central Madison Operating Company ("MTA GCMOC") operates and maintains the infrastructure and structures supporting Long Island Rail Road access into Grand Central Terminal.
- MTAHQ, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA Staten Island Railway, FMTAC, MTA Construction and Development, MTA Bus, MTA New York City Transit, MTA Bridges and Tunnels, and MTA GCMOC collectively are referred to herein as MTA. MTA Long Island Rail Road and MTA Metro-North Railroad are referred to collectively as the Commuter Railroads.

The MTA provides transportation services in the New York metropolitan area, operations of seven bridges and two tunnels within New York City and primary insurance coverage to the MTA related entities. The MTA engages in Business-Type Activities. The financial results of the MTA are reported as consolidated financial statements.

(2) The Fiduciary Funds are comprised of Pension and Other Employee Benefit Trust Funds:

- Pension Trust Funds:
 - MTA Defined Benefit Pension Plan
 - The Long Island Rail Road Company Plan for Additional Pensions ("Additional Plan")

- Manhattan and Bronx Surface Transit Operating Authority (“MaBSTOA Plan”)
- Metro-North Commuter Railroad Cash Balance Plan (“MNR Cash Balance Plan”)
- Other Employee Benefit Trust Funds
 - MTA Other Postemployment Benefits Plan (“OPEB Plan”)

OVERVIEW OF THE CONSOLIDATED INTERIM FINANCIAL STATEMENTS

Introduction

This report consists of: Management’s Discussion and Analysis (“MD&A”), Consolidated Interim Financial Statements, Fiduciary Funds Financial Statements, Notes to the Consolidated Interim Financial Statements, Required Supplementary Information, Supplementary Information - Combining Fiduciary Fund Financial Statements, and Supplementary Information.

Management’s Discussion and Analysis

This MD&A provides a narrative overview and analysis of the financial activities of the Metropolitan Transportation Authority and its consolidated subsidiaries and affiliates (the “MTA” or “MTA Group”) as of June 30, 2025 and December 31, 2024 and for the six-month periods ended June 30, 2025 and 2024. For financial reporting purposes, the subsidiaries and affiliates of the MTA are blended component units. This management discussion and analysis is intended to serve as an introduction to the MTA Group’s consolidated interim financial statements. It provides an assessment of how the MTA Group’s position has improved or deteriorated and identifies the factors that, in management’s view, significantly affected the MTA Group’s overall financial position. It may contain opinions, assumptions, or conclusions by the MTA Group’s management that must be read in conjunction with, and should not be considered a replacement for, the consolidated interim financial statements.

The Consolidated Interim Financial Statements

The Consolidated Interim Statements of Net Position provide information about the nature and amounts of resources with present service capacity that the MTA Group presently controls (assets), consumption of net assets by the MTA Group that is applicable to a future reporting period (deferred outflow of resources), present obligations to sacrifice resources that the MTA Group has little or no discretion to avoid (liabilities), and acquisition of net assets by the MTA Group that is applicable to a future reporting period (deferred inflow of resources) with the difference between assets/deferred outflow of resources and liabilities/deferred inflow of resources being reported as net position.

The Consolidated Interim Statements of Revenues, Expenses and Changes in Net Position provide information about the MTA’s changes in net position for the period then ended and accounts for all of the period’s revenues and expenses, measures the success of the MTA Group’s operations during the year and can be used to determine how the MTA has funded its costs.

The Consolidated Interim Statements of Cash Flows provide information about the MTA Group’s cash receipts, cash payments and net changes in cash resulting from operations, noncapital financing, capital and related financing, and investing activities.

The Fiduciary Funds Financial Statements

Fiduciary funds are used to account for resources held in a trustee capacity for the benefit of parties outside of a government entity. Fiduciary funds are not reported in the MTA’s consolidated financial statements because the resources of those funds are not available to support the MTA’s own programs. The MTA’s fiduciary funds are collectively reported as Pension and Other Employee Benefit Trust Funds.

The Statements of Fiduciary Net Position presents financial information about the assets, liabilities, and the fiduciary net position held in trust of the fiduciary funds of the MTA.

The Statements of Changes in Fiduciary Net Position presents fiduciary activities of the fiduciary funds as additions and deductions to the fiduciary net position.

Notes to the Consolidated Interim Financial Statements

The notes provide information that is essential to understanding the consolidated interim financial statements, such as the MTA Group’s accounting methods and policies, details of cash and investments, employee benefits, long-term debt, lease transactions, future commitments and contingencies of the MTA Group, and information about other events or developing situations that could materially affect the MTA Group’s financial position.

Required Supplementary Information

The required supplementary information provides information about the changes in the net pension liability and net other postemployment benefits (“OPEB”) liability, employer contributions for the OPEB and pension plans, actuarial assumptions used to calculate the net pension liability and net OPEB liability, historical trends, and other required supplementary information related to the MTA Group’s cost-sharing multiple-employer defined benefit pension plans.

Supplementary Information - Combining Fiduciary Funds Financial Statements

The supplementary information combining fiduciary funds financial statements includes the combining statements of fiduciary net position and the combining statements of changes in fiduciary net position which provides financial information on each fiduciary fund in which the MTA is functioning as a trustee for another party. The MTA's fiduciary funds are categorized as Pension and Other Employee Benefit Trust Funds.

Supplementary Information

The supplementary information provides a series of reconciliations between the MTA Group's financial plan and the consolidated statements of revenues, expenses and changes in net position.

CONDENSED CONSOLIDATED INTERIM FINANCIAL INFORMATION

The following sections discuss the significant changes in the MTA Group's financial position as of June 30, 2025 and December 31, 2024 and for the six-month periods ended June 30, 2025 and 2024. An analysis of major economic factors and industry trends that have contributed to these changes is provided. It should be noted that for purposes of the MD&A, the information contained within the summaries of the consolidated interim financial statements and the various exhibits presented were derived from the MTA Group's consolidated interim financial statements.

Total Assets and Deferred Outflows of Resources, Distinguishing Between Capital Assets, Other Assets and Deferred Outflows of Resources

Capital assets include, but are not limited to: bridges, structures, tunnels, construction of buildings and the acquisition of buses, equipment, passenger cars, locomotives, right-of-use assets for leases on building, office space, storage space, equipment and vehicles and intangible right-to-use assets for subscription-based information technology arrangements (SBITAs).

Other assets include, but are not limited to: cash, restricted and unrestricted investments, State and regional mass transit taxes receivables, and receivables from New York State. This also includes the receivable from leases of MTA's land, building, station concession, equipment, and right-of-way to third parties.

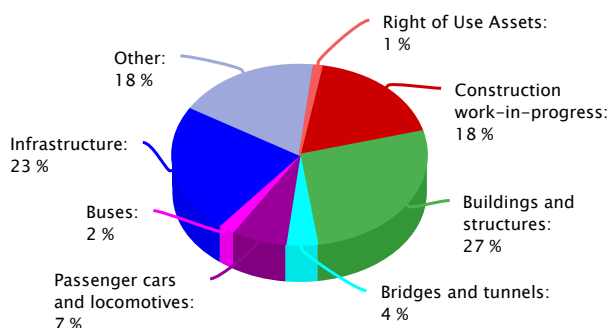
Deferred outflows of resources reflect: changes in fair values of hedging derivative instruments that are determined to be effective, unamortized loss on debt refunding and deferred outflows from pension and OPEB.

(In millions)

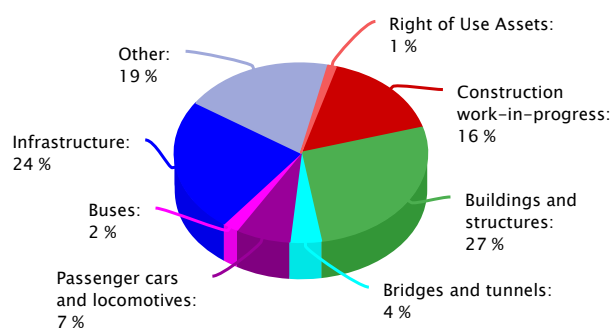
Capital assets — net (see Note 6)
Other assets
Total Assets
Deferred outflows of resources
Total assets and deferred outflows of resources

June 30, 2025	December 31, 2024	Increase / (Decrease)
\$ 95,848	\$ 94,353	\$ 1,495
20,802	17,537	3,265
116,650	111,890	4,760
8,281	8,343	(62)
<u>\$ 124,931</u>	<u>\$ 120,233</u>	<u>\$ 4,698</u>

Capital Assets, Net – June 30, 2025



Capital Assets, Net – December 31, 2024



Significant Changes in Assets and Deferred Outflows of Resources Include:**June 30, 2025 versus December 31, 2024**

- Net capital assets increased by \$1,495, or 1.6%. This change includes:
 - A net increase in construction in progress of \$2,276.
 - An increase in other assets of \$1,190.
 - An increase in right-of-use assets of \$18.
 - These increases were offset by an increase in accumulated depreciation and amortization of \$1,919 and \$70, respectively. See Note 6 to the MTA's Consolidated Interim Financial Statements for further information.

Some of the more significant projects contributing to the increase were:

- Continued network expansion work for Penn Station Access.
 - Repairs and improvements of all MTA Bridge and Tunnels' facilities.
 - Construction of a third track between Floral Park and Hicksville by MTA Long Island Railroad.
 - Major safety and LIRR-infrastructure improvements including new track interlockings, five full station rehabilitations, four full bridge replacements and three bridge modifications.
 - Continued improvements at MTA Metro-North Railroad primarily for station rehabilitation and construction work for various projects relating to signals, depots and yards, and track and structures.
 - Subway and bus real-time customer information and communications systems.
 - Continued structural rehabilitation and repairs of the ventilation system at various facilities.
 - Ongoing work by MTA New York City Transit to make stations fully accessible and structurally reconfigured in accordance with the Americans with Disability Act ("ADA") standards.
- Other assets increased by \$3,265, or 18.6%. The major items contributing to this change include:
 - An increase in investments of \$3,000, primarily due to TBTA's new bond issuances for Real Estate Transfer Tax Revenue bonds, PMT and Subordinate Revenue Bond Anticipation Notes.
 - A net increase in restricted and unrestricted cash of \$519 mainly from capital grants, revenue from Central Business District Tolling Program (CBDTP) and proceeds from mansion and internet tax.
 - A net increase in various current, non-current receivables, and other non-current assets of \$94, mainly due to accruals and timing of receipts of federal and state subsidies.
 - Offsetting these increases was a decrease in prepaid expenses of \$348.
 - Deferred outflows of resources decreased by \$62, or 0.7%, primarily attributed to decreases in the amortization of loss on debt refunding of \$71 and net decrease in deferred outflows related to pensions and other post-employment benefits of \$18, offset by increases in the fair value of derivative instruments of \$27 as a result of market movements.

Total Liabilities and Deferred Inflows of Resources, Distinguishing Between Current Liabilities,**Non-Current Liabilities and Deferred Inflows of Resources**

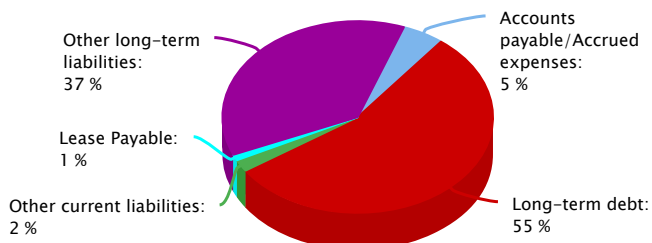
Current liabilities include: accounts payable, accrued expenses including current portion of compensated absences, current portion of long-term debt, pollution remediation liabilities, unredeemed fares and tolls, the current portion of long-term lease liability, and other current liabilities.

Non-current liabilities include: long-term debt, claims for injuries to persons, post-employment benefits, long-term lease liability, compensated absences, and other non-current liabilities.

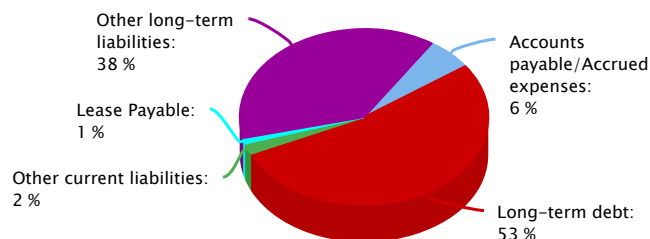
Deferred inflows of resources reflect unamortized gains on debt refunding and deferred inflows related to leases, pensions, and OPEB.

(In millions)	June 30, 2025	December 31, 2024	Increase / (Decrease)
Current liabilities	\$ 8,730	\$ 8,060	\$ 670
Non-current liabilities	86,076	82,996	3,080
Total liabilities	94,806	91,056	3,750
Deferred inflows of resources	8,978	8,983	(5)
Total liabilities and deferred inflows of resources	\$ 103,784	\$ 100,039	\$ 3,745

Total Liabilities – June 30, 2025



Total Liabilities – December 31, 2024



Significant Changes in Liabilities and Deferred Inflows of Resources Include:

June 30, 2025 versus December 31, 2024

- Current liabilities increased by \$670, or 8.3%. The increase was primarily due to:
 - An increase in loans payable of \$498.
 - An increase in the current portion of long-term debt of \$254 as a result of current principal payments due on outstanding MTA and TBTA debt.
 - An increase in accrued expenses of \$108.
 - An increase in capital accruals of \$50.
 - An increase in accrued interest of \$40, primarily due to additional bond issuances.
 - An increase in unearned revenues of \$33 due to timing of New York State's funding towards the MTA Capital Program and processing of capital payments.
- Offsetting the increases were:
 - A decrease in other accrued expenses of \$155.
 - A decrease in the current portion of estimated liability from injuries to persons of \$104.
 - A decrease in accounts payable of \$26.
 - A net decrease in employee-related accruals of \$24.
 - A decrease in derivative fuel hedge liability of \$4.
- Non-current liabilities increased by \$3,080, or 3.7%. This increase was mainly due to:
 - An increase in the non-current portion of long-term debt of \$2,972 mainly as a result of issuances of Payroll Mobility Tax Bond Anticipation Notes, Subordinate Revenue Bond Anticipation Notes and Real Estate Transfer Tax Revenue Bonds.
 - An increase of \$52 in contract retainage payable.
 - An increase of \$49 in estimated liability arising from injuries to persons.
 - An increase in derivative liabilities of \$21.
 - An increase in compensated absences of \$17.
 - An increase in other long-term liabilities and financed purchases of \$5 and \$3, respectively.

Offsetting the increases were decreases in subscription-based information technology arrangements of \$26, derivative liabilities with off-market elements of \$7, loan payable of \$3 and lease payable of \$3.

- Deferred inflows of resources decreased by \$5, or 0.1%.

Total Net Position, Distinguishing Between Net Investment in Capital Assets, Restricted Amounts, and Unrestricted Amounts

(In millions)	June 30, 2025	December 31, 2024	Increase / (Decrease)
Net investment in capital assets	\$ 41,894	\$ 43,847	\$ (1,953)
Restricted for debt service	1,049	709	340
Restricted for claims	249	192	57
Restricted for other purposes	2,554	2,222	332
Unrestricted	(24,599)	(26,776)	2,177
Total Net Position	<u>\$ 21,147</u>	<u>\$ 20,194</u>	<u>\$ 953</u>

Significant Changes in Net Position Include:

June 30, 2025 versus December 31, 2024

On June 30, 2025, total net position increased by \$953, or 4.7%, when compared with December 31, 2024. This change is a result of net non-operating revenues of \$4,226, appropriations, grants and other receipts externally restricted for capital projects of \$2,306, which was offset by operating losses of \$5,579.

The net investment in capital assets decreased by \$1,953, or 4.5%. Funds restricted for debt service, claims and other purposes increased by \$729, or 23.3% in the aggregate, mainly due to scheduled debt service payments. Unrestricted net position increased by \$2,177, or 8.1%.

Condensed Consolidated Interim Statement of Revenues, Expenses and Changes in Net Position

(In millions)	Six-Month Period Ended June 30, 2025	2024	Increase / (Decrease)
Operating revenues			
Passenger and tolls	\$ 4,132	\$ 3,645	\$ 487
Other	516	460	56
Total operating revenues	<u>4,648</u>	<u>4,105</u>	<u>543</u>
Non-operating revenues			
Grants, appropriations and taxes	4,051	3,674	377
Other	1,153	694	459
Total non-operating revenues	<u>5,204</u>	<u>4,368</u>	<u>836</u>
Total revenues	<u>9,852</u>	<u>8,473</u>	<u>1,379</u>
Operating expenses			
Salaries and wages	3,686	3,533	153
Retirement and other employee benefits	1,970	1,805	165
Postemployment benefits other than pensions	400	434	(34)
Depreciation and amortization	1,997	1,913	84
Other expenses	2,174	1,988	186
Total operating expenses	<u>10,227</u>	<u>9,673</u>	<u>554</u>
Non-operating expenses			
Interest on long-term debt	975	1,015	(40)
Other net non-operating expenses	3	3	-
Total non-operating expenses	<u>978</u>	<u>1,018</u>	<u>(40)</u>
Total expenses	<u>11,205</u>	<u>10,691</u>	<u>514</u>
Income (loss) before appropriations, grants and other receipts externally restricted for capital projects	(1,353)	(2,218)	865
Appropriations, grants and other receipts externally restricted for capital projects	2,306	1,868	438
Change in net position	953	(350)	1,303
Net position, beginning of period	20,194	17,247	2,947
Net position, end of period	<u>\$ 21,147</u>	<u>\$ 16,897</u>	<u>\$ 4,250</u>

Revenues and Expenses, by Major Source:

Period ended June 30, 2025 versus 2024

- Total operating revenues increased by \$543, or 13.2%. The increase was mainly due to increased ridership on trains and subways, as well as increased tolls from vehicle crossings. Fare and toll revenue increased by \$152 and \$335, respectively. Other operating revenues increased by \$56 when compared with the same period in 2024 due to higher advertising revenues and higher paratransit reimbursement subsidy.
- Total non-operating revenues increased by \$836, or 19.1%.
 - Grants, appropriations, and taxes increased by \$377 primarily due to increases in Payroll Mobility Tax subsidies of \$131, Mansion Tax of \$62, Urban Tax subsidies of \$60, Mortgage Recording Tax subsidies of \$44, NYC Assistance Fund of \$40, Metropolitan Mass Transportation Operating Assistance subsidies of \$29, Internet Sales Tax of \$13 and MTA Aid Trust subsidies of \$12. These increases were offset by decreases in Build America Bond subsidy of \$11, Operating Assistance - 18-B program of \$2 and Mass Transportation Trust Fund subsidies of \$1.
 - Other non-operating revenues increased by \$459, primarily due to an increase of \$428 in FTA reimbursement for preventive maintenance for NYCT, an increase in operating subsidies recoverable from NYC of \$17, an increase in other net non-operating expenses of \$6, a subsidy increase from Connecticut Department of Transportation of \$4 and increase in station maintenance, operation and use assessments of \$4.
- Labor costs increased by \$284, or 4.9% due to a \$153 increase in salaries and wages and a net increase of \$131 in employee benefits, including post-retirement benefits.
- Non-labor operating costs increased by \$270, or 6.9%. The variance was primarily due to:
 - An increase in depreciation and amortization of \$84 primarily due to new assets placed into service.
 - An increase in maintenance and other operating contracts of \$68.
 - An increase in electric power of \$51.
 - An increase in paratransit service contracts of \$50.
 - An increase in material and supplies of \$31.
 - An increase in other operating expenses of \$17.
 - An increase in insurance of \$13.

These increases were offset by the following decreases:

- A decrease in professional maintenance contracts of \$31.
- A decrease in claims of \$5.
- A decrease in pollution remediation projects of \$4.
- A decrease in fuel of \$4.
- Total net non-operating expenses decreased by \$40, or 3.9%, primarily due to a decrease in interest on long-term debt.
- Appropriations, grants and other receipts externally restricted for capital projects increased by \$438, or 23.4% mainly due to timing of requisitioning for Federal and State grants.

OVERALL FINANCIAL POSITION AND RESULTS OF OPERATIONS AND IMPORTANT ECONOMIC CONDITIONS

Economic Conditions

Metropolitan New York is the most transit-intensive region in the United States, and a financially sound and reliable transportation system is critical to the region's economic well-being. The MTA consists of urban subway and bus systems, suburban rail systems, and bridge and tunnel facilities, all of which are affected by a myriad of economic forces. To achieve maximum efficiency and success in its operations, the MTA must identify economic trends and continually implement strategies to adapt to changing economic conditions.

Preliminary MTA system-wide ridership for second quarter 2025 remained below the pre-pandemic level, with paid ridership down 166 million trips (-34.3%) below 2019 fourth quarter ridership. The second quarter 2025 exceeded the paid ridership during the second quarter of 2024 by 44 million (10.1%). For the second quarter of 2025 compared with the second quarter of 2024, MTA New York City Transit subway paid ridership increased by 27 million trips (8.9%), MTA New York City Transit

bus paid ridership increased by 13 million trips (15.8%), MTA Long Island Rail Road paid ridership increased by 2 million trips (8.6%), MTA Metro-North Railroad paid ridership increased by 1 million trips (6.3%), MTA Bus paid ridership increased by 2 million trips (11.1%), and MTA Staten Island Railway paid ridership increased by 33 thousand trips (5.7%). Paid vehicle traffic at Triborough Bridge and Tunnel Authority (“TBTA”) d/b/a MTA Bridges and Tunnels (“B&T”) facilities for the second quarter of 2025 was above 2019 levels by 5 million crossings (6.2%), and B&T traffic in the second quarter, compared with the second quarter of 2024, was up 754 thousand crossings (0.9%).

The Central Business District Tolling Program (“CBDTP”) was established by New York State legislation in 2019 to both manage traffic congestion in Manhattan and be implemented in a manner that achieves a minimum \$15 billion of funding for the projects identified in MTA’s 2020-2024 Capital Program, and any additional revenues above that amount to be available for any successor program. Following the execution of an agreement under the Value Pricing Pilot Program by FHWA and the Project Sponsors, TBTA began collecting CBDTP tolls on January 5, 2025.

Seasonally adjusted non-agricultural employment in New York City for the second quarter was higher in 2025 than in 2024 by 61.9 thousand jobs (1.3%). On a quarter-to-quarter basis, New York City employment gained 3.4 thousand jobs (0.1%), the nineteenth consecutive quarterly increase. These increases were preceded by the steep decline of 880.5 thousand jobs (18.8%) during the second quarter of 2020. New York City employment has consistently exceeded the first quarter employment of 2020 since the last quarter of 2023.

National economic growth, as measured by Real Gross Domestic Product (“RGDP”), increased at an annualized rate of 3.0% in the second quarter of 2025, according to the most recent estimate released by the Bureau of Economic Analysis; in the first quarter of 2025, the revised RGDP decreased 0.5 percent. The increase in real GDP in the second quarter primarily reflected a decrease in imports, which are a subtraction in the calculation of GDP, and an increase in consumer spending. These movements were partly offset by decreases in investment and exports. The increase in consumer spending reflected increases in both services and goods. Within services, the leading contributors were health care, food services and accommodations, and financial services and insurance. Within goods, the leading contributors were motor vehicles and parts and other nondurable goods. The largest contributor to the decrease in investment was private inventory investment, led by decreases in nondurable goods manufacturing (mainly chemical manufacturing) and in wholesale trade (reflecting widespread decreases in durable goods industries).

The New York City metropolitan area’s price inflation rate, as measured by the Consumer Price Index for All Urban Consumers (“CPI-U”), was higher than the national average in the second quarter of 2025, with the metropolitan area index increasing 3.6% while the national index increased 2.5% when compared with the second quarter of 2024. Regional prices for energy products increased 2.2% while national prices for energy products fell 2.7%. In the metropolitan area, the CPI-U exclusive of energy products increased by 3.6%, while nationally, inflation exclusive of energy products increased 2.8%. The New York Harbor spot price for conventional gasoline decreased by 22.7% from an average price of \$2.57 per gallon to an average price of \$1.99 per gallon between the second quarters of 2024 and 2025.

In its announcement on July 30, 2025, the Federal Open Market Committee (“FOMC”) maintained its target for the Federal Funds rate at the 4.25% to 4.5% range. The Federal Funds rate target had been in the 0.00% to 0.25% range from March 15, 2020 through March 16, 2022, when the FOMC increased the target to the 0.25% to 0.50% range. The target was further increased to the 0.75% to 1.00% range on May 4, 2022, to the 1.50% to 1.75% range on June 15, 2022, to the 2.25% to 2.50% range on July 27, 2022, to the 3.00% to 3.25% range on September 21, 2022, to the 3.75% to 4.00% range on November 2, 2022, to the 4.25% to 4.50% range on December 14, 2022, to the 4.5% to 4.75% range on February 1, 2023, to the 5.00% to 5.25% range on May 3, 2023, to 5.25% to 5.50% range on July 26, 2023, decreased the range to 4.75% to 5% on September 18, 2024, decreased the range to 4.5% to 4.75% range on November 7, 2024, and most recently decreased the range to 4.25% to 4.5% on December 18, 2024. In assessing the appropriate stance of monetary policy, the FOMC will continue to monitor the implications of incoming information for the economic outlook. The FOMC will continue to reduce its holdings of Treasury securities and agency debt and agency mortgage-backed securities. The FOMC would be prepared to adjust the stance of monetary policy as appropriate if risks emerge that could impede the attainment of the FOMC’s goals. The FOMC’s assessments will take into account a wide range of information, including readings on labor market conditions, inflation pressures and inflation expectations, and financial and international developments.

MRT collections in the second quarter of 2025 were higher than the second quarter of 2024 by \$17 million (21.3%). Average monthly receipts in the second quarter of 2025 were \$32.3 million (-47.1%) lower than the monthly average for 2006, just prior to the steep decline in Mortgage Recording Tax revenues during the Great Recession. MTA’s Urban Tax receipts during the second quarter of 2025—which are derived from commercial real estate transactions and mortgage recording activity within New York City and can vary significantly from quarter to quarter based on the timing of exceptionally high-priced transactions—were \$26.2 million (35.3%) higher than receipts during the second quarter of 2024. Average monthly receipts in the second quarter of 2025 were \$33.4 million (-48.4%) lower than the monthly average for 2007, just prior to the steep decline in Urban Tax revenues during the Great Recession.

Results of Operations

MTA Bridges and Tunnels – For the six months ended June 30, 2025, operating revenue from tolls totaled \$1,592.0, which was \$336.0, or 26.8%, higher than the six months of 2024. Paid traffic for the second quarter of 2025 totaled 87.4 million crossings, which was 0.8 million, or 0.8 % higher than the second quarter of 2024. Gradual increasing traffic volumes from April to June follow regular patterns as we transition into the warmer months.

MTA New York City Transit – For the six months ended June 30, 2025, revenue from fares was \$1,805, an increase of \$110, or 6.5%, compared to June 30, 2024. For the same comparative period, total operating expenses were higher by \$386, or 6.5%, totaling \$6,325 for the six months ended June 30, 2025.

MTA Long Island Rail Road – Total operating revenue for the six months ended June 30, 2025 was \$351, which was higher by \$26, or 8.00%, compared to six months ended June 30, 2024. For the same comparative period, operating expenses were higher by \$70, or 5.8%, totaling \$1,273 for the six months ended June 30, 2025.

MTA Metro-North Railroad – For the six months ended June 30, 2025, operating revenues totaled \$346, an increase of \$23, or 7.1%, compared to June 30, 2024. During the same period, operating expenses increased by \$21, or 2.2%, to \$980. For the six months ended June 30, 2025, fare revenue increased by 5.5%, or \$314 compared to June 30, 2024. Passenger fares accounted for 90.88% and 92.40% of operating revenues in 2025 and 2024, respectively. The remaining revenue represents collection of rental income from stores in and around passenger stations and revenue generated from advertising.

The MTA receives the equivalent of four quarters of Metropolitan Mass Transportation Operating Assistance (“MMTOA”) receipts each year, with the state advancing the first quarter of each succeeding calendar year’s receipts in the fourth quarter of the current year. This results in little or no Metropolitan Mass Transportation Operating Assistance receipts being received during the first quarter of each calendar year. The MTA has made other provisions to provide for cash liquidity during this period. During April 2024, the State appropriated \$2.99 billion in MMTOA funds. There has been no change in the timing of the State’s payment of, or MTA’s receipt of, Dedicated Mass Transportation Trust Fund (“MTTF”) receipts, which MTA anticipates will be sufficient to make monthly principal and interest deposits into the Debt Service Fund for the Dedicated Tax Fund Bonds. The total MRT for the period ended June 30, 2025 was \$201 compared to \$77 at June 30, 2024.

Capital Programs

At June 30, 2025, \$1,158 had been committed and \$0 expended for the combined 2025-2029 Capital Programs and the 2025-2029 MTA Bridges and Tunnels Capital Program, \$32,771 had been committed and \$15,215 had been expended for the combined 2020-2024 Capital Programs and the 2020-2024 MTA Bridges and Tunnels Capital Program, \$31,186 had been committed and \$27,990 had been expended for the combined 2015-2019 MTA Capital Programs and the 2015-2019 MTA Bridges and Tunnels Capital Program, and \$30,087 had been committed and \$28,846 had been expended for the combined 2010- 2014 MTA Capital Programs and the 2010-2014 MTA Bridges and Tunnels Capital Program, and \$24,115 had been committed and \$24,000 had been expended for the combined 2005-2009 MTA Capital Programs and the 2005-2009 MTA Bridges and Tunnels Capital Program.

The MTA Group has ongoing capital programs, which except for MTA Bridges and Tunnels are subject to the approval of the Metropolitan Transportation Authority Capital Program Review Board (“CPRB”) and are designed to improve public transportation in the New York Metropolitan area.

2025-2029 Capital Program – Capital programs totaling \$65,400 covering the years 2025-2029 for: (1) the commuter railroad operations of the MTA conducted by MTA Long Island Rail Road and MTA Metro-North Railroad (the “2025–2029 Commuter Capital Program”), (2) the transit system operated by MTA New York City Transit and its subsidiary, MaBSTOA, the MTA Bus Company, and the rail system operated by MTA Staten Island Railway (the “2025–2029 Transit Capital Program”) were originally approved by the MTA Board on September 25, 2024. The capital programs were subsequently disapproved by the Capital Program Review Board (“CPRB”) on December 24, 2024, because fund sources for the plan had not yet been fully identified. The capital program totaling \$3,000 for the toll bridges and tunnels operated by MTA Bridges and Tunnels (the “2025–2029 MTA Bridges and Tunnels Capital Program”) was approved by the MTA Board on September 25, 2024 and was not subject to CPRB approval. On May 28, 2025, the MTA Board approved the resubmitted capital programs. This resubmission was subsequently approved by the CPRB on June 17, 2025.

The approved 2025-2029 Capital Programs provided \$68,400 in capital expenditures. The combined funding sources for the 2025–2029 MTA Capital Programs and the 2025-2029 MTA Bridges and Tunnels Capital Program, include \$31,500 in Payroll Mobility Tax new revenue source (MTA Capital Lockbox), \$9,700 in MTA bonds and PAYGO, \$14,000 in Federal funds, \$4,200 in State of New York funding, \$3,000 in City of New York funding, \$3,000 from additional MTA self-funding, and \$3,000 in MTA Bridges and Tunnels dedicated funds.

2020-2024 Capital Program – Capital programs totaling \$54,799 covering the years 2020-2024 for: (1) the commuter railroad operations of the MTA conducted by MTA Long Island Rail Road and MTA Metro-North Railroad (the “2020–2024 Commuter Capital Program”), (2) the transit system operated by MTA New York City Transit and its subsidiary, MaBSTOA, the MTA Bus Company, and the rail system operated by MTA Staten Island Railway (the “2020–2024 Transit Capital Program”) were originally approved by the MTA Board on September 25, 2019. The capital programs were subsequently submitted to the

Capital Program Review Board (“CPRB”) on October 1, 2019 and approved on January 1, 2020. The capital program for the toll bridges and tunnels operated by MTA Bridges and Tunnels (the “2020–2024 MTA Bridges and Tunnels Capital Program”) was approved by the MTA Board on September 25, 2019 and was not subject to CPRB approval. On December 15, 2021, the MTA Board approved an amendment to increase the 2020-2024 Capital Program by \$535 million to support the Penn Station Access project. On July 27, 2022 the MTA Board approved an amendment to increase the 2020-2024 Capital Program by \$108 million to reflect addition of new projects, additional support for existing projects and changes to existing project budgets. The capital programs were subsequently submitted to the CPRB on August 1, 2022 and approved on August 30, 2022. On June 27, 2023, the MTA Board approved an amendment primarily to reflect \$678 million in budget transfers from the core agencies to support Network Expansion’s Penn Station Access project. The amendment to the capital programs was subsequently submitted to the CPRB, and deemed approved on July 31, 2023. The revised 2020-2024 MTA Bridges and Tunnels Capital Program totaling \$3,327 as last approved by the MTA Board on July 27, 2022, remain unchanged and is the CPRB and Bridges and Tunnels program envelopes. This amendment includes administrative funding transfers between approved capital programs and new funding to support existing initiatives. The amendment was submitted to the CPRB and deemed approved on December 9, 2024.

CURRENTLY KNOWN FACTS, DECISIONS, OR CONDITIONS

The 2026 MTA Preliminary Budget - July Financial Plan

The July Financial Plan (the “July Plan” or “Plan”) consists of the 2025 Mid-Year Forecast, the 2026 Preliminary Budget, and projections for 2027 through 2029. Plan-to-plan changes compare the July Plan with the February Plan (2025 through 2028), capturing programmatic changes and other revenue and expense re-estimates.

The July Plan maintains a stable financial outlook for the MTA in the near-term, remaining balanced through 2026. MTA continues to improve the safe, reliable, and cost-efficient transportation service that fosters the long-term vibrancy and prosperity of the metropolitan New York region, focused on maintaining assets in a state of good repair and identifying innovative operating efficiencies to reduce expenses and improve service to customers.

Anticipated Fare and Toll Increases

The July Plan includes proposals to increase fare and toll rates in January 2026, March 2027, and March 2029, with each increase projected to generate an additional 4 percent in farebox and toll revenues. The proposed January 2026 implementation represents a five-month delay in the fare and toll increases proposed for August 2025 in the February Plan. The additional farebox and toll revenue totals \$2.56 billion over the Plan period after adjusting for offsetting impact of subsidies; compared with the February Plan, this is favorable by \$26 million through 2028.

Central Business District Tolling Program

Toll collection for the Central Business District Tolling Program (“CBDTP”) commenced in January 2025. CBDTP was legislated to annually generate and leverage one billion dollars dedicated to support \$15 billion of bonding for the 2020-24 Capital Program and subsequent capital programs, reduce traffic congestion, and improve air quality. Net revenues are deposited into the Capital Lockbox Fund and have no impact on the bottom line of the financial plan. Based on year-to-date results, revenue projections in the July Plan are unchanged from the February Plan.

Agency Baseline Assumptions

Federal Formula Grant

The July Plan includes a \$1.4 billion federal formula grant that was initially deposited with New York City Transit and then shifted for pay-as-you-go (PAYGO) capital within subsidies.

Transfer of B&T Public Safety Responsibilities to MTAPD

In early 2025, as part of the MTA’s ongoing commitment to operational efficiency and long-term financial sustainability, the Authority began implementing a phased supplementation of public safety responsibilities at MTA Bridges and Tunnels facilities with the MTA Police Department (“MTAPD”), intended to capture economies of scale and to generate operational efficiencies while maintaining high safety standards. This initiative began at the Bronx-Whitestone and Throgs Neck Bridges and will continue as needed. This initiative aligns with the MTA’s broader transformation efforts and reflects a financially responsible approach to workforce planning and customer expectations.

Baseline Changes from February

The farebox revenue and ridership projections in this section reflect Agency baseline forecasts. Compared with the February Plan, baseline Farebox Revenues are higher in all years through the Plan period. Excluding the Connecticut fare increase on the New Haven Line, Farebox revenue is favorable by \$119 million over the Plan period. Toll Revenues are \$1 million favorable for 2025 and unchanged from the remainder of the Plan. Forecasts reflect year-to-date actuals and projected changes in regional economic conditions.

MTA New York City Transit Capital and Other Reimbursements are favorable throughout the Plan period, reflecting timing adjustments of MTA Construction & Development reimbursements. Insurance reimbursement for Tropical Storm Ida, which caused damage in 2021, was received earlier this year and is reflected in Agency baselines.

Paratransit expense, net of fares and reimbursements, continues to grow as increased ridership results in higher transportation and operational support costs. Costs for Materials and Supplies, Maintenance and Other Operating Contracts, and Professional Services Contracts increase, primarily due to inflation projections. Favorable Health & Welfare expenses primarily reflect lower premium rates. Unfavorable Workers' Compensation and FELA expenses reflect higher payout trends for claims. Electric Power is unfavorable, driven by higher rates and consumption. Revised actuarial estimates result in favorable changes to Pensions. Higher Railroad Retirement taxes and FELA expenses at the MTA Long Island Rail Road and revised actual assumptions at MTA Bus, offset by revised staffing assumptions and rates at MTA Metro-North Railroad, result in unfavorable changes for Other Fringe Benefits. Unfavorable Insurance and Claims changes are driven by higher premiums, exposure, claims losses, and reserve adjustments. Unfavorable Real Estate reflects lower projected retail revenue from Grand Central Terminal at MTA Metro-North Railroad. MTA New York City Transit service adjustment needs result in additional positions. Favorable changes for Fuel are driven by lower prices and consumption at MTA New York City Transit. The Plan also reflects lower costs resulting from a re-examination of budgetary needs at MTA Bus, primarily due to initiatives aimed at reducing expenses for Health & Welfare/OPEB, professional services, materials and supplies, and maintenance and other operating contracts.

Timing Impacts – 2024 expenses that will be incurred during the Plan period reflect retroactive wage payments, capital reimbursements, expense rollover, Paratransit reimbursement, security initiatives, Workers' Compensation claims, and the Smart Battery pilot program.

Other Baseline Re-estimates reflect adjustments for salaries and wages, reimbursable overhead impact, other than personal services (OTPS), GASB, reimbursable expenses, non-cash items, recoveries, GCMOC maintenance contract, overtime, cash, Occupational Health Services (OHS) medical services, and information technology.

New Needs and Investments

New Needs and Investments, reflected in the Agency baseline financial plans, include funding for critical information technology, maintenance and operation, and service support initiatives, including:

MTA New York City Transit:

Wheel Wear – Overtime hours required for wheel-truing and truck changes on revenue cars on the Jamaica line to address rapid wheel wear, while reducing the impact on service. Wheel Purchase – Purchase of 4,000 wheels that are immediately needed to keep cars operational and to maintain an inventory stock.

Paratransit Call Center – Funding for legal compliance for Paratransit's Call Center, effective through 2027 and paralleling the current Call Center contract. Another Request for Proposal (RFP) will be issued in 2028.

Workers' Compensation Claims Management – The MTA has transitioned its Workers' Compensation claims to an outside vendor, effective May 2025. These expenses are to cover outstanding payments of legacy claims, as well as new claims.

Substations – The addition of 37 positions to address critical routine preventive maintenance for keeping substations in a state of good repair and enhancing engineering assistance for updating maintenance procedures.

OMNY Reforecast of Hosting and Operations Expenses – Reforecasting OMNY hosting and operating expenses and modifying current orders to OMNY fare payment system configurations.

Track Safety Audit – Three (3) additional positions for the Federal Transit Administration (FTA) special directive that requires MTA New York City Transit to address safety incidents and concerns affecting transit workers.

Central Maintenance Facility (CMF) Supervisor Coverage – An arbitration ruling for supervisor coverage stipulates that open lines or vacancies must conform to established past practice. The open lines are to be filled with the extra list, then on an overtime basis.

Employee Availability – One (1) additional position for an initiative to reduce chronic absenteeism that leads to decreased operational efficiency, customer delays, and budget overruns.

Global Maintenance Contract – Comprehensive contract that will provide coverage for all Communication-Based Train Control (CBTC) and Solid State Interlocking System (SSI) maintenance.

Bus Radio System and Bus Command Center – Seven (7) additional positions for comprehensive maintenance and support services for the Department of Buses' new digital radio system and the New Bus Command Center. Also included is the maintenance support for the new bus radio system at the depot and 39 new radio towers.

Heating, Ventilation, and Air Conditioning (HVAC) – An additional 15 personnel preventive maintenance positions are required due to the installation of new HVAC equipment over the past few years through Capital Projects.

MTA Long Island Rail Road:

FRA Signal/Dispatch Certification – An additional 15 positions for required Federal Railroad Administration (FRA) certification of employees who perform dispatching tasks and work on signal systems and signal-related technology.

FRA Mandate – Audio Visual Recording Monitoring (AVRM) – The FRA has mandated that by October 2027 every lead locomotive must be equipped with a CCTV system that records video from a forward-facing camera and a cab camera to a crash-hardened memory device. The MTA Long Island Rail Road legacy onboard CCTV system was installed before these regulations were established and does not meet the specific requirements of the mandate, including a crash-hardened memory module and specific technical requirements for the cab cameras.

MTA Metro-North Railroad:

GCM Trash Collection – Two (2) additional positions to support increased trash collection needs at Grand Central Madison.

FRA Signal/Dispatch Certification – An additional 15 positions for the required Federal Railroad Administration (FRA) certification of employees who perform dispatching tasks and work on signal systems and signal-related technology.

MTA Bus:

Employee Availability – One (1) additional position for an initiative to reduce chronic absenteeism that leads to decreased operational efficiency, customer delays, and budget overruns. Bus Radio System and Bus Command Center – Comprehensive maintenance and support services for the Department of Buses new digital radio system and the New Bus Command Center. Also included is the maintenance support for the new bus radio system at the Depot and 39 new radio towers.

MTA HQ:

B&T/MTA PD Collaboration – A phased supplementation of public safety responsibilities at MTA Bridges and Tunnels facilities with the MTA Police Department (“MTAPD”), that is expected to capture economies of scale and generate operational efficiencies while maintaining high safety standards.

Strategic Initiatives – Three (3) additional positions to deliver strategic initiatives and cost savings projects to support MTA fiscal responsibility. Rolling Stock – Addition of one new position to manage the state of good repair efforts to maintain safe and reliable transportation services. As part of the capital plan, the MTA is retiring commuter rail and subway cars that have exceeded useful life. Enterprise Asset Management (“EAM”) – Mobile device procurement, maintenance, and software costs to manage infrastructure and assets.

MTA Staten Island Railway:

Expand Station & Car Cleaning – Four (4) additional positions required to maintain the existing fleet and the new R211 fleet, as well as for additional facility support for Americans with Disabilities Act (“ADA”) expansion projects.

Rail Track Tree Removal – Removal of right-of-way hazardous trees that have reached the point of decay and pose a significant risk and threat to both life and property, causing potential injuries to people and damaging structures such as houses, cars, and power lines.

More detailed information on the July Plan can be found in the MTA 2026 Preliminary Budget - July Financial Plan 2026-2029 at www.MTA.info.

Tropical Storm Sandy Update

The total allocation of emergency relief funding from the Federal Transit Administration (“FTA”) to MTA in connection with Superstorm Sandy to date is \$5.90 billion, including \$1.599 billion allocated on September 22, 2014, through a competitive resiliency program. A total of \$5.90 billion in FTA Emergency Relief Funding has been executed: seven repair/local priority resiliency grants totaling \$4.55 billion and seventeen competitive resiliency grants totaling \$1.26 billion. As of June 30, 2025, MTA has drawn down a total of \$4.51 billion in grant reimbursement for eligible operating and capital expenses. The balance of funds to be drawn down from all twenty-four grants is available to MTA for reimbursement of eligible expenses as requisitions are submitted by MTA and approved by FTA. Additional requisitions are in process. At MTA and Amtrak’s request, in April 2018, FTA transferred \$13.5 million of MTA’s emergency relief allocation to the Federal Railroad Administration (“FRA”) to allow Amtrak to execute a portion of MTA Long Island Rail Road’s Competitive Resilience scope.

Labor Update

As of June 30, 2025, the MTA employs approximately 74,599 people, more than 90% of whom are represented by labor unions. Throughout the first and second quarters of 2025, labor negotiations continued with unsettled bargaining groups, and four new labor agreements were ratified by the MTA Board. The ensuing paragraphs will highlight the terms of these agreements and will describe the overall status of collective bargaining at MTA agencies through June 30, 2025.

MTA Long Island Rail Road – At the end of the second quarter of 2025, MTA Long Island Rail Road has approximately 7,526 employees. Approximately 6,751 of these employees are represented by 10 different unions in 18 bargaining units. On June 15, 2023, all agreements at LIRR became amendable and, shortly afterwards, LIRR commenced labor negotiations towards successor agreements.

In December 2023, the MTA Board approved a 38-month labor agreement with MTA Long Island Railroad’s largest labor union, the Sheet Metal and Rail Transportation Union (SMART-TD), which represents 2,970 employees in the Transportation Division. Several other virtually identical agreements with other unions at MTA Long Island Rail Road went into effect in 2024: in March, the MTA Board approved an agreement with approximately 47 members of the Sheet Metal and Rail Transportation Union – Yardmasters (SMART-YM); in April, the MTA Board approved an agreement with approximately 132 members of the Sheet Metal Workers International Association (SMART-SMW); in June, the MTA Board approved an agreement with 82 members of the National Conference of Firemen and Oilers (NCFO); and in October, the MTA Board approved an agreement with 303 members of the Independent Railway Supervisors Association. Through the third quarter of 2025, approximately 50% of the railroad’s represented population is covered by these currently effective agreements.

All agreements reached so far for the 2023-2026 period contain the same provisions. Running from June 16, 2023 through August 15, 2026 (38 months), they provide wage increases of 3.0%, 3.0% and 3.50%, effective each June 16. The final increase (3.5%) is 0.25% higher than Financial Plan expectations, but the additional cost, compared with the Financial Plan, is partly offset by a 2-month extension of the contract period. The other important contract provisions are an increase in new hire employee health care contributions from 2% to 3% of straight-time wages; and the conversion of the existing dental and vision plan to a new plan with the same coverage provided to LIRR managers.

The other MTA Long Island Rail Road unions have amendable agreements as of June 15, 2023 and are currently in mediation with the National Mediation Board. All collective bargaining agreements remain in status quo during these continued collective bargaining processes pursuant to the Railway Labor Act.

MTA Metro-North Railroad – As of June 30, 2025, Metro-North Railroad employs approximately 6,449 people. Among these are approximately 5,518 employees represented by ten different unions.

During the final quarter of 2024, Metro-North Railroad reached agreements with two of its largest bargaining groups, the Association of Commuter Rail Employees (ACRE): ACRE-1, representing approximately 998 Conductors and Assistant Conductors; and ACRE-9, representing approximately 419 Locomotive Engineers. Both agreements are 68 months in duration. The ACRE-1 agreement will run from September 2, 2021 through May 1, 2027; and the ACRE-9 agreement will run from July 1, 2021 through February 28, 2027. The first 26-month period of each agreement is identical to the pattern agreements reached with every other settled railroad union at both Metro-North Railroad and Long Island Rail Road for the 2021-2023 period. It consists of the same wage increases as those earlier agreements, followed by a two-month extension (also an element of the previous agreements).

For the remaining 42-months, the agreements provide wage increases compounding to 12.70% (a 4.0% annual increase, a 4.0% annual increase, and a 4.2% annual increase) above 2023 levels. While these increases deviate from the pattern of previous railroad agreements pertaining to the current round of bargaining, the cost of wage increases exceeding those anticipated by the MTA Financial Plan will be completely offset by the recurring savings from the new provisions, and the net costs of the agreements remain consistent with Plan expectations. Important savings will derive from an increase in all employees’ health care contributions from the current 2% of regular wages to 3%; from an additional 6-month contract extension; and from a set of new work rules, long sought by MTA management both to reduce overtime costs and to contribute to operational efficiencies, especially by allowing greater flexibility in the deployment of labor.

In the first and second quarters of this year, Metro-North reached new labor agreements with two of its largest unions. First, an agreement with the International Brotherhood of Electrical Workers was ratified by the MTA Board in January. Covering an approximate 768 employees, the agreement will run from September 1, 2019 through June 21, 2027. It is most similar to the two agreements between the Railroad and the Association of Commuter Rail Employees (ACRE) that were approved by the Board last October. As with those agreements, the proposed IBEW agreement includes significant new work rule savings and improvements in operational efficiencies. It also includes the identical pattern of wage increases received by the ACRE employees over the same period of time; and, while those increases deviate from the pattern included in the railroad agreements reached with LIRR unions during the current round of bargaining, the cost of wage increases exceeding those anticipated by the MTA Financial Plan will be fully offset by the recurrent savings and efficiencies of the new provisions. The net cost of the agreement, therefore, remains consistent with Plan expectations.

In April, an agreement between Metro-North and the Transport Workers Union, Locals 2001 and 2055, covering approximately 605 members was approved by the MTA Board. It will span the three-year period from November 1, 2023, through October 31, 2026. The agreement provides wage increases of 3.0% for the first year, 3.0% for the second year and 3.5% for the third year. These increases are consistent with the 2023-2026 labor agreements that were passed last year with five Long Island Railroad unions, and that now cover 50% of LIRR’s represented population.

Because the MTA Financial Plan expects new pattern-following agreements to provide wage increases of 3.25% rather than 3.5% in the final year, the agreement includes a computer-based training provision to offset the additional cost of the final year's wage increase: the railroad will now require its TWU-represented employees to complete up to 16 hours of annual online training on their own time, outside of work hours, using their own electronic devices, with payment for the estimated duration of the training at the straight-time rate of pay. This measure is expected to reduce the overtime that is deployed to cover employees who, under current rules, perform training during regular work hours, and it has been a provision in each of the three other Metro-North labor agreements that have so far been approved by the MTA Board during this round of collective bargaining.

At Metro-North, negotiations continued throughout the quarter with its other unions whose terms are now all amendable; and the employees represented by those unions are looking forward to new agreements for the 2023-2026 period.

MTA Headquarters – As of June 30, 2025, MTA Headquarters employs approximately 5,554 people, of whom 3,557 are union members[1]. In the first and second quarters, no new agreements were reached, with most existing agreements having now expired. Both agreements with the MTA Police unions-- the Police Benevolent Association (with more than 1,100 members) and the Commanding Officers Association (with 33 members)-- expired on April 15, 2024; and all three bargaining units of the Transportation Communications Union, which cover IT titles, Business Service Center titles and Procurement titles expired earlier this year (with the BSC and Procurement titles having expired on May 31, 2024; and the IT titles on February 29, 2024).

MTA New York City Transit/Manhattan and Bronx Surface Transit Operating Authority – As of June 30, 2025, MTA New York City Transit and MaBSTOA employs approximately 48,074 people, 46,582 of whom are represented by 14 unions with 23 bargaining units.

In 2023, the MTA Board approved a 36-month labor agreement between the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, MTA Bus Company and approximately 37,000 hourly operating employees represented by the Transport Workers Union, Local 100. Spanning the 36-month period, from May 16, 2023 through May 15, 2026, the agreement provides general wage increases of 3.0% for 2023, 3.0% for 2024, and 3.5% for 2025 (9.8%, in total). It also provides an Essential Worker cash bonus of \$3,000 in the first contract year and a supplemental Essential Worker cash bonus of \$1,000 in the second year, along with the enhancement of certain other employee benefits. Among important savings measures, the agreement institutes TWU Enhanced Retiree Benefits coverage (Medicare Advantage Plan), by which all post-65 Medicare eligible retirees and their eligible dependents will be placed into an alternative health plan. The net economic value of the agreement has informed the MTA's financial assumptions for growth in labor costs for a majority of represented bargaining units, and it is expected that most of the MTA's represented employees will reach future settlements that are consistent with these expectations.

Since the ratification of the TWU Local 100 agreement, several other unions at New York City Transit and MaBSTOA have been approved by the MTA Board, including agreements with other bargaining units of TWU Local 100 (covering Career and Salary employees, Computer and Telecommunications titles, and Staff Analysts). In April, new agreements were reached with small bargaining units of TWU Local 106, the Transit Supervisors Organization; together, they cover approximately 25 employees (Transit Support Coordinators at levels I and II and Station Supervisors at Level II). Both agreements are consistent with MTA financial expectations. At the end of the quarter, the great majority of represented employees at NYCT/MaBSTOA are covered under effective labor agreements.

MTA Bus Company – As of June 30, 2025, MTA Bus Company has 4,010 employees, approximately 3,891 of whom are represented by five different unions (now including the United Transit Leadership Organization) and six bargaining units. The largest of these is TWU Local 100, whose more than 2,000 members were co-parties to the agreement approved by the MTA Board in July 2023 and whose current agreement will run through May 15, 2026. In June 2024, the MTA Bus Company also entered into an agreement with its TWU Local 100 bargaining unit that represents Administrative, Professional and Technical titles. During the first and second quarters of 2025, no new labor agreements were reached at MTA Bus Company; and the employees of the agency's other large bargaining units—the Amalgamated Transit union, representing Bus Operators, Maintainers and other titles—are looking forward to new agreement terms.

MTA Bridges and Tunnels – As of June 30, 2025, MTA Bridges and Tunnels (the Triboro Bridge and Tunnel Authority, or TBTA) has 805 employees, approximately 574 of whom are represented by three different labor unions (four bargaining units). No new agreements with B&T unions were reached in the first two quarters of 2025. Agreements with the Superior Officers Benevolent Association (representing around 100 active employees) and with AFSCME DC 37 Local 1655 (with an active membership of around 20) remain in effect, with both agreements expiring in November 2026; meanwhile, agreements with the the Authority's other two bargaining groups—District Council 37 Local 1931 (AFSCME DC 37-Local 1931), representing Maintainers and City Custodial Assistants; and Bridge and Tunnel Officers, represented by the Bridge and Tunnel Officers Benevolent Association (BTOBA), have expired, and their membership will be seeking new agreement terms going forward.

MTA Staten Island Railway – As of June 30, 2025, MTA Staten Island Railway had 392 employees, approximately 372 of whom are represented by five different unions (six bargaining units). No new labor agreements have been reached this year, and by the end of the second quarter, all agreements (which covered the 2019-2023 period) have expired. Going forward, the unions will therefore be looking for new agreement terms.

[1] This number includes “matrixed” employees who work at MTA Headquarters but are on the payroll of another agency.

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENT OF NET POSITION AS OF JUNE 30, 2025 AND CONSOLIDATED STATEMENT OF NET POSITION AS OF DECEMBER 31, 2024

(\$ In millions)

	Business-Type Activities	
	June 30, 2025	December 31, 2024
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
ASSETS		
CURRENT ASSETS:		
Cash unrestricted (Note 3)	\$ 1,138	\$ 1,029
Cash restricted (Note 3)	1,161	751
Unrestricted investments (Note 3)	7,516	7,359
Restricted investments (Note 3)	2,728	2,495
Restricted investments held under financed purchase obligations (Notes 3 and 10)	97	95
Receivables:		
Station maintenance, operation, and use assessments	259	154
State and regional mass transit taxes	333	192
Mortgage Recording Tax receivable	31	32
State and local operating assistance	6	40
Other receivable from New York City and New York State	226	249
Receivable from federal and state government	3	363
Other	1,492	1,127
Less allowance for doubtful accounts	(684)	(544)
Total receivables — net	1,666	1,613
Materials and supplies	808	788
Prepaid expenses and other current assets (Note 2)	500	805
Total current assets	15,614	14,935
NON-CURRENT ASSETS:		
Capital assets (Note 6):		
Land and construction work-in-progress	17,347	15,072
Other capital assets (net of accumulated depreciation and amortization)	78,501	79,281
Unrestricted investments (Note 3)	3,618	920
Restricted investments (Note 3)	1,036	1,139
Restricted investments held under financed purchase obligations (Notes 3 and 10)	304	291
Other non-current receivables	207	211
Other non-current assets	23	41
Total non-current assets	101,036	96,955
TOTAL ASSETS	116,650	111,890
DEFERRED OUTFLOWS OF RESOURCES:		
Accumulated decreases in fair value of derivative instruments (Note 7)	89	62
Loss on debt refunding (Note 7)	219	290
Deferred outflows related to pensions (Note 4)	2,146	2,165
Deferred outflows related to OPEB (Note 5)	5,827	5,826
TOTAL DEFERRED OUTFLOWS OF RESOURCES	8,281	8,343
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	\$ 124,931	\$ 120,233

See notes to the basic interim financial statements.

(Continued)

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENT OF NET POSITION AS OF JUNE 30, 2025 AND CONSOLIDATED STATEMENT OF NET POSITION AS OF DECEMBER 31, 2024

(\$ In millions)

	Business-Type Activities	
	June 30, 2025	December 31, 2024
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
LIABILITIES:		
CURRENT LIABILITIES:		
Accounts payable	\$ 675	\$ 701
Accrued expenses:		
Interest	324	284
Salaries, wages and payroll taxes	510	544
Current portion - compensated absences	753	745
Current portion — retirement and death benefits	34	32
Current portion — estimated liability from injuries to persons (Note 12)	933	1,037
Capital accruals	751	701
Other accrued expenses	1,013	1,060
Total accrued expenses	4,318	4,403
Current portion — loan payable (Note 7)	509	11
Current portion — long-term debt (Note 7)	1,726	1,472
Current portion — pollution remediation projects (Note 15)	35	35
Derivative fuel hedge liability (Note 17)	5	9
Unearned revenues	1,462	1,429
Total current liabilities	8,730	8,060
NON-CURRENT LIABILITIES:		
Net pension liability (Note 4)	6,755	6,755
Estimated liability arising from injuries to persons (Note 13)	5,838	5,789
Net OPEB liability (Note 5)	20,229	20,229
Loan payable (Note 7)	48	51
Long-term debt (Note 7)	50,204	47,232
Lease payable (Note 8)	865	868
Subscription-Based Information Technology Arrangements (Note 9)	92	118
Financed purchase (Note 10)	186	183
Compensated absences	766	749
Pollution remediation projects (Note 15)	166	166
Contract retainage payable (Note 16)	552	500
Derivative liabilities (Note 7)	103	89
Other long-term liabilities (Note 16)	272	267
Total non-current liabilities	86,076	82,996
TOTAL LIABILITIES	94,806	91,056
DEFERRED INFLOWS OF RESOURCES:		
Deferred inflows related to leases (Note 8)	204	209
Deferred inflows related to pensions (Note 4)	335	335
Deferred inflows related to OPEB (Note 5)	8,439	8,439
TOTAL DEFERRED INFLOWS OF RESOURCES	8,978	8,983
NET POSITION:		
Net investment in capital assets	41,894	43,847
Restricted for debt service	1,049	709
Restricted for claims	249	192
Restricted for other purposes	2,554	2,222
Unrestricted	(24,599)	(26,776)
TOTAL NET POSITION	21,147	20,194
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	\$ 124,931	\$ 120,233

See notes to the basic interim financial statements.

(Concluded)

(A Component Unit of the State of New York)

**CONSOLIDATED INTERIM STATEMENTS OF REVENUES, EXPENSES
AND CHANGES IN NET POSITION
SIX-MONTH PERIODS ENDED JUNE 30, 2025 AND 2024**

(\$ In millions)

	Business-Type Activities	
	June 30, 2025	June 30, 2024
OPERATING REVENUES:		
Fare revenue	\$ 2,545	\$ 2,393
Vehicle toll revenue	1,587	1,252
Rents, freight, and other revenue	516	460
Total operating revenues	4,648	4,105
OPERATING EXPENSES:		
Salaries and wages	3,686	3,533
Retirement and other employee benefits	1,970	1,805
Postemployment benefits other than pensions (Note 5)	400	434
Electric power	306	255
Fuel	106	110
Insurance	32	19
Claims	180	185
Paratransit service contracts	343	293
Maintenance and other operating contracts	457	389
Professional service contracts	256	287
Pollution remediation projects (Note 15)	2	6
Materials and supplies	338	307
Depreciation and amortization (Note 2 and Note 6)	1,997	1,913
Other	154	137
Total operating expenses	10,227	9,673
OPERATING INCOME (LOSS)	(5,579)	(5,568)
NON-OPERATING REVENUES (EXPENSES):		
Grants, appropriations and taxes:		
Tax-supported subsidies — NYS:		
Mass Transportation Trust Fund subsidies	302	303
Metropolitan Mass Transportation Operating Assistance subsidies	613	584
Payroll Mobility Tax subsidies	1,877	1,746
MTA Aid Trust Account subsidies	140	128
Internet sales tax subsidies	169	156
Tax-supported subsidies — NYC and Local:		
Mortgage Recording Tax subsidies	201	157
Urban Tax subsidies	225	165
Mansion Tax	208	146
Other subsidies:		
Operating Assistance - 18-B program	62	64
Build America Bond subsidy	30	41
New York City Assistance Fund	224	184
Total grants, appropriations and taxes	\$ 4,051	\$ 3,674

(A Component Unit of the State of New York)

**CONSOLIDATED INTERIM STATEMENTS OF REVENUES, EXPENSES
AND CHANGES IN NET POSITION
SIX-MONTH PERIODS ENDED JUNE 30, 2025 AND 2024**

(\$ In millions)

	Business-Type Activities	
	June 30, 2025	June 30, 2024
Connecticut Department of Transportation	127	123
Subsidies paid to Dutchess, Orange, and Rockland Counties	(3)	(3)
Interest on long-term debt (Note 2)	(975)	(1,015)
Station maintenance, operation and use assessments	105	101
Operating subsidies recoverable from NYC	280	263
Federal Transit Administration reimbursement	430	2
Other net non-operating revenues	211	205
Net non-operating revenues	4,226	3,350
(LOSS) / GAIN BEFORE APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS	(1,353)	(2,218)
APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS	2,306	1,868
CHANGE IN NET POSITION	953	(350)
NET POSITION— Beginning of period	20,194	17,247
NET POSITION — End of period	<u>\$ 21,147</u>	<u>\$ 16,897</u>

See notes to the basic interim financial statements.

(Concluded)

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENTS OF CASH FLOWS

SIX-MONTH PERIODS ENDED JUNE 30, 2025 AND 2024

(\$ In millions)

	Business-Type Activities	
	June 30, 2025	June 30, 2024
CASH FLOWS FROM OPERATING ACTIVITIES:		
Passenger receipts/tolls	\$ 4,122	\$ 3,689
Rents and other receipts	747	516
Payroll and related fringe benefits	(5,989)	(5,701)
Other operating expenses	(2,397)	(1,664)
Net cash used by operating activities	(3,517)	(3,160)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Grants, appropriations, and taxes	3,790	2,945
Operating subsidies from CDOT	101	99
Subsidies paid to Dutchess, Orange, and Rockland Counties	(9)	(9)
Other non-capital financing activities	8	4
Net cash provided by noncapital financing activities	3,890	3,039
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
MTA bond proceeds	908	1,729
MTA Bridges and Tunnels bond proceeds	3,514	3,073
MTA bonds refunded/reissued	(994)	(2,183)
MTA Bridges and Tunnels bonds refunded/reissued	-	(651)
MTA anticipation notes proceeds	-	500
Federal and local grants	2,288	1,579
Other capital financing activities	53	(1,267)
Payment for capital assets	(3,482)	(2,989)
Debt service payments	(987)	(1,112)
Internet and Mansion Tax	376	285
Receipts from leases	27	18
Payments related to leases	(54)	(48)
Net cash provided by / (used by) capital and related financing activities	1,649	(1,066)
CASH FLOWS FROM INVESTING ACTIVITIES:		
Purchase of long-term securities	(7,093)	(1,546)
Sales or maturities of long-term securities	6,756	1,432
Net (purchases) sales or maturities of short-term securities	(1,377)	849
Earnings on investments	211	159
Net cash (used by) / provided by investing activities	(1,503)	894
NET INCREASE (DECREASE) IN CASH	519	(293)
CASH — Beginning of period	1,780	1,588
CASH — End of period	\$ 2,299	\$ 1,295

See notes to the basic interim financial statements.

(Continued)

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENTS OF CASH FLOWS

SIX-MONTH PERIODS ENDED JUNE 30, 2025 AND 2024

(\$ In millions)

	Business-Type Activities	
	June 30, 2025	June 30, 2024
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY		
OPERATING ACTIVITIES:		
Operating loss (Note 2)	\$ (5,579)	\$ (5,568)
Adjustments to reconcile to net cash used in operating activities:		
Depreciation and amortization	1,997	1,913
Net increase / (decrease) in payables, accrued expenses, and other liabilities	95	(82)
Net (decrease) / increase in receivables	(344)	727
Net increase / (decrease) in materials and supplies and prepaid expenses	314	(150)
NET CASH USED BY OPERATING ACTIVITIES	<u>\$ (3,517)</u>	<u>\$ (3,160)</u>
NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES:		
Noncash investing activities:		
Interest expense includes amortization of net (premium) / discount (Note 2)	\$ (55)	\$ (140)
Total Noncash investing activities	<u>(55)</u>	<u>(140)</u>
Noncash capital and related financing activities:		
Capital assets related liabilities	1,811	1,168
Interest expense for leases	30	30
Interest income from leases	6	3
Total Noncash capital and related financing activities	<u>1,847</u>	<u>1,201</u>
TOTAL NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES	<u>\$ 1,792</u>	<u>\$ 1,061</u>

See notes to the basic interim financial statements.

(Concluded)

(A Component Unit of the State of New York)

STATEMENTS OF FIDUCIARY NET POSITION PENSION AND OTHER EMPLOYEE BENEFIT TRUST FUNDS

AS OF DECEMBER 31, 2024 AND 2023

(\$ In thousands)

	Fiduciary Activities	
	December 31, 2024	December 31, 2023
ASSETS:		
Cash	\$3,954	\$10,625
Receivables:		
Employee loans	30,500	28,016
Participant and union contributions	411	3
Investment securities sold	2,719	3,404
Accrued interest and dividends	29,383	20,988
Other receivables	4,298	6,664
Total receivables	67,311	59,075
Investments at fair value/NAV:	-	-
Equity securities	5,649,730	5,040,195
Fixed income securities	4,497,028	4,057,500
Other Alternative investments*	3,257,463	3,325,092
Total Investments at fair value/NAV	13,404,221	12,422,787
Total assets	\$13,475,486	\$12,492,487
LIABILITIES:		
Accounts payable and accrued liabilities	\$9,275	\$6,665
Payable for investment securities purchased	20,633	27,381
Accrued benefits payable	236	615
Accrued postretirement death benefits (PRDB) payable	5,728	5,720
Accrued 55/25 Additional Members Contribution (AMC) payable	1,098	1,504
Other liabilities	854	987
Total liabilities	37,824	42,872
NET POSITION:		
Restricted for pensions	12,005,080	11,075,711
Restricted for postemployment benefits other than pensions	1,432,582	1,373,904
Restricted for other employee benefits	-	-
Total net position	13,437,662	12,449,615
Total liabilities and net position	\$13,475,486	\$12,492,487

*Other Alternative investments include Opportunistic, Real assets, Real estate, Absolute return, Private equity and Short-term investment.

See notes to the basic interim financial statements.

(A Component Unit of the State of New York)

STATEMENTS OF CHANGES IN FIDUCIARY NET POSITION PENSION AND OTHER EMPLOYEE BENEFIT TRUST FUNDS

FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

(\$ In thousands)

	Fiduciary Activities	
	December 31, 2024	December 31, 2023
ADDITIONS:		
Contributions:		
Employer contributions	\$ 1,497,809	\$ 3,439,246
Implicit rate subsidy contribution	66,606	62,445
Participant rollovers	4,216	-
Member contributions	68,087	63,744
Total contributions	1,636,718	3,565,435
Investment income:		
Net appreciation / depreciation in fair value of investments	937,028	1,092,168
Dividend income	111,106	110,796
Interest income	142,830	89,805
Less:		
Investment expenses	76,119	81,759
Investment income, net	1,114,845	1,211,010
Other additions:		
Total additions	2,751,563	4,776,445
DEDUCTIONS:		
Benefit payments and withdrawals	1,689,577	1,599,856
Implicit rate subsidy payments	66,606	62,445
Transfer to other plans	944	890
Administrative expenses	6,389	5,916
Total deductions	1,763,516	1,669,107
Net increase / (decrease) in fiduciary net position	988,047	3,107,338
NET POSITION:		
Restricted for Benefits:		
Beginning of year	12,449,615	9,342,277
End of year	\$ 13,437,662	\$ 12,449,615

See notes to the basic financial statements.

(A Component Unit of the State of New York)

**NOTES TO CONSOLIDATED INTERIM FINANCIAL STATEMENTS
AS OF JUNE 30, 2025 AND DECEMBER 31, 2024 AND
FOR THE SIX-MONTH PERIODS ENDED JUNE 30, 2025 AND 2024**

(\$ In millions, except as noted)

1. BASIS OF PRESENTATION

Reporting Entity — The Metropolitan Transportation Authority (“MTA”) was established in 1965, under Section 1263 of the New York Public Authorities Law, and is a public benefit corporation and a component unit of the State of New York (“NYS”) whose mission is to continue, develop and improve public transportation and to develop and implement a unified public transportation policy in the New York metropolitan area.

These consolidated interim financial statements are of the Metropolitan Transportation Authority (“MTA”), including its related groups (collectively, the “MTA Group”), which are listed below. The Business-Type activities in these consolidated financial statements purport the operations of the MTA Group.

Metropolitan Transportation Authority and Related Groups (Component Units)

- Metropolitan Transportation Authority Headquarters (“MTAHQ”) provides support in budget, cash management, finance, legal, real estate, treasury, risk and insurance management, and other services to the related groups listed below.
- The Long Island Rail Road Company (“MTA Long Island Rail Road”) provides passenger transportation between New York City (“NYC”) and Long Island.
- Metro-North Commuter Railroad Company (“MTA Metro-North Railroad”) provides passenger transportation between NYC and the suburban communities in Westchester, Dutchess, Putnam, Orange, and Rockland counties in NYS and New Haven and Fairfield counties in Connecticut.
- Staten Island Rapid Transit Operating Authority (“MTA Staten Island Railway”) provides passenger transportation on Staten Island.
- First Mutual Transportation Assurance Company (“FMTAC”) provides primary insurance coverage for certain losses, some of which are reinsured, and assumes reinsurance coverage for certain other losses.
- MTA Construction and Development (“MTA Construction and Development”) provides oversight for the planning, design and construction of current and future major MTA system-wide expansion projects.
- MTA Bus Company (“MTA Bus”) operates certain bus routes in areas previously served by private bus operators pursuant to franchises granted by the City of New York.
- MTA Grand Central Madison Operating Company (“MTA GCMOC”) operates and maintains the infrastructure and structures supporting Long Island Rail Road access into Grand Central Terminal.
- MTAHQ, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA Staten Island Railway, FMTAC, MTA Capital Construction, MTA Bus, and MTA GCMOC collectively are referred to herein as MTA. MTA Long Island Rail Road and MTA Metro-North Railroad are referred to collectively as the Commuter Railroads.
- New York City Transit Authority (“MTA New York City Transit”) and its subsidiary, Manhattan and Bronx Surface Transit Operating Authority (“MaBSTOA”), provide subway and public bus service within the five boroughs of New York City.
- Triborough Bridge and Tunnel Authority (“MTA Bridges and Tunnels”) operates seven toll bridges, two tunnels, and the Battery Parking Garage, all within the five boroughs of New York City.

The subsidiaries and affiliates, considered component units of the MTA, are operationally and legally independent of the MTA. These related groups enjoy certain rights typically associated with separate legal status including, in some cases, the ability to issue debt. However, they are included in the MTA’s consolidated financial statements as blended component units because of the MTA’s financial accountability for these entities and they are under the direction of the MTA Board (a reference to “MTA Board” means the board of MTAHQ and/or the boards of the other MTA Group entities that apply in the specific context, all of which are comprised of the same persons). Under accounting principles generally accepted in the United States of America (“GAAP”), the MTA is required to include these related groups in its financial statements. While certain units are separate legal entities, they do have legal capital requirements and the revenues of all of the related groups of the MTA are used to support the organizations as a whole. The components do not constitute a separate accounting entity (fund) since there is no legal requirement to account for the activities of the components as discrete accounting entities.

Therefore, the MTA financial statements are presented on a consolidated basis with segment disclosure for each distinct operating activity. All of the component units publish separate annual financial statements, which are available by writing to the MTA Deputy Chief, Controller’s Office, 2 Broadway, 15th Floor, New York, New York 10004.

Although the MTA Group collects fares for the transit and commuter service, they provide and receive revenues from other sources, such as the leasing out of real property assets, and the licensing of advertising. Such revenues, including anticipated revenues from fare increases, are not sufficient to cover all operating expenses associated with such services. Therefore, to maintain a balanced budget, the members of the MTA Group providing transit and commuter service rely on operating surpluses transferred from MTA Bridges and Tunnels, operating subsidies provided by NYS and certain local governmental entities in the MTA commuter district, and service reimbursements from certain local governmental entities in the MTA commuter district and from the State of Connecticut. Non-operating subsidies to the MTA Group for transit and commuter service for the period ended June 30, 2025 and 2024 totaled \$4.1 billion and \$1.5 billion, respectively.

Basis of Presentation - Fiduciary Funds – The fiduciary fund financial statements provide information about the funds that are used to report resources held in trust for retirees and beneficiaries covered by pension plans and other employee benefit trust funds of the MTA. Separate financial statements are presented for the fiduciary funds.

The following MTA fiduciary component units comprise the fiduciary activities of the MTA and are categorized within Pension and Other Employee Benefit Trust Funds.

- Pension Trust Funds
 - MTA Defined Benefit Plan
 - The Long Island Rail Road Company Plan for Additional Pensions (“Additional Plan”)
 - Manhattan and Bronx Surface Transit Operating Authority (“MaBSTOA Plan”)
 - Metro-North Commuter Railroad Company Cash Balance Plan (“MNR Cash Balance Plan”)
- Other Employee Benefit Trust Funds
 - MTA Other Postemployment Benefits Plan (“OPEB” Plan)

These fiduciary statements of the fiduciary funds are prepared using the accrual basis of accounting and a measurement focus on the periodic determination of additions, deductions, and net position restricted for benefits. Both proprietary funds and fiduciary funds use the economic resources measurement focus. For reporting purposes, the financial results of the MNR Cash Balance Plan are not material and therefore not included in the fiduciary statements.

2. SIGNIFICANT ACCOUNTING POLICIES

Basis of Accounting — The accompanying consolidated interim financial statements are prepared on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America.

The MTA applies Governmental Accounting Standards Board (“GASB”) Codification of Governmental Accounting and Financial Reporting Standards (“GASB Codification”) Section P80, Proprietary Accounting and Financial Reporting.

Accounting Standards Issued but Not Yet Adopted

GASB has issued the following pronouncements that may affect the future financial position, results of operations, cash flows, or financial presentation of the MTA upon implementation. Management has not yet evaluated the effect of implementation of these standards.

GASB Statement No.	GASB Accounting Standard	Required Year of Adoption
102	<i>Certain Risk Disclosures</i>	2025
103	<i>Financial Reporting Model Improvements</i>	2026
104	<i>Disclosure of Certain Capital Assets</i>	2026

Use of Management Estimates — The preparation of the consolidated financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, and disclosure of contingent assets and liabilities at the date of the consolidated financial statements, and the reported amounts of revenues and expenses during the reporting period. Significant estimates include the fair value of investments, allowances for doubtful accounts, valuation of derivative instruments, incremental borrowing rate, arbitrage rebate liability, accrued expenses and other liabilities, depreciable lives of capital assets, estimated liability arising from injuries to persons, pension benefits and other postemployment benefits. Actual results could differ significantly from those estimates.

Principles of Consolidation — The consolidated interim financial statements consist of MTAHQ, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA Staten Island Railway, GCMOC, FMTAC, MTA Bus, MTA Construction and Development, MTA New York City Transit (including its subsidiary MaBSTOA), and MTA Bridges and Tunnels for years presented in the financial statements. All related group transactions have been eliminated for consolidation purposes.

Net Position – Restricted and Unrestricted – When both restricted and unrestricted resources are available for use, the MTA normally uses restricted resources first, and then unrestricted resources as needed, unless there are legal requirements to the contrary. The MTA does not have a formal policy with respect to the order in which unrestricted resources are to be used, therefore, in accordance with GASB Statement No. 54, the MTA’s unrestricted resources will be used in the following order: committed, assigned, and unassigned. Unrestricted net position may be designated for specific purposes by actions of management or the Board of Directors or may otherwise be limited by contractual agreements with outside parties.

Investments — The MTA Group’s investment policies comply with the New York State Comptroller’s guidelines for such operating and capital policies. Those policies permit investments in, among others, obligations of the U.S. Treasury, its agencies and instrumentalities, and repurchase agreements secured by such obligations. FMTAC’s investment policies comply with New York State Comptroller guidelines and New York State Department of Insurance guidelines.

Investments with a maturity of 12 months or less from the balance sheet date have been classified as current assets in the consolidated interim financial statements. Investments with a maturity beyond 12 months from the balance sheet date are classified as non-current.

In accordance with the provisions of GASB Statement No. 72, *Fair Value Measurement and Application* (“GASB 72”), investments are recorded on the consolidated statements of net position at fair value, except for commercial paper, certificates of deposit, and repurchase agreements, which are recorded at amortized cost or contract value. All investment income, including changes in the fair value of investments, is reported as revenue on the consolidated statements of revenues, expenses and changes in net position. Fair values have been determined using quoted market values on June 30, 2025 and December 31, 2024.

Investment derivative contracts are reported at fair value using the income approach.

Materials and Supplies — Materials and supplies are valued at average cost, net of obsolescence reserve at June 30, 2025 and December 31, 2024 of \$281 and \$273, respectively.

Prepaid Expenses and Other Current Assets — Prepaid expenses and other current assets reflect advance payment of insurance premiums as well as 2024 and 2025 projected actuarially determined contributions of MTA-sponsored pension plans for the MTA Defined Benefit Pension Plan, LIRR Additional Pension Plan, and MaBSTOA Pension Plan.

Capital Assets — Properties and equipment are carried at cost and are depreciated on a straight-line basis over their estimated useful lives. Expenses for maintenance and repairs are charged to operations as incurred. Capital assets and improvements include all land, buildings, equipment, and infrastructure of the MTA having a minimum useful life of two years and having a cost of more than \$25 thousand. Capital assets are stated at historical cost, or at estimated historical cost based on appraisals, or on other acceptable methods when historical cost is not available. GASB Statement No. 87, *Leases* (“GASB 87”) are classified as right-to-use assets and measured at the present value of the initial measurement of the lease liability, plus any payments made to the lessor at or before the commencement of the lease term and certain direct costs. GASB Statement No. 96, *Subscription-Based Information Technology Arrangements* (“GASB 96”) are classified as intangible right-to-use assets measured at the present value of subscription payments expected to be made during the subscription term, including any payments made before the commencement of the subscription term, and capitalizable implementations costs, less any incentives received. Accumulated depreciation and amortization are reported as reductions of capital and right-to-use assets. Depreciation is computed using the straight-line method based upon estimated useful lives of 25 to 50 years for buildings, 2 to 40 years for equipment, and 25 to 100 years for infrastructure. Right-to-use lease assets and leasehold improvements are amortized over the term of the lease or the life of the asset whichever is less. Right-to-use SBITA assets are amortized over the subscription term.

Leases – Per GASB 87, certain lease agreements are classified as financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources. Lease receivables and liabilities are measured at the present value of payments expected to be made during the lease term, using an applicable discount rate stated or implicit in the lease and if not available, using incremental borrowing rate at the time of valuation. Lease assets and deferred inflows are amortized on a straight-line basis over the term of the lease.

Subscription-Based Information Technology Arrangements - Per GASB 96, subscriptions to certain information technology (IT) software, alone or in combination with tangible capital assets (the underlying IT assets) are recognized as an intangible right-to-use subscription asset with a corresponding subscription liability at the commencement of the subscription term. The subscription liability is initially measured at the present value of subscription payments expected to

be made during the subscription term. Future subscription payments are discounted using the rate charged by the vendor, which may be implicit, or MTA's incremental borrowing rate if the interest rate is not readily determinable. The amortization of the subscription asset and discount on the subscription liability are both recognized as outflow of resources over the subscription term.

Operating and Non-operating Expenses — Operating and non-operating expenses are recognized in the accounting period in which the liability is incurred. All expenses related to operating the MTA (e.g., salaries, insurance, depreciation, lease and SBITA amortization, etc.) are reported as operating expenses. All other expenses (e.g. interest on long-term debt, interest on leases and SBITAs, subsidies paid to counties, etc.) are reported as non-operating expenses.

Compensated Absences — Per GASB 101, the MTA has accrued the value (including certain salary-related payments) of vacation, sick, compensatory time and other leave benefits earned by employees to date for leave that has not been used and leave that has been used but not yet paid in cash or settled through noncash means (if any). Unexpired benefits that are more than likely to be used or settled at separation of service are recognized in the financial statements according to timing of estimated payment.

Pollution remediation projects — Pollution remediation costs have been expensed in accordance with the provisions of GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations* (See Note 12). An operating expense provision and corresponding liability measured at current value using the expected cash flow method has been recognized for certain pollution remediation obligations, which previously may not have been required to be recognized, have been recognized earlier than in the past or are no longer able to be capitalized as a component of a capital project. Pollution remediation obligations occur when any one of the following obligating events takes place: the MTA is in violation of a pollution prevention-related permit or license; an imminent threat to public health due to pollution exists; the MTA is named by a regulator as a responsible or potentially responsible party to participate in remediation; the MTA voluntarily commences or legally obligates itself to commence remediation efforts; or the MTA is named or there is evidence to indicate that it will be named in a lawsuit that compels participation in remediation activities.

Operating Revenues — Passenger Revenue and Tolls — Revenues from the sale of tickets, tokens, electronic toll collection system, and farecards are recognized as income when tickets or farecards are used. Tickets are assumed to be used in the month of purchase, with the exception of advance purchases of monthly and weekly tickets. When the farecards expire, revenue is recorded for the unused value of the farecards.

MTA Bridges and Tunnel has two toll rebate programs at the Verrazano-Narrows Bridge: the Staten Island Resident ("SIR") Rebate Program, available for residents of Staten Island participating in the SIR E-ZPass toll discount plan, and the Verrazano-Narrows Bridge Commercial Rebate Program ("VNB Commercial Rebate Program"), available for commercial vehicles making more than ten trips per month using the same New York Customer Service Center ("NYCSC") E-ZPass account. The VNB Commercial Rebate Program and SIR Rebate Program are funded by the State and MTA.

Capital Financing — The MTA has ongoing programs on behalf of its subsidiaries and affiliates, subject to approval by the New York State Metropolitan Transportation Authority Capital Program Review Board (the "State Review Board"), which are intended to improve public transportation in the New York Metropolitan area.

The federal government has a contingent equity interest in assets acquired by the MTA with federal funds and upon disposal of such assets, the federal government may have a right to its share of the proceeds from the sale. This provision has not been a substantial impediment to the MTA's operations.

American Rescue Plan Act ("ARPA") — On March 11, 2021, President Biden signed into law the American Rescue Plan Act of 2021 ("ARPA"). The \$1.9 trillion package is intended to combat the COVID-19 pandemic, including the public health and economic impacts. The MTA received \$6.2 billion in aid from ARPA in 2022 and 2023.

Non-operating Revenues

Operating Assistance — The MTA Group receives, subject to annual appropriation, New York State operating assistance funds that are recognized as revenue after the New York State budget is approved and adopted. Generally, funds received under the New York State operating assistance program are fully matched by contributions from New York City and the seven other counties within the MTA's service area.

Mortgage Recording Taxes ("MRT") — Under New York State law, the MTA receives capital and operating assistance through a Mortgage Recording Tax ("MRT-1"). MRT-1 is collected by New York City and the seven other counties within the MTA's service area, at the rate of 0.25% of the debt secured by certain real estate mortgages. Effective September 2005, the rate was increased from 25 cents per 100 dollars of recorded mortgage to 30 cents per 100 dollars of recorded mortgage. The MTA also receives an additional Mortgage Recording Tax ("MRT-2") of 0.25% of certain mortgages secured by real estate improved or to be improved by structures containing one to nine dwelling units in the MTA's service area. MRT-1 and MRT-2 taxes are recognized as revenue based upon reported amounts of taxes collected.

- MRT-1 proceeds are initially used to pay MTAHQ's operating expenses. Remaining funds, if any, are allocated 55%

to certain transit operations and 45% to the commuter railroads operations. The commuter railroad portion is first used to fund the New York State Suburban Highway Transportation Fund in an amount not to exceed \$20 annually (subject to the monies being returned under the conditions set forth in the governing statute if the Commuter Railroads are operating at a deficit).

- The first \$5 of the MRT-2 proceeds is transferred to the MTA Dutchess, Orange, and Rockland (“DOR”) Fund (\$1.5 each for Dutchess and Orange Counties and \$2 for Rockland County). Additionally, the MTA must transfer to each County’s fund an amount equal to the product of (i) the percentage by which each respective County’s mortgage recording tax payments (both MRT-1 and MRT-2) to the MTA increased over such payments in 1989 and (ii) the base amount received by each county as described above. The counties do not receive any portion of the September 1, 2005 increase in MRT-1 from 25 cents per \$100 of recorded mortgage to 30 cents. As of June 30, 2025, the MTA paid to Dutchess, Orange and Rockland Counties the 2024 excess amounts of MRT-1 and MRT-2 totaling \$9.5.
- In addition, MTA New York City Transit receives operating assistance directly from New York City through a mortgage recording tax at the rate of 0.625% of the debt secured by certain real estate mortgages and through a property transfer tax at the rate of one percent of the assessed value (collectively referred to as “Urban Tax Subsidies”) of certain properties.

Mobility Tax — In June of 2009, Chapter 25 of the New York State Laws of 2009 added Article 23, which establishes the Metropolitan Commuter Transportation Mobility Tax (“MCTMT”). The proceeds of this tax, administered by the New York State Tax Department, are to be distributed to the Metropolitan Transportation Authority. This tax is imposed on certain employers and self-employed individuals engaging in business within the metropolitan commuter transportation district which includes New York City, and the counties of Rockland, Nassau, Suffolk, Orange, Putnam, Dutchess, and Westchester. This Tax is imposed on certain employers that have payroll expenses within the Metropolitan Commuter Transportation District, to pay at a rate of 0.34% of an employer’s payroll expenses for all covered employees for each calendar quarter. The employer is prohibited from deducting from wages or compensation of an employee any amount that represents all or any portion of the MCTMT. The effective date of this tax was March 1, 2009 for employers other than public school districts; September 1, 2009 for Public school districts and January 1, 2009 for individuals. Revenue is recognized monthly and adjusted when received. On May 3, 2023, New York Governor Kathy Hochul approved Senate Bill 4008 which, effective July 1, 2023, increases the top rate for the MCTMT from 0.34% to 0.60% for employees and individuals in certain New York counties and clarifies the application of the tax for limited partners. Mobility Tax is recognized as revenue based upon reported amounts of taxes collected.

Supplemental Aid — In 2009, several amendments to the existing tax law provided the MTA supplemental revenues to be deposited into the AID Trust Account of the Metropolitan Transportation Authority Financial Assistance Fund established pursuant to Section 92 of the State Finance law. These supplemental revenues relate to: 1) supplemental learner permit/license fee in the Metropolitan Commuter Transportation District, 2) supplemental registration fee, 3) supplemental tax on every taxicab owner per taxicab ride on every ride that originated in New York City and terminates anywhere within the territorial boundaries of the Metropolitan Commuter Transportation District, and 4) supplemental tax on passenger car rental. This Supplemental Aid Tax is provided to the MTA in conjunction with the Mobility Tax. Supplemental aid is recognized as revenue based upon reported amounts of taxes collected.

Dedicated Taxes — Under New York State law, subject to annual appropriation, the MTA receives operating assistance through a portion of the Dedicated Mass Transportation Trust Fund (“MTTF”) and Metropolitan Mass Transportation Operating Assistance Fund (“MMTOA”). The MTTF receipts consist of a portion of the revenues derived from certain business privilege taxes imposed by the State on petroleum businesses, a portion of the motor fuel tax on gasoline and diesel fuel, and a portion of certain motor vehicle fees, including registration and non-registration fees. Effective October 1, 2005, the State increased the amount of motor vehicle fees deposited into the MTTF for the benefit of the MTA. MTTF receipts are applied first to meet certain debt service requirements or obligations and second to the Transit System (defined as MTA New York City Transit and MaBSTOA), MTA Staten Island Railway and the Commuter Railroads to pay operating and capital costs. The MMTOA receipts are comprised of 0.375% regional sales tax, regional franchise tax surcharge, a portion of taxes on certain transportation and transmission companies, and an additional portion of the business privilege tax imposed on petroleum businesses. MMTOA receipts, to the extent that MTTF receipts are not sufficient to meet debt service requirements, will also be applied to certain debt service obligations, and secondly to operating and capital costs of the Transit System, and the Commuter Railroads.

The State Legislature enacts in an annual budget bill for each state fiscal year an appropriation to the MTA Dedicated Tax Fund for the then-current state fiscal year and an appropriation of the amounts projected by the Director of the Budget of the State to be deposited in the MTA Dedicated Tax Fund for the next succeeding state fiscal year. The assistance deposited into the MTTF is required by law to be allocated, after provision for debt service on Dedicated Tax Fund Bonds (See Note 7), 85% to certain transit operations (not including MTA Bus) and 15% to the commuter railroads operations. Revenues from this funding source are recognized based upon amounts of tax reported as collected by New York State, to the extent of the appropriation. MMTOA is recognized as revenue based upon reported amounts of taxes collected.

Build America Bond Subsidy — The MTA is receiving cash subsidy payments from the United States Treasury equal to 35% of the interest payable on the Series of Bonds issued as “Build America Bonds” and authorized by the Recovery Act. The Internal Revenue Code of 1986 imposes requirements that MTA must meet and continue to meet after the issuance in order to receive the cash subsidy payments. The interest on these bonds is fully subject to Federal income taxation to the bondholder. Revenue is recognized when received.

Congestion Zone Surcharges – In April 2018, the approved 2018-2019 New York State Budget enacted legislation that provided additional sources of revenue, in the form of surcharges and fines, as defined by Article 29-C, Chapter 59 of the Tax Law, to address the financial needs of the MTA. Beginning on January 1, 2019, the legislation imposed the following:

- A surcharge of \$2.75 on for-hire transportation trips provided by motor vehicles carrying passengers for hire (or \$2.50 in the case of taxicabs that are subject to the \$0.50 cents tax on hailed trips that are part of the MTA Aid Trust Account Receipts), other than pool vehicles, ambulance and buses, on each trip that (1) originates and terminates south of and excluding 96th Street in New York City, in the Borough of Manhattan (the “Congestion Zone”), (2) originates anywhere in New York State and terminates within the Congestion Zone, (3) originates in the Congestion Zone and terminates anywhere in New York State, or (4) originates anywhere in New York State, enters into the Congestion Zone while in transit, and terminates anywhere in New York State.
- A surcharge of \$0.75 cents for each person who both enters and exits a pool vehicle in New York State and who is picked up in, dropped off in, or travels through the Congestion Zone.

The Congestion Zone Surcharges do not apply to transportation services administered by or on behalf of MTA, including paratransit services. Congestion zone surcharges are recognized as revenue based upon reported amounts of surcharges collected.

The April 2018 legislation also created the New York City Transportation Assistance Fund, held by MTA. The fund consists of the three sub-accounts, the Subway Action Plan Account, the Outer Borough Transportation Account and the General Transportation Account.

- **Subway Action Plan Account** – Funds in this account may be used exclusively for funding the operating and capital costs, and debt service associated with the Subway Action Plan.
- **Outer Borough Transportation Account** - Funds in this account may be used exclusively for funding (1) the operating and capital costs of, and debt service associated with, the MTA facilities, equipment and services in the counties of Bronx, Kings, Queens and Richmond, and any projects improving transportation connections from such counties to Manhattan, or (2) a toll reduction program for any crossing under the jurisdiction of MTA or MTA Bridges and Tunnels.
- **General Transportation Account** - Funds in this account may be used exclusively for funding the operating and capital costs of MTA. In each case, funds may be used for various operations and capital needs or for debt service and reserve requirements.

Dedicated Revenues - In April 2019, the approved 2019-2020 New York State Budget enacted legislation that included new, dedicated revenue streams for the MTA. The additional sources of revenue include a Central Business District Tolling Program. The Central Business District Tolling Program will assess a toll for vehicles entering the Central Business District, defined as south of 60th Street in Manhattan, but will exclude vehicles traveling on the FDR Drive or the West Side Highway, which includes the Battery Park underpass and or any surface roadway portion of the Hugh L. Carey Tunnel that connects to West Street. On June 5, 2024, Governor Kathy Hochul announced her intention to indefinitely pause the implementation of the congestion pricing program. On November 14, 2024, following a pause in implementation of the CBDTP, Governor Hochul announced a proposal to proceed with the CBDTP, but with the toll structure and rates that had been adopted by the MTA Bridges and Tunnels Board on March 27, 2024 being phased-in gradually over several years with proportionally lower toll rates for all vehicle classes in the first six-years of the program. In response, the MTA Bridges and Tunnels Board, at its November 18, 2024 meeting, adopted the phase-in approach to the toll rate schedule that it had approved on March 27, 2024. On November 21, 2024, the Federal Highway Administration (“FHWA”) approved Re-evaluation 2 and conferred tolling authority through an agreement pursuant to its Value Pricing Pilot Program. The CBDTP went into effect and tolling commenced on January 5, 2025.

The enacted State Budget also included provisions for a new Real Property Transfer Tax Surcharge (referred to as the “Mansion Tax”) on high-priced residential property sales in New York City and an Internet Marketplace Sales Tax. The Mansion Tax went into effect on July 1, 2019 and increases the transfer tax on a sliding scale by a quarter percent starting at \$2, with a combined top rate of 4.15%, on the sale of New York City residential properties valued at \$25 or above. The Internet Marketplace Sales Tax went into effect on June 1, 2019 and requires internet marketplace providers to collect and remit sales tax from out of state retailers on their sites that have gross receipts exceeding \$500,000 (dollars) and delivering more than one hundred sales into New York State in the previous four quarters. The sales tax will be collected at the normal

rate of 4% plus local sales tax.

The proceeds from the Central Business District Tolling Program, the Internet Marketplace Sales Tax and the Real Property Transfer Tax Surcharge will be deposited into the MTA's Central Business District Tolling Program capital lock box and may only be used to support financing of the 2020-2024 Capital Program. Dedicated revenue is recognized as revenue based upon reported amounts of taxes collected.

Operating Subsidies Recoverable from Connecticut Department of Transportation ("CDOT") — A portion of the deficit from operations relating to MTA Metro-North Railroad's New Haven line is recoverable from CDOT. Under the terms of a renewed Service Agreement, which began on January 1, 2015, and the 1998 resolution of an arbitration proceeding initiated by the State of Connecticut, CDOT pays 100.0% of the net operating deficit of MTA Metro-North Railroad's branch lines in Connecticut (New Canaan, Danbury, and Waterbury), 65.0% of the New Haven mainline operating deficit, and 54.3% of the Grand Central Terminal ("GCT") operating deficit. The New Haven line's share of the net operating deficit for the use of GCT is comprised of a fixed fee, calculated using several years as a base, with annual increases for inflation, and the actual cost of operating GCT's North End Access beginning in 1999. The Service Agreement also provides that CDOT pay 100% of the cost of non-movable capital assets located in Connecticut, 100% of movable capital assets to be used primarily on the branch lines and 65% of the cost of other movable capital assets allocated to the New Haven line. Remaining funding for New Haven line capital assets is provided by the MTA. Capital assets completely funded by CDOT are not reflected in these financial statements, as ownership is retained by CDOT. The Service Agreement provides that final billings for each year be subject to audit by CDOT.

Revenue is recognized according to the calculated operating deficit and is adjusted when the annual bill is completed. The Service Agreement provides that final billings for each year be subject to audit by CDOT. The audits of 2024 and 2023 billings are in progress.

Reimbursement of Expenses — The cost of operating and maintaining the passenger stations of the Commuter Railroads in New York State is assessable by the MTA to New York City and the other counties in which such stations are located for each New York State fiscal year ending December 31, under provisions of the New York State Public Authorities Law. This funding is recognized as revenue based upon an amount, fixed by statute, for the costs to operate and maintain passenger stations and is revised annually by the increase or decrease of the regional Consumer Price Index.

In 1995, New York City ceased reimbursing the MTA for the full costs of the free/reduced fare program for students. Beginning in 1996, the State and New York City each began paying \$45 per annum to the MTA toward the cost of the program. In 2009, the State reduced their \$45 reimbursement to \$6.3. Beginning in 2010, the State increased their annual commitment to \$25.3 while New York City's annual commitment remained at \$45. These commitments have been met by both the State and New York City for both 2023 and 2024. For the year ended December 31, 2024, the MTA received \$70.3 from the State and New York City combined, which include \$30.0 prepayment for the year 2025 from New York City.

Prior to April 1995, New York City was obligated to reimburse MTA New York City Transit for the transit police force. As a result of the April 1995 merger of the transit police force into the New York City Police Department, New York City no longer reimburses MTA New York City Transit for the costs of policing the Transit System on an ongoing basis since policing of the Transit System is being carried out by the New York City Police Department at New York City's expense. MTA New York City Transit continues to be responsible for certain capital costs and support services related to such police activities, a portion of which is reimbursed by New York City. MTA New York City Transit received approximately \$5.7 in the six months ended June 30, 2025 and \$1.5 in the six months ended June 30, 2024 from New York City for the reimbursement of transit police costs.

MTAHQ bills MTA Metro-North Railroad through its consolidated services for MTA police costs in the New Haven line of which MTA Metro-North Railroad recovers approximately 65% from Connecticut Department of Transportation. The amounts billed for the periods ended June 30, 2025 and 2024 were \$15.0 and \$14.3, respectively. The amounts recovered for the periods ended June 30, 2025 and 2024 were approximately \$9.7 and \$9.3, respectively.

Federal law and regulations require a paratransit system for passengers who are not able to ride the buses and trains because of their disabilities. Pursuant to an agreement between New York City and the MTA, MTA New York City Transit, effective July 1, 1993, assumed operating responsibility for all paratransit service required by the Americans with Disability Act of 1990. Services are provided by private vendors under contract with MTA New York City Transit. New York City reimburses MTA New York City Transit for the lesser of 33% of net paratransit operating expenses defined as labor, transportation, and administrative costs less fare revenues and 6% of gross urban tax proceeds as described above or, an amount that is 20% greater than the amount paid by New York City for the preceding calendar year. Fare revenues and New York City's reimbursement aggregated approximately \$251.2 for the six months ended June 30, 2025 and \$252 for the six months ended June 30, 2024.

Grants and Appropriations — Grants and appropriations for capital projects are recorded when requests are submitted to the funding agencies for reimbursement of capital expenditures meeting eligibility requirements. These amounts are reported separately after Net Non-operating Revenues in the Statements of Revenues, Expenses, and Changes in Net Position.

Operating and Non-operating Expenses

Operating and non-operating expenses are recognized in the accounting period in which the liability is incurred. All expenses related to operating the MTA (e.g., salaries, insurance, depreciation, and amortization, etc.) are reported as operating expenses. All other expenses (e.g., interest on long-term debt, subsidies paid to counties, etc.) are reported as non-operating expenses.

Liability Insurance — FMTAC, an insurance captive subsidiary of MTA, provides a liability insurance program (referred to as “ELF”) that insures certain claims in excess of the agencies self-insured retention. Effective October 31, 2024, the self-insured retention limit for MTA New York City Transit, MaBSTOA, MTA Bus, MTA Long Island Rail Road, and MTA Metro-North Railroad remained \$11; the self-insured retention limit for MTAHQ and MTA Bridges and Tunnels remained \$3.2. MTA Staten Island Railway’s self-insured retention limit was increased from \$3.2 to \$11. The maximum amount that the ELF is responsible for arising out of any one occurrence and in the aggregate is the total assets of the ELF program available for claims, but in no event greater than \$50 for all agencies and an additional \$10 for MTA New York City Transit. FMTAC charges appropriate annual premiums based on loss experience and exposure analysis to maintain the fiscal viability of the program. On June 30, 2025, the balance of the assets in this program was \$170.22.

MTA also maintains an All-Agency Excess Liability Insurance Policy (“ELP”), which is reinsured through FMTAC. The ELP affords the MTA Group coverage limits of \$325 in excess of the ELF program for a total limit of \$375 (\$325 excess of \$50).

On March 1, 2025, the “nonrevenue fleet” automobile liability policy program was renewed. This program provides third-party auto liability insurance protection for MTA Long Island Rail Road, MTA Staten Island Railway, MTA Police, MTA Metro-North Railroad, MTA Inspector General, MTA Construction & Development Company, and MTA Headquarters. The program limit is \$11 per occurrence on a combined single limit with a \$1 self-insured retention for each accident. A primary limit of \$1 was procured through the commercial marketplace. Excess limits of \$9 were procured through FMTAC.

On March 1, 2025, the “Access-A-Ride” automobile liability policy program was renewed. This program provides third-party auto liability insurance coverage to vendors under the Access-A-Ride contract, to perform services on behalf of MTA New York City Transit. This policy provides a \$3 per occurrence to fund self-insured losses.

On December 15, 2024, FMTAC renewed the primary coverage on the Station Liability and Force Account liability policies at \$11 per occurrence loss for MTA Metro-North Railroad and MTA Long Island Rail Road.

Property Insurance — Effective May 1, 2025, FMTAC renewed the all-agency property insurance program. For the annual period commencing May 1, 2025, FMTAC directly insures property damage claims of the Related Entities in excess of a \$25 per occurrence deductible, subject to an annual \$75 aggregate deductible. The total All Risk program annual limit is \$400 per occurrence and in the annual aggregate for Flood and Earthquake covering property of the Related Entities collectively. FMTAC is reinsured in the domestic, London, European, and Bermuda reinsurance markets for this coverage.

Losses occurring after exhaustion of the deductible aggregate are subject to a deductible of \$7.5 per occurrence. In addition to the noted \$25 per occurrence self-insured deductible, MTA self-insures above that deductible for \$129.577 within the overall \$400 per occurrence property program as follows: \$11.734 (or 23.47%) of the primary \$50 layer, plus \$11.734 (or 23.47%) of the \$50 excess \$50 layer, plus \$6,109 (or 12.22%) of the \$50 excess \$100 layer. The property insurance policy provides replacement cost coverage for all risks (including Earthquake, Flood and Wind) of direct physical loss or damage to all real and personal property, with minor exceptions. The policy also provides extra expense and business interruption coverage.

Supplementing the \$400 per occurrence noted above, FMTAC’s property insurance program has been expanded to include a further layer of \$100 of fully collateralized storm surge coverage for losses from storm surges that surpass specified trigger levels in the New York Harbor or Long Island Sound and are associated with named storms that occur at any point in the three year period from May 19, 2023 to April 30, 2026. The expanded protection is reinsured by MetroCat Re Ltd. 2023-1, a Bermuda special purpose insurer independent from the MTA and formed to provide FMTAC with capital markets based property reinsurance. The MetroCat Re Ltd. 2023-1 reinsurance policy is fully collateralized by a Regulation 114 trust invested in U.S. Treasury Money Market Funds. The additional coverage provided is parametric and available for storm surge losses resulting from a storm that causes water levels that reach the specified index values.

With respect to acts of terrorism, FMTAC provides direct coverage that is reinsured by the United States Government for 80% of “certified” losses, as covered by the Terrorism Risk Insurance Program Reauthorization Act (“TRIPRA”) of 2019. The remaining 20% of the Related Entities’ losses arising from an act of terrorism would be covered under the additional terrorism policy described below. No federal compensation will be paid unless the aggregate industry insured losses exceed a trigger of \$200. The United States government’s reinsurance is in place through December 31, 2027.

To supplement the reinsurance to FMTAC through the TRIPRA, MTA obtained an additional commercial reinsurance policy with various reinsurance carriers in the domestic, London and European marketplaces. That policy provides coverage for (1) 20% of any “certified” act of terrorism up to a maximum recovery of \$215 for any one occurrence and in the annual aggregate (2) the TRIPRA FMTAC captive deductible (per occurrence and on an aggregated basis) that applies when recovering under the “certified” acts of terrorism insurance, but not to exceed \$40 for any one occurrence, or (3) 100% of any “certified” terrorism loss which exceeds \$5 and less than the \$200 TRIPRA trigger up to a maximum recovery of \$200 for any one occurrence and in the annual aggregate.

Additionally, MTA purchases coverage for acts of terrorism which are not certified under TRIPRA to a maximum of \$255 for any one occurrence. Recovery under the terrorism policy is subject to a deductible of \$25 for any one occurrence per occurrence and \$75 in the annual aggregate in the event of multiple losses during the policy year. Should the Related Entities’ deductible in any one year exceed \$75, future losses in that policy year are subject to a deductible of \$7.5 for any one occurrence. The terrorism coverages expire at midnight on May 1, 2028.

In the event that TRIA is not extended or renewed on or before January 1, 2028, then effective January 1, 2028, coverage will be limited to \$255 for any one occurrence.

Pension Plans — In accordance with the provisions of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* (“GASB 68”), the MTA recognizes a net pension liability for each qualified pension plan in which it participates, which represents the excess of the total pension liability over the fiduciary net position of the qualified pension plan, or the MTA’s proportionate share thereof in the case of a cost-sharing multiple-employer plan, measured as of the measurement date of each of the qualified pension plans. Changes in the net pension liability during the year are recorded as pension expense, or as deferred inflows of resources or deferred outflows of resources depending on the nature of the change, in the year incurred. Those changes in net pension liability that are recorded as deferred inflows of resources or deferred outflows of resources that arise from changes in actuarial assumptions or other inputs and differences between expected or actual experience are amortized over the weighted average remaining service life of all participants in the respective qualified pension plan and recorded as a component of pension expense beginning with the year in which they are incurred. Projected earnings on qualified pension plan investments are recognized as a component of pension expense. Differences between projected and actual investment earnings are reported as deferred inflows of resources or deferred outflows of resources and amortized as a component of pension expense on a closed basis over a five-year period beginning with the year in which the difference occurred.

Postemployment Benefits Other Than Pensions — In accordance with the provisions of GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other than Pensions* (“GASB 75”) and GASB Statement No. 85, *Omnibus*, for the OPEB Plan, the MTA recognizes a net OPEB liability, which represents the excess of the total OPEB liability over the fiduciary net position of the OPEB Plan, measured as of the measurement date of the plan.

Changes in the net OPEB liability during the year are recorded as OPEB expense, or as deferred outflows of resources or deferred inflows of resources relating to OPEB depending on the nature of the change, in the year incurred. Changes in net OPEB liability that are recorded as deferred outflows of resources or deferred inflows of resources that arise from changes in actuarial assumptions and differences between expected or actual experience are amortized over the weighted average remaining service life of all participants in the OPEB plan and recorded as a component of OPEB expense beginning with the year in which they are incurred. Projected earnings on qualified OPEB plan investments are recognized as a component of OPEB expenses. Differences between projected and actual investment earnings are reported as deferred outflows of resources or deferred inflow of resources as a component of OPEB expense on a closed basis over a five-year period beginning with the year in which the difference occurred.

3. CASH AND INVESTMENTS

Cash - The bank balances are insured up to \$250 thousand in the aggregate by the Federal Deposit Insurance Corporation (“FDIC”) for each bank in which funds are deposited. As of June 30, 2025, restricted cash, primarily for capital projects, totaled \$1,161.

Cash, including deposits in transit, consists of the following at June 30, 2025 and December 31, 2024 (in millions):

	June 30, 2025		December 31, 2024	
	Carrying Amount	Bank Balance	Carrying Amount	Bank Balance
FDIC insured or collateralized deposits	\$ 894	\$ 834	\$ 319	\$ 317
Uninsured and not collateralized	1,405	1,384	1,461	1,443
Total Balance	<u>\$ 2,299</u>	<u>\$ 2,218</u>	<u>\$ 1,780</u>	<u>\$ 1,760</u>

All collateralized deposits are held by the MTA or its agent in the MTA’s name.

The MTA, on behalf of itself, its affiliates and subsidiaries, invests funds which are not immediately required for the MTA's operations in securities permitted by the New York State Public Authorities Law, including repurchase agreements collateralized by U.S. Treasury securities, U.S. Treasury notes, and U.S. Treasury zero coupon bonds.

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the MTA will not be able to recover the value of its deposits. While the MTA does not have a formal deposit policy for custodial credit risk, New York State statutes govern the MTA's investment policies. The MTA's uninsured and uncollateralized deposits are primarily held by commercial banks in the metropolitan New York area and are subject to the credit risks of those institutions.

Investments - MTA holds most of its investments at a custodian bank. The custodian must meet certain banking institution criteria enumerated in MTA's Investment Guidelines. The Investment Guidelines also require the Treasury Division to hold at least \$100 of its portfolio with a separate emergency custodian bank. The purpose of this deposit is in the event that the MTA's main custodian cannot execute transactions due to an emergency outside of the custodian's control, the MTA has an immediate alternate source of liquidity.

The MTA categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The MTA had the following recurring fair value measurements as of June 30, 2025 and December 31, 2024 (in millions):

Investments by fair value level	June 30, 2025			December 31, 2024		
	Total	Level 1	Level 2	Total	Level 1	Level 2
Debt Securities:						
U.S. treasury securities	\$ 14,164	\$ 13,313	\$ 851	\$ 10,806	\$ 9,674	\$ 1,132
U.S. government agency	184	-	184	278	-	278
Asset-backed securities	65	-	65	61	-	61
Commercial mortgage-backed securities	188	-	188	183	-	183
Foreign bonds	16	16	-	10	10	-
Corporate bonds	131	131	-	116	116	-
Tax Benefit Lease Investments:						
U.S. treasury securities	149	98	51	145	145	-
U.S. government agency	131	73	58	123	69	54
Repurchase agreements	150	150	-	459	459	-
Total investments by fair value level	<u>15,178</u>	<u>\$ 13,781</u>	<u>\$ 1,397</u>	<u>12,181</u>	<u>\$ 10,473</u>	<u>\$ 1,708</u>
Financed Purchases	121			118		
Total Investments	<u>\$ 15,299</u>			<u>\$ 12,299</u>		

Investments classified as Level 1 of the fair value hierarchy, totaling \$13,781 and \$10,473 as of June 30, 2025 and December 31, 2024, respectively, are valued using quoted prices in active markets. Fair values include accrued interest to the extent that interest is included in the carrying amounts. Accrued interest on investments other than Treasury bills and coupons is included in other receivables on the statement of net position. The MTA's investment policy states that securities underlying repurchase agreements must have a fair value at least equal to the cost of the investment.

U.S. Government agency securities totaling \$242 and \$332, U.S. treasury securities totaling \$902 and \$1,132, asset-backed securities totaling \$65 and \$61, and commercial mortgage-backed securities totaling \$188 and \$183 as of June 30, 2025 and December 31, 2024, respectively, classified in Level 2 of the fair value hierarchy, are valued using matrix pricing techniques maintained by a third-party pricing service. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices and indices. Fair value is defined as the quoted fair value on the last trading day of the period. These prices are obtained from a third-party pricing service or our custodian bank.

In connection with certain financed purchases transactions described in Note 9, the MTA has purchased securities or entered into payment undertaking, letter of credit, or similar type agreements or instruments (guaranteed investment contracts) with financial institutions, which generate sufficient proceeds to make basic rent and purchase option payments under the terms of the leases. If the obligors do not perform, the MTA may have an obligation to make the related rent payments.

All investments, other than the investments restricted for financed purchase obligations, are either insured or registered and held by the MTA or its agent in the MTA's name. Investments restricted for financed purchases are either held by MTA or its agent in the MTA's name or held by a custodian as collateral for MTA's obligation to make rent payments under financed purchase obligations. Investments had weighted average yields of 4.24% and 4.49% for the six months ended June 30, 2025 and year ended December 31, 2024, respectively.

Credit Risk — At June 30, 2025 and December 31, 2024, the following credit quality rating has been assigned to MTA investments by a nationally recognized rating organization (in millions):

Quality Rating Standard & Poor's	June 30, 2025	Percent of Portfolio	December 31, 2024	Percent of Portfolio
A-1+	\$ -	0%	\$ 80	1%
AAA	122	1%	309	3%
AA+	58	0%	55	0%
AA	219	1%	19	0%
A	82	1%	73	1%
A-	59	0%	73	1%
BBB	51	0%	44	0%
Not Rated	199	1%	505	4%
U.S. Government	14,388	96%	11,023	90%
Total	15,178	100%	12,181	100%
Financed Purchases	121		118	
Total investment	<u>\$ 15,299</u>		<u>\$ 12,299</u>	

Interest Rate Risk — Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of the investment. Duration is a measure of interest rate risk. The greater the duration of a bond or portfolio of bonds, the greater its price volatility will be in response to a change in interest rate risk and vice versa. Duration is an indicator of bond price's sensitivity to a 100 basis point change in interest rates.

	June 30, 2025		December 31, 2024	
	Fair Value	Duration (in years)	Fair Value	Duration (in years)
(In millions)				
U.S. treasury securities	\$ 14,164	5.04	\$ 10,806	4.73
U.S. government agency	184	5.03	278	5.68
Tax benefit financed purchase investments	280	4.61	268	4.69
Repurchase agreement	150	-	459	-
Asset-backed securities ⁽¹⁾	65	3.14	61	2.77
Commercial mortgage-backed securities ⁽¹⁾	188	4.49	183	4.70
Foreign bonds ⁽¹⁾	16	6.16	10	6.51
Corporates ⁽¹⁾	131	5.64	116	5.49
Total fair value	15,178		12,181	
Modified duration		4.97		4.58
Investments with no duration reported	121		118	
Total investments	<u>\$ 15,299</u>		<u>\$ 12,299</u>	

⁽¹⁾ These securities are only included in the FMTAC portfolio.

MTA is a public benefit corporation established under the New York Public Authorities Law. MTA's Treasury Division is responsible for the investment management of the funds of the component units. The investment activity covers all operating and capital funds, including bond proceeds, and the activity is governed by State statutes, bond resolutions and the Board-adopted investment guidelines (the "Investment Guidelines"). The MTA Act currently permits the Related Entities to invest in the following general types of obligations:

- obligations of the State or the United States Government;
- obligations of which the principal and interest are guaranteed by the State or the United States government;
- obligations issued or guaranteed by certain Federal agencies;
- repurchase agreements fully collateralized by the obligations of the foregoing United States Government and Federal agencies;
- certain certificates of deposit of banks or trust companies in the State;
- certain banker's acceptances with a maturity of 90 days or less;
- certain commercial paper;

- certain municipal obligations; and
- certain mutual funds up to \$10 in the aggregate.

The MTA adopted NYS Statutory Requirements with respect to credit risk of its investments, which include, but are not limited to the following sections:

- i. Public Authorities Law Sections 1265(4) (MTA), 1204(19) (MTA New York City Transit Authority) and 553(21) (MTA Bridges and Tunnels);
- ii. Public Authorities Law Section 2925 Investment of funds by public authorities and public benefit corporations; general provisions; and
- iii. State Finance Law Article 15 – EXCELSIOR LINKED DEPOSIT ACT.

MTA Investment Guidelines limit the dollar amount invested in banker acceptances, commercial paper, and obligations issued or guaranteed by certain Federal agencies to \$250 at cost. There are no dollar limits on the purchase of obligations of the United States government, the State or obligations the principal and interest of which are guaranteed by the State or the United States government. Investments in collateralized repurchase agreements are limited by dealer or bank's capital. MTA can invest no greater than \$300 with a bank or dealer rated in Tier 1 (e.g., \$1 billion or more of capital).

FMTAC is created as a MTA subsidiary and is licensed as a captive direct insurer and reinsurer by the New York State Department of Insurance. As such, FMTAC is responsible for the investment management of its funds. The investment activity is governed by State statutes and the FMTAC Board adopted investment guidelines. The minimum surplus to policyholders and reserve instruments are invested in the following investments:

- obligations of the United States or any agency thereof provided such agency obligations are guaranteed as to principal and interest by the United States;
- direct obligations of the State or of any county, district or municipality thereof;
- any state, territory, possession or any other governmental unit of the United States;
- certain bonds of agencies or instrumentalities of any state, territory, possession or any other governmental unit of the United States;
- the obligations of a solvent American institution which are rated investment grade or higher (or the equivalent thereto) by a securities rating agency; and
- certain mortgage backed securities in amounts no greater than five percent of FMTAC's admitted assets.

FMTAC may also invest non-reserve instruments in a broader range of investments including the following general types of obligations:

- certain equities; and
- certain mutual funds.

FMTAC is prohibited from making the following investments:

- investment in an insolvent entity;
- any investment as a general partner; and
- any investment found to be against public policy.

FMTAC investment guidelines do include other investments, but FMTAC has limited itself to the above permissible investments at this time.

4. EMPLOYEE BENEFITS

Pensions — The MTA Related Groups sponsor and participate in several defined benefit pension plans for their employees, the Long Island Railroad Company Plan for Additional Pensions (the "LIRR Additional Plan"), the Manhattan and Bronx Surface Transit Operating Authority Pension Plan (the "MaBSTOA Pension Plan"), the Metro-North Commuter Railroad Company Cash Balance Plan (the "MNR Cash Balance Plan"), the Metropolitan Transportation Authority Defined Benefit Plan (the "MTA Defined Benefit Pension Plan"), the New York City Employees' Retirement System ("NYCERS"), and the New York State and Local Employees' Retirement System ("NYSLERS"). A brief description of each of these pension plans follows:

Plan Descriptions

1. LIRR Additional Plan —

The LIRR Additional Plan is a single-employer defined benefit pension plan that provides retirement, disability and survivor benefits to members and beneficiaries. The LIRR Additional Plan covers MTA Long Island Rail Road employees hired effective July 1, 1971 and prior to January 1, 1988. The LIRR Additional Plan's activities, including establishing and amending contributions and benefits are administered by the Board of Managers of Pensions. The LIRR Additional Plan is a governmental plan and accordingly, is not subject to the funding and other requirements of the Employee Retirement Income Security Act of 1974 ("ERISA"). The LIRR Additional Plan is a closed plan.

The Board of Managers of Pensions is composed of the Chairman of the MTA, MTA Chief Financial Officer, MTA Director of Labor Relations and the agency head of each participating Employer or the designee of a member of the Board of Managers. The LIRR Additional Plan may be amended by action of the MTA Board. The LIRR Additional Plan is a fiduciary component unit of the MTA and is reflected in the Pension and Other Employee Benefit Trust Funds section of the MTA's basic financial statements.

The pension plan has a separately issued financial statement that is publicly available and contains required descriptions and supplemental information regarding the employee benefit plan. The financial statements may be obtained at www.mta.info or by writing to, MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor New York, NY 10004 or at www.mta.info.

2. MaBSTOA Pension Plan —

The MaBSTOA Pension Plan is a cost-sharing multiple-employer defined benefit plan administered by MTA Headquarters and funded by MTA New York City Transit covering employees of MaBSTOA and certain employees of MTA Headquarters. Prior to January 1, 2020, this was a single employer defined benefit retirement plan covering only MaBSTOA employees. Employees of MaBSTOA and MTA Headquarters are specifically excluded from participating in the New York City Employees' Retirement System (NYCERS). The Plan provides retirement as well as death, accident and disability benefits. Effective January 1, 1999, in order to afford managerial and non-represented MaBSTOA employees the same pension rights as like title employees in the MTA New York City Transit Authority, membership in the MaBSTOA Pension Plan is mandatory.

The Board of Administration, established in 1963, determines the eligibility of employees and beneficiaries for retirement and death benefits. The MaBSTOA Pension Plan assigns authority to the MaBSTOA Board to modify, amend or restrict the MaBSTOA Pension Plan or to discontinue it altogether, subject, however, to the obligations under its collective bargaining agreements. The Board is composed of five members: two representatives from the Transport Workers Union, Local 100 ("TWU") and three employer representatives. The MaBSTOA Pension Plan is a fiduciary component unit of the MTA and is reflected in the Pension and Other Employee Benefit Trust Funds section of the MTA's basic financial statements.

The pension plan issues a publicly available financial report that includes financial statements and required supplementary information. This report may be obtained by writing to, MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor, New York, NY 10004 or at www.mta.info.

3. MNR Cash Balance Plan —

The MNR Cash Balance Plan is a single employer, defined benefit pension plan administered by MTA Headquarters and funded by MTA Metro-North Railroad. The MNR Cash Balance Plan covers non-collectively bargained employees formerly employed by Conrail, who joined MTA Metro-North Railroad as management employees between January 1 and June 30, 1983, and were still employed as of December 31, 1988. Effective January 1, 1989, these management employees were covered under the Metro-North Commuter Railroad Defined Contribution Plan for Management Employees (the "Management Plan") and the MNR Cash Balance Plan was closed to new participants. The MNR Cash Balance Plan is designed to satisfy the applicable requirements for governmental plans under Section 401(a) and 501(a) of the Internal Revenue Code. Accordingly, the MNR Cash Balance Plan is tax-exempt.

Further information about the MNR Cash Balance Plan is more fully described in the separately issued financial statements that can be obtained by writing to, MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor, New York, NY 10004 or at www.mta.info.

4. MTA Defined Benefit Pension Plan —

The MTA Defined Benefit Pension Plan is a cost sharing, multiple-employer defined benefit pension plan. The MTA Defined Benefit Pension Plan covers certain MTA Long Island Railroad non-represented employees hired after January 1, 1988, MTA Metro-North Railroad non-represented employees, certain employees of the former MTA Long Island Bus hired prior to January 24, 1983, MTA Police, MTA Long Island Railroad represented employees hired after December 31, 1987, certain MTA Metro-North Railroad represented employees, MTA Staten Island Railway represented and

non-represented employees and certain employees of the MTA Bus Company (“MTA Bus”). The MTA, MTA Long Island Railroad, MTA Metro-North Railroad, MTA Staten Island Railway and MTA Bus contribute to the MTA Defined Benefit Pension Plan, which offers distinct retirement, disability retirement, and death benefit programs for their covered employees and beneficiaries.

The MTA Defined Benefit Pension Plan is administered by the Board of Managers of Pensions. The MTA Defined Benefit Pension Plan, including benefits and contributions, may be amended by action of the MTA Board. The MTA Defined Benefit Pension Plan is a fiduciary component unit of the MTA and is reflected in the Pension and Other Employee Benefit Trust Funds section of the MTA’s basic financial statements.

The pension plan issues a publicly available financial report that includes financial statements and required supplementary information. This report may be obtained by writing to the MTA Deputy Chief, Controller’s Office, 2 Broadway, 15th Floor, New York, NY 10004 or at www.mta.info.

5. NYCERS —

NYCERS is a cost-sharing, multiple-employer retirement system for employees of The City of New York (“The City”) and certain other governmental units whose employees are not otherwise members of The City’s four other pension systems. NYCERS administers the New York City Employees Retirement System qualified pension plan. This plan covers employees of MTA New York City Transit and MTA Bridges and Tunnels.

NYCERS was established by an act of the Legislature of the State of New York under Chapter 427 of the Laws of 1920. NYCERS functions in accordance with the governing statutes contained in the New York State Retirement and Social Security Law (“RSSL”), and the Administrative Code of the City of New York (“ACNY”), which are the basis by which benefit terms and employer and member contribution requirements are established and amended. The head of the retirement system is the Board of Trustees. NYCERS is a fiduciary component unit of The City and is in the Pension and Other Employee Benefit Trust Funds section of The City’s Annual Comprehensive Financial Report (“ACFR”).

NYCERS issues a publicly available comprehensive annual financial. This report may be obtained by writing to the New York City Employees’ Retirement System at 335 Adams Street, Suite 2300, Brooklyn, NY 11201-3724 or at www.nycers.org.

All employees of the Related Group holding permanent civil service positions in the competitive or labor class are required to become members of NYCERS six months after their date of appointment, but may voluntarily elect to join NYCERS prior to their mandated membership date. All other eligible employees have the option of joining NYCERS upon appointment or anytime thereafter. NYCERS members are assigned to a “tier” depending on the date of their membership.

- Tier 1 All members who joined prior to July 1, 1973.
- Tier 2 All members who joined on or after July 1, 1973 and before July 27, 1976.
- Tier 3 Only certain members who joined on or after July 27, 1976 and prior to April 1, 2012
- Tier 4 All members (with certain member exceptions) who joined on or after July 27, 1976 but prior to April 1, 2012. Members who joined on or after July 27, 1976 but prior to September 1, 1983 retain all rights and benefits of Tier 3 membership.
- Tier 6 Members who joined on or after April 1, 2012.

6. NYSLERS —

NYSLERS is a cost-sharing, multiple-employer defined benefit retirement system. The New York State Comptroller’s Office administers the NYSLERS’ plan. The net position of NYSLERS is held in the New York State Common Retirement Fund (the “Fund”), which was established to hold all assets and record changes in fiduciary net position allocated to the plan. The Comptroller of the State of New York serves as the trustee of the Fund and is the administrative head of NYSLERS. NYSLERS’ benefits are established under the provisions of the New York State RSSL. Once a public employer elects to participate in NYSLERS, the election is irrevocable. The New York State Constitution provides that pension membership is a contractual relationship and plan benefits cannot be diminished or impaired. Benefits can be changed for future members only by enactment of a State statute. This plan covers nonrepresented MTA HQ employees earning less than \$70,000 per year, those nonrepresented MTA HQ employees that do not choose the Voluntary Defined Contribution Plan provided for under RSSL Tier 6 legislation, and employees represented by the International Brotherhood of Teamsters.

NYSLERS is included in New York State’s financial report as a pension trust fund. The report can be accessed on the New York State Comptroller’s website at: www.osc.state.ny.us/retire/about_us/financial_statements_index.php or obtained by writing to the New York State and Local Retirement System, 110 State Street, Albany, NY 12244-001.

Pension legislation enacted in 1973, 1976, 1983, 2009 and 2012 established distinct classes of tier membership.

- Tier 1 All members who joined prior to July 1, 1973.
- Tier 2 All members who joined on or after July 1, 1973 and before July 27, 1976.
- Tier 3 Generally, certain members who joined on or after July 27, 1976 but before January 1, 2010 and all other members who joined on or after July 27, 1976, but before September 1, 1983.
- Tier 4 Generally, members (with certain member exceptions) who joined on or after September 1, 1983, but before January 1, 2010.
- Tier 5 Members who joined on or after January 1, 2010, but before April 1, 2012.
- Tier 6 Members who joined on or after April 1, 2012.

Benefits Provided

1. LIRR Additional Plan —

Pension Benefits — An eligible Long Island Rail Road employee who retires under the LIRR Additional Plan, either: (a) after completing at least 20 years of credited service, or (b) after both attaining age 65 while in service and completing at least five years of credited service, or in the case of those who were active employees on January 1, 1988, after completing at least 10 years of credited service, is entitled to an annual retirement benefit, payable monthly for life. Payments commence to an employee referred to in: (a) only after attaining age 50, or (b) only after attaining age 65.

Benefit and contribution provisions, which are based on the point in time at which participants last entered qualifying service and their length of credited service, are established by, and may only be amended by the MTA Long Island Rail Road, subject to the obligations of the MTA Long Island Rail Road under its collective bargaining agreements.

The LIRR Additional Plan has both contributory and non-contributory requirements, with retirement ages varying from 50 to 65 depending upon a participant's length of credited service. Pension benefits payable to age 65, where eligible, are calculated as 2% of the employee's applicable final average earnings for each year of qualifying service up to 25 years plus 1.5% of applicable final average earnings for each year of qualifying service in excess of 25 years. For pension benefits payable at and after age 65, regardless of whether benefits commenced before or after the employee attained age 65, benefits are calculated in the same manner as pension benefits payable prior to age 65 except that the amount so determined is reduced by a percentage of the employee's annuity (not including any supplemental annuity) value at age 65 under the Federal Railroad Retirement Act.

Participants who entered qualifying service before July 1, 1978 are not required to contribute. Participants who entered qualifying service on or after July 1, 1978, are required to contribute 3% of their wages. The MTA Long Island Railroad contributes additional amounts based on actuarially determined amounts that are designed to accumulate sufficient assets to pay benefits when due.

Death Benefits — Survivorship benefits are paid to the participant's spouse when a survivorship option is elected or when an active participant has not divested his or her spouse of benefits. The survivorship benefit is payable at the time of death or when the vested participant would have attained an eligible age. The amount payable is in the form of an annuity. A lump sum death benefit no greater than five thousand dollars is payable upon death on behalf of a non-vested participant or vested participant whose pension rights were waived.

Retirement benefits establishment and changes for representative employees are collectively bargained and must be ratified by the respective union and the MTA Board. For non-represented employees, amendments must be approved by the MTA Board.

2. MaBSTOA Pension Plan —

The MaBSTOA Pension Plan provides retirement as well as death, accident, and disability benefits. The benefits provided by the MaBSTOA Pension Plan are generally similar to the benefits provided to MTA New York City Transit participants in NYCERS. Benefits vest after either 5, 10, or 20 years of credited service, depending on the date of membership.

In 2008, NYCERS had determined that Tier 4 employees are and have been eligible for a post retirement death benefit retroactive to 1986. In June 2012, the MTA Board approved an amendment to the MaBSTOA Pension Plan to provide for incorporation of this benefit.

Chapter 716 of the Laws of 2023 enacted in December 2023 modified the pre-retirement and postretirement ordinary death benefits applicable to Tier 2, 3, 4 and 6 members effective July 1, 2021. This affects the benefits payable after the death of a member who is over age 60. The law lowers the existing age-based reductions, resulting in an increased benefit for eligible beneficiaries.

Chapter 55 of the Laws of 2024, Part KK, extends until December 31, 2026 the exclusion of pensionable earnings above the annual base wages of Tier 6 members for purposes of calculating Basic Member Contributions.

Chapter 56 of the Laws of 2024, Part QQ, reduces the number of years used to calculate the Final Average Salary from five years to three years for certain Tier 6 members.

Tier 1 —

Eligibility and Benefit Calculation: Tier 1 members must be at least age 50 with the completion of 20 years of service to be eligible to collect a service retirement benefit. Generally, the benefit is 1.50% for service before March 1, 1962, plus 2.0% for service from March 1, 1962 to June 30, 1970, plus 2.5% for service after June 30, 1970. The accumulated percentage, up to a maximum of 50%, is multiplied by the member's compensation, which is the greater of earned salary during the year prior to retirement. Once the accumulated reaches 50%, the percentage for each further year of service reverts back to 1.5%. The percentage in excess of 50% is multiplied by the final compensation, which is the highest average earnings over five consecutive years.

Ordinary Disability Benefits — Generally, ordinary disability benefits, are provided to eligible Tier 1 members after ten years of service with the benefit equal to the greater of the service retirement percentages or 25% multiplied by final compensation.

Accidental Disability Benefits — The accidental disability benefit to eligible Tier 1 members is equal to 75% of final compensation reduced by 100% of any worker's compensation payments.

Ordinary Death Benefits — For Tier 1 members the amount of the death benefit is a lump sum equal to six months' pay for members with less than 10 years of service; a lump sum equal to a 12 months of pay for members with more than 10 but less than 20 years of service, and a lump sum equal to two times 12 months of pay for members with more than 20 years of service.

Tier 2 —

Eligibility and Benefit Calculation: Tier 2 members must be at least age 55 with the completion of 25 years of service to be eligible to collect a service retirement benefit. Generally, the benefit equals 50% of final 3-year average compensation, defined as the highest average earnings over three consecutive years, plus 1% of final 5-year average compensation, defined as the highest average earnings over five consecutive years, per year of credited service in excess of 20 years. For early retirement, members must be at least age 50 with the completion of at least 20 years of service. The benefit is determined in the same manner as the service retirement but not greater than 2.0% of final 3-year average compensation per year of service.

Ordinary Disability Benefits — Generally, ordinary disability benefits, are provided to eligible Tier 2 members after ten years of service with the benefit equal to the greater of the service retirement percentages or 25% multiplied by the final 5- year average compensation.

Accidental Disability Benefits — The accidental disability benefit to eligible Tier 2 members is equal to 75% of the final 5-year average compensation reduced by any worker's compensation payments.

Ordinary Death Benefits — Tier 2 members require the completion of 90 days of service to receive a lump sum equal to 3 times salary, raised to the next multiple of \$1,000 dollars.

Tiers 3, 4—

Eligibility and Benefit Calculation: Tier 3 and 4 members in the Regular 62 and 5 Plan must be at least age 62 with the completion of at least 5 years of service to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 20 years of service, is equal to 2.0% of Final Average Compensation ("FAC") for the first 30 years of service plus 1.5% of FAC for years of service in excess of 30. FAC is defined as the highest average earnings over three consecutive years, of which earnings in a year cannot exceed 110% of the average of the two preceding years. If the member completes less than 20 years of credited service, the benefit equals 1- 2/3% of FAC multiplied by years of service. For early retirement, members must be at least age 55 with the completion of at least 5 years of service. The benefit equals the service retirement benefit reduced by 6% for each of the first two years prior to age 62, and by 3% for years prior to age 60.

Tier 3 and 4 members in the basic 55/25 Plan must be at least age 55 with the completion of at least 25 years of service, or be at least age 62 with the completion of at least 5 years of service, to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 25 years of service, is equal to 2.0% of FAC for the first 30

years of service plus 1.5% of FAC for years of service in excess of 30. If the member completes less than 25 years of credited service, the benefit equals 1- 2/3% of FAC multiplied by years of service.

Tier 4 members in the 57/5 Plan must be at least age 57 with the completion of at least 5 years of service to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 20 years of service, is equal to 2.0% of FAC for the first 30 years of service plus 1.5% of FAC for years of service in excess of 30. If the member completes less than 20 years of credited service, the benefit equals 1- 2/3% of FAC multiplied by years of service.

Ordinary and Accidental Disability Benefits — For eligible members of the Regular 62/5 Plan, 57/25 Plan and 57/5 Plan, ordinary and accidental disability benefits, are provided after 10 years of service for ordinary and no service required for accidental disability benefit. The benefit equals the greater of 1-2/3% of FAC per year of service and 1/3 of FAC.

Ordinary Death Benefits — For eligible members of the Regular 62/5 Plan, 55/25 Plan, 57/5 Plan, the pre-retirement ordinary death benefit is equal to a lump sum of annual salary times the lesser of completed years of service and 3. After age 60, the benefit is reduced 5% per year, to a maximum reduction of 50%. Accumulated regular member contributions with interest and one-half of accumulated additional member contributions with interest are also payable. Upon retirement, the post-retirement benefit is reduced by 50% and reduced an additional 25% after completion of one year of retirement. After completion of two years of retirement, the benefit equals 10% of the pre-retirement benefit in force at age 60.

Tier 6 —

Eligibility and Benefit Calculation: Chapter 56 of the Laws of 2022 enacted in April 2022 reduced the Tier 6 vesting requirement from 10 years to 5 years of service. Tier 6 members in the 55/25 Special Plan must be at least age 55 with the completion of at least 25 years, or at least age 63 with the completion of at least 5 years of service, to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 25 years of service, is equal to 2.0% of Final Average Salary (“FAS”) for the first 30 years of service plus 1.5% of FAS for years of service in excess of 30. If the member completes less than 20 years of credited service, the benefit equals 1- 2/3% of FAS multiplied by years of service. FAS is defined as the highest average pensionable compensation over five consecutive years.

Tier 6 members in the Basic 63/10 Plan to be referred as the 63/5 Plan going forward, must be at least age 63 with the completion of at least 5 years to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 20 years of service, is equal to 35% of FAS plus 2.0% of FAS for years of service in excess of 20. If the member completes less than 20 years of credited service, the benefit equals 1- 2/3% of FAS multiplied by years of service. FAS is defined as the highest average pensionable earnings over five consecutive years. For early retirement, members must be at least age 55 with the completion of at least 10 years of service. The benefit equals the service retirement benefit reduced by 6.5% for each year early retirement precedes age 63.

Ordinary and Accidental Disability Benefits — For eligible members of the 55/25 Special Plan and the Basic 63/5 Plan, ordinary and accidental disability benefits, are provided after 10 years of credited service for ordinary disability benefit. There is no service requirement for accidental disability benefit. The benefit equals the greater of 1-2/3% of FAS per year of service and 1/3 of FAS.

Ordinary Death Benefits — For eligible members of the 55/25 Special Plan and the Basic 63/5 Plan, the pre-retirement ordinary death benefit is equal to a lump sum of annual salary times the lesser of completed years of service and 3. After age 60, the benefit is reduced 5% per year, to a maximum reduction of 50%. Accumulated regular member contributions with interest are also payable. Upon retirement, the post-retirement benefit is reduced by 50% and reduced an additional 25% after completion of one year of retirement. After completion of two years of retirement, the benefit equals 10% of the pre-retirement benefit in force at age 60.

3. MNR Cash Balance Plan —

Pension Benefits — Participants of the MNR Cash Balance Plan are vested in their benefit upon the earlier of (a) the completion of 5 years of service with MTA Metro-North Railroad or (b) the attainment of age 62. The accrued benefit is a participant’s Initial Account Balance increased each month by the benefit escalator. The benefit escalator is defined as the Pension Benefit Guaranty Corporation (“PBGC”) immediate annuity rate in effect for December of the year preceding the year for which the determination is being made) divided by 180. The accrued benefit is paid as an escalating annuity. Vested participants are entitled to receive pension benefits commencing at age sixty-five. Participants may elect to receive the value of their accumulated plan benefits as a lump-sum distribution upon retirement or they may elect a monthly life annuity. Participants may elect to receive their pension in the form of a joint and survivor annuity.

Participants of the MNR Cash Balance Plan are eligible for early retirement benefits upon termination of employment, the attainment of age 62, or age 60 and completion of 15 years of service, or age 55 and the completion of 30 years of service. The early retirement benefits paid is the normal retirement pension deferred to age 65 or an immediate pension equal to the life annuity actuarial equivalent of a participant’s escalating annuity at normal retirement date indexed by the Initial Benefit Escalator from early retirement date to normal retirement date and reduced by 5/9 of 1% for each

month retirement precedes age 65 up to 60 months and 5/18 of 1% for each month after 60 months.

For members with cash balances who are currently members of the Metropolitan Transportation Authority Defined Benefit Pension Plan, an additional benefit is provided equal to the amount needed to bring their total benefits (i.e., Railroad Retirement Tier I and II benefits, Conrail Plan benefits, Cash Balance Plan benefits, and MTA Defined Benefit Pension Plan benefits) up to a minimum of 65% of their 3-year final average pay under the MTA Defined Benefit Pension Plan. In no event will the Additional Benefit exceed 2% of 3-year final average pay multiplied by the Conrail Management Service prior to July 1, 1983. This benefit is payable as a life annuity and is reduced for commencement prior to age 65 in the same manner as the regular cash balance benefit. This additional benefit is payable only in the form of a life annuity or 100% or 50% contingent annuity.

Death Benefits — Benefits are paid to vested participants' beneficiaries in the event of a participants' death. The amount of benefits payable is the participant's account balance at the date of his or her death. Pre-retirement death benefits paid for a participant's death after 55 is equal to the amount the spouse would have received had the participant elected retirement under the normal form of payment on the day preceding his death. Pre-retirement death benefits paid for a participant's death before 55 is equal to the amount the spouse would have received had the participant survived to age 55 and retired under the normal form of payment on that date. The benefit is based on service to the participant's date of death and is payable beginning on the date the participant would have attained age 55.

In lieu of the above benefit, the surviving spouse can elect to receive the participant's account balance in a single lump sum payment immediately. If the participant was not married, the participant's beneficiary is entitled to receive the participant's Account Balance as of the participant's date of death in a single lump sum payment.

4. MTA Defined Benefit Pension Plan

Pension Benefits — Retirement benefits are paid from the Plan to covered MTA Metro-North Railroad, MTA Staten Island Railway and post - 1987 MTA Long Island Rail Road employees as service retirement allowances or early retirement allowances. A participant is eligible for a service retirement allowance upon termination if the participant satisfied both age and service requirements. A participant is eligible for an early retirement allowance if the participant has attained age 55 and completed at least 10 years of credited service. Terminated participants with 5 or more years of credited service are eligible for a deferred vested benefit. Deferred vested benefits are payable on an unreduced basis on the first day of the month following the participant's 62nd birthday.

Certain represented employees of the MTA Long Island Rail Road and the MTA Metro-North Railroad continue to make contributions to the Plan for 10 or 15 years, depending on Date of Hire and Collective Bargaining Agreement. Certain represented employees of the MTA Long Island Rail Road and the MTA Metro-North Railroad are eligible for an early retirement allowance if the participant has attained age 60 or 62 and completed at least 5 years of credited service, or has attained age 55 and completed at least 30 years of credited service for unreduced benefit. The early retirement allowance is reduced one-quarter of 1% per month for each full month that retirement predates age 60 for certain represented employees of the MTA Long Island Rail Road and the MTA Metro-North Railroad, and one-half of 1% per month for each full month that retirement predates age 62 until age 60, for certain represented employees of the MTA Long Island Rail Road and MTA Metro-North Railroad.

Effective in 2007, members and certain former members who become (or became) employed by another MTA agency which does not participate in the Plan continue to accrue service credit based on such other employment. Upon retirement, the member's vested retirement benefit from the Plan will be calculated on the final average salary of the subsequent MTA agency, if higher. Moreover, the Plan benefit will be reduced by the benefit, if any, payable by the other plan based on such MTA agency employment. Such member's disability and ordinary death benefit will be determined in the same way.

Retirement benefits are paid from the Plan under the MTA 20-Year Police Retirement Program. A participant is eligible for service retirement at the earlier of completing twenty years of credited Police service or attainment of age 62. Terminated participants with five years of credited police service, who are not eligible for retirement, are eligible for a deferred benefit. Deferred vested benefits are payable on the first of the month following the participant's attainment of age 55 or age 63 for a Participant who first joins the MTA 20-Year Police Retirement Program on or after April 1, 2012.

Retirement benefits paid from the Plan to covered represented MTA Bus employees include service retirement allowances or early retirement allowances. Under the programs covering all represented employees at Baisley Park, Eastchester, La Guardia, Spring Creek, and Yonkers Depots and the represented employees at College Point Depot, JFK, Far Rockaway a participant is eligible for a service retirement allowance upon termination if the participant has attained age sixty-five and completed at least five years of credited service or if the participant has attained age 57 and completed at least 20 years of credited service. A participant hired prior to June 2009 from Baisley Park, College Point, and La Guardia Depots is eligible for an early retirement allowance if the participant has attained age 55 and completed 20 years of credited service. Terminated participants with five or more years of credited service who are not eligible to receive a service retirement allowance or early retirement allowance are eligible for a deferred vested benefit. Deferred

vested benefits are payable on an unreduced basis on or after the participant attains age 65.

At Baisley Park, Far Rockaway, JFK, La Guardia and Spring Creek Depots, a participant who is a non-represented employee is eligible for an early retirement allowance upon termination if the participant has attained age 55 and completed 15 years of service. Terminated participants with five or more years of credited service who are not eligible to receive a service retirement allowance or early retirement allowance are eligible for a deferred vested benefit. Deferred vested benefits are payable on an unreduced basis on or after the participant attains age 62.

The MTA Bus retirement programs covering represented and non-represented employees at Eastchester and Yonkers and covering the represented employees at Baisley Park, College Point, Far Rockaway, JFK, La Guardia and Spring Creek are fixed dollar plans, i.e., the benefits are a product of credited service and a specific dollar amount.

The retirement benefits for certain non-represented employees at Baisley Park, Far Rockaway, JFK, La Guardia and Spring Creek are based on final average salary. Certain participants may elect to receive the retirement benefit as a single life annuity or in the form of an unreduced 75% joint and survivor benefit.

Pre-1988 MTA Long Island Rail Road participants are eligible for a service retirement allowance upon termination if the participants has either: (a) attained age sixty-five and completed at least five years of credited service, or if an employee on January 1, 1988 completed at least 10 years of credited service, or (b) attained age fifty and has completed at least 20 years of credited service. Terminated participants who were not employees on January 1, 1988 with five or more years of credited service are eligible for a deferred vested benefit. Pension benefits payable to age 65, where eligible, are calculated as 2% of the employee's applicable final average earnings for each year of qualifying service up to 25 years plus 1.5% of applicable final average earning of each year of qualifying service in excess of 25 years. For pension benefits payable at and after age 65 regardless of whether benefits commenced before or after the employee attained age 65, benefits are calculated in the same manner as pension benefits payable prior to age 65 except that the amount so determined is reduced by a percentage of the employee's annuity (not including supplemental annuity) value at age 65 under the Federal Railroad Retirement Act. The reduction of pension benefits for amounts payable under the Federal Railroad Retirement Act is 50%.

Death and Disability Benefits — In addition to service retirement benefits, participants of the Plan are eligible to receive disability retirement allowances and death benefits. Participants who become disabled may be eligible to receive disability retirement allowances after 10 years of covered MTA Bus service; 10 years of credited service for covered MTA Metro-North Railroad and MTA Long Island Rail Road management and represented employees, covered MTA Staten Island Railway employees and covered MTA police participants.

The disability retirement allowance for covered MTA Metro-North Railroad and MTA Long Island Rail Road management and represented covered MTA Staten Island Railway employees is calculated based on the participant's credited service and final average salary ("FAS") but not less than $\frac{1}{3}$ of FAS. Under the MTA 20 Year Police Retirement Program, a disabled participant may be eligible for one of three forms of disability retirement: (a) ordinary disability which is payable if a participant has ten years of credited Police service and is calculated based on the participant's credited Police service and FAS but not less than $\frac{1}{3}$ of FAS; (b) performance of duty, which is payable if a participant is disabled in the performance of duty and is $\frac{1}{2}$ of FAS, and (c) accidental disability, which is payable if a participant is disabled as the result of an on-the-job accidental injury and is $\frac{3}{4}$ of FAS subject to an offset of Workers' Compensation benefits. Pursuant to the MTA Bus programs, the disability benefit is the same as the service retirement benefit.

Survivorship benefits for pre-1988 MTA Long Island Rail Road participants are paid to the spouse when a survivorship option is elected or when an active participant has not divested their spouse of benefits. The survivorship benefit is payable at the time of death or when the vested participant would have attained an eligible age. The amount payable is in the form of an annuity. A lump sum death benefit no greater than \$5,000 (whole dollars) is payable upon death on behalf of a non-vested participant or vested participant whose pension rights were waived.

Death benefits are paid to the participant's beneficiary in the event of the death of a covered MTA Metro-North Railroad, post-1987 MTA Long Island Rail Road or MTA Staten Island Railway employee after completion of one year of credited service. The death benefit payable is calculated based on a multiple of a participant's salary based on years of credited service up to three years and is reduced beginning at age 61. There is also a post-retirement death benefit which, in the 1st year of retirement, is equal to 50% of the pre-retirement death benefit amount, whichever is greater, 25% the 2nd year and 10% of the death benefit payable at age 60 for the 3rd and later years. For the Police 20 Year Retirement Program, the death benefit is payable after ninety days of credited MTA Police service, and is equal to three times their salary. For non-Police groups, this death benefit is payable in a lump sum distribution while for Police, the member or the beneficiary can elect to have it paid as an annuity. The MTA Police do not have a post retirement benefit.

In the MSBA Employees' Pension Plan, there are special spousal benefits payable upon the death of a participant who is eligible for an early retirement benefit, or a normal service retirement benefit, or who is a vested participant or vested former participant. To be eligible, the spouse and participant must have been married at least one year at the time of death. Where the participant was eligible for an early service retirement benefit or was a vested participant or former

participant, the benefit is a pension equal to 40% of the benefit payable to the participant as if the participant retired on the date of death. Where the participant was eligible for a normal service retirement benefit, the eligible spouse can elect either the benefit payable as a pension, as described in the prior sentence, or a lump sum payment based on an actuarially determined pension reserve. If there is no eligible spouse for this pension reserve benefit, a benefit is payable to the participant's beneficiary or estate.

Moreover, an accidental death benefit is payable for the death of a participant who is a covered MTA Metro-North Railroad or post-1987 MTA Long Island Rail Road employee, a covered MTA Staten Island Railway employee or a covered MTA Police member and dies as the result of an on-the-job accidental injury. This death benefit is paid as a pension equal to 50% of the participant's salary and is payable to the spouse for life, or, if none, to children until age eighteen (or twenty-three, if a student), or if none, to a dependent parent.

For MTA Bus employees, there is varied death benefit coverage under the Plan. For all represented and non-represented MTA Bus employees at Eastchester and Yonkers Depots and represented MTA Bus employees at Baisley Park, College Point, Far Rockaway, JFK, La Guardia and Spring Creek Depots, if a participant dies prior to being eligible for a retirement benefit, the participant's beneficiary may elect to receive a refund of the participant's contributions plus interest.

Moreover, the spouses of the above employees who are vested are entitled to a presumed retirement survivor annuity which is based on a 50% Joint and Survivor annuity. The date as of which such annuity is determined and on which it commences varies among the different programs depending on whether the participants are eligible for retirement and for payment of retirement benefits.

In addition, the spouse of a non-represented MTA Bus employee at Spring Creek, JFK, La Guardia, Baisley Park and Far Rockaway, if such employee is age 55 and has 15 years of service and is a terminated member with a vested benefit which is not yet payable, may elect the presumed retirement survivor annuity or 1/2 the participant's accrued benefit paid monthly and terminating on the 60th payment or the spouse's death. The spouse of a non-represented MTA Bus employee at Yonkers Depot may also receive a pre-retirement survivor annuity from the supplemental plan. If there is no such spouse, the actuarial equivalent of such annuity is payable.

Dependent children of MTA Bus employees are also entitled to an annuity based on the spouse's pre-retirement survivor annuity (1/2 of the spouse's annuity is payable to each child, but no more than 100% of the spouse's annuity is payable). In addition, the dependent children of retirees who were MTA Bus employees at these Depots are entitled to an annuity based on the presumed retirement survivor's annuity (25% of the spouse's annuity; but no more than 50% of the spouse's annuity is payable).

Retirement benefits establishment and changes for represented employees are collectively bargained and must be ratified by the respective union and the MTA Board. For non-represented employees, retirement benefits establishment and changes are presented to the MTA Board and must be accepted and approved by the MTA Board.

5. NYCERS —

NYCERS provides three main types of retirement benefits: Service Retirements, Ordinary Disability Retirements (non-job-related disabilities) and Accident Disability Retirements (job-related disabilities) to participants generally based on salary, length of service, and member Tiers.

The Service Retirement benefits provided to Tier 1 participants fall into four categories according to the level of benefits provided and the years of service required. Three of the four categories provide annual benefits of 50% to 55% of final salary after 20 or 25 years of service, with additional benefits equal to a specified percentage per year of service (currently 1.2% to 1.7%) of final salary. The fourth category has no minimum service requirement and instead provides an annual benefit for each year of service equal to a specified percentage (currently 0.7% to 1.53%) of final salary.

Tier 2 participants have provisions similar to Tier 1, except that the eligibility for retirement and the salary base for benefits are different and there is a limitation on the maximum benefit.

Tier 3 participants were later mandated into Tier 4, but could retain their Tier 3 rights. The benefits for Tier 3 participants are reduced by one half of the primary Social Security benefit attributable to service, and provides for an automatic annual cost-of-living escalator in pension benefits of not more than 3.0%.

Tier 4 participants upon satisfying applicable eligibility requirements may be mandated or elected, as applicable, into the Basic 62/5 Retirement Plan, the 57/5 Plan, the 55/25 Plan, the Transit 55/25 Plan, the MTA Triborough Bridge and Tunnel Authority 50/20 Plan, and the Automotive Member 25/50 Plan. These plans provide annual benefits of 40% to 50% of final salary after 20 or 25 years of service, with additional benefits equal to a specified percentage per year of service (currently 1.5% to 2%) of final salary.

Chapter 18 of the Laws of 2012 created Tier 6. These changes increase the retirement age to 63, require member contributions for all years of service, institute progressive member contributions, and lengthen the final average salary

period from 3 to 5 years.

Chapter 693 of the Laws of 2023 removes the age 50 requirement from the TBTA 50/20 plan for Tier 4 and Tier 6 members.

Chapter 716 of the Laws of 2023 enacted in December 2023 modified the pre-retirement and postretirement ordinary death benefits applicable to Tier 2, 3, 4 and 6 members effective July 1, 2021. This affects the benefits payable after the death of a member who is over age 60. The law lowers the existing age-based reductions, resulting in an increased benefit for eligible beneficiaries.

Chapter 55 of the Laws of 2024, Part KK, extends until December 31, 2026 the exclusion of pensionable earnings above the annual base wages of Tier 6 members for purposes of calculating Basic Member Contributions.

Chapter 56 of the Laws of 2024, Part QQ, reduces the number of years used to calculate the Final Average Salary from five years to three years for certain Tier 3 and Tier 6 members.

NYCERS also provides automatic Cost-of-Living Adjustments (“COLA”) for certain retirees and beneficiaries, death benefits; and certain retirees also receive supplemental benefits. Subject to certain conditions, members generally become fully vested as to benefits upon the completion of 5 years of service.

6. NYSLERS —

NYSLERS provides retirement benefits as well as death and disability benefits. Members who joined prior to January 1, 2010 need 5 years of service to be fully vested. Members who joined on or after January 1, 2010 need 10 years of service to be fully vested. Subsequent to March 31, 2022, legislation was passed that reduced the number of years of service credit from ten years to five years. Therefore, all Members are vested when they reach five years of service credit.

Tiers 1 and 2 —

Eligibility: Tier 1 members generally must be at least age 55 to be eligible for a retirement benefit. There is no minimum service requirement for Tier 1 members. Generally, Tier 2 members must have 5 years of service and be at least age 55 to be eligible for a retirement benefit. The age at which full benefits may be collected for Tier 1 is 55, and the full benefit age for Tier 2 is 62.

Benefit Calculation: Generally, the benefit is 1.67% of final average salary for each year of service if the member retires with less than 20 years. If the member retires with 20 or more years of service, the benefit is 2 percent of final average salary for each year of service. Tier 2 members with five or more years of service can retire as early as age 55 with reduced benefits. Tier 2 members age 55 or older with 30 or more years of service can retire with no reduction in benefits. As a result of Article 19 of the RSSL, Tier 1 and Tier 2 members who worked continuously from April 1, 1999 through October 1, 2000 received an additional month of service credit for each year of credited service they have at retirement, up to a maximum of 24 additional months. Final average salary is the average of the wages earned in the three highest consecutive years of employment. For Tier 1 members who joined on or after June 17, 1971, each year’s compensation used in the final average salary calculation is limited to no more than 20 percent greater than the previous year. For Tier 2 members, each year of final average salary is limited to no more than 20 percent greater than the average of the previous two years.

Tiers 3, 4, and 5 —

Eligibility: Most Tier 3 and 4 members must have 5 years of service and be at least age 55 to be eligible for a retirement benefit. Tier 5 members, must have 10 years of service and be at least age 55 to be eligible to collect a retirement benefit. The full benefit age for Tiers 3, 4 and 5 is 62.

Benefit Calculation: Generally, the benefit is 1.67% of final average salary for each year of service if the member retires with less than 20 years. If a member retires with between 20 and 30 years of service, the benefit is 2 percent of final average salary for each year of service. If a member retires with more than 30 years of service, an additional benefit of 1.5% of final average salary is applied for each year of service over 30 years. Tier 3 and 4 members with five or more years of service and Tier 5 members with 10 or more years of service can retire as early as age 55 with reduced benefits. Tier 3 and 4 members age 55 or older with 30 or more years of service can retire with no reduction in benefits. Final average salary is the average of the wages earned in the three highest consecutive years of employment. For Tier 3, 4 and 5 members, each year’s compensation used in the final average salary calculation is limited to no more than 10% greater than the average of the previous two years.

Tier 6 —

Eligibility: Generally, Tier 6 members must have 10 years of service and be at least age 55 to be eligible to collect a retirement benefit. The full benefit age for Tier 6 is 63.

Benefit Calculation: Generally, the benefit is 1.67% of final average salary for each year of service if the member retires with less than 20 years. If a member retires with 20 years of service, the benefit is 1.75% of final average salary for each year of service. If a member retires with more than 20 years of service, an additional benefit of 2% of final average salary is applied for each year of service over 20 years. Tier 6 members with 10 or more years of service can retire as early as age 55 with reduced benefits. Final average salary is the average of the wages earned, limited by overtime caps, in the three highest consecutive years of employment. For Tier 6 members, each year's compensation used in the final average salary calculation is limited to no more than 10% greater than the average of the previous four years.

Chapter 55 of the Laws of 2024, Part KK, extends until December 31, 2026 the exclusion of pensionable earnings above the annual base wages of Tier 6 members for purposes of calculating Basic Member Contributions.

Chapter 56 of the Laws of 2024, Part QQ, reduces the number of years used to calculate the Final Average Salary from five years to three years for certain Tier 6 members.

Disability Benefits— Generally, disability retirement benefits are available to members unable to perform their job duties because of permanent physical or mental incapacity. Eligibility, benefit amounts, and other rules such as any offsets of other benefits depend on a member's tier, years of service, and plan. Civilian MTA HQ employees get either Ordinary Disability or Accidental Disability. Ordinary Disability benefits, pay no less than one-third of salary, and are provided to eligible members after ten years of service. The Accidental Disability benefit for eligible Tier 3, 4, 5 and 6 members is the ordinary disability benefit with the years-of-service eligibility requirement dropped.

Ordinary Death Benefits — Death benefits are payable upon the death, before retirement, of a member who meets eligibility requirements as set forth by law. The first \$50,000 (whole dollars) of an ordinary death benefit is paid in the form of group term life insurance. The benefit is generally three times the member's annual salary. For most members, there is also a reduced post-retirement ordinary death benefit available.

Post-Retirement Benefit Increases — A cost-of-living adjustment is provided annually to: (i) all retirees who have attained age 62 and have been retired for five years; (ii) all retirees who have attained age 55 and have been retired for ten years; (iii) all disability retirees, regardless of age, who have been retired for five years; (iv) recipients of an accidental death benefit, regardless of age, who have been receiving such benefit for five years and (v) the spouse of a deceased retiree receiving a lifetime benefit under an option elected by the retiree at retirement. An eligible spouse is entitled to one-half the cost-of-living adjustment amount that would have been paid to the retiree when the retiree would have met the eligibility criteria. This cost-of-living adjustment is a percentage of the annual retirement benefit of the eligible member as computed on a base benefit amount not to exceed \$18,000 (whole dollars) of the annual retirement benefit. The cost-of-living percentage shall be 50 percent of the annual Consumer Price Index as published by the U.S. Bureau of Labor, but cannot be less than 1 percent or exceed 3 percent.

Membership

As of January 1, 2023 and January 1, 2022, the dates of the most recent actuarial valuations, membership data for the following pension plans are as follows:

Membership at:

	January 1, 2023				
	MNR Cash Balance Plan	LIRR Additional Plan	MaBSTOA Pension Plan	MTA Defined Benefit Pension Plan	TOTAL
Active Plan Members	-	14	8,393	19,071	27,478
Retirees and beneficiaries receiving benefits	20	4,962	6,307	12,141	23,430
Vested formerly active members not yet receiving benefits	5	13	1,230	1,867	3,115
Total	25	4,989	15,930	33,079	54,023

Membership at:
January 1, 2022

	MNR Cash Balance Plan	LIRR Additional Plan	MaBSTOA Pension Plan	MTA Defined Benefit Pension Plan	TOTAL
Active Plan Members	-	15	8,363	18,394	26,772
Retirees and beneficiaries receiving benefits	22	5,122	6,192	12,060	23,396
Vested formerly active members not yet receiving benefits	5	15	1,172	1,670	2,862
Total	27	5,152	15,727	32,124	53,030

Contributions and Funding Policy
1. LIRR Additional Plan —

Employer contributions are actuarially determined on an annual basis and are recognized when due. The LIRR Additional Plan is a defined benefit plan administered by the Board of Pension Managers and is a governmental plan and accordingly, is not subject to the funding and other requirements of ERISA.

Upon termination of employment before retirement, vested participants who have been required to contribute must choose to: (1) receive a refund of their own contributions, including accumulated interest at rates established by the MTA Long Island Railroad's Board of Managers of Pensions (1.5% in 2023 and 2022), or (2) leave their contributions in the LIRR Additional Plan until they retire and become entitled to the pension benefits. Non-vested participants who have been required to contribute will receive a refund of their own contributions, including accumulated interest at rates established by the MTA Long Island Railroad's Board of Managers of Pensions (1.5% in 2023 and 2022).

Funding for the LIRR Additional Plan by the MTA Long Island Railroad is provided by MTA. Certain funding by MTA is made to the MTA Long Island Railroad on a discretionary basis. The continuance of the MTA Long Island Railroad's funding for the LIRR Additional Plan has been, and will continue to be, dependent upon the receipt of adequate funds.

2. MaBSTOA Pension Plan —

The contribution requirements of MaBSTOA Pension Plan members are established and may be amended only by the MaBSTOA Board in accordance with Sections 10.01 and 12.08 of the MaBSTOA Pension Plan. MaBSTOA's funding policy for periodic employer contributions is to provide for actuarially determined amounts that are designed to accumulate sufficient assets to pay benefits when due. It is MaBSTOA's policy to fund, at a minimum, the current year's normal pension cost plus amortization of the unfunded actuarial accrued liability.

The MaBSTOA Pension Plan includes the following plans, including the 2000 amendments which are all under the same terms and conditions as NYCERS:

- Tier 1 – 50 and 20 Plan
- Tier 2 – 55 and 25 Plan
- Tier 4 – 62 and 5 Plan (with Tier III Supplement)
- Tier 4 – 55 and 25 Plan (operating employees only)
- Tier 4 – 55 and 25 Plan (administrative employees only)
- Tier 4 – 57 and 5 Plan
- Tier 6 – 55 and 25 Plan (operating employees only)
- Tier 6 – 63 and 5 Plan (administrative employees only)

For employees, the MaBSTOA Pension Plan has both contributory and noncontributory requirements depending on the date of entry into service. Employees entering qualifying service on or before July 26, 1976, are non-contributing (Tiers 1 and 2). Certain employees entering qualifying service on or after July 27, 1976, are required to contribute 3% of their salary (Tiers 3 and 4).

In March 2012, pursuant to Chapter 18 of the Laws of 2012, individuals joining NYCERS or the MaBSTOA Pension Plan on or after April 1, 2012 are subject to the provisions of Tier 6. The new law increased the employee contribution rates which varies depending on salary, ranging from 3% to 6% of gross wages. Contributions are made until retirement or separation from service.

Pursuant to Section 7.03 of the MaBSTOA Pension Plan, active plan members are permitted to borrow up to 75% of their contributions with interest. Their total contributions and interest remain intact and interest continues to accrue on the full balance. The participant's accumulated contribution account is used as collateral against the loan.

3. MNR Cash Balance Plan —

Funding for the MNR Cash Balance Plan is provided by MTA Metro-North Railroad, a public benefit corporation that receives funding for its operations and capital needs from the MTA and the Connecticut Department of Transportation ("CDOT"). Certain funding by MTA is made to the MTA Metro-North Railroad on a discretionary basis. The continuance of funding for the MNR Cash Balance Plan has been, and will continue to be, dependent upon the receipt of adequate funds.

MTA Metro-North Railroad's funding policy with respect to the MNR Cash Balance Plan was to contribute the full amount of the pension benefit obligation ("PBO") of approximately \$2.977 to the trust fund in 1989. As participants retire, the Trustee has made distributions from the MNR Cash Balance Plan. MTA Metro-North Railroad anticipated that no further contributions would be made to the MNR Cash Balance Plan. However, due to changes in actuarial assumptions and market performance, additional contributions were made to the MNR Cash Balance Plan in several subsequent years. Per the January 1, 2022 valuation, there is no unfunded accrued liability and the actuarially determined contribution is \$0. Per the January 1, 2023 valuation, there is no unfunded accrued liability and the actuarially determined contribution is \$0. Actual employer contributions for the years ended December 31, 2024 and 2023 were \$22,354 (whole dollars) and \$12,589 (whole dollars) respectively.

4. MTA Defined Benefit Pension Plan —

Employer contributions are actuarially determined on an annual basis. Amounts recognized as receivables for contributions include only those due pursuant to legal requirements. Employee contributions to the MTA Defined Benefit Pension Plan are recognized in the period in which the contributions are due. There are no contributions required under the Metropolitan Suburban Bus Authority Employee's Pension Plan.

The following summarizes the employee contributions made to the MTA Defined Benefit Pension Plan:

Effective January 1, 1994, covered MTA Metro-North Railroad and MTA Long Island Railroad non-represented employees are required to contribute to the MTA Plan to the extent that their Railroad Retirement Tier II employee contribution is less than the pre-tax cost of the 3% employee contributions. Effective October 1, 2000, employee contributions, if any, were eliminated after ten years of making contributions to the MTA Plan. MTA Metro-North Railroad employees may purchase prior service from January 1, 1983 through December 31, 1993 and MTA Long Island Railroad employees may purchase prior service from January 1, 1988 through December 31, 1993 by paying the contributions that would have been required of that employee for the years in question, calculated as described in the first sentence, had the MTA Plan been in effect for those years.

Police Officers who become participants of the MTA Police Program prior to January 9, 2010 contribute to that program at various rates. Police Officers who become participants on or after January 9, 2010, but before April 1, 2012 contribute 3% up to the completion of 32 years of service, the maximum amount of service credit allowed. Police Officers who become participants on or after April 1, 2012 contribute 3%, with additional new rates starting April 2013, ranging from 3.5%, 4.5%, 5.75%, to 6%, depending on salary level, for their remaining years of service.

Covered MTA Metro-North Railroad represented employees and MTA Long Island Railroad represented employees who first became eligible to be MTA Plan participants prior to January 30, 2008 contribute 3% of salary. MTA Staten Island Railway employees contribute 3% of salary except for represented employees hired on or after June 1, 2010 who contribute 4%. SIRTOA represented and non-represented employees hired before 6/1/2010 contribute 3%. represented and non-represented employees hired on and after 6/1/2010 contribute 4%. SIRTOA employees hired after various contract dates in 2015 are required to contribute 4% for 15 years of service. MTA Long Island Railroad represented employees who became participants after January 30, 2008 contribute 4% of salary. For the MTA Staten Island Railway employees, contributions are not required after the completion of ten years of credited service. MTA Long Island Railroad represented employees are required to make the employee contributions for ten years, or fifteen years if hired after certain dates in 2014 as per collective bargaining agreements. Certain Metro-North represented employees hired after various contract dates in 2014 and 2015 are required to contribute for 15 years of service depending on their collective bargaining agreements. Certain Metro-North employees hired prior to 2014 are required to make the employee contributions until January 1, 2014, January 1, 2017, June 30, 2017, or the completion of required years of credited service as per the relevant collective bargaining agreements.

Covered MTA Bus represented employees and certain non-represented employees are required to contribute a fixed dollar amount, which varies, by depot. Nonrepresented MTA Bus employees contribute a percentage of pensionable earnings ranging from 3%, 3.5%, 4.5%, 5.75% and 6%. Represented employees contribute a fixed dollar ranging from \$83.03 to \$85.52 bi-weekly. Currently, non-represented employees at certain Depots, contribute \$21.50 (whole dollars)

per week. Non-represented employees at Eastchester hired prior to 2007 contribute \$25 (whole dollars) per week. Certain limited number of represented employees promoted prior to the resolution of a bargaining impasse continue to participate in the MTA Defined Benefit Pension Plan that was in effect before their promotion. Certain MTA Bus non-represented employees who are formerly employed by the private bus companies (Jamaica, Green, Triboro and Command) at Baisley Park, Far Rockaway, JFK, LaGuardia and Spring Creek Depots who are in the pension program covering only such employees make no contributions to the program. (Note: the dollar figures in this paragraph are in dollars, not in millions of dollars).

5. NYCERS —

NYCERS funding policy is to contribute statutorily-required contributions (“Statutory Contributions”), determined by the Chief Actuary for the New York City Retirement Systems, in accordance with State statutes and City laws, and are generally funded by employers within the appropriate Fiscal Year. The Statutory Contributions are determined under the One-Year Lag Methodology (“OYLM”). Under OYLM, the actuarial valuation date is used for calculating the Employer Contributions for the second following Fiscal Year. Statutory Contributions are determined annually to be an amount that, together with member contributions and investment income, provides for NYCERS’ assets to be sufficient to pay benefits when due.

Member contributions are established by law. NYCERS has both contributory and noncontributory requirements, with retirement age varying from 55 to 70 depending upon when an employee last entered qualifying service.

In general, Tier 1 and Tier 2 member contribution rates are dependent upon the employee’s age at membership and retirement plan election. In general, Tier 3 and Tier 4 members make basic contributions of 3.0% of salary, regardless of age at membership. Effective October 1, 2000, in accordance with Chapter 126 of the Laws of 2000, these members, except for certain MTA New York City Transit Authority employees enrolled in the Transit 20-Year Plan, are not required to make basic contributions after the 10th anniversary of their membership date or completion of ten years of credited service, whichever is earlier. In addition, members who meet certain eligibility requirements will receive one month’s additional service credit for each completed year of service up to a maximum of two additional years of service credit. Effective December 2000, certain MTA New York City Transit Authority Tier 3 and Tier 4 members make basic member contributions of 2.0% of salary, in accordance with Chapter 10 of the Laws of 2000. Certain Tier 2, Tier 3 and Tier 4 members who are participants in special retirement plans are required to make additional member contributions of 1.85%, in addition to their base membership contribution. Tier 6 members are mandated to contribute between 3.0% and 6.0% of salary, depending on salary level, until they separate from City service or until they retire.

NYCERS established a “special program” for employees hired on or after July 26, 1976. A plan for employees, who have worked 20 years, and reached age 50, is provided to Bridge and Tunnel Officers, Sergeants and Lieutenants and Maintainers. Also, an age 57 retirement plan is available for all other such MTA Bridges and Tunnels employees. Both these plans required increased employee contributions. Chapter 56 of the Laws of 2022 enacted in April 2022 excludes certain forms of overtime and extracurricular compensation from the salary used to determine Tier 6 Basic Member Contribution rates during the specified period from 2022 to 2024.

Certain retirees also receive supplemental benefits from MTA Bridges and Tunnels. Certain participants are permitted to borrow up to 75% of their own contributions including accumulated interest. These loans are accounted for as reductions in such participants’ contribution accounts. Upon termination of employment before retirement, certain members are entitled to refunds of their own contributions, including accumulated interest, less any outstanding loan balances.

MTA New York City Transit and MTA Bridges and Tunnels are required to contribute at an actuarially determined rate. The contribution requirements of plan members, MTA New York City Transit and MTA Bridges and Tunnels are established and amended by law.

6. NYSLERS —

Employer Contributions - Under the authority of the RSSL, the Comptroller annually certifies the actuarially determined rates expressly used in computing the employers’ contributions based on salaries paid during the NYSLERS fiscal year ending June 30.

Member Contributions - NYSLERS is noncontributory except for employers who joined the plan after July 27, 1976. Generally, Tier 3, 4, and 5 members must contribute 3% of their salary to NYSLERS. As a result of Article 19 of the RSSL, eligible Tier 3 and 4 employees, with a membership date on or after July 27, 1976, who have ten or more years of membership or credited service with NYSLERS, are not required to contribute. Members cannot be required to begin making contributions or to make increased contributions beyond what was required when membership began. For Tier 6 members, the contribution rate varies from 3% to 6% depending on salary. Generally, Tier 5 and 6 members are required to contribute for all years of service.

MTAHQ, MTA Construction and Development and MTA Long Island Bus are required to contribute at an actuarially determined rate.

A summary of the aggregate actual contributions made to each pension plan for the years ended December 31, 2024 and 2023 are as follows:

Year ended December 31,	2024	2023
(\$ in millions)	Actual Employer Contributions	Actual Employer Contributions
Additional Plan	\$ 75.0	\$ 140.4
MaBSTOA Plan	188.5	328.5
MNR Cash Balance Plan	0.0 *	0.0*
MTA Defined Benefit Plan	355.3	829.7
NYCERS	785.1	763.9
NYSLERS	22.2	14.1
Total	<u>\$ 1,426.1</u>	<u>\$ 2,076.6</u>

*MNR Cash Balance Plan's actual employer contributions for the periods ended June 30, 2025 and 2024 were \$22,354 (whole dollars) and \$12,589 (whole dollars), respectively.

Net Pension Liability

The MTA's net pension liabilities for each of the pension plans reported at December 31, 2024 and 2023 were measured as of the fiscal year-end dates for each respective pension plan. The total pension liabilities used to calculate those net pension liabilities were determined by actuarial valuations as of each pension plan's valuation date, and rolled forward to the respective year-ends for each pension plan. Information about the fiduciary net position of each qualified pension plan's fiduciary net position has been determined on the same basis as reported by each respective qualified pension plan. For this purpose, benefits and refunds are recognized when due and payable in accordance with the terms of the respective qualified pension plan, and investments are reported at fair value. The following table provides the measurement and valuation dates used by each pension plan to calculate the MTA's aggregate net pension liability.

Year ended December 31,	2024		2023	
Pension Plan	Measurement Date	Plan Valuation Date	Measurement Date	Plan Valuation Date
LIRR Additional Plan	December 31, 2023	January 1, 2023	December 31, 2022	January 1, 2022
MaBSTOA Pension Plan	December 31, 2023	January 1, 2023	December 31, 2022	January 1, 2022
MNR Cash Balance Plan	December 31, 2023	January 1, 2023	December 31, 2022	January 1, 2022
MTA Defined Benefit Pension Plan	December 31, 2023	January 1, 2023	December 31, 2022	January 1, 2022
NYCERS	June 30, 2024	June 30, 2023	June 30, 2023	June 30, 2022
NYSLERS	March 31, 2024	April 1, 2023	March 31, 2023	April 1, 2022

Actuarial Assumptions

The total pension liabilities in each pension plan's actuarial valuation dates were determined using the following actuarial assumptions for each pension plan, applied to all periods included in the measurement date:

Valuation Date:	LIRR Additional Plan		MaBSTOA Pension Plan		MNR Cash Balance Plan	
	January 1, 2023	January 1, 2022	January 1, 2023	January 1, 2022	January 1, 2023	January 1, 2022
Investment Rate of Return	6.50%, net of investment expenses.	6.50%, net of investment expenses.	6.50%, net of investment expenses.	6.50%, net of investment expenses.	4.00%, net of investment expenses.	4.00%, net of investment expenses.
Salary Increases	3.00%	3.00%	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Not applicable	Not applicable
Inflation	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%	2.25%	2.32%	2.40%
Cost-of-Living Adjustments	Not applicable	Not applicable	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	Not applicable	Not applicable

Valuation Date:	MTA Defined Benefit Pension Plan		NYCERS		NYSLERS	
	January 1, 2023	January 1, 2022	June 30, 2023	June 30, 2022	April 1, 2023	April 1, 2022
Investment Rate of Return	6.50%, net of investment expenses	6.50%, net of investment expenses	7.0% per annum, net of Investment Expenses	7.0% per annum, net of Investment Expenses	5.90% per annum, including inflation, net of investment expenses.	5.90% per annum, including inflation, net of investment expenses.
Salary Increases	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	In general, merit and promotion increases plus assumed General Wage Increases of 3.0% per annum.	In general, merit and promotion increases plus assumed General Wage Increases of 3.0% per annum.	4.4% in ERS, 6.2 % in PFRS	4.4% in ERS, 6.2 % in PFRS
Inflation	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%; 3.25% for Railroad Retirement Wage Base.	2.50%	2.50%	2.90%	2.90%
Cost-of-Living Adjustments	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	AutoCOLA – 1.5% per annum Escalation – 2.5% per annum	AutoCOLA – 1.5% per annum Escalation – 2.5% per annum	1.50% per annum.	1.50% per annum.

Mortality

LIRR Additional Plan / MaBSTOA Pension Plan/ MNR Cash Balance Plan and MTA Defined Benefit Pension Plan:

The actuarial assumptions used in the January 1, 2023 and 2022 valuations for the MTA plans are based on an experience study dated October 4, 2019 covering the period from January 1, 2012 - December 31, 2017, with certain assumptions modified subsequently. The mortality assumption used in the January 1, 2023 and 2022 valuations are based on an experience study for all MTA plans covering the period from January 1, 2015 to December 31, 2020. The pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA, as recommended by the Society of Actuaries Retirement Plans Experience Committee. As generational tables, they reflect mortality improvements both before and after the measurement date.

Pre-retirement: Pri-2012 Employee mortality table with blue collar adjustments multiplied by 97% for rail males, 92% for MTA Bus and MaBSTOA males and 100% for females. For Police, the Mortality Rates for NYC Active Members of Transit and TBTA Ordinary and Accidental Death (no projection scale is applied to the Accidental Death table).

Post-retirement Healthy Lives: Assumption utilized 95% of RP-2000 Healthy Annuitant mortality table for males with Blue Collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.

Post-retirement Disabled Lives: Assumption utilized in the January 1, 2023 and 2022 valuation was the RP-2014 Disabled Annuitant mortality table for males and females. This assumption was not applicable for the LIRR Additional Plan and the MNR Cash Balance Plan.

NYCERS:

Pursuant to Section 96 of the New York City Charter, an independent actuarial firm conducts studies of the actuarial assumptions used to value liabilities of the NYCERS pension plan every two years. In accordance, with the Administrative Code of the City of New York ("ACNY"), the Board of Trustees of NYCERS are to periodically review and adopt actuarial assumptions as proposed by the Actuary for use in the determination of Employer Contributions, which are also generally used to determine the total pension liability, as applicable.

Mortality tables for service and disability pensioners were developed from experience studies of the NYCERS Plan. The mortality tables for beneficiaries were developed from an experience review.

The actuarial assumptions used in the June 2023 valuation is based on the most recent actuarial experience study and recommendations prepared by Bolton, Inc. for the four-year and ten-year periods ended June 30, 2017. Based, in part, on this report issued in June 2019, the Actuary proposed and the Board of Trustees of NYCERS adopted changes in actuarial assumptions including a change to Mortality Improvement Scale MP-2020 beginning in Fiscal Year 2019. The actuarial assumptions used in the June 2018 valuation was based on the previous study by Gabriel, Roeder, Smith & Company ("GRS") published in October 2015 for the four-year and ten-year periods ended June 30, 2013. Based, in part, on the GRS Report, the Actuary proposed, and the Boards of Trustees of the NYCERS adopted, new post-retirement mortality tables including the application of Mortality Improvement Scale MP-2015 for use in determining employer contributions beginning in Fiscal Year 2016. Scale MP-2015 replaced Mortality Improvement Scale AA.

NYSLERS:

The actuarial assumptions used in the April 1, 2023 valuation are based on the results of an actuarial experience study completed April 1, 2020. Annuitant mortality rates are based on April 1, 2015 – March 31, 2020 System experience with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2021. The previous actuarial valuation as of April 1, 2022 used the same assumptions for the measure of total pension liability.

Expected Rate of Return on Investments

The long-term expected rate of return on pension plan investments for each pension plan is presented in the following table.

Pension Plan	Plan Measurement Date	Rate
LIRR Additional Plan	December 31, 2023	6.50%
MaBSTOA Pension Plan	December 31, 2023	6.50%
MNR Cash Balance Plan	December 31, 2023	4.00%
MTA Defined Benefit Pension Plan	December 31, 2023	6.50%
NYCERS	June 30, 2024	7.00%
NYSLERS	March 31, 2024	5.90%

For the LIRR Additional Plan, MaBSTOA Pension Plan, MNR Cash Balance Plan, MTA Defined Benefit Pension Plan, NYCERS plan and NYSLERS plan, the long-term expected rate of return on investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

The target asset allocation of each of the funds and the expected real rate of returns (“RROR”) for each of the asset classes are summarized in the following tables for each of the pension plans:

Asset Class	LIRR Additional Plan		MaBSTOA Pension Plan	
	Target Asset Allocation	Long - Term Expected Real Rate of Return	Target Asset Allocation	Long - Term Expected Real Rate of Return
US Core Fixed Income	10.50%	2.21%	10.50%	2.21%
US Long Bonds	2.00%	2.65%	2.00%	2.65%
US Bank / Leveraged Loans	1.50%	3.55%	1.50%	3.55%
US Inflation-Indexed Bonds	2.00%	1.82%	2.00%	1.82%
US High Yield Bonds	3.00%	4.02%	3.00%	4.02%
Emerging Markets Bonds	2.00%	4.81%	2.00%	4.81%
US Large Caps	18.00%	5.38%	18.00%	5.38%
US Small Caps	7.00%	6.94%	7.00%	6.94%
Foreign Developed Equity	12.00%	6.92%	12.00%	6.92%
Emerging Markets Equity	4.50%	9.59%	4.50%	9.59%
Emerging Markets Small Cap Equity	1.50%	9.78%	1.50%	9.78%
US REITs	1.00%	6.63%	1.00%	6.63%
Private Real Estate Property	4.00%	5.14%	4.00%	5.14%
Private Equity	7.00%	10.46%	7.00%	10.46%
Private Credit	7.00%	6.64%	7.00%	6.64%
Commodities	4.00%	3.11%	4.00%	3.11%
Hedge Funds - MultiStrategy	13.00%	4.39%	13.00%	4.39%
	<u>100.00%</u>		<u>100.00%</u>	
Assumed Inflation - Mean		2.31%		2.31%
Assumed Inflation - Standard Deviation		1.44%		1.44%
Portfolio Nominal Mean Return		7.92%		7.92%
Portfolio Standard Deviation		12.47%		12.47%
Long Term Expected Rate of Return selected by MTA		6.50%		6.50%

Asset Class	MTA Defined Benefit Pension Plan		MNR Cash Balance Plan	
	Target Asset Allocation	Long - Term Expected Real Rate of Return	Target Asset Allocation	Long - Term Expected Real Rate of Return
US Core Fixed Income	10.50%	2.21%	100.00%	2.14%
US Long Bonds	2.00%	2.65%	-	-
US Bank / Leveraged Loans	1.50%	3.55%	-	-
US Inflation-Indexed Bonds	2.00%	1.82%	-	-
US High Yield Bonds	3.00%	4.02%	-	-
Emerging Markets Bonds	2.00%	4.81%	-	-
US Large Caps	18.00%	5.38%	-	-
US Small Caps	7.00%	6.94%	-	-
Foreign Developed Equity	12.00%	6.92%	-	-
Emerging Markets Equity	4.50%	9.59%	-	-
Emerging Markets Small Cap Equity	1.50%	9.78%	-	-
US REITs	1.00%	6.63%	-	-
Private Real Estate Property	4.00%	5.14%	-	-
Private Equity	7.00%	10.46%	-	-
Private Credit	7.00%	6.64%	-	-
Commodities	4.00%	3.11%	-	-
Hedge Funds - MultiStrategy	13.00%	4.39%	-	-
	<u>100.00%</u>		<u>100.00%</u>	
Assumed Inflation - Mean		2.31%		2.32%
Assumed Inflation - Standard Deviation		1.44%		1.44%
Portfolio Nominal Mean Return		7.92%		4.45%
Portfolio Standard Deviation		12.47%		4.30%
Long Term Expected Rate of Return selected by MTA		6.50%		4.00%

Asset Class	NYCERS		NYSLERS	
	Target Asset Allocation	Long - Term Expected Real Rate of Return	Target Asset Allocation	Long - Term Expected Real Rate of Return
U.S. Public Market Equities	23.50%	6.80%	32.00%	4.00%
International Public Market Equities	0.00%	0.00%	15.00%	6.65%
Developed Public Market Equities	11.60%	7.20%	0.00%	0.00%
Emerging Public Market Equities	4.90%	8.60%	0.00%	0.00%
Fixed Income	31.00%	3.30%	23.00%	1.50%
Private Equities	10.00%	11.60%	10.00%	7.25%
Alternatives (Real Assets, Hedge Funds)	0.00%	0.00%	3.00%	5.79%
Real Estate	8.00%	7.00%	9.00%	4.60%
Infrastructure	4.50%	6.30%	0.00%	0.00%
Absolute Return Strategies	0.00%	0.00%	0.00%	0.00%
Opportunistic Portfolio	6.50%	8.50%	3.00%	5.25%
Cash	0.00%	0.00%	1.00%	0.25%
Credit	0.00%	0.00%	4.00%	5.40%
	<u>100.00%</u>		<u>100.00%</u>	
Assumed Inflation - Mean		2.50%		2.90%
Long Term Expected Rate of Return		7.00%		5.90%

Discount rate

The discount rate used to measure the total pension liability of each pension plan is presented in the following table:

Year ended December 31, Pension Plan	2024		2023	
	Measurement Date	Rate	Measurement Date	Rate
LIRR Additional Plan	December 31, 2023	6.50%	December 31, 2022	6.50%
MaBSTOA Pension Plan	December 31, 2023	6.50%	December 31, 2022	6.50%
MNR Cash Balance Plan	December 31, 2023	4.00%	December 31, 2022	4.00%
MTA Defined Benefit Pension Plan	December 31, 2023	6.50%	December 31, 2022	6.50%
NYCERS	June 30, 2024	7.00%	June 30, 2023	7.00%
NYSLERS	March 31, 2024	5.90%	March 31, 2023	5.90%

The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the rates applicable for each pension plan and that employer contributions will be made at the rates determined by each pension plan's actuary. Based on those assumptions, each pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current and inactive plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Changes in Net Pension Liability – LIRR Additional Plan, MaBSTOA Pension Plan, MNR Cash Balance Plan and the MTA Defined Benefit Pension Plan

Changes in the MTA's net pension liability for the LIRR Additional Plan, MaBSTOA Pension Plan, MNR Cash Balance Plan and the MTA Defined Benefit Pension Plan for the year ended December 31, 2024, based on the December 31, 2023 measurement date, and for the year ended December 31, 2023, based on the December 31, 2022 measurement date, were as follows:

	LIRR Additional Plan			MaBSTOA Pension Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
Balance as of December 31, 2022	\$ 1,258,877	\$ 652,398	\$ 606,479	\$ 4,526,353	\$ 3,310,111	\$ 1,216,242
Changes for fiscal year 2023:						
Service Cost	81	-	81	99,603	-	99,603
Interest on total pension liability	77,391	-	77,391	292,158	-	292,158
Effect of plan changes	-	-	-	2,586	-	2,586
Effect of economic / demographic (gains) or losses	3,362	-	3,362	30,977	-	30,977
Benefit payments	(138,824)	(138,824)	-	(266,622)	(266,622)	-
Administrative expense	-	(546)	546	-	(567)	567
Member contributions	-	50	(50)	-	25,389	(25,389)
Net investment income	-	58,303	(58,303)	-	413,734	(413,734)
Employer contributions	-	140,400	(140,400)	-	328,430	(328,430)
Balance as of December 31, 2023	<u>\$ 1,200,887</u>	<u>\$ 711,781</u>	<u>\$ 489,106</u>	<u>\$ 4,685,055</u>	<u>\$ 3,810,475</u>	<u>\$ 874,580</u>

	LIRR Additional Plan			MaBSTOA Pension Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
Balance as of December 31, 2021	\$ 1,322,471	\$ 777,323	\$ 545,148	\$ 4,422,017	\$ 3,658,350	\$ 763,667
Changes for fiscal year 2022:						
Service Cost	146	-	146	95,860	-	95,860
Interest on total pension liability	81,371	-	81,371	285,410	-	285,410
Effect of plan changes	-	-	-	1,760	-	1,760
Effect of economic / demographic (gains) or losses	(1,347)	-	(1,347)	(20,721)	-	(20,721)
Benefit payments	(143,764)	(143,764)	-	(257,973)	(257,973)	-
Administrative expense	-	(761)	761	-	(806)	806
Member contributions	-	51	(51)	-	25,548	(25,548)
Net investment income	-	(51,214)	51,214	-	(273,627)	273,627
Employer contributions	-	70,763	(70,763)	-	158,619	(158,619)
Balance as of December 31, 2022	<u>\$ 1,258,877</u>	<u>\$ 652,398</u>	<u>\$ 606,479</u>	<u>\$ 4,526,353</u>	<u>\$ 3,310,111</u>	<u>\$ 1,216,242</u>

	MNR Cash Balance Plan			MTA Defined Benefit Pension Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
Balance as of December 31, 2022	\$ 310	\$ 279	\$ 31	\$ 7,877,401	\$ 5,368,034	\$ 2,509,367
Changes for fiscal year 2023:						
Service Cost	-	-	-	230,704	-	230,704
Interest on total pension liability	12	-	12	515,016	-	515,016
Effect of plan changes	-	-	-	349	-	349
Effect of economic / demographic (gains) or losses	(19)	-	(19)	23,934	-	23,934
Effect of assumption changes or inputs	-	-	-	5,490	-	5,490
Benefit payments	(41)	(41)	-	(375,485)	(375,485)	-
Administrative expense	-	-	-	-	(4,660)	4,660
Member contributions	-	-	-	-	38,304	(38,304)
Net investment income	-	2	(2)	-	695,942	(695,942)
Employer contributions	-	13	(13)	-	831,320	(831,320)
Balance as of December 31, 2023	<u>\$ 262</u>	<u>\$ 253</u>	<u>\$ 9</u>	<u>\$ 8,277,409</u>	<u>\$ 6,553,455</u>	<u>\$ 1,723,954</u>

	MNR Cash Balance Plan			MTA Defined Benefit Pension Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
Balance as of December 31, 2021	\$ 355	\$ 351	\$ 4	\$ 7,427,785	\$ 5,753,129	\$ 1,674,656
Changes for fiscal year 2022:						
Service Cost	-	-	-	220,423	-	220,423
Interest on total pension liability	10	-	10	485,878	-	485,878
Effect of economic / demographic (gains) or losses	(6)	-	(6)	95,172	-	95,172
Effect of assumption changes or inputs	(16)	-	(16)	-	-	-
Benefit payments	(33)	(33)	-	(351,857)	(351,857)	-
Administrative expense	-	-	-	-	(4,334)	4,334
Member contributions	-	-	-	-	34,471	(34,471)
Net investment income	-	(43)	43	-	(464,023)	464,023
Employer contributions	-	4	(4)	-	400,648	(400,648)
Balance as of December 31, 2022	<u>\$ 310</u>	<u>\$ 279</u>	<u>\$ 31</u>	<u>\$ 7,877,401</u>	<u>\$ 5,368,034</u>	<u>\$ 2,509,367</u>

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the MTA's net pension liability calculated for the LIRR Additional Plan, MaBSTOA Pension Plan, MNR Cash Balance Plan and the MTA Defined Benefit Pension Plan using the discount rate as of each measurement date, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the actual discount rate used for each measurement date:

Measurement Date:	December 31, 2023			December 31, 2022		
	1%	Discount	1%	1%	Discount	1%
	Decrease	Rate	Increase	Decrease	Rate	Increase
	(5.5%)	(6.5%)	(7.5%)	(5.5%)	(6.5%)	(7.5%)
	(in thousands)			(in thousands)		
LIRR Additional Plan	\$ 579,748	\$ 489,106	\$ 409,805	\$ 703,189	\$ 606,479	\$ 522,065
MaBSTOA Pension Plan	1,403,484	874,580	426,535	1,729,789	1,216,242	781,313
MTA Defined Benefit Pension Plan	2,758,448	1,723,954	855,028	3,499,092	2,509,367	1,678,112

Measurement Date:	December 31, 2023			December 31, 2022		
	1%	Discount	1%	1%	Discount	1%
	Decrease	Rate	Increase	Decrease	Rate	Increase
	(3.0%)	(4.0%)	(5.0%)	(3.0%)	(4.0%)	(5.0%)
	(in whole dollars)			(in whole dollars)		
MNR Cash Balance Plan	\$ 24,680	\$ 9,226	\$ (4,479)	\$ 49,069	\$ 30,726	\$ 14,453

The MTA's Proportion of Net Pension Liability – NYCERS and NYSLERS

The following table presents the MTA's proportionate share of the net pension liability of NYCERS based on the June 30, 2023 and June 30, 2022 actuarial valuations, rolled forward to June 30, 2024 and June 30, 2023, respectively, and the proportion percentage of the aggregate net pension liability allocated to the MTA:

	NYCERS	
	June 30, 2024	June 30, 2023
	(\$ in thousands)	
MTA's proportion of the net pension liability	21.980%	22.075%
MTA's proportionate share of the net pension liability	\$3,615,094	\$3,938,599

The following table presents the MTA's proportionate share of the net pension liability of NYSLERS based on the April 1, 2023 and April 1, 2022 actuarial valuations, rolled forward to March 31, 2024 and March 31, 2023, respectively, and the proportion percentage of the aggregate net pension liability allocated to the MTA:

	NYSLERS	
	March 31, 2024	March 31, 2023
	(\$ in thousands)	
MTA's proportion of the net pension liability	0.355%	0.299%
MTA's proportionate share of the net pension liability	\$52,271	\$64,289

The MTA's proportion of each respective Plan's net pension liability was based on the MTA's actual required contributions made to NYCERS for the plan's fiscal year-end June 30, 2024 and 2023 and to NYSLERS for the plan's fiscal year-end March 31, 2024 and 2023, relative to the contributions of all employers in each plan.

Sensitivity of the MTA's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents the MTA's proportionate share of the net pension liability for NYCERS and NYSLERS calculated using the discount rate as of each measurement date, as well as what the proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the actual discount rate used as of each measurement date (\$ in thousands):

Measurement Date:	June 30, 2024			June 30, 2023		
	1% Decrease	Discount Rate	1% Increase	1% Decrease	Discount Rate	1% Increase
	(6.0%)	(7.0%)	(8.0%)	(6.0%)	(7.0%)	(8.0%)
NYCERS	\$6,138,640	\$3,615,094	\$1,483,419	\$6,382,217	\$3,938,599	\$1,876,193

Measurement Date:	March 31, 2024			March 31, 2023		
	1% Decrease	Discount Rate	1% Increase	1% Decrease	Discount Rate	1% Increase
	(4.9%)	(5.9%)	(6.9%)	(4.9%)	(5.9%)	(6.9%)
NYSLERS	\$164,345	\$52,271	\$(41,334)	\$155,359	\$64,289	\$(11,810)

Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the six months ended June 30, 2025 and year ended December 31, 2024, the MTA recognized pension expense related to each pension plan as follows (in \$ thousands):

Pension Plan	June 30, 2025	December 31, 2024
LIRR Additional Plan	36,558	\$39,628
MaBSTOA Plan	92,696	185,108
MNR Cash Balance plan	0	(10)
MTA Defined Benefit Plan	207,867	483,522
NYCERS	443,283	745,503
NYSLERS	11,079	23,939
Total	\$791,483	\$1,477,690

For the six-month period ended June 30, 2025 and year ended December 31, 2024, the MTA reported deferred outflow of resources and deferred inflow of resources for each pension plan as follows (in \$ thousands):

For the Year Ended June 30, 2025	LIRR Additional Plan		MaBSTOA Plan		MNR Cash Balance Plan		MTA Defined Benefit Plan	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ -	\$ 28,782	\$ 24,509	\$ -	\$ -	\$ 191,569	\$ 3,680
Changes in assumptions	-	-	82,937	-	-	-	368,103	-
Net difference between projected and actual earnings on pension plan investments	40,273	-	105,830	-	41	-	176,302	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	-	-	-	-	46,843	46,843
Employer contributions to the plan subsequent to the measurement of net pension liability	2,003	-	15,755	-	22	-	735	-
Total	\$ 42,276	\$ -	\$ 233,304	\$ 24,509	\$ 63	\$ -	\$ 783,552	\$ 50,523

For the Year Ended June 30, 2025	NYCERS		NYSLERS		Total	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 509,585	\$ 11,291	\$ 16,836	\$ 1,425	\$ 746,772	\$ 40,905
Changes in assumptions	-	32,134	19,763	-	470,803	32,134
Net difference between projected and actual earnings on pension plan investments	47,145	-	-	25,534	369,591	25,534
Changes in proportion and differences between contributions and proportionate share of contributions	23,832	187,855	6,479	1,237	77,154	235,935
Employer contributions to the plan subsequent to the measurement of net pension liability	440,951	-	22,194	-	481,660	-
Total	\$ 1,021,513	\$ 231,280	\$ 65,272	\$ 28,196	\$ 2,145,980	\$ 334,508

For the Year Ended December 31, 2024	LIRR Additional Plan		MaBSTOA Plan		MNR Cash Balance Plan		MTA Defined Benefit Plan	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ -	\$ -	\$ 28,782	\$ 24,509	\$ -	\$ -	\$ 191,569	\$ 3,680
Changes in assumptions	-	-	82,937	-	-	-	368,103	-
Net difference between projected and actual earnings on pension plan investments	40,273	-	105,830	-	41	-	176,302	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	-	-	-	-	46,843	46,843
Employer contributions to the plan subsequent to the measurement of net pension liability	2,003	-	15,755	-	22	-	735	-
Total	\$ 42,276	\$ -	\$ 233,304	\$ 24,509	\$ 63	\$ -	\$ 783,552	\$ 50,523

For the Year Ended December 31, 2024	NYCERS		NYSLERS		TOTAL	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 509,585	\$ 11,291	\$ 16,836	\$ 1,425	\$ 746,772	\$ 40,905
Changes in assumptions	-	32,134	19,763	-	470,803	32,134
Net difference between projected and actual earnings on pension plan investments	47,145	-	-	25,534	369,591	25,534
Changes in proportion and differences between contributions and proportionate share of contributions	23,832	187,855	6,479	1,237	77,154	235,935
Employer contributions to the plan subsequent to the measurement of net pension liability	459,921	-	22,194	-	500,630	-
Total	\$ 1,040,483	\$ 231,280	\$ 65,272	\$ 28,196	\$ 2,164,950	\$ 334,508

The annual differences between the projected and actual earnings on investments are amortized over a five-year closed period beginning the year in which the difference occurs.

The following table presents the recognition periods used by each pension plan to amortize the annual differences between expected and actual experience, changes in proportion and differences between employer contributions and proportionate share of contributions, and changes in actuarial assumptions, beginning the year in which the deferred amount occurs.

Pension Plan	Recognition Period (in years)		
	Differences between expected and actual experience	Changes in proportion and differences between employer contributions and proportionate share of contributions	Changes in actuarial assumptions
Additional Plan	1.00	N/A	N/A
MaBSTOA Plan	6.20	N/A	6.20
MNR Cash Balance Plan	1.00	N/A	1.00
MTA Defined Benefit Plan	8.10	8.10	8.10
NYCERS	5.55	5.55	5.55
NYSLERS	5.00	5.00	5.00

For the six-month period ended June 30, 2025 and year ended December 31, 2024, \$481.7 and \$500.6 were reported as deferred outflows of resources related to pensions resulting from the MTA's contributions subsequent to the measurement date which will be recognized as a reduction of the net pension liability in the year ending December 31, 2025 and December 31, 2024, respectively. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions at December 31, 2024 will be recognized as pension expense as follows:

	LIRR Additional Plan	MaBSTOA Plan	MNR Cash Balance plan	MTA Defined Benefit Plan	NYCERS	NYSLERS	Total
Year Ending December 31:	(in thousands)						
2025	\$ 17,318	\$ 90,949	\$ 12	\$ 222,322	\$ (89,859)	\$ (8,415)	\$ 232,327
2026	7,794	54,614	15	180,037	459,601	11,535	713,596
2027	17,507	74,419	12	234,904	(27,475)	16,275	315,642
2028	(2,346)	(32,269)	2	31,201	(18,412)	(4,513)	(26,337)
2029	-	4,328	-	37,898	25,426	-	67,652
Thereafter	-	999	-	25,933	-	-	26,932
	<u>\$ 40,273</u>	<u>\$ 193,040</u>	<u>\$ 41</u>	<u>\$ 732,295</u>	<u>\$ 349,281</u>	<u>\$ 14,882</u>	<u>\$ 1,329,812</u>

Deferred Compensation Program

Description - The Deferred Compensation Program consists of two defined contribution plans that provide benefits based solely on the amount contributed to each participant's account(s), plus or minus any income, expenses and gains/losses. The Deferred Compensation Program is comprised of the Deferred Compensation Plan For Employees of the Metropolitan Transportation Authority ("MTA"), its Subsidiaries and Affiliates ("457 Plan") and the Thrift Plan For Employees of the Metropolitan Transportation Authority, its Subsidiaries and Affiliates ("401(k) Plan"). Certain MTA Related Groups employees are eligible to participate in both deferred compensation plans. Both Plans are designed to have participant charges, including investment and other fees, cover the costs of administering the Deferred Compensation Program.

Participation in the 401(k) Plan is now available to non-represented employees and, after collective bargaining, most represented employees. All amounts of compensation deferred under the 401(k) Plan, and all income attributable to such compensation, less expenses and fees, are held in trust for the exclusive benefit of the participants and their beneficiaries. Accordingly, the 401(k) Plan is not reflected in the accompanying consolidated statements of net position.

The Deferred Compensation Program is administered and may be amended by the Deferred Compensation Committee.

As the Deferred Compensation Program's asset base and contribution flow increased, participants' investment options were expanded by the Deferred Compensation Committee with the advice of its Financial Advisor to provide greater diversification and flexibility. In 1988, after receiving an IRS determination letter for the 401(k) Plan, the MTA offered its managers the choice of either participating in the 457 Plan or the 401(k) Plan. By 1993, the MTA offered eight investment funds: a Guaranteed Interest Account Fund, a Money Market Fund, a Common Stock Fund, a Managed Fund, a Stock Index Fund, a Government Income Fund, an International Fund and a Growth Fund.

In 1998, the Deferred Compensation Committee approved the unbundling of the Plans. In 2008, the Plans' investment choices were restructured to set up a four-tier strategy:

- Tier 1 – The MTA Asset Allocation Programs offer two options for those participants who would like to make retirement investing easy – the MTA Target Year Funds and Goal maker. Investments will be automatically diversified among a range of investment options.
- Tier 2 – The MTA Index Funds offer a tier of index funds, which invest in the securities of companies that are included in a selected index, such as the Standard & Poor's 500 (large cap) Index or Barclays Capital U.S. Aggregate (bond) index. The typical objective of an index fund is to achieve approximately the same return as that specific market index. Index funds provide investors with lower-cost investments because they are less expensive to administer than actively managed funds.
- Tier 3 – The MTA Actively Managed Portfolios, which are comprised of actively managed portfolios that are directed by one or a team of professional managers who buy and sell a variety of holdings in an effort to outperform selected indices. The funds provide a diversified array of distinct asset classes, with a single option in each class. They combine the value and growth disciplines to create a "core" portfolio for the mid-cap and international categories.
- Tier 4 – The Self-Directed Mutual Fund Option is designed for the more experienced investors. The fund offers access to an expanded universe of mutual funds from hundreds of well-known mutual fund families. Participants may invest only a portion of their account balances in this Tier.

In 2011, the Deferred Compensation Program began offering Roth contributions. Employees can elect after-tax Roth contributions and before-tax contributions in both the 401(k) Plan and the 457 Plan. The total combination of Roth after-tax contributions and regular before-tax contributions cannot exceed the IRS maximum of \$20,500 dollars or \$27,000 dollars for those over age 50 for the year ended December 31, 2023. The total combination of Roth after-tax contributions and regular before-tax contributions cannot exceed the IRS maximum of \$22,500 dollars or \$30,000 dollars for those over age 50 for the year ended December 31, 2024.

The two Plans offer the same array of investment options to participants. Eligible participants in the Deferred Compensation Program include employees (and in the case of MTA Long Island Bus, former employees) of:

- MTA
- MTA Long Island Rail Road
- MTA Bridges and Tunnels
- MTA Long Island Bus
- MTA Metro-North Railroad
- MTA New York City Transit
- MTA Staten Island Rapid Transit
- MTA Construction and Development
- MTA Bus

Employer Contributions - MTA Bus on behalf of certain MTA Bus employees, MTA Metro-North Railroad on behalf of certain MNR employees who opted-out of participation in the MTA Defined Benefit Pension Plan and MTA on behalf of certain represented MTA Business Service Center employees and on behalf of certain MTA Police Officers, make contributions to the 401(k) Plan. The rate for the employer contribution varies.

MTA Bus – Effective in 2019, there are no employees receiving these employer contributions. Prior to 2019, certain members who were employed by Queens Surface Corporation on February 26, 2005, and who became employees of MTA Bus on February 27, 2005, receive a matching contribution equal to 50% of member's before-tax contributions provided that the maximum matching contribution shall not exceed 3% of the member's base pay. MTA Bus also makes a basic contribution equal to 2% of the member's compensation. These contributions vest as follows:

<u>Years of Service</u>	<u>Vested Percentage</u>
Less than 2	0%
2	20%
3	40%
4	60%
5	80%
6 or more	100%

MTA Metro-North Railroad – MNR employees represented by certain unions and who elected to opt-out of participation in the MTA Defined Benefit Pension Plan receive an annual employer contribution equal to 4% of the member’s compensation. Effective on the first full pay period following the nineteenth anniversary date of an eligible MNR member’s continuous employment, MTA Metro-North Railroad contributes an amount equal to 7% of the member’s compensation. Eligible MNR members vest in these employer contributions as set forth below:

<u>Years of Service</u>	<u>Vested Percentage</u>
Less than 5	0%
5 or more	100%

MTA Headquarters - Police - For each plan year, the MTA shall make contributions to the account of each eligible MTA Police Benevolent Association member in the amounts required by the collective bargaining agreement (“CBA”) and subject to the contribution limits set forth in the CBA. These contributions shall be made monthly and shall be considered MTA Police contributions. Members are immediately 100% vested in these employer contributions.

MTA Headquarters – Commanding Officers - In addition, for each plan year, the MTA shall make contributions to the account of each eligible MTA Police Department Commanding Officers Benevolent Association member in the amounts required by the CBA and subject to the contribution limits set forth in the CBA. These contributions shall be made monthly and shall be considered MTA Police contributions. These members are immediately 100% vested in these employer contributions.

MTA Headquarters – Business Services - Effective January 1, 2011, all newly hired MTA Business Services Center employees represented by the Transportation Communications Union are eligible to receive a matching contribution up to a maximum of 3% of the participant’s compensation. A participant’s right to the balance in his or her matching contributions shall vest upon the first of the following to occur:

- i. Completing 5 years of service,
- ii. Attaining the Normal Retirement Age of 62 while in continuous employment, or
- iii. Death while in continuous employment.

Additional Deposits (Incoming Rollover or Transfers) - Participants in the Deferred Compensation Program are eligible to roll over both their before-tax and Roth assets from other eligible retirement plans into the 401(k) and 457 Plans. Under certain conditions, both Plans accept rollovers from all eligible retirement plans (as defined by the Code), including 401(a), 457, 401(k), 403(b), and rollover IRAs.

Forfeitures – Non vested contributions are forfeited upon termination of employment. Such forfeitures are used to cover a portion of the pension plan’s administrative expenses.

	<u>2024</u>	<u>2023</u>
	(In thousands)	
Employer 401K contributions	<u>\$ 3,894</u>	<u>\$ 3,936</u>

5. OTHER POSTEMPLOYMENT BENEFITS

The MTA participates in a defined benefit other postemployment benefits (“OPEB”) plan for its employees, the Metropolitan Transportation Authority Retiree Welfare Benefits Plan (“OPEB Plan”). A description of the Plan follows:

(1) Plan Description

The MTA Retiree Welfare Benefits Plan (“OPEB Plan”) and the related Trust Fund (“Trust”) was established on January 1, 2009 for the exclusive benefit of MTA retired employees and their eligible spouses and dependents, to fund some of the OPEB provided in accordance with the MTA’s various collective bargaining agreements. Postemployment benefits are part of an exchange of salaries and benefits for employee services rendered. Amounts contributed to the OPEB Plan are held in an irrevocable trust and may not be used for any other purpose than to fund the costs of health and welfare benefits of its eligible participants.

The OPEB Plan and the Trust are exempt from federal income taxation under Section 115(1) of the Internal Revenue Code. The OPEB Plan is classified as a single-employer plan.

The OPEB Plan Board of Managers, composed of the MTA Chairman, MTA Chief Financial Officer and MTA Director of Labor Relations, are the administrators of the OPEB Plan. The MTA Board has the right to amend, suspend or terminate the OPEB Plan. The OPEB Plan is a fiduciary component unit of the MTA and is in the Pension and Other Employee Benefit Trust Funds section of the MTA's basic financial statements.

The separate annual financial statements of the OPEB Plan may be obtained by writing to MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor, New York, NY 10004 or at www.mta.info.

Benefits Provided — The benefits provided by the OPEB Plan include medical, pharmacy, dental, vision, life insurance and a Medicare supplemental plan. The different types of benefits provided vary by agency, employee type (represented employees versus non-represented) and the relevant collective bargaining agreements. Pension benefits are provided upon retirement as defined in the applicable pension plan. Certain agencies provide benefits to certain former employees if separated from service within 5 years of attaining retirement eligibility. Employees of the MTA are members of the following pension plans: the MTA Defined Benefit Pension Plan, the LIRR Additional Plan, the MNR Cash Balance Plan, the MaBSTOA Pension Plan, NYCERS, and NYSLERS. Certain represented employees of MTA Metro-North Railroad participate in the 401(k) Plan. Eligible employees of the MTA may elect to join the New York State Voluntary Defined Contribution Plan ("VDC").

The MTA participates in the New York State Health Insurance Program ("NYSHIP") and provides medical and prescription drug benefits, including Medicare Part B reimbursements, to many of its retirees. NYSHIP offers a Preferred Provider Organization ("PPO") plan and several Health Maintenance Organization ("HMO") plans. Represented MTA New York City Transit employees, other MTA New York City Transit former employees who retired prior to January 1, 1996 or January 1, 2001, MTA Staten Island Railway represented employees as of March 1, 2010, June 1, 2010 or January 1, 2013 depending on the union and MTA Bus retirees do not participate in NYSHIP. These benefits are provided either through a self-insured health plan, a fully insured health plan or an HMO.

The MTA is a participating employer in NYSHIP. The NYSHIP financial report can be obtained by writing to NYS Department of Civil Service, Employee Benefits Division, Alfred E. Smith Office Building, 805 Swan Street, Albany, NY 12239.

OPEB Plan Eligibility — To qualify for benefits under the OPEB Plan, a former employee of the MTA must:

- i. have retired;
- ii. be receiving a pension (except in the case of the 401(k) Plan and the VDC);
- iii. have at least 10 years of credited service as a member of NYCERS, NYSLERS, the MTA Defined Benefit Pension Plan, the LIRR Additional Plan, the MaBSTOA Pension Plan, the MNR Cash Balance Plan, the 401(k) Plan or the VDC; and
- iv. have attained the minimum age requirement (unless within 5 years of commencing retirement for certain members).
A represented retired employee may be eligible only pursuant to the relevant collective bargaining agreement.

Surviving Spouse and Other Dependents —

- Lifetime coverage is provided to the surviving spouse (not remarried) or domestic partner and surviving dependent children to age 26 of retired managers and certain non-represented retired employees.
- Represented retired employees must follow the guidelines of their collective bargaining agreements regarding continued health coverage for a surviving spouse or domestic partner and surviving dependents. The surviving spouse coverage continues until spouse is eligible for Medicare for represented employees of MTA New York City Transit and MTA Staten Island Railway, retiring on or after:
 - o May 21, 2014 for Transport Workers Union ("TWU") Local 100;
 - o September 24, 2014 for Amalgamated Transit Union ("ATU") Local 726;
 - o October 29, 2014 for ATU Local 1056;
 - o March 25, 2015 for Transportation Communication Union ("TCU"); and
 - o December 16, 2015 for United Transportation Union ("UTU") and American Train Dispatchers Association ("ATDA").
- Lifetime coverage is provided to the surviving spouse (not remarried) or domestic partner and surviving dependents of retired uniform members of the MTA Police Department.

- Lifetime coverage is provided to the surviving spouse (not remarried) or domestic partner and surviving dependent children to age 26 of uniformed members of the MTA Police Department whose death was sustained while in performance of duty.

The OPEB Plan Board of Managers has the authority to establish and amend the benefits that will be covered under the OPEB Plan, except to the extent that they have been established by collective bargaining agreement.

Employees Covered by Benefit Terms — As of July 1, 2023 and July 1, 2021, the date of the most recent actuarial valuation, the following classes of employees were covered by the benefit terms:

	Number of Participants	
	July 1, 2023	July 1, 2021
Active plan members	71,454	68,672
Inactive plan members currently receiving benefit payments	51,123	48,888
Inactive plan members entitled to but not yet receiving benefit payments	55	131
Total	122,632	117,691

Contributions — The MTA is not required by law or contractual agreement to provide funding for the OPEB Plan, other than the “pay-as-you-go” (“PAYGO”) amounts. PAYGO is the cost of benefits necessary to provide the current benefits to retirees and eligible beneficiaries and dependents. Employees are not required to contribute to the OPEB Plan. The OPEB Plan Board has the authority for establishing and amending the funding policy. For the years ended December 31, 2024 and 2023, the MTA paid \$944 and \$882 of PAYGO to the OPEB Plan, respectively. The PAYGO amounts include an implicit rate subsidy adjustment of \$67 and \$62 for the years ended December 31, 2024 and 2023, respectively. There were no additional prior year implicit rate subsidy adjustments for the year ended December 31, 2023. The advance contributions to the OPEB Trust in 2023 for a total of \$1,319 have been proportionately allocated to all agencies for use in future years.

The discount rate estimates investment earnings for assets earmarked to cover retiree health benefits. Under GASB 75, the discount rate depends on the nature of underlying assets for funded plans. Since the amount of benefits paid in 2020 exceeded the current fair value of the assets, a depletion date is assumed to occur immediately. Therefore, the discount rate is set equal to the municipal bond index. The MTA elected the Bond Buyer General Obligation 20-Bond Municipal Bond Index. As a result, the discount rates as of December 31, 2023 and December 31, 2022, the measurement dates, are 3.26% and 3.72%, respectively.

Employer contributions include the implicit subsidy, or age-related subsidy inherent in the healthcare premiums structure. The implicit subsidy arises when an employer allows a retiree and their dependents to continue on the active plans and pay the active premiums. Retirees are not paying the true cost of their benefits because they have higher utilization rates than actives and therefore, are partially subsidized by the active employees. As shown in the following table, for the years ended December 31, 2023 and 2022, the employer made a cash payment for retiree healthcare of \$62,445 and \$57,989, respectively, as part of the employer’s payment for active-employee healthcare benefits. For purposes of GASB 75, this payment made on behalf of the active employees should be reclassified as benefit payments for retiree health care to reflect the retirees’ underlying age-adjusted, retiree benefit costs.

Blended and Age-adjusted Premium (in thousands)	2023 Retirees	2022 Retirees
Total blended premiums	\$ 819,815	\$ 788,310
Employment payment for retiree healthcare	62,445	57,989
Net Payments	\$ 882,260	\$ 846,299

(2) Actuarial Assumptions

Actuarial valuation involves estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future, such as future employment, mortality and health care cost trend. Actuarially determined amounts are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.

Projections of benefits for financial reporting purposes are based on the substantive plan, which refers to the plan terms as understood by the employer and the plan members at the time of the valuation, including only changes to plan terms that have been made and communicated to employees. The projections include the types of benefits provided at the time of each valuation and the historical pattern of sharing benefit costs between the employer and plan members at that time. The MTA may not be obligated to provide the same types or levels of benefits to retirees in the future.

The total OPEB liability was determined by an actuarial valuation performed on July 1, 2023 and July 1, 2021. Update procedures were used to roll forward the total OPEB liability to the measurement dates of December 31, 2023, and December 31, 2022, respectively. The actuarial valuations were performed using the following actuarial assumptions, applied to all periods included in the measurement, unless specified:

Valuation date	July 1, 2023	July 1, 2021
Measurement date	December 31, 2023	December 31, 2022
Discount rate	3.26%, net of expenses	3.72%, net of expenses
Inflation	2.31%	2.33%
Actuarial cost method	Entry Age Normal	Entry Age Normal
Amortization method	Level percentage of payroll	Level percentage of payroll
Normal cost increase factor	4.25%	4.25%
Salary increases	Varies by years of service and differs for members of the various pension plans	Varies by years of service and differs for members of the various pension plans
Investment rate of return	4.25%	3.72%

Healthcare Cost Trend — The Society of Actuaries (SOA) developed and regularly updates a long-term medical trend model based on detailed research performed by a committee of economists and actuaries, which included a representative from Milliman. Milliman uses this model as the foundation for the trend that it recommends to our clients for postretirement healthcare valuations, with certain adjustments designed to produce trends that are appropriate for employer plans. These adjustments include incorporating assumed administrative cost trend where applicable and removing the impact of age-related morbidity (since age-related morbidity assumptions are applied separately in the valuation when applicable). Trend rates also reflect the expected impact of short-term inflation.

Healthcare Cost Trend Rates — Trend rates were developed separately for NYSHIP benefits and self-insured plans administered by New York City Transit (“Union Health Plans”). The following lists illustrative rates for the NYSHIP benefits and associated Medicare Part B reimbursements, as well as for dental and vision benefits (all amounts are in percentages).

Fiscal Year	NYSHIP Trend		TBTA No Rx Trend		Medicare Part B Trend	Dental/ Vision Trend
	< 65	> = 65	< 65	> = 65		
2023	6.70%	5.90%	7.00%	4.90%	7.00%	4.00%
2024	7.00%	6.60%	7.20%	6.10%	7.30%	4.00%
2025	6.40%	6.40%	6.40%	6.40%	7.20%	4.00%
2026	5.80%	5.80%	5.80%	5.80%	7.70%	4.00%
2027	5.10%	5.10%	5.10%	5.10%	6.50%	4.00%
2028	4.90%	4.90%	4.90%	4.90%	7.00%	4.00%
2029	4.70%	4.70%	4.70%	4.70%	5.50%	4.00%
2030	4.50%	4.50%	4.50%	4.50%	6.10%	4.00%
2031	4.30%	4.30%	4.30%	4.30%	6.20%	4.00%
2032 - 2039	4.10%	4.10%	4.10%	4.10%	5.60%	4.00%
2040 - 2049	4.10%	4.10%	4.10%	4.10%	4.20%	4.00%
2050	4.10%	4.10%	4.10%	4.10%	3.80%	4.00%
2051 - 2064	4.20%	4.20%	4.20%	4.20%	3.80%	4.00%
2065 - 2066	4.10%	4.10%	4.10%	4.10%	3.80%	4.00%
2067 - 2068	4.00%	4.00%	4.00%	4.00%	3.80%	4.00%
2069 - 2070	3.90%	3.90%	3.90%	3.90%	3.80%	3.90%
2071 - 2073	3.80%	3.80%	3.80%	3.80%	3.80%	3.80%
2074 - 2089	3.70%	3.70%	3.70%	3.70%	3.80%	3.70%
2090+	3.70%	3.70%	3.70%	3.70%	3.60%	3.70%

The trends for the Union Health Plans for post-65 retirees were developed separately for medical and Rx benefits by plan type using a weighted average of actual medical and prescription drug cost experience by plan and the Aetna Medicare Advantage and EGWP premium rates. These trends apply to the benefit plans for applicable represented employees of NYC Transit, SIRTOA and MTA Bus Company. For TWU Local 100 members of NYC Transit and MTA Bus Company, the post-65 trends reflect the Medicare Advantage and EGWP Option 1 and Option 2 plans only.

The following table provides the healthcare trend assumptions for the Union Health Plans. The trends shown above for Medicare Part B reimbursements and dental and vision benefits also apply to members receiving the Union Health Plans, if applicable (all amounts are in percentages).

Fiscal Year	Union Health Plans Medical Trend			Union Health Plans Rx Trend		
	< 65	> = 65	TWU MA Trend	< 65	> = 65	TWU MA Trend
2023	7.20%	4.70%	0.00%	5.80%	6.70%	6.40%
2024	7.40%	6.40%	12.50%	6.70%	7.10%	6.90%
2025	6.60%	6.40%	6.50%	6.60%	6.60%	6.50%
2026	5.90%	5.80%	5.80%	5.90%	5.90%	5.80%
2027	5.20%	5.10%	5.10%	5.20%	5.20%	5.10%
2028	5.00%	4.90%	4.90%	5.00%	5.00%	4.90%
2029	4.80%	4.70%	4.70%	4.80%	4.80%	4.70%
2030	4.60%	4.50%	4.50%	4.60%	4.60%	4.50%
2031	4.40%	4.30%	4.30%	4.40%	4.40%	4.30%
2032	4.20%	4.10%	4.20%	4.20%	4.20%	4.20%
2033 - 2034	4.20%	4.10%	4.10%	4.20%	4.20%	4.20%
2035 - 2046	4.20%	4.10%	4.10%	4.20%	4.20%	4.10%
2047 - 2048	4.20%	4.10%	4.10%	4.20%	4.20%	4.20%
2049 - 2050	4.20%	4.10%	4.20%	4.20%	4.20%	4.20%
2051 - 2064	4.20%	4.20%	4.20%	4.20%	4.20%	4.20%
2065 - 2066	4.10%	4.10%	4.10%	4.10%	4.10%	4.10%
2067	4.00%	4.00%	4.00%	4.10%	4.00%	4.00%
2068	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
2069	4.00%	3.90%	3.90%	4.00%	3.90%	3.90%
2070	3.90%	3.90%	3.90%	3.90%	3.90%	3.90%
2071	3.90%	3.80%	3.80%	3.90%	3.90%	3.80%
2072 - 2073	3.80%	3.80%	3.80%	3.80%	3.80%	3.80%
2074+	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%

For purposes of applying the Entry Age Normal cost method, the healthcare trend prior to the valuation date is based on the ultimate rates, which are 3.7% for NYSHIP costs, 3.7% for self-insured medical and pharmacy costs, and 3.6% for Medicare Part B costs.

Mortality — All mortality rates (except accidental death for active police members) are projected on a generational basis using the Society of Actuaries Mortality Improvement Scale MP-2021. As generational tables, they reflect mortality improvement both before and after the measurement date. The post-retirement mortality assumption is based on an experience analysis covering the period from January 1, 2015 to December 31, 2020 for the MTA-sponsored pension plans. The mortality rates vary by employee type:

- Headquarters Non-Police Members: PubG.H-2010 Mortality Table, headcount weighted for general employees for males and females with separate rates for employees, healthy annuitants and disabled annuitants.
- Headquarters Police Members: Rates from the June 30, 2021 (Lag) Actuarial Valuation for NYCERS dated October 2, 2023 as follows: Service Retirees for Housing Police and Transit Police (Table XII-5), Disabled Retirees for Housing Police and Transit Police (Table XII-6) and Active Members for Transit and TBTA Ordinary Death and Accidental Death (Table XII-4). No adjustments were made to convert from lives-weighted to amounts-weighted. Base year is 2012 for mortality improvement purposes.
- Rail Members (LI Bus, LIRR, Metro-North, and SIRTOA): Pri.H-2012(BC) Mortality Table, headcount weighted with blue collar adjustments for males and females with separate rates for employees, healthy annuitants and disabled annuitants. Employee and healthy annuitant male rates are multiplied by 97%.
- Transit Members (Bridges and Tunnels, MTA Bus, and Transit): Pri.H-2012(BC) Mortality Table, headcount weighted with blue collar adjustments for males and females with separate rates for employees, healthy annuitants and disabled annuitants. Employee and healthy annuitant male rates are multiplied by 92%.

(3) Net OPEB Liability

At December 31, 2024 and 2023, the MTA reported a net OPEB liability of \$20,229 and \$22,435, respectively. The MTA's net OPEB liability was measured as of December 31, 2023 and December 31, 2022, respectively. The total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation date of July 1, 2023 and July 1, 2021 and rolled forward to December 31, 2023 and December 31, 2022, respectively.

OPEB Plan Fiduciary Net Position — The fiduciary net position has been determined on the same basis used by the OPEB plan. The OPEB plan uses the accrual basis of accounting under which contributions from the employer are recognized when paid. Benefits and refunds are recognized when due and payable in accordance with the terms of the Plan. Investments are reported at fair value based on quoted market prices or Net Asset Value. Detailed information about the OPEB plan's fiduciary net position is available in the separately issued financial report or at www.mta.info.

Expected Rate of Return on Investments — The best-estimate range for the long-term expected rate of return was determined by adding expected inflation to expected long-term real returns and reflecting expected volatility and correlation. The capital market assumptions are as of December 31, 2023.

Asset Class	Index	Target Allocation	Long-Term Expected Arithmetic Real Rate of Return
US Cash	BAML 3-Mon Tbill	1.50%	3.07%
US Short (1-3 Yr) Govt/Credit Bonds	Bloomberg US Govt/Credit 1-3 Yr TR USD	98.50%	4.39%
Assumed Inflation - Mean			2.31%
Assumed Inflation - Standard Deviation			1.44%
Portfolio Nominal Mean return			4.37%
Portfolio Standard Deviation			0.49%
Long Term Expected Rate of Return selected by MTA			4.25%

Discount Rate — The discount rate used in this valuation to measure the total OPEB liability was updated to incorporate GASB 75 guidance.

The plan's fiduciary net position was not projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total OPEB liability is equal to the single equivalent rate that results in the same actuarial present value as the long-term expected rate of return applied to benefit payments, to the extent that the plan's fiduciary net position is projected to be sufficient to make projected benefit payments, and the municipal bond rate applied to benefit payments, to the extent that the plan's fiduciary net position is not projected to be sufficient. Therefore, the discount rate is set equal to the Bond Buyer General Obligation 20-Bond Municipal Bond Index as of December 31, 2023 of 3.26% and as of December 31, 2022 of 3.72%.

Changes in Net OPEB Liability — Changes in the MTA's net OPEB liability for the year ended December 31, 2024 based on the December 31, 2023 measurement date, and for the year ended December 31, 2023, based on the December 31, 2022 measurement date, were as follows (\$ in thousands):

	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance as of December 31, 2022	\$ 22,446,401	\$ 11,736	\$ 22,434,665
Changes for the year:			
Service Cost	991,091	-	991,091
Interest on total OPEB liability	855,614	-	855,614
Effect of plan changes	74,166	-	74,166
Effect of economic/demographic gains or losses	(3,036,310)	-	(3,036,310)
Effect of assumptions changes or inputs	1,154,349	-	1,154,349
Benefit payments	(882,260)	(882,260)	-
Employer contributions	-	2,201,541	(2,201,541)
Net investment income	-	43,031	(43,031)
Administrative expenses	-	(143)	143
Net changes	<u>(843,350)</u>	<u>1,362,169</u>	<u>(2,205,519)</u>
Balance as of December 31, 2023	<u>\$ 21,603,051</u>	<u>\$ 1,373,905</u>	<u>\$ 20,229,146</u>
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance as of December 31, 2021	\$ 24,956,514	\$ 84	\$ 24,956,430
Changes for the year:			
Service Cost	1,240,342	-	1,240,342
Interest on total OPEB liability	530,983	-	530,983
Effect of economic/demographic gains or losses	14,299	-	14,299
Effect of assumptions changes or inputs	(3,449,438)	-	(3,449,438)
Benefit payments	(846,299)	(846,299)	-
Employer contributions	-	846,299	(846,299)
Net investment income	-	11,828	(11,828)
Administrative expenses	-	(176)	176
Net changes	<u>(2,510,113)</u>	<u>11,652</u>	<u>(2,521,765)</u>
Balance as of December 31, 2022	<u>\$ 22,446,401</u>	<u>\$ 11,736</u>	<u>\$ 22,434,665</u>

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate — The following presents the net OPEB liability of the MTA, calculated using the discount rate as of each measurement date, as well as what the MTA's net OPEB liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the actual discount rate used for the measurement date:

Measurement Date:	December 31, 2023		
	1% Decrease (2.26%)	Discount Rate (3.26%)	1% Increase (4.26%)
Net OPEB liability	\$23,153,304	\$20,229,146	\$17,810,727
Measurement Date:	December 31, 2022		
	1% Decrease (2.72%)	Discount Rate (3.72%)	1% Increase (4.72%)
Net OPEB liability	\$25,527,146	\$22,434,665	\$19,880,016

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates — The following presents the net OPEB liability of the MTA, calculated using the healthcare cost trend rates as of each measurement date, as well as what the MTA's net OPEB liability would be if it were calculated using trend rates that are 1-percentage point lower or 1-percentage point higher than the actual healthcare trend rate used for the measurement date:

Measurement Date:	December 31, 2023		
	1% Decrease	Healthcare Cost Current Trend Rate*	1% Increase
Net OPEB liability	\$17,310,279	\$20,229,146	\$23,893,435

Measurement Date:	December 31, 2022		
	1% Decrease	Healthcare Cost Current Trend Rate*	1% Increase
Net OPEB liability	\$17,310,279	\$20,229,146	\$23,893,435

*For further details, refer to the Health Care Cost Trend Rates tables in the Actuarial Assumptions section of this Note Disclosure

(4) OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the years ended December 31, 2024 and 2023, the MTA recognized OPEB expense of \$1.32 billion and \$1.46 billion, respectively.

At December 31 2024 and 2023, the MTA reported deferred outflows of resources and deferred inflows of resources related to OPEB as follows (\$ in thousands):

	June 30, 2025		December 31, 2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 282,966	\$ 2,672,926	\$ 282,966	\$ 2,672,926
Changes of assumptions	2,156,494	3,329,443	2,156,494	3,329,443
Net difference between projected and actual earnings on OPEB plan investments	5,658	-	5,658	-
Changes in proportion and differences between contributions and proportionate share of contributions	2,437,101	2,437,101	2,437,101	2,437,101
Employer contributions to the plan subsequent to the measurement of net OPEB liability	944,296	-	944,296	-
Total	<u>\$ 5,826,515</u>	<u>\$ 8,439,470</u>	<u>\$ 5,826,515</u>	<u>\$ 8,439,470</u>

The annual differences between the projected and actual earnings on investments are amortized over a 5-year closed period beginning the year in which the difference occurs. The annual differences between expected and actual experience and changes in assumptions are amortized over a 7.8-year closed period, beginning the year in which the deferred amount occurs.

For the years ended December 31, 2024 and 2023, \$944.3 and \$2,201.5 were reported as employer contributions subsequent to measurement date. The current year contributions included MTA's contributions subsequent to the measurement date and an implicit rate subsidy adjustment that will be recognized as a reduction of the net OPEB liability in the year ending December 31, 2025 and December 31, 2024, respectively. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB at December 31, 2024 will be recognized in OPEB expense as follows:

Year ending December 31:	2025	\$ (630,327)
	2026	(551,081)
	2027	(452,728)
	2028	(512,491)
	2029	(705,130)
	Thereafter	(705,493)
		<u>\$ (3,557,250)</u>

6. CAPITAL ASSETS

Capital assets and improvements include all land, buildings, equipment, and infrastructure of the MTA having a minimum useful life of two years and having a cost of more than \$25 thousand. Capital assets are stated at historical cost, or at estimated historical cost based on appraisals, or on other acceptable methods when historical cost is not available. GASB 87 Leases are classified as right-of-use assets and measured at the present value of the initial measurement of the lease liability, plus any payments made to the lessor at or before the commencement of the lease term and certain direct costs. GASB 96, Subscription-Based Information Technology Arrangements are classified as right-to-use assets measured at the present value of subscription payments expected to be made during the subscription term, including any payments made before the commencement of the subscription term, and capitalizable implementation costs, less any incentives received.

Accumulated depreciation and amortization are reported as reductions of fixed assets and right-of-use assets. Depreciation is computed using the straight-line method based upon estimated useful lives of 25 to 50 years for buildings, 2 to 40 years for equipment, and 25 to 100 years for infrastructure. Right-of-use assets and leasehold improvements are amortized over the term of the lease or the life of the asset whichever is less. Right-to-use SBITA assets are amortized over the subscription term. Capital and right-of-use assets consist of the following at December 31, 2023, December 31, 2024 and June 30, 2025 (in millions):

	Balance December 31, 2023	Balance December 31, 2024	Deletions / Reclassifications	Deletions / Reclassifications	Balance June 30, 2025
Capital assets not being depreciated:					
Land	\$ 331	\$ 331	-	\$ -	\$ 331
Construction work-in-progress	13,835	7,534	6,628	3,085	17,016
Total capital assets not being depreciated	14,166	15,072	6,628	3,085	17,347
Capital assets being depreciated:					
Buildings and structures	35,047	37,018	124	153	37,171
Bridges and tunnels	4,649	4,771	-	18	4,789
Equipment:					
Passenger cars and locomotives	14,815	15,905	25	350	16,392
Buses	3,952	4,148	158	38	4,183
Infrastructure	36,077	37,810	10	189	37,999
Other	31,507	32,710	106	312	33,018
Total capital assets being depreciated	126,047	132,362	423	1,060	133,552
Less accumulated depreciation:					
Buildings and structures	10,540	11,164	103	378	11,542
Bridges and tunnels	895	1,075	1	91	1,166
Equipment:					
Passenger cars and locomotives	8,854	9,221	24	202	9,423
Buses	2,341	2,446	158	129	2,572
Infrastructure	14,539	15,603	5	540	16,143
Other	13,385	14,447	92	588	15,030
Total accumulated depreciation	50,554	53,956	383	1,928	55,876
Total capital assets being depreciated - net	75,493	78,406	40	(868)	77,676
Capital assets - net	89,659	93,478	6,668	2,217	95,023

	Balance December 31, 2023	Additions / Reclassifications	Deletions / Reclassifications	Balance December 31, 2024	Additions / Reclassifications	Deletions / Reclassifications	Balance June 30, 2025
Right of Use Assets being amortized:							
Leased buildings and structures	\$ 843	\$ 13	\$ -	\$ 856	\$ 18	\$ -	\$ 874
Leased equipment and vehicles	48	4	-	52	(1)	-	51
Leased other	10	-	-	10	-	-	10
Subscription-based IT arrangements	325	119	6	438	2	-	440
Total Right-of-Use Assets being amortized	1,226	136	6	1,356	19	-	1,375
Less accumulated amortization:							
Leased buildings and structures	156	55	-	211	28	-	239
Leased equipment and vehicles	39	7	-	46	1	-	47
Leased other	3	3	-	6	1	-	7
Subscription-based IT arrangements	134	91	7	218	39	-	257
Total accumulated amortization	332	156	7	481	69	-	550
Right-of-Use Assets being amortized – net	894	(20)	(1)	875	(50)	-	825
Total Capital Assets, including Right-of-Use Assets, net of depreciation and amortization	\$ 90,553	\$ 10,467	\$ 6,667	\$ 94,353	\$ 2,167	\$ 672	\$ 95,848

Capital assets acquired prior to April 1982 for MTA New York City Transit were funded primarily by New York City with capital grants made available to MTA New York City Transit. New York City has title to a substantial portion of such assets and, accordingly, these assets are not recorded on the books of the MTA. Subsequent acquisitions, which are part of the MTA Capital Program, are recorded at cost by MTA New York City Transit. In certain instances, title to MTA Bridges and Tunnels' real property may revert to New York City in the event the MTA determines such property is unnecessary for its corporate purpose. With respect to MTA Metro-North Rail Road, capital assets completely funded by CDOT are not reflected in MTA's financial statements, as ownership is retained by CDOT.

For certain construction projects, the MTA holds in a trust account marketable securities pledged by third-party contractors in lieu of cash retainages. At June 30, 2025 and December 31, 2024, these securities, which are not included in these interim financial statements, had a fair value of \$114.2 and \$101.2.

As of June 30, 2025, \$117.7 billion is unexpended from the MTA's Capital Program (2005-2024) and \$22.2 billion has been committed.

As of December 31, 2024, \$53.0 billion is unexpended from the MTA's Capital Program (2005-2024) and \$22.4 billion has been committed.

7. LONG-TERM DEBT

(In millions)	Original Issuance	December 31, 2024	Issued	Retired	June 30, 2025
MTA:					
Transportation Revenue Bonds					
1.43%–5.15% due through 2057	\$44,080	\$17,189	\$848	\$909	\$17,128
Dedicated Tax Fund Bonds					
1.86%–5.00% due through 2057	11,527	4,733	-	-	4,733
	55,607	21,922	848	909	21,861
Net unamortized bond premium	-	614	61	132	543
	<u>55,607</u>	<u>22,536</u>	<u>909</u>	<u>1,041</u>	<u>22,404</u>
TBTA:					
General Revenue Bonds					
1.00%–5.5% due through 2057	18,521	8,530	-	20	8,510
Payroll Mobility Tax Senior Lien Obligations					
2.00%–5.5% due through 2057	13,000	10,546	1,200	31	11,715
Subordinate BAN	500	-	500	-	500
Subordinate Revenue Bonds					
1.00%–5.5% due through 2032	4,066	242	-	-	242
Sales Tax Revenue Bonds					
3.73%–5.5% due through 2057	3,604	3,604	-	2	3,602
Real Estate Transfer Tax Revenue Bond	1,600	-	1,600	-	1,600
Second Subordinate BAN					
5.0% due through 2025	379	379	-	-	379
	41,670	23,301	3,300	53	26,548
Net unamortized bond premium	-	2,027	225	99	2,153
	<u>41,670</u>	<u>25,328</u>	<u>3,525</u>	<u>152</u>	<u>28,701</u>
MTA Hudson Rail Yards Trust:					
MTA Hudson Rail Yards Trust Obligations					
1.88%–2.65% due through 2056	1,220	756	-	15	741
Net unamortized bond premium	-	84	-	-	84
	<u>1,220</u>	<u>840</u>	<u>-</u>	<u>15</u>	<u>825</u>
 Total	 <u>\$98,497</u>	 <u>\$48,704</u>	 <u>\$4,434</u>	 <u>\$1,208</u>	 <u>\$51,930</u>
Current portion		\$1,472			\$1,726
Long-term portion		<u>\$47,232</u>			<u>\$50,204</u>

Details of the current portion of Long-Term debt at December 31, 2024 and June 30, 2025 are as follows:

<u>Current Portion - MTA</u>	<u>December 31, 2024</u>	<u>June 30, 2025</u>
Transportation Revenue Bonds	\$505	\$505
Dedicated Tax Fund Bonds	<u>111</u>	<u>111</u>
	616	616
<u>Current Portion - TBTA</u>		
General Revenue Bonds	366	367
PMT Bonds/ BAN	470	710
Sales Tax Revenue Bonds	2	2
Real Estate Transfer Tax Revenue Bonds		13
Subordinate Revenue Bonds	<u>18</u>	<u>18</u>
	856	1,110
Total	<u>\$1,472</u>	<u>\$1,726</u>

(In millions)	Original Issuance	December 31, 2023	Issued	Retired	December 31, 2024
MTA:					
Transportation Revenue Bonds					
1.43%-5.15% due through 2057	\$46,395	\$18,794	\$2,315	\$3,920	\$17,189
Bond Anticipation Notes					
1.33% due through 2024	24,135	0	500	500	-
Dedicated Tax Fund Bonds					
1.86%-5.00% due through 2057	12,780	4,122	1,253	642	4,733
	<u>83,310</u>	<u>22,916</u>	<u>4,068</u>	<u>5,062</u>	<u>21,922</u>
Net unamortized bond premium	-	613	276	275	614
	83,310	23,529	4,344	5,337	22,536
TBTA:					
General Revenue Bonds					
1%-5.5% due through 2057	12,211	8,553	699	722	8,530
Payroll Mobility Tax Senior Lien Obligations					
2%-5.5% due through 2057	6,917	10,623	1,958	2,035	10,546
Subordinate Revenue Bonds					
1%-5.5% due through 2032	1,832	259	-	17	242
Sales Tax Revenue Bonds					
3.73%-5.5% due through 2064	3,604	1,954	1,650	-	3,604
Bond Anticipation Notes					
5.0% due through 2025	379	193	186	-	379
	<u>24,943</u>	<u>21,582</u>	<u>4,493</u>	<u>2,774</u>	<u>23,301</u>
Net unamortized bond premium	-	1,798	441	212	2,027
	24,943	23,380	4,934	2,986	25,328
MTA Hudson Rail Yards Trust:					
MTA Hudson Rail Yards Trust Obligations					
1.88%-2.65% due through 2056	1,220	796	-	40	756
Net unamortized bond premium	-	85	-	1	84
	<u>1,220</u>	<u>881</u>	<u>-</u>	<u>41</u>	<u>840</u>
Total	<u>\$109,473</u>	<u>\$47,790</u>	<u>\$9,278</u>	<u>\$8,364</u>	<u>\$48,704</u>
Current portion		<u>\$2,678</u>			<u>\$1,472</u>
Long-term portion		<u>\$45,112</u>			<u>\$47,232</u>

Details of the current portion of Long-Term debt at December 31, 2023 and December 31, 2024 are as follows:

<u>Current Portion - MTA</u>	<u>December 31, 2023</u>	<u>December 31, 2024</u>
Transportation Revenue Bonds	\$856	\$505
Dedicated Tax Fund Bonds	132	111
	<u>988</u>	<u>616</u>
 <u>Current Portion - TBTA</u>		
General Revenue Bonds	282	366
PMT Bonds/ BAN	1,391	470
Sales Tax Revenue Bonds	-	2
Subordinate Revenue Bonds	17	18
	<u>1,690</u>	<u>856</u>
Total	<u><u>\$2,678</u></u>	<u><u>\$1,472</u></u>

MTA Transportation Revenue Bonds - MTA Transportation Revenue Bonds are secured under MTA's General Resolution Authorizing Transportation Revenue Obligations adopted on March 26, 2002. The Transportation Revenue Bonds are MTA's special obligations payable solely from transit and commuter systems revenues, surplus toll revenues and certain state and local operating subsidies.

On March 11, 2025, MTA redeemed \$7.220 Transportation Revenue Variable Rate Refunding Bonds, Series 2020B.

On March 27, 2025, MTA issued \$847.785 Transportation Revenue Refunding Fund Green Bonds, Series 2025A. Proceeds from the transaction were used to lock in a net present value savings of \$29.426 and refund \$201.355 bonds issued as Build America Bonds (BAB) and \$693.190 non-BAB Transportation Revenue Bonds. The Series 2025A Bonds were issued as fixed rate tax-exempt bonds with a final maturity of November 15, 2055.

On June 4, 2025, MTA redeemed \$7.175 Transportation Revenue Variable Rate Refunding Bonds, Series 2020B.

On June 13, 2025, Moody's Ratings upgraded to A2 from A3 the rating on the \$17,100 of outstanding Transportation Revenue Bonds and revised the outlook to stable from positive.

MTA Transportation Revenue Bond Anticipation Notes — From time to time, MTA issues Transportation Revenue Bond Anticipation Notes (BANs) in accordance with the terms and provisions of the General Resolution described above to fund its transit and commuter capital needs. The interest rate payable on the notes depends on the maturity and market conditions at the time of issuance. The MTA Act requires MTA to refund its bond anticipation notes with bonds no later than five years from the issuance of the notes. As of June 30, 2025, MTA has not issued any Transportation Revenue BANs in 2025.

MTA Revenue Anticipation Notes - MTA Revenue Anticipation Notes are secured by a lien on Operating Subsidies (as defined in the Transportation Resolution) prior to the lien in favor of the owners of Transportation Revenue Bonds, Subordinated Contract Obligations, and Subordinated Indebtedness issued under the Transportation Resolution. The maturity on such Revenue Anticipation Notes (RANs) may not exceed 18 months. While such notes can be rolled over, the final maturity cannot exceed five years from the date of their original issuance. From time to time, MTA enters into Revolving Credit Agreements pursuant to the Transportation RAN Resolution. Draws under such agreements are evidenced by RANs.

On August 2, 2022, MTA entered into revolving credit agreements for \$800 and \$400 with JP Morgan Chase Bank, National Association and Bank of America, National Association, respectively. The \$800 million credit agreement with JP Morgan Chase Bank is active through April 28, 2026. The \$400 million credit agreement with Bank of America was amended on November 8, 2024, to \$200 million and is active through July 30, 2027.

On November 8, 2024, MTA amended its Revolving Credit Agreement with Bank of America, National Association to extend its expiration date to July 30, 2027, and adjusting the amount available under the line of credit from \$400 to \$200.

On February 4, 2025, MTA entered into a new taxable Revolving Credit Agreement for \$300 with Wells Fargo Bank, National Association. Unless renewed, the agreement is set to expire under its own terms on February 4, 2028.

MTA Dedicated Tax Fund Bonds - MTA Dedicated Tax Fund Bonds are secured under MTA's Dedicated Tax Fund Obligation Resolution adopted on March 26, 2002. The Dedicated Tax Fund Bonds are MTA's special obligations payable solely from monies held in the Pledged Amounts Account of the MTA Dedicated Tax Fund. State law requires that the MTTF revenues and MMTOA revenues (described above in Note 2 under "Nonoperating Revenues") be deposited, subject to appropriation by the State Legislature, into the MTA Dedicated Tax Fund. As of June 30, 2025, MTA has not issued any Dedicated Tax Fund Bonds in 2025.

On June 9, 2025, MTA extended its irrevocable direct-pay LOC issued by TD Bank, N.A. associated with Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-1 for three years to June 2, 2028.

2 Broadway CoP Swap Payments - MTA (solely on behalf of MTA Long Island Rail Road and MTA Metro-North Railroad), MTA New York City Transit and MTA Bridges and Tunnels executed and delivered three Series of Certificates of Participation in the aggregate principal amount of \$807 to finance certain building and leasehold improvements to an office building at Two Broadway in Manhattan occupied principally by MTA New York City Transit, MTA Bridges and Tunnels, MTA Construction and Development, and MTAHQ. At the same time, MTA entered into a swap agreement.

The Certificates of Participation have been paid off in 2016 and are no longer outstanding. As of June 30, 2025, there were \$0.132 of expenses related to the interest rate swap associated with the issuance, in 2025. The swap will mature in 2029.

MTA Bridges and Tunnels General Revenue Bonds - MTA Bridges and Tunnels General Revenue Bonds are secured under TBTA's General Resolution Authorizing General Revenue Obligations adopted on March 26, 2002. The General Revenue Bonds are MTA Bridges and Tunnels' general obligations payable generally from the net revenues collected on the bridges and tunnels operated by MTA Bridges and Tunnels. As of June 30, 2025, there have been no MTA Bridges and Tunnels General Revenue Bonds issued in 2025.

On January 8, 2025, MTA extended its irrevocable direct-pay LOC issued by U.S. Bank National Association associated with TBTA General Revenue Variable Rate Bonds, Subseries 2003B-1 for three years to January 7, 2028.

On January 8, 2025, MTA extended its irrevocable direct-pay LOC issued by U.S. Bank National Association associated with TBTA General Revenue Variable Rate Refunding Bonds, Subseries 2005B-4c to January 7, 2028.

MTA Bridges and Tunnels Subordinate Revenue Bonds - MTA Bridges and Tunnels Subordinate Revenue Bonds are secured under its 2001 Subordinate Revenue Resolution Authorizing Subordinate Revenue Obligations adopted on March 26, 2002. The Subordinate Revenue Bonds are MTA Bridges and Tunnels' special obligations payable generally from the net revenues collected on the bridges and tunnels operated by MTA Bridges and Tunnels after the payment of debt service on the MTA Bridges and Tunnels General Revenue Bonds described in the preceding paragraph. As of June 30, 2025, there have been no MTA Bridges and Tunnels Subordinate Revenue Bonds issued in 2025.

MTA Bridges and Tunnels Subordinate Revenue Bond Anticipation Notes - MTA Bridges and Tunnels Subordinate Revenue Bond Anticipation Notes are issued in accordance with the terms and provisions of the 2001 Subordinate Revenue Resolution Authorizing Subordinate Revenue Obligations of MTA Bridges and Tunnels adopted on March 26, 2002, as supplemented, including as supplemented by the Multiple Credit and Series 2025 Supplemental Resolution Authorizing Obligations, Obligation Anticipation Notes and Refunding Obligations adopted by MTA Bridges and Tunnels on December 18, 2024. The purpose of the issuance of BANs or bonds under the aforementioned supplemental resolutions, in one or more series from time to time, as necessary is to finance: TBTA capital projects, or to retire such obligations when due, plus accrued interest, applicable issuance costs and any original issue discount; MTA transit or commuter capital programs (less amounts issued for such purposes under the MTA multiple credit supplemental resolution referenced above), or to retire such obligations when due, plus accrued interest, applicable issuance costs and any original issue discount; or refinance the costs of the CBDTP pursuant to a previously approved resolution of TBTA.

On February 6, 2025, MTA issued \$500 Triborough Bridge and Tunnel Authority Subordinate Revenue BANs, Series 2025A. Proceeds from the transaction will be used to finance existing approved 2020-2024 Capital Program transit and commuter projects and fund capitalized interest payments through May 15, 2026. The Series 2025A Notes were issued as fixed rate tax-exempt notes with a final maturity of February 1, 2028.

MTA Bridges and Tunnels Second Subordinate Bond Anticipation Notes - MTA Bridges and Tunnels Second Subordinate Bond Anticipation Notes are issued in accordance with the terms and provisions of the CBDTP Second Subordinate Revenue Resolution authorizing CBDTP Second Subordinate Revenue Obligations. The purpose of the issuance of BANs or bonds under the CBDTP Second Subordinate Revenue Resolution, in one or more series from time to time, is to provide funds in an amount not to exceed \$506 million to finance costs of the CBD Tolling Program infrastructure, tolling systems, and allowable implementation expenses or to retire any such BANs when due. As of June 30, 2025, there have been no MTA Bridges and Tunnels Second Subordinate Bonds Anticipation Notes issued in 2025.

MTA and TBTA Payroll Mobility Tax Senior Lien Bonds - MTA and TBTA Payroll Mobility Tax Senior Lien Bonds are secured under both the MTA Payroll Mobility Tax Obligation Resolution (MTA PMT Resolution), adopted by the Board on November 18, 2020, and the TBTA Payroll Mobility Tax Obligation Resolution (TBTA PMT Resolution) adopted by the Board on March 17, 2021. Each of the MTA PMT Senior Lien Obligations and any TBTA PMT Senior Lien Obligations are secured by a first lien on, and parity pledge of, the PMT Receipts, consisting of two distinct revenue streams: Mobility Tax Receipts and MTA Aid Trust Account Receipts (also referred to as “ATA Receipts”). MTA and MTA Bridges and Tunnels have entered into the Financing Agreement, dated as of April 9, 2021, to provide the mechanism by which MTA and MTA Bridges and Tunnels share PMT Receipts on a parity basis (i) first with respect to the PMT Senior Lien and then (ii) with respect to PMT Second Lien. Under State law, the MTA PMT Senior Lien Indebtedness and the MTA Bridges and Tunnels PMT Senior Lien Indebtedness are special obligations of MTA and MTA Bridges and Tunnels, respectively, which means that they are payable solely from a gross lien on the money pledged for payment under the MTA PMT Resolution and the TBTA PMT Resolution. Such bonds are not general obligations of MTA or MTA Bridges and Tunnels. As of June 30, 2025, there have been no MTA or TBTA Payroll Mobility Tax Senior Lien Bonds issued in 2025.

MTA and TBTA Payroll Mobility Tax Bond Anticipation Notes - MTA and TBTA Payroll Mobility Tax Bond Anticipation Notes are issued pursuant to the MTA and TBTA PMT Resolutions, respectively.

On March 19, 2025, MTA issued \$400 TBTA Payroll Mobility Tax Bond Anticipation Notes, Series 2025A. Proceeds from the transaction were used to finance existing approved 2020-2024 Capital Program transit and commuter projects and fund capitalized interest payments through March 1, 2028. The Series 2025A Notes were issued as fixed-rate tax-exempt notes with a final maturity of March 1, 2028.

On April 9, 2025, MTA issued \$800 TBTA Payroll Mobility Tax Bond Anticipation Notes, Subseries 2025B-1 & 2025B-2. Proceeds from the transaction will be used to finance existing approved transit and commuter projects and fund capitalized interest payments through November 15, 2027. The Subseries 2025B-1 Notes were issued as fixed-rate tax-exempt notes with a final maturity of March 15, 2027. The Subseries 2025B-2 Notes were issued as a fixed-rate tax-exempt notes with a final maturity of March 15, 2029.

MTA Bridges and Tunnels Sales Tax Revenue Bonds (TBTA Capital Lockbox – City Sales Tax) - MTA Bridges and Tunnels Sales Tax Revenue Bonds are secured under TBTA’s 2021 TBTA Special Obligation Resolution Authorizing Sales Tax Revenue Obligation (TBTA Capital Lockbox-City Sales Tax) adopted on September 15, 2021. The Sales Tax Revenue Bonds are MTA Bridges and Tunnels’ special, not general, obligations, payable solely from monies in the Obligations Trust Estate pledged by the TBTA Sales Tax Resolution derived primarily from the Sales Tax Receipts paid from the Central Business District Tolling Capital Lockbox Fund and deposited into the Revenue Fund. As of June 30, 2025, there have been no MTA Bridges and Tunnels Sales Tax Revenue Bonds issued in 2025.

Real Estate Transfer Tax Revenue Bonds (TBTA Capital Lockbox Fund) - Real Estate Transfer Tax Revenue Bonds are issued under the Triborough Bridge and Tunnel Authority Special Obligation Resolution Authorizing Real Estate Transfer Tax Revenue Obligations (TBTA Capital Lockbox Fund) (TBTA RETT Resolution) adopted on December 18, 2024. The Real Estate Transfer Tax Revenue Bonds are MTA Bridges and Tunnels’ special, not general, obligations, payable solely from monies pledged therefor under the Obligations Trust Estate under the TBTA RETT Resolution derived primarily from Transfer Tax Receipts deposited into the Central Business District Tolling Capital Lockbox Fund and thereafter deposited into the Revenue Fund, and certain of the funds and accounts established under the TBTA RETT Resolution, including the Senior Lien Debt Service Reserve Fund.

On January 23, 2025, MTA launched its second Capital Lockbox credit with the inaugural issuance of \$1,600 of its Real Estate Transfer Tax Revenue Bonds, Series 2025A (TBTA Capital Lockbox Fund). Proceeds from the transaction are expected to be used to finance approved 2020-2024 Capital Program transit and commuter projects, to fund the debt service reserve fund and to pay for cost of issuance. The Series 2025A Bonds were issued as fixed rate tax-exempt bonds with a final maturity of December 1, 2059.

MTA Hudson Rail Yards Trust Obligations — The Hudson Rail Yard Trust Obligations and Hudson Rail Yard Refunding Trust Obligations (together, the “HRY Trust Obligations”) were issued pursuant to the MTA Hudson Rail Yards Trust Agreement, dated as of September 1, 2016 (the “Original HRY Trust Agreement”), as supplemented by the MTA Hudson Rail Yards First Supplemental Trust Agreement, dated as of March 1, 2020 (the “Supplemental HRY Trust Agreement”) and, together with the Original HRY Trust Agreement, the “HRY Trust Agreement”), each by and between MTA and Wells Fargo Bank, National Association, as trustee. The HRY Trust Obligations are payable solely from and secured by certain payments made by MTA under the Financing Agreement referred to in the HRY Trust Agreement.

On February 15, 2025, MTA effectuated the early mandatory redemption of a portion of the MTA Hudson Rail Yard Trust Obligations, Series 2020A maturing November 15, 2046 in the Principal Component of \$7.220.

There have been no HRY Trust Obligations issued since the 2020 refunding issuance.

Refer to Note 8 for further information on Leases.

Debt Limitation — The New York State Legislature has imposed limitations on the aggregate amount of debt that the MTA and MTA Bridges and Tunnels can issue to fund the approved transit and commuter capital programs. The current aggregate ceiling, subject to certain exclusions, is \$90,100 compared with issuances totaling approximately \$50,037 as of June 30, 2025. The MTA expects that the current statutory ceiling will allow it to fulfill the bonding requirements of the approved Capital Programs.

Bond Refundings — From time to time, the MTA and MTA Bridges and Tunnels issue refunding bonds to achieve debt service savings or other benefits. The proceeds of refunding bonds are generally used to purchase U.S. Treasury obligations that are placed in irrevocable trusts. The principal and interest within the trusts will be used to repay the refunded debt. The trust account assets and the refunded debt are excluded from the consolidated statements of net position.

For the six months ended June 30, 2025, MTA refunding transactions decreased aggregate debt service payments by \$32 and provided an economic gain of \$29. For the six months ended June 30, 2024, MTA refunding transactions decreased aggregate debt service payments by \$200 and provided an economic gain of \$99. Details of bond refunding savings for the period ended June 30, 2025 and for the year ended December 31, 2024 are as follows (in millions):

Refunding Bonds Issued in 2025	Series	Date issued	Par value Refunded	Debt Service Savings (Increase)	Net Present Value of Savings
MTA Transportation Revenue Refunding Green Bonds	2025A	3/27/2025	\$ 895	\$ 32	\$ 29
Total Bond Refunding Savings			<u>\$ 895</u>	<u>\$ 32</u>	<u>\$ 29</u>

Refunding Bonds Issued in 2024	Series	Date issued	Par value Refunded	Debt Service Savings (Increase)	Net Present Value of Savings
Metropolitan Transportation Authority Transportation Revenue Refunding Bonds	2024A	3/27/2024	\$ 1,094	\$ 200	\$ 99
Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Refunding Bonds	2024C	7/10/2024	835	(17)	2
Triborough Bridge and Tunnel Authority General Revenue Refunding Bonds	2024A-2	8/21/2024	439	22	19
Metropolitan Transportation Authority Dedicated Tax Fund Refunding Green Bonds	2024B-2	10/9/2024	191	47	24
Metropolitan Transportation Authority Transportation Revenue Refunding Bonds	2024B	10/29/2024	524	75	59
Total Bond Refunding Savings			<u>\$ 3,083</u>	<u>\$ 327</u>	<u>\$ 203</u>

Unamortized losses related to bond refundings were as follows:

	December 31, 2023	(Gain)/ loss on refunding	2024 amortization	December 31, 2024	(Gain)/ loss on refunding	Current year amortization	June 30, 2025
MTA:							
Transportation Revenue Bonds	\$ 196	\$ (125)	\$ 34	\$ 105	\$ (54)	\$ (5)	\$ 46
Dedicated Tax Fund Bonds	126	31	(36)	121	-	(6)	115
	<u>322</u>	<u>(94)</u>	<u>(2)</u>	<u>226</u>	<u>(54)</u>	<u>(11)</u>	<u>161</u>
TBTA:							
General Revenue Bonds	78	-	(13)	65	(4)	(3)	58
Subordinate Revenue Bonds	(2)	-	1	(1)	-	-	(1)
	<u>76</u>	<u>-</u>	<u>(12)</u>	<u>64</u>	<u>(4)</u>	<u>(3)</u>	<u>57</u>
Total	<u>\$ 398</u>	<u>\$ (94)</u>	<u>\$ (14)</u>	<u>\$ 290</u>	<u>\$ (58)</u>	<u>\$ (14)</u>	<u>\$ 218</u>

Debt Service Payments — Future principal and interest debt service payments at June 30, 2025 are as follows:

	MTA		MTA BRIDGES AND TUNNELS		Debt Service	
	Principal	Interest	Principal	Interest	Principal	Interest
2025	\$ 616	\$ 1,010	\$ 1,110	\$ 830	\$ 1,726	\$ 1,840
2026	746	1,001	475	1,158	1,221	2,159
2027	711	952	1,651	1,116	2,362	2,068
2028	764	869	1,792	1,045	2,556	1,914
2029	802	832	1,181	998	1,983	1,830
2030-2034	4,900	3,575	4,161	4,573	9,061	8,148
2035-2039	4,051	2,823	3,224	3,825	7,275	6,648
2040-2044	3,248	1,981	3,221	2,936	6,469	4,917
2045-2049	3,841	1,050	3,547	2,104	7,388	3,154
2050-2054	2,268	320	3,496	1,204	5,764	1,524
2055-2059	656	21	1,585	505	2,241	526
2060-2064	-	-	1,110	141	1,110	141
	<u>\$ 22,603</u>	<u>\$ 14,434</u>	<u>\$ 26,553</u>	<u>\$ 20,435</u>	<u>\$ 49,156</u>	<u>\$ 34,869</u>

The above interest amounts include both fixed-rate and variable-rate calculations. The interest rate assumptions for variable rate bonds are as follows:

- *Transportation Revenue Refunding Bonds, Series 2002D* — 4.45% per annum taking into account the interest rate swap plus the current fixed floating rate note spread.
- *Transportation Revenue Refunding Bonds, Series 2002G* — 3.542% per annum taking into account the interest rate swap plus the current fixed floating rate note spread; and 4.00% per annum plus the current fixed floating rate note spread on the unhedged portion.
- *Transportation Revenue Bonds, Series 2005D* — 3.561% per annum taking into account the interest rate swaps.
- *Transportation Revenue Bonds, Series 2005E* — 3.561% per annum taking into account the interest rate swaps and 4.00% per annum on the unhedged portion.
- *Transportation Revenue Bonds, Series 2012G* — 3.563% per annum taking into account the interest rate swaps plus the current fixed floating rate note spread.
- *Transportation Revenue Bonds, Series 2015E* — 4.00% per annum.
- *Dedicated Tax Fund Variable Rate Refunding Bonds, Series 2008A* — 3.316% per annum taking into account the interest rate swaps plus the current fixed floating rate note spread; and 4.00% per annum plus the current fixed floating rate note spread on the unhedged portion.
- *Dedicated Tax Fund Refunding Bonds, Subseries 2008B-3c* — 4.00% per annum plus the current fixed floating rate note spread.
- *MTA Bridges and Tunnels General Revenue Refunding Bonds, Series 2001C* — 4.00% per annum.
- *MTA Bridges and Tunnels General Revenue Bonds, Series 2003B* — 4.00% per annum; and 4.00% per annum plus the current fixed floating rate note spread on Subseries 2003B-2.
- *MTA Bridges and Tunnels General Revenue Bonds, Series 2005A* — 4.00% per annum except from November 1, 2027 through November 1, 2030, 3.076% per annum taking into account the interest rate swap.
- *MTA Bridges and Tunnels General Revenue Refunding Bonds, Series 2005B* — 3.076% per annum based on the Initial Interest Rate Swaps plus the current fixed floating rate note spread.
- *MTA Bridges and Tunnels General Revenue Bonds, Series 2018E* — 4.00% per annum.

Loans Payable – The MTA and the New York Power Authority (“NYPA”) entered into an updated Energy Services Program Agreement (“ESP Agreement”). The ESP Agreement authorized MTA affiliates and subsidiaries to enter into a Customer Installation Commitment (“CIC”) with NYPA for turn-key, energy efficiency projects, which would usually be long-term funded and constructed by NYPA. The repayment period for the NYPA loan can be up to 20 years but can be repaid at any time without penalty.

The Loans Payable debt service requirements at June 30, 2025 are as follows (in millions):

Year	Principal	Interest	Total
2025	\$ 9	\$ 3	\$ 12
2026	8	2	10
2027	8	2	10
2028	8	1	9
2029	6	1	7
2030-2034	15	2	17
2035-2039	2	0	2
Total	<u>\$ 56</u>	<u>\$ 11</u>	<u>\$ 67</u>
Current portion	\$ 9		
Long-term portion	<u>47</u>		
Total NYPA Loans Payable	<u>\$ 56</u>		

The above interest amounts include both fixed and variable rate calculations. Interest on the variable-rate loan is paid at the Securities Industry and Financial Markets Association Municipal Swap Index (“SIFMA”) rate and is reset annually.

Tax Rebate Liability — Under the Internal Revenue Code of 1986, the MTA may accrue a liability for an amount of rebateable arbitrage resulting from investing low-yielding, tax-exempt bond proceeds in higher-yielding, taxable securities. The arbitrage liability is payable to the federal government every five years. No accruals or payments were made during the periods ended June 30, 2025 and December 31, 2024.

Liquidity Facility — MTA and MTA Bridges and Tunnels have entered into several Standby Bond Purchase Agreements (“SBPA”) and Letter of Credit Agreements (“LOC”) as listed on the table below. In the event an LOC is scheduled to expire without being further extended or substituted with another Credit Facility, the bonds are subject to mandatory purchase by the LOC. The obligation to repay the LOC is secured by Bank Bonds. Currently, the terms of the LOC reimbursement agreements require repayment of Bank Bonds in 10 equal semi-annual installments beginning 180 days after the incurrence of Bank Bonds.

Resolution	Series	Provider (Insurer)	Type of Facility	Exp. Date
Transportation Revenue	2002D-2a-1	Truist Bank, N.A.	LOC	3/28/2029
Transportation Revenue	2005D-2b	Truist Bank, N.A.	LOC	3/28/2029
Transportation Revenue	2002G-1g	TD Bank, N.A.	LOC	11/1/2026
Transportation Revenue	2005D-1	Truist Bank, N.A.	LOC	3/28/2029
Transportation Revenue	2005D-2	Bank of America, N.A.	LOC	11/12/2027
Transportation Revenue	2005E-1	Barclays Bank	LOC	8/18/2025 *
Transportation Revenue	2005E-2	Bank of America, N.A.	LOC	12/8/2026
Transportation Revenue	2012G-1	Barclays Bank	LOC	7/17/2026
Transportation Revenue	2012G-2	TD Bank, N.A.	LOC	7/16/2029
Transportation Revenue	2012G-3	Royal Bank of Canada	LOC	12/10/2027
Transportation Revenue	2012G-4	Bank of America, N.A.	LOC	11/12/2027
Transportation Revenue	2015E-1	Barclays Bank	LOC	8/18/2025 *
Transportation Revenue	2015E- ³	Bank of America, N.A.	LOC	11/5/2027
Transportation Revenue	2020B	Royal Bank of Canada	LOC	3/19/2027
Dedicated Tax Fund	2008A- ¹	TD Bank, N.A.	LOC	6/2/2028
Dedicated Tax Fund	2008A-2a	TD Bank, N.A.	LOC	11/1/2026
Dedicated Tax Fund	2008A-2b	PNC Bank	LOC	10/24/2025 **
Dedicated Tax Fund	2008B-3c	PNC Bank	LOC	10/24/2025 ***

* Renewed July 29, 2025. Refer to Note 19 for additional information.

** Renewed September 23, 2025. Refer to Note 19 for additional information.

*** Terminated on September 24, 2025 due to bond refunding. Refer to Note 19 for additional information.

Resolution (continued)	Series	Provider (Insurer)	Type of Facility	Exp. Date
MTA Bridges and Tunnels General Revenue	2001C	Barclays Bank	LOC	6/22/2028
MTA Bridges and Tunnels General Revenue	2003B- ¹	U.S. Bank National Association	LOC	1/17/2028
MTA Bridges and Tunnels General Revenue	2005A	Barclays Bank	LOC	7/19/2028
MTA Bridges and Tunnels General Revenue	2005B-2a	State Street	LOC	1/21/2026
MTA Bridges and Tunnels General Revenue	2005B-2b	State Street	LOC	1/21/2026
MTA Bridges and Tunnels General Revenue	2005B- ³	Bank of America, N.A	LOC	6/22/2027
MTA Bridges and Tunnels General Revenue	2005B-4a	TD Bank, N.A.	LOC	12/13/2028
MTA Bridges and Tunnels General Revenue	2005B-4c	U.S. Bank National Association	LOC	1/7/2028
MTA Bridges and Tunnels General Revenue	2018E	UBS AG	LOC	12/5/2025

Derivative Instruments — Fair value for the swaps is calculated in accordance with GASB Statement No. 72, utilizing the income approach and Level 2 inputs. It incorporates the mid-market valuation, nonperformance risk of either MTA/MTA Bridges and Tunnels or the counterparty, as well as bid/offer. The fair values were estimated using the zero-coupon method. This method calculates the future net settlement payments required by the swap, assuming that the current forward rates implied by the yield curve correctly anticipate future spot interest rates. These payments are then discounted using the spot rates implied by the current yield curve for hypothetical zero-coupon bonds due on the date of each future net settlement on the swap.

The fair value balances and notional amounts of derivative instruments outstanding at June 30, 2025 and December 31, 2024, classified by type, and the changes in fair value of such derivative instruments from the year ended December 31, 2024 are as follows (in \$ millions):

Derivative Instruments - Summary Information as of June 30, 2025

Bond Resolution Credit	Underlying Bond Series	Type of Derivative	Hedge Type	Effective Methodology / Synthetic Instrument	Trade/Hedge Association Date	Notional Amount	Fair Value
MTA Bridges and Tunnels Senior Revenue Bonds	2018E & 2003B (Citi 2005B)	SOFR Fixed Payer	Cash Flow	Dollar Offset	6/2/2005	\$ 173,700	\$ (5,676)
MTA Bridges and Tunnels Senior Revenue Bonds	2005B-2,3,4	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	6/2/2005	521,100	(17,029)
MTA Bridges and Tunnels Senior Revenue Bonds	2005A (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	10,915	(0,252)
MTA Bridges and Tunnels Senior Revenue Bonds	2001C (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	12/5/2016	5,000	(0,133)
MTA Dedicated Tax Fund Bonds	2008A	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	3/8/2005	207,025	(6,360)
MTA Transportation Revenue Bonds	2002D-2	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	7/11/2002	200,000	(22,830)
MTA Transportation Revenue Bonds	2005D & 2005E	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	9/10/2004	263,460	(14,863)
MTA Transportation Revenue Bonds	2012G	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	12/12/2007	354,100	(23,287)
MTA Transportation Revenue Bonds	2002G-1 (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	9,755	(0,025)
MTA Bridges and Tunnels Mobility Tax Senior Lien Bonds	2022E	SOFR Fixed Payer	Cash Flow	Regression	4/1/2016	85,305	(2,166)
Total						\$ 1,830,360	\$ (92,621)

Derivative Instruments - Summary Information as of December 31, 2024

Bond Resolution Credit - Cashflow Hedges	Underlying Bond Series	Type of Derivative	Cash Flow or Fair Value Hedge	Effective Methodology / Synthetic Instrument/Dollar	Trade/Hedge Association Date	Notional Amount	Fair Value
MTA Bridges and Tunnels Senior Revenue Bonds	2018E & 2003B (Citi 2005B)	SOFR Fixed Payer	Cash Flow	Offset	6/2/2005	\$ 174,700	\$ (2,876)
MTA Bridges and Tunnels Senior Revenue Bonds	2005B-2,3,4	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	6/2/2005	524,100	(8,628)
MTA Bridges and Tunnels Senior Revenue Bonds	2005A (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	13,260	(0,202)
MTA Bridges and Tunnels Senior Revenue Bonds	2001C (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	12/5/2016	6,000	(0,103)
MTA Dedicated Tax Fund Bonds	2008A	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	3/8/2005	207,025	(4,335)
MTA Transportation Revenue Bonds	2002D-2	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	7/11/2002	200,000	(19,676)
MTA Transportation Revenue Bonds	2005D & 2005E	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	9/10/2004	263,460	(11,371)
MTA Transportation Revenue Bonds	2012G	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	12/12/2007	354,100	(17,212)
MTA Transportation Revenue Bonds	2002G-1 (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	28,645	(0,069)
MTA Bridges and Tunnels Payroll Mobility Tax Senior Lien Bonds	2022E	SOFR Fixed Payer	Cash Flow	Regression	4/1/2016	86,845	(1,691)
Total						\$ 1,858,135	\$ (66,163)

	Changes In Fair Value Amount Classification (in millions)	Fair Value at June 30, 2025 Amount Classification (in millions)	Notional (in millions)
Government activities			
Cash Flow hedges:			
Pay-fixed interest rate swaps	Deferred outflow of resources \$(26.458)	Debt \$(92.621)	\$1,830.360

Swap Agreements Relating to Synthetic Fixed Rate Debt

Board-adopted Guidelines. The Related Entities adopted guidelines governing the use of swap contracts on March 26, 2002. The guidelines were amended and approved by the MTA Board on March 13, 2013. The guidelines establish limits on the amount of interest rate derivatives that may be outstanding and specific requirements that must be satisfied for a Related Entity to enter into a swap contract, such as suggested swap terms and objectives, retention of a swap advisor, credit ratings of the counterparties, collateralization requirements and reporting requirements.

Objectives of synthetic fixed rate debt. To achieve cash flow savings through a synthetic fixed rate, MTA and MTA Bridges and Tunnels have entered into separate pay-fixed, receive-variable interest rate swaps at a cost anticipated to be less than what MTA and MTA Bridges and Tunnels would have paid to issue fixed-rate debt, and in some cases where Federal tax law prohibits an advance refunding to synthetically refund debt on a forward basis.

Terms and Fair Values. The terms, fair values and counterparties of the outstanding swaps of MTA and MTA Bridges and Tunnels are reflected in the following tables (as of June 30, 2025).

Metropolitan Transportation Authority						
Related Bonds	Notional Amount as of June 30, 2025	Effective Date	Maturity Date	Terms	Counterparty and Ratings(S&P / Moody's / Fitch)	Fair Value as of June 30, 2025
TRB 2002D-2	\$ 200.000	01/01/07	11/01/32	Pay 4.45%; receive 69% SOFR + 0.079%	JPMorgan Chase Bank, NA (AA- / Aa2 / AA)	\$ (22.831)
TRB 2005D & 2005E	197.595	11/02/05	11/01/35	Pay 3.561%; receive 67% SOFR + 0.0767%	UBS AG (A+ / Aa2 / AA-)	(11.147)
TRB 2005E	65.865	11/02/05	11/01/35	Pay 3.561%; receive 67% SOFR + 0.0767%	AIG Financial Products ⁽¹⁾ (A- / Baa1 / BBB+)	(3.716)
TRB 2012G	354.100	11/15/12	11/01/32	Pay 3.563%; receive 67% SOFR + 0.0767%	JPMorgan Chase Bank, NA (AA- / Aa2 / AA)	(23.287)
DTF 2008A	207.025	03/24/05	11/01/31	Pay 3.3156%; receive 67% SOFR + 0.0767%	Bank of New York Mellon (AA- / Aa2 / AA)	(6.360)
Total	\$ 1,024.585					\$ (67.341)

¹ Guarantor: American International Group, Inc., parent of AIG Financial Products.

MTA Bridges and Tunnels						
Related Bonds	Notional Amount as of June 30, 2025	Effective Date	Maturity Date	Terms	Counterparty and Ratings (S&P / Moody's / Fitch)	Fair Value as of June 30, 2025
TBTA 2018E & 2003B ⁽⁴⁾	173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.0767%	Citibank, N.A. (A+ / Aa3/ A+)	(5.676)
TBTA 2005B-2	173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.0767%	JPMorgan Chase Bank, NA (AA- / Aa2 / AA)	(5.676)
TBTA 2005B-3	173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.0767%	BNP Paribas North America ⁽¹⁾ (A+ / Aa3 / AA-)	(5.676)
TBTA 2005B-4	173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.0767%	UBS AG (A+ / Aa2/ AA-)	(5.676)
TRB 2002G-1, PMT 2022E, TBTA 2005A & 2001C ^{(2),(5)}	55.487 ⁽³⁾	04/01/16	01/01/30	Pay 3.52%; receive 67% SOFR + 0.0767%	U.S. Bank N.A. (A+ / A2/ A+)	(1.288)
TRB 2002G-1, PMT 2022E, TBTA 2005A & 2001C ^{(2),(5)}	55.487 ⁽³⁾	04/01/16	01/01/30	Pay 3.52%; receive 67% SOFR + 0.0767%	Wells Fargo Bank, N.A. (A+ / Aa2 / AA-)	(1.288)
Total	805.774					(25.280)

1 Guarantor: BNP Paribas.

2 Between November 22, 2016 and December 5, 2016, the Variable Rate Certificates of Participation, Series 2004A were redeemed. Corresponding notional amounts from the Series 2004A COPs were reassigned to MTA Bridges and Tunnels General Revenue Variable Rate Bonds, Series 2001C.

3 Pursuant to an Interagency Agreement (following novations from UBS in April 2016), MTA New York City Transit is responsible for 68.7%, MTA is responsible for 21.0%, and TBTA is responsible for 10.3% of the transaction.

4 On October 27, 2021 the 2002F bonds were changed to fixed-rate mode and a portion of the Citi swap was reassigned to the 2018E bonds.

5 On November 1, 2022 the TRB Series 2011B bonds were refunded with the PMT Series 2022E-2a bonds, and the portion of the U.S. Bank and Wells Fargo swaps associated with the 2011B bonds were allocated to the PMT 2022E bonds.

SOFR: Secured Overnight Financing Rate

TRB: Transportation Revenue Bonds

DTF: Dedicated Tax Fund Bonds

Risks Associated with the Swap Agreements

From MTA's and MTA Bridges and Tunnels' perspective, the following risks are generally associated with swap agreements:

Credit Risk. The risk that a counterparty becomes insolvent or is otherwise not able to perform its financial obligations. To mitigate the exposure to credit risk, the swap agreements include collateral provisions in the event of downgrades to the swap counterparties' credit ratings. Generally, MTA and MTA Bridges and Tunnels' swap agreements contain netting provisions under which transactions executed with a single counterparty are netted to determine collateral amounts. Collateral may be posted with a third-party custodian in the form of cash, U.S. Treasury securities, or certain Federal agency securities. MTA and MTA Bridges and Tunnels require its counterparties to fully collateralize if ratings fall below certain levels (in general, at the Baa1/BBB+ or Baa2/BBB levels), with partial posting requirements at higher rating levels (details on collateral posting discussed further under "Collateralization/Contingencies"). As of June 30, 2025, all of the valuations were in liability positions to MTA and MTA Bridges and Tunnels; accordingly, no collateral was posted by any of the counterparties.

The following table shows, as of June 30, 2025, the diversification, by percentage of notional amount, among the various counterparties that have entered into ISDA Master Agreements with MTA and/or MTA Bridges and Tunnels. The notional amount totals below include all swaps.

Counterparty	S&P	Moody's	Fitch	Notional Amount (in thousands)	% of Total Notional Amount
JPMorgan Chase Bank, NA	AA-	Aa2	AA	\$727,800	39.76%
UBS AG	A+	Aa2	A+	371,295	20.29%
The Bank of New York Mellon	AA-	Aa2	AA	207,025	11.31%
Citibank, N.A.	A+	Aa3	A+	173,700	9.49%
BNP Paribas US Wholesale Holdings, Corp.	A+	Aa3	AA-	173,700	9.49%
U.S. Bank National Association	A+	A2	A+	55,488	3.03%
Wells Fargo Bank, N.A.	A+	Aa2	AA-	55,488	3.03%
AIG Financial Products Corp.	A-	Baa2	BBB+	65,865	3.60%
Total				\$1,830,360	100.00%

Interest Rate Risk. MTA and MTA Bridges and Tunnels are exposed to interest rate risk on the interest rate swaps. On the pay-fixed, receive variable interest rate swaps, as LIBOR or SIFMA (as applicable) decreases, MTA and MTA Bridges and Tunnels' net payments on the swaps increase.

Basis Risk. The risk that the variable rate of interest paid by the counterparty under the swap and the variable interest rate paid by MTA or MTA Bridges and Tunnels on the associated bonds may not be the same. If the counterparty's rate under the swap is lower than the bond interest rate, then the counterparty's payment under the swap agreement does not fully reimburse MTA or MTA Bridges and Tunnels for its interest payment on the associated bonds. Conversely, if the bond interest rate is lower than the counterparty's rate on the swap, there is a net benefit to MTA or MTA Bridges and Tunnels.

Termination Risk. The risk that a swap agreement will be terminated and MTA or MTA Bridges and Tunnels will be required to make a swap termination payment to the counterparty and, in the case of a swap agreement which was entered into for the purpose of creating a synthetic fixed rate for an advance refunding transaction may also be required to take action to protect the tax-exempt status of the related refunding bonds.

The ISDA Master Agreement sets forth certain termination events applicable to all swaps entered into by the parties to that ISDA Master Agreement. MTA and MTA Bridges and Tunnels have entered into separate ISDA Master Agreements with each counterparty that govern the terms of each swap with that counterparty, subject to individual terms negotiated in a confirmation. MTA and MTA Bridges and Tunnels are subject to termination risk if its credit ratings fall below certain specified thresholds or if MTA/MTA Bridges and Tunnels commits a specified event of default or other specified event of termination. If, at the time of termination, a swap were in a liability position to MTA or MTA Bridges and Tunnels, a termination payment would be owed by MTA or MTA Bridges and Tunnels to the counterparty, subject to applicable netting arrangements.

The following tables set forth the Additional Termination Events for MTA/MTA Bridges and Tunnels and its counterparties:

MTA Transportation Revenue		
Counterparty Name	MTA	Counterparty
AIG Financial Products Corp.; JPMorgan Chase Bank, NA; UBS AG	Below Baa3 (Moody's) or BBB- (S&P)*	Below Baa3 (Moody's) or BBB- (S&P)*

*Note: Equivalent Fitch rating is replacement for Moody's or S&P.

MTA Dedicated Tax Fund		
Counterparty Name	MTA	Counterparty
Bank of New York Mellon	Below BBB (S&P) or BBB (Fitch)*	Below A3 (Moody's) or A- (S&P)**

*Note: Equivalent Moody's rating is replacement for S&P or Fitch.

**Note: Equivalent Fitch rating is replacement for Moody's or S&P.

MTA Bridges and Tunnels Senior Lien		
Counterparty Name	MTA Bridges and Tunnels	Counterparty
BNP Paribas US Wholesale Holdings, Corp.; Citibank, N.A.; JPMorgan Chase Bank, NA; UBS AG	Below Baa2 (Moody's) or BBB (S&P)*	Below Baa1 (Moody's) or BBB+ (S&P)*

*Note: Equivalent Fitch rating is replacement for Moody's or S&P.

MTA Bridges and Tunnels Subordinate Lien		
Counterparty Name	MTA Bridges and Tunnels	Counterparty
U.S. Bank National Association; Wells Fargo Bank, N.A.	BelowBaa2 (Moody's) or BBB (S&P)*	Below Baa2 (Moody's) or BBB (S&P)**

*Note: Equivalent Fitch rating is replacement for Moody's or S&P. If not below Investment Grade, MTA Bridges and Tunnels may cure such Termination Event by posting collateral at a Zero threshold.

**Note: Equivalent Fitch rating is replacement for Moody's or S&P.

MTA and MTA Bridges and Tunnels' ISDA Master Agreements provide that the payments under one transaction will be netted against other transactions entered into under the same ISDA Master Agreement. Under the terms of these agreements, should one party become insolvent or otherwise default on its obligations, close-out netting provisions permit the non-defaulting party to accelerate and terminate all outstanding transactions and net the amounts so that a single sum will be owed by, or owed to, the non-defaulting party.

Rollover Risk. The risk that the swap agreement matures or may be terminated prior to the final maturity of the associated bonds on a variable rate bond issuance, and MTA or MTA Bridges and Tunnels may be exposed to the market rates and cease to receive the benefit of the synthetic fixed rate for the duration of the bond issue. The following debt is exposed to rollover risk:

Associated Bond Issue	Bond Maturity Date	Swap Termination Date
MTA Bridges and Tunnels General Revenue Variable Rate Bonds, Series 2001C (swaps with U.S. Bank/Wells Fargo)	January 1, 2032	January 1, 2030
MTA Bridges and Tunnels General Revenue Variable Rate Refunding Bonds, Series 2018E (swap with Citibank, N.A.)	November 15, 2032	January 1, 2032
MTA Bridges and Tunnels General Revenue Variable Rate Bonds, Series 2003B (swap with Citibank, N.A.)	January 1, 2033	January 1, 2032
MTA Bridges and Tunnels General Revenue Variable Rate Bonds, Series 2005A (swaps with U.S. Bank/Wells Fargo and Citibank, N.A.)	November 1, 2041	January 1, 2030 (U.S. Bank/Wells Fargo) January 1, 2032 (Citibank)
MTA Transportation Revenue Variable Rate Bonds, PMT Series 2022E (swaps with U.S. Bank/Wells Fargo)	November 1, 2032	January 1, 2030

Collateralization/Contingencies. Under the majority of the swap agreements, MTA and/or MTA Bridges and Tunnels is required to post collateral in the event its credit rating falls below certain specified levels. The collateral posted is to be in the form of cash, U.S. Treasury securities, or certain Federal agency securities, based on the valuations of the swap agreements in liability positions and net of the effect of applicable netting arrangements. If MTA and/or MTA Bridges and Tunnels do not post collateral, the swap(s) may be terminated by the counterparty(ies).

As of June 30, 2025, the aggregate mid-market valuation of the MTA's swaps subject to collateral posting agreements was \$62.10 million; as of this date, the MTA was not subject to collateral posting based on its credit ratings (see further details below).

As of June 30, 2025, the aggregate mid-market valuation of MTA Bridges and Tunnels' swaps subject to collateral posting agreements was \$25.30 million; as of this date, MTA Bridges and Tunnels was not subject to collateral posting based on its credit ratings (see further details below).

The following tables set forth the ratings criteria and threshold amounts applicable to MTA/MTA Bridges and Tunnels and its counterparties:

MTA Transportation Revenue		
Counterparty	MTA Collateral Thresholds (based on highest rating)	Counterparty Collateral Thresholds (based on highest rating)
AIG Financial Products Corp.; JPMorgan Chase Bank, NA; UBS AG	Baa1/BBB+: \$10 million Baa2/BBB & below: Zero	Baa1/BBB+: \$10 million Baa2/BBB & below: Zero

Note: Based on Moody's and S&P ratings. In all cases except JPMorgan counterparty thresholds, Fitch rating is replacement for either Moody's or S&P, at which point threshold is based on lowest rating.

MTA Dedicated Tax Fund		
Counterparty	MTA Collateral Thresholds	Counterparty Collateral Thresholds (based on lowest rating)
Bank of New York Mellon	N/A—MTA does not post collateral	Aa3/AA- & above: \$10 million A1/A+: \$5 million A2/A: \$2 million A3/A-: \$1 million Baa1/BBB+ & below: Zero

Note: Counterparty thresholds based on Moody's and S&P ratings. Fitch rating is replacement for either Moody's or S&P.

MTA Bridges and Tunnels Senior Lien		
Counterparty	MTA Bridges and Tunnels Collateral Thresholds (based on highest rating)	Counterparty Collateral Thresholds (based on highest rating)
BNP Paribas US Wholesale Holdings, Corp.; Citibank, N.A.; JPMorgan Chase Bank, NA; UBS AG	Baa1/BBB+: \$30 million Baa2/BBB: \$15 million Baa3/BBB- & below: Zero	A3/A-: \$10 million Baa1/BBB+ & below: Zero

Note: MTA Bridges and Tunnels thresholds based on Moody's, S&P, and Fitch ratings. Counterparty thresholds based on Moody's and S&P ratings; Fitch rating is replacement for Moody's or S&P.

MTA Bridges and Tunnels Subordinate Lien		
Counterparty	MTA Bridges and Tunnels Collateral Thresholds (based on lowest rating)	Counterparty Collateral Thresholds (based on lowest rating)
U.S. Bank National Association; Wells Fargo Bank, N.A.	Baa3/BBB- & below: Zero (note: only applicable as cure for Termination Event)	Aa3/AA- & above: \$15 million A1/A+ to A3/A-: \$5 million Baa1/BBB+ & below: Zero

Note: Thresholds based on Moody's and S&P ratings. Fitch rating is replacement for Moody's or S&P.

Swap payments and Associated Debt. The following tables contain the aggregate amount of estimated variable- rate bond debt service and net swap payments during certain years that such swaps were entered into in order to: protect against the potential of rising interest rates; achieve a lower net cost of borrowing; reduce exposure to changing interest rates on a related bond issue; or, in some cases where Federal tax law prohibits an advance refunding, achieve debt service savings through a synthetic fixed rate. As rates vary, variable-rate bond interest payments and net swap payments will vary. Using the following assumptions, debt service requirements of MTA's and MTA Bridges and Tunnels' outstanding variable-rate debt and net swap payments are estimated to be as follows:

- It is assumed that the variable-rate bonds would bear interest at a rate of 4.0% per annum.
- The net swap payments were calculated using the actual fixed interest rate on the swap agreements.

MTA				
(in millions)				
Period Ended June 30, 2025	Variable-Rate Bonds		Net Swap Payments	Total
	Principal	Interest		
2025	70.8	34.8	(3.4)	102.2
2026	63.6	32.0	(3.1)	92.5
2027	55.9	29.6	(2.8)	82.7
2028	70.2	39.5	(2.5)	107.2
2029	95.9	37.8	(2.1)	131.6
2030-2034	729.7	391.9	(4.8)	1,116.8
2035-2039	93.5	18.5	(0.6)	111.4
2040-2041	42.2	2.3	-	44.5

MTA Bridges and Tunnels				
(in millions)				
Period Ended June 30, 2025	Variable-Rate Bonds		Net Swap Payments	Total
	Principal	Interest		
2025	30.4	30.3	(6.4)	54.3
2026	31.5	29.1	(6.3)	54.3
2027	32.9	27.8	(6.5)	54.2
2028	50.0	25.8	(6.4)	69.4
2029	144.5	20.1	(4.9)	159.7
2030-2034	499.7	23.6	(5.2)	518.1
2035-2039	-	2.0	-	2.0

8. LEASES

MTA entered into various lease agreements that convey control of the right to use other entities' nonfinancial assets. Lease receivables and lease liabilities are measured at the present value of payments expected to be received during the lease term, using MTA's incremental borrowing rate at the time of valuation ranging from 0.97% to 9.11% if an applicable stated or implicit rate is not available.

The lease liability was reduced as payments were made, and an outflow of resources for interest on the liability was recognized. The lease asset is amortized on a straight-line basis over the shorter of the lease term or the useful life of the underlying asset.

Interest revenues are recognized on the lease receivable and an inflow of resources from the deferred inflow of resources are recognized on a straight-line basis over the term of the lease.

As Lessor

MTA leases its land, buildings, station space, equipment, and right of way to other entities. These leases have terms between 1 year to 90 years, with payments required monthly, quarterly, semi-annually, or annually. As of June 30, 2025, the remaining lease terms are between 1 year to 86 years. In addition, MTA also receives payments for variable leases and operating expenses associated with spaces that are not included in the measurement of lease receivable.

The total amount of inflows of resources recognized for the periods ended June 30, 2025 and December 31, 2024 is presented below (in thousands):

	June 30, 2025	December 31, 2024
Lease Revenue	\$ 20,406	\$ 37,902
Interest Revenue	5,790	7,413
Other Variable Revenue	10,654	17,580

A summary of activity in lease receivable for the period ended June 30, 2025 and December 31, 2024 is presented below (in thousands):

	June 30, 2025	December 31, 2024
Balance – beginning of year	\$ 240,814	\$ 264,051
Additions/remeasurements	14,930	15,144
Receipts/Interest	(23,175)	(38,381)
Balance – end of year	232,569	240,814
Less current portion	38,218	40,104
Lease receivable noncurrent	<u>\$ 194,351</u>	<u>\$ 200,710</u>

MTA recognized revenue of \$0 and \$1,369 associated with residual value guarantees and termination penalties for periods ended June 30, 2025 and December 31, 2024, respectively.

The principal and interest requirements to maturity for the lease receivable subsequent to June 30, 2025, are as follows (in thousands):

<u>June 30, 2025</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$16,768	\$3,906	\$20,674
2026	42,908	6,739	49,647
2027	34,881	5,440	40,321
2028	28,896	4,398	33,294
2029	14,074	3,791	17,865
2030-2034	27,070	14,889	41,959
2035-2039	7,116	12,066	19,182
2040-2044	4,169	11,088	15,257
Thereafter	56,687	60,645	117,332
Total	<u>\$232,569</u>	<u>\$122,962</u>	<u>\$355,531</u>

As Lessee

MTA leases buildings, office space, storage space, equipment, vehicles, and cell tower space from other entities. These leases have terms between 1 year to 74 years, with payments required monthly, quarterly, or annually. As of June 30, 2025, the remaining lease terms are between 1 year to 69 years.

The amount of lease expense recognized for variable payments not included in the measurement of lease liability were \$11,149 and \$15,400 for June 30, 2025 and December 31, 2024, respectively. MTA recognized \$0 and \$0 expense attributable to residual value guarantees and termination penalties for the six months ended June 30, 2025 and for the year ended December 31, 2024, respectively.

A summary of activity in lease liability for June 30, 2025 and December 31, 2024 is presented below (in thousands):

	<u>June 30, 2025</u>	<u>December 31, 2024</u>
Balance – beginning of year	\$911,629	\$941,036
Additions/remeasurements	17,472	14,978
Receipts/Interest	(24,174)	(44,385)
Balance – end of year	904,927	911,629
Less current portion	40,172	43,501
Lease liability noncurrent	<u>\$864,755</u>	<u>\$868,128</u>

The principal and interest requirements to maturity for the lease liability subsequent to June 30, 2025, are as follows (in thousands):

<u>June 30, 2025</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 18,883	\$ 26,398	\$ 45,281
2026	40,890	51,827	92,717
2027	33,186	50,708	83,894
2028	31,195	49,698	80,893
2029	36,174	48,511	84,685
2030 - 2034	210,213	218,214	428,427
2035 - 2039	154,056	169,949	324,005
2040 - 2044	156,284	114,978	271,262
Thereafter	224,046	88,616	312,662
Total	<u>\$ 904,927</u>	<u>\$ 818,899</u>	<u>\$ 1,723,826</u>

Significant Lease Transactions - On July 29, 1998, the MTA, (solely on behalf of MTA Long Island Rail Road and MTA Metro- North Railroad, MTA New York City Transit, and MTA Bridges and Tunnels) entered into a lease and related agreements whereby each agency, as sublessee, will rent an office building at Two Broadway in lower Manhattan. The triple-net-lease has an initial stated term of approximately 50 years, with the right to extend the lease for two successive 15-year periods at a rental of at least 95% of fair market rent. Remaining payments under the lease approximate \$937 million. Under the subleases, the lease is apportioned as follows: MTA New York City Transit, 68.7%; MTA, 21%; and MTA Bridges and Tunnels, 10.3%. However, the involved agencies have agreed to sub-sublease space from one another as

necessary to satisfy actual occupancy needs. The agencies will be responsible for obligations under the lease based on such actual occupancy percentages. Actual occupancy percentages at December 31, 2024, for the MTA New York City Transit, MTA Bridges and Tunnels and MTA (including MTA Bus, MTA Construction and Development and MTA Business Service Center) were 48.40%, 7.36% and 44.24%, respectively. MTAs' sublease is for a year-to-year term, automatically extended, except upon the giving of a non-extension notice by MTA. The total annual rental payments over the initial lease term were \$1,602 with rent being abated from the commencement date through June 30, 1999. The office building at 2 Broadway, is principally occupied by MTA New York City Transit, MTA Bridges and Tunnels, MTA Construction and Development, MTAHQ, and MTA Bus.

MTA pays the lease payments on behalf of MTA New York City Transit and MTA Bridges and Tunnels and subsequently makes monthly chargebacks in the form of rental payments treated as management fees.

9. SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS

MTA entered into various Subscription-Based Information Technology Arrangements ("SBITA") that convey control of the right to use another party's information technology software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time. A right-to-use intangible subscription asset is set up with a corresponding subscription liability measured at the present value of payments during the subscription term, using MTA's incremental borrowing rate at the time of valuation ranging from 1.33% to 5.87% if an applicable stated or implicit rate is not available.

The initial measurement of MTA's subscription asset and lease liability was as of January 1, 2022. The subscription liability was reduced as payments were made, and an outflow of resources for interest on the liability was recognized. The subscription asset is amortized on a straight-line basis over the subscription term.

MTA's subscription-based information technology arrangements include software licenses, cloud data storage, hosting applications, security platforms and others. These subscriptions have terms between 2 years to 12 years, with payments required monthly, quarterly, or annually. As of December 31, 2024, the remaining subscription terms are between 3 years to 11 years. The amount of subscription expense recognized for variable payments not included in the measurement of lease liability were \$3,925 and \$12,770 for the period ended June 30, 2025 and year ended December 31, 2024, respectively. MTA recognized \$0 and \$3,959 expense attributable to termination penalties and impairment for the period ended June 30, 2025 and year ended December 31, 2024, respectively.

A summary of activity in SBITA liability for the period ended June 30, 2025 and year ended December 31, 2024 is presented below (in thousands):

	June 30, 2025	December 31, 2024
Balance – beginning of year	\$ 176,635	\$ 138,110
Additions / remeasurements	1,926	113,874
Payments/Interest	(23,766)	(75,349)
Balance – end of year	154,795	176,635
Less current portion	62,570	58,940
SBITA liability noncurrent	<u>\$ 92,225</u>	<u>\$ 117,695</u>

The principal and interest requirements to maturity for the Subscription-Based Information Technology Arrangements liability subsequent to June 30, 2025, are as follows:

	June 30, 2025	Principal	Interest	Total
2025	\$	39,056	\$ 3,532	\$ 42,588
2026		47,030	5,036	52,066
2027		33,145	2,987	36,132
2028		2,914	1,716	4,630
2029		3,946	1,605	5,551
2030 - 2034		22,831	4,662	27,493
2035-2036		5,872	182	6,054
Total	\$	<u>154,794</u>	<u>\$ 19,720</u>	<u>\$ 174,514</u>

10. FINANCED PURCHASES

MTA made an assessment of its existing sale/leaseback transactions and determined that these transactions are not eligible to be treated as leases but as financed purchases under GASB 87. Accordingly, under GASB Statement No. 62, Codification of Accounting and Financial Reporting Guidance, a sale-leaseback is required to include a transaction that qualifies as a sale under the guidance for sales of real estate. The sales-of-real estate criteria include the provision that an option or requirement for a seller to repurchase the asset would preclude a sale treatment. Furthermore, a qualifying sale should occur for a transaction to be accounted for as a sale-leaseback and that the sales-of-real-estate criteria should be used to determine whether a sale has occurred, regardless of whether a leaseback is involved. The transaction should be accounted for as financing, leasing or profit-sharing arrangement rather than a sale when the seller has an obligation to repurchase the property, or the terms of the transaction allow the buyer to compel the seller or give an option to the seller to repurchase the property.

Subway Cars — On September 3, 2003, the MTA entered into a sale/leaseback transaction whereby MTA New York City Transit transferred ownership of certain MTA New York City Transit subway cars to the MTA, the MTA sold those cars to a third party, and the MTA leased those cars back from such third party. The MTA subleased the cars to MTA New York City Transit. The lease expires in 2033. At the lease expiration, the MTA has the option of either exercising a fixed-price purchase option for the cars or returning the cars to the third-party owner.

Under the terms of the sale/leaseback agreement, the MTA initially received \$168.1, which was utilized as follows: The MTA paid \$126.3 to an affiliate of one of the lenders to the third party, which affiliate has the obligation to pay to the MTA an amount equal to the rent obligations under the lease attributable to the debt service on such loan from such third party's lender. The obligations of the affiliate of the third party's lender are guaranteed by American International Group, Inc. The MTA also purchased the Federal National Mortgage Association ("FNMA") and U.S. Treasury securities in amounts and with maturities which are sufficient to make the lease rent payments equal to the debt service on the loans from the other lender to the third party and to pay the remainder of the regularly scheduled rent due under that lease and the purchase price due upon exercise by the MTA of the fixed price purchase option if exercised. The amount remaining after payment of transaction expenses, \$7.4, was the MTA's benefit from the transaction.

Subway Cars — On September 25, 2003 and September 29, 2003, the MTA entered into two sale/leaseback transactions whereby MTA New York City Transit transferred ownership of certain MTA New York City Transit subway cars to the MTA, the MTA sold those cars to third parties, and the MTA leased those cars back from such third parties. The MTA subleased the cars to MTA New York City Transit. Both leases expire in 2033. At the lease expiration, MTAHQ has the option of either exercising a fixed-price purchase option for the cars or returning the cars to the third-party owner.

Under the terms of the sale/leaseback agreements, the MTA initially received \$294, which was utilized as follows: In the case of one of the leases, the MTA paid \$97 to an affiliate of one of the lenders to the third party, which affiliate has the obligation to pay to the MTA an amount equal to the rent obligations under the lease attributable to the debt service on the loan from such third party's lender. The obligations of the affiliate of such third party's lender are guaranteed by American International Group, Inc. In the case of the other lease, the MTA purchased US Treasury debt securities in amounts and with maturities, which are sufficient for the MTA to make the lease rent payments equal to the debt service on the loan from the lender to that third party. In the case of both of the leases, the MTA also purchased Resolution Funding Corporation ("REFCO") debt securities that mature in 2030. Under an agreement with AIG Matched Funding Corp (guaranteed by American International Group, Inc.), AIG Matched Funding Corp. receives the proceeds from the REFCO debt securities at maturity and is obligated to pay to the MTA amounts sufficient for the MTA to pay the remainder of the regularly scheduled lease rent payments under those leases and the purchase price due upon exercise by the MTA of the purchase options if exercised. The amount remaining after payment of transaction expenses, \$24, was the MTA's net benefit from these two transactions.

On December 17, 2008, MTA terminated the Ambac Assurance Corp. surety bond for the lease transaction that closed on September 25, 2003 and since then MTA has provided short-term U.S. Treasury debt obligations as replacement collateral. As of December 31, 2024, the fair value of total collateral funds was \$39.5.

On January 12, 2009, MTA provided a short-term U.S. Treasury debt obligation as additional collateral in addition to the Ambac Assurance Corp. surety bond for the lease transaction that closed on September 29, 2003. As of December 31, 2024, the fair value of total collateral funds was \$55.7.

As a result of the implementation of GASB 87, the Two Broadway office building lease has been reclassified as a right-of-use asset with its corresponding lease liability and excluded from the schedule below. See footnote 8 for additional information.

Financed Purchases Schedule
For the period ended June 30, 2025

Description	December 31, 2024	Increase	Decrease	June 30, 2025
Met Life	8	-	-	8
Met Life Equity	19	-	-	19
Bank of New York	22	-	-	22
Bank of America	43	3	-	46
Bank of America Equity	16	-	-	16
Met Life Equity	75	-	-	75
Total MTA Financed Purchase	\$ 183	\$ 3	\$ -	\$ 186
Long Term Portion Financed Purchase	\$ 183			\$ 186

Financed Purchases Schedule
For the Year Ended December 31, 2024

Description	December 31, 2023	Increase	Decrease	December 31, 2024
Met Life	8	-	-	8
Met Life Equity	19	-	-	19
Bank of New York	22	-	-	22
Bank of America	41	2	-	43
Bank of America Equity	16	-	-	16
Met Life Equity	70	5	-	75
Total MTA Financed Purchase	\$ 176	\$ 7	\$ -	\$ 183
Long Term Portion Financed Purchase	\$ 176			\$ 183

MTA Hudson Rail Yards Air Rights Leases – MTA assessed the MTA Hudson Rail Yards Leases and associated air rights and determined that these are intangible assets and excluded as leases under GASB 87.

In the 1980's, the MTA developed a portion of the Hudson Rail Yards as a storage yard, car wash and repair facility for the Long Island Railroad Company ("LIRR") rail cars entering Manhattan. It was anticipated that, eventually, the air rights above the Hudson Rail Yards would be developed to meet the evolving needs for high-quality commercial, retail, residential and public space in Manhattan.

To undertake the development of the Hudson Rail Yards, the MTA entered into two 99-year leases for the airspace within the boundary of the Hudson Rail Yards, one for the Eastern Rail Yards ("ERY") beginning December 3, 2012, and the other for the Western Rail Yards ("WRY") beginning December 3, 2013.

As of April 10, 2013, the ERY Lease was terminated and substituted with separate Severed Parcel Leases. Several Tenants under the Severed Parcel Leases have exercised their options to purchase fee title, as well as numerous condominium owners in residential buildings. The WRY Lease is also expected to be severed into separate parcels as development progresses.

The Severed Parcel Leases in the ERY, fee title for which has not been purchased, and the WRY Lease (until any severed parcel leases are purchased) are pledged as security for the Series 2016A Hudson Yards Trust Obligations.

Minimum rent receipts for ERY and WRY Ground Leases are as follows as of June 30, 2025:

Year	ERY	WRY	Total
2025	\$ 6	\$ 36	\$ 42
2026	6	36	42
2027	6	36	42
2028	7	37	44
2029	7	40	47
Thereafter	2,346	14,131	16,477
Total	\$ 2,378	\$ 14,316	\$ 16,694

11. FUTURE OPTION

In 2010, MTA and MTA Long Island Railroad entered into an Air Space Parcel Purchase and Sale Agreement (“Agreement”) with Atlantic Yards Development Company, LLC (“AADC”) pursuant to which AADC has obtained an exclusive right to purchase fee title to a parcel (subdivided into six sub-parcels) of air space above the MTA Long Island Railroad Vanderbilt Yard in Brooklyn, New York. Initial annual payments of \$2 (covering all six sub-parcels) commenced on June 1, 2012 and were paid on the following three anniversaries of that date. Starting on June 1, 2016, and continuing on each anniversary thereof through and including June 1, 2031, an annual option payment in the amount of \$11 is due. The Agreement provides that all such payments are (i) fully earned by MTA as of the date due in consideration of the continuing grant to AADC of the rights to purchase the air space sub-parcels, (ii) are non-refundable except under certain limited circumstances and (iii) shall be deemed to be payments on account of successive annual options granted to AADC.

After AADC and its affiliates have completed the new yard and transit improvements to be constructed by them at and in the vicinity of the site, AADC has the right from time to time until June 1, 2031, to close on the purchase of any or all of the six air rights sub-parcels. The purchase price for the six sub-parcels is an amount, when discounted at 6.5% per annum from the date of each applicable payment that equals a present value of \$80 as of January 1, 2010. The purchase price of any particular air space sub-parcel is equal to a net present value as of January 1, 2010 (calculated based on each applicable payment) of the product of that sub-parcel’s percentage of the total gross square footage of permissible development on all six air space sub-parcels multiplied by \$80.

12. COMPENSATED ABSENCES

MTA provides employee benefits for vacation, compensatory time, sick, and other leave days. Certain leave that has not been used are recorded as compensated absences liabilities when the leave is attributable to services already rendered, the leave accumulates, and the leave is more likely than not to be used for time off or otherwise paid in cash or settled through non cash means.

Short-term liability is recorded based on average usage or applicable leave expiration, while long-term liability is recorded for leave that accumulates and is carried forward to a future reporting period during which it may be used for time off or otherwise paid or settled at separation of service, or according to timing as provided for in the policy or collective bargaining agreement.

A summary of activity indicated as net increase or decrease in compensated absences liability for the six-month period ended June 30, 2025 and year ended December 31, 2024 is presented below (in thousands):

	June 30, 2025	December 31, 2024
Balance - beginning of year	\$1,493,904	\$1,451,404
Net adjustment	24,288	42,500
Balance - end of year	1,518,192	1,493,904
Less: current portion	752,532	745,036
Compensated absences liability - noncurrent	<u>\$765,661</u>	<u>\$748,868</u>

13. ESTIMATED LIABILITY ARISING FROM INJURIES TO PERSONS

A summary of activity in estimated liability as computed by actuaries arising from injuries to persons, including employees, and damage to third-party property for the period ended June 30, 2025 and year ended December 31, 2024 is presented below (in millions):

	June 30, 2025	December 31, 2024
Balance - beginning of year	\$ 6,826	\$ 5,754
Activity during the year:		
Current year claims and changes in estimates	460	1,721
Claims paid	(515)	(649)
Balance - end of year	6,771	6,826
Less current portion	(933)	(1,037)
Long-term liability	<u>\$ 5,838</u>	<u>\$ 5,789</u>

See Note 2 for additional information on MTA’s liability and property disclosures.

14. COMMITMENTS AND CONTINGENCIES

Financial Guarantee — *Moynihan Station Development Project* - On May 22, 2017, the MTA Board approved entering into various agreements, including a Joint Services Agreement (“JSA”), necessary to effectuate Phase 2 of the Moynihan Station Development Project (the “Project”), which entailed the redevelopment of the James A. Farley Post Office Building to include a new world-class train hall to be shared by National Railroad Passenger Corporation (“Amtrak”), The Long Island Rail Road (“LIRR”) and Metro-North Commuter Railroad (the “Train Hall”), as well as retail and commercial space (the “Retail and Commercial Space”).

On July 21, 2017, New York State Urban Development Corporation d/b/a Empire State Development (“ESD”) executed a TIFIA Loan Agreement with the United States Department of Transportation (the “TIFIA Lender”) in an amount of up to \$526 (the “2017 TIFIA Loan”), to pay for costs of the construction of the Train Hall. The 2017 TIFIA Loan was amended and restated on November 18, 2021 in an amount up to \$607 (the “2021 TIFIA Loan”), to lower the interest rate to 1.99% per annum and to provide additional capital financing for the Train Hall. The 2021 TIFIA Loan has a final maturity date of the earlier of (1) October 30, 2055 and (2) the last semi-annual payment date occurring no later than the date that is thirty-five (35) years following the date on which the Train Hall is substantially completed. The proceeds of the 2021 TIFIA Loan are being used to reimburse or pay for costs of the construction of the Train Hall. The 2021 TIFIA Loan is secured by mortgages on the Train Hall property. The principal and interest on the 2021 TIFIA Loan is payable from a pledged revenue stream that primarily consists of PILOT payments to be paid by certain tenants in the Retail and Commercial Space. The amount of the PILOT payments is fixed through June 2030 and is thereafter calculated based upon the assessed value of the properties as determined by New York City. The 2021 TIFIA Loan is further supported by a debt service reserve account, which is funded in an amount equal to the sum of the highest aggregate TIFIA Loan debt service amounts that will become due and payable on any two consecutive semi-annual payment dates in a five-year prospective period (the “TIFIA Debt Service Reserve Account”).

Simultaneously with the execution of the 2017 TIFIA Loan, the JSA was entered into by and among the MTA, the TIFIA Lender, ESD, and Manufacturers and Traders Trust Company (as PILOT trustee). MTA ratified and confirmed its obligations under the JSA in connection with the closing of 2021 TIFIA Loan.

Under the JSA, MTA is obligated to satisfy semi-annual deficiencies in the TIFIA Debt Service Reserve Account. MTA’s obligations under the JSA are secured by the same monies available to MTA for the payment of the operating and maintenance expenses of the operating agencies.

MTA’s obligation under the JSA remains in effect until the earliest to occur of (a) the MTA JSA Release Date (as defined in the JSA and generally summarized below), (b) the date on which the 2021 TIFIA Loan has been paid in full and (c) foreclosure by the TIFIA Lender under the Mortgage (as defined in the 2021 TIFIA Loan).

The obligations of the MTA under the JSA will be terminated and released on the date (the “MTA JSA Release Date”) on which each of the following conditions have been satisfied: (a) substantial completion of (1) the Train Hall Project and initiation by LIRR and Amtrak of transportation operations therein, and (2) the Retail and Commercial Space; (b) all material construction claims have been discharged or settled; (c) the PILOT payments have been calculated based upon assessed value for at least three years (i.e., 2033); (d) certain designated defaults or events of default under the 2021 TIFIA Loan have not occurred and are continuing; and (e) either of the following release tests shall have been satisfied:

- Release Test A: (a) certain debt service coverage ratios have equaled or exceeded levels set forth in the JSA, taking into consideration assessment appeals; (b) occupancy levels have equaled or exceeded levels set forth in the JSA; and (c) the 2021 TIFIA Loan is rated no lower than “BBB-” or “Baa3” by one rating agency, all as more fully described in the JSA; or
- Release Test B: the 2021 TIFIA Loan is rated no lower than “A-” or “A3” by two rating agencies, all as more fully described in the JSA. On the date the JSA was executed and delivered, MTA deposited \$20 into an account, which MTA invests, to be used in accordance with the JSA to reimburse MTA in the event it is obligated under the JSA to make semi-annual deficiency payments to the TIFIA Debt Service Reserve Account.

On June 12, 2017, the MTA entered into a Memorandum of Understanding with ESD and the New York State Division of the Budget (the “Division”). Under the Memorandum of Understanding, which was updated in November 2020 to reflect the 2021 TIFIA Loan, the Division agreed that in the event in any given year during the term of the JSA (i) the MTA is required to make a semi-annual deficiency payment to the TIFIA Debt Service Reserve Account, and (ii) the Division has determined that the MTA has incurred an expense that would otherwise have been incurred by the State of New York (the “State Expense”), the Division will consider entering into a cost recovery agreement with the MTA pursuant to subdivision 4 of Section 2975 of the Public Authorities Law (the “PAL”) for such year that will provide that in lieu of paying the full assessment pursuant to subdivisions 2 and 3 of Section 2975 of the PAL in any such year, any such assessment shall be reduced by the State Expense.

15. POLLUTION REMEDIATION COST

In accordance with GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*, an operating expense provision and corresponding liability measured at its current value using the expected cash flow method is recognized when an obligatory event occurs. Pollution remediation obligations are estimates and subject to changes resulting from price increase or reductions, technology, or changes in applicable laws or regulations. The MTA does not expect any recoveries of cost that would have a material effect on the recorded obligations.

The MTA recognized pollution remediation expenses of \$2 and \$3 for the periods ended June 30, 2025 and 2024, respectively. A summary of the activity in pollution remediation liability at June 30, 2025 and December 31, 2024 were as follows:

	June 30, 2025	December 31, 2024
Balance at beginning of year	\$ 201	\$ 182
Current year expenses/changes in estimates	2	52
Current year payments	(2)	(33)
Balance at end of year	201	201
Less current portion	35	35
Long-term liability	<u>\$ 166</u>	<u>\$ 166</u>

The MTA's pollution remediation liability primarily consists of future remediation activities associated with asbestos removal, lead abatement, ground water contamination, arsenic contamination and soil remediation.

16. NON-CURRENT LIABILITIES

Changes in the activity of non-current liabilities for the periods ended June 30, 2025 and December 31, 2024 are presented below:

	Balance December 31, 2023	Additions	Reductions	Balance December 31, 2024	Additions	Reductions	Balance June 30, 2025
Non-current liabilities:							
Contract retainage payable	\$ 449	\$ 51	\$ -	500	\$ 52	\$ -	\$ 552
Other long-term liabilities	359	-	(92)	267	5	-	272
Total non-current liabilities	<u>\$ 808</u>	<u>\$ 51</u>	<u>\$ (92)</u>	<u>\$ 767</u>	<u>\$ 57</u>	<u>\$ -</u>	<u>\$ 824</u>

17. FUEL HEDGE

MTA partially hedges its fuel cost exposure using financial hedges. All MTA fuel hedges provide for up to 24 monthly settlements. The table below summarizes twenty-four (24) active ultra-low sulfur diesel ("ULSD") hedges in whole dollars:

Counterparty	Cargill	Goldman Sachs	JPMorgan	Cargill	BOA Merrill	Cargill	Cargill	Goldman Sachs
Trade Date	7/28/2023	8/29/2023	9/26/2023	10/30/2023	11/27/2023	12/27/2023	1/30/2024	2/28/2024
Effective Date	7/1/2024	8/1/2024	9/1/2024	10/1/2024	11/1/2024	12/1/2024	1/1/2025	2/1/2025
Termination Date	6/30/2025	7/31/2025	8/31/2025	9/30/2025	10/31/2025	11/30/2025	12/31/2025	1/31/2026
Price/Gal	\$2.5468	\$2.5697	\$2.6525	\$2.5798	\$2.4914	\$2.4289	\$2.4291	\$2.3965
Original Notional Quantity	2,636,706	2,636,714	2,636,696	2,636,708	2,636,707	2,636,716	2,636,709	2,636,722

Counterparty	Cargill	Goldman Sachs	Cargill	Cargill	Cargill	Cargill	Cargill	Goldman Sachs
Trade Date	3/27/2024	4/29/2024	5/29/2024	6/27/2024	7/30/2024	8/28/2024	9/26/2024	10/31/2024
Effective Date	3/1/2025	4/1/2025	5/1/2025	6/1/2025	7/1/2025	8/1/2025	9/1/2025	10/1/2025
Termination Date	2/28/2026	3/31/2026	4/30/2026	5/31/2026	6/30/2026	7/31/2026	8/31/2026	9/30/2026
Price/Gal	\$2.4441	\$2.4632	\$2.4272	\$2.4759	\$2.3380	\$2.2900	\$2.2105	\$2.2460
Original Notional Quantity	2,168,753	2,329,828	2,535,018	2,535,006	2,535,001	2,535,006	2,535,002	2,535,017

Counterparty	Goldman Sachs	Goldman Sachs	Goldman Sachs	BOA Merrill	Cargill	Cargill	BOA Merrill	BOA Merrill
Trade Date	11/26/2024	12/23/2024	1/28/2025	2/24/2025	3/27/2025	4/29/2025	5/29/2025	6/25/2025
Effective Date	11/1/2025	12/1/2025	1/1/2026	2/1/2026	3/1/2026	4/1/2026	5/1/2026	6/1/2026
Termination Date	10/31/2026	11/30/2026	12/31/2026	1/31/2027	2/28/2027	3/31/2027	4/30/2027	5/31/2027
Price/Gal	\$2.1952	\$2.1568	\$2.2255	\$2.2142	\$2.1770	\$2.0747	\$2.0483	\$2.1496
Original Notional Quantity	2,535,018	2,535,019	2,535,012	2,535,003	2,535,019	2,534,997	2,535,018	2,535,006

The monthly settlements are based on the daily prices of the respective commodities whereby MTA will either receive a payment, or make a payment to the various counterparties depending on the average monthly price of the commodities in relation to the contract prices. At a contract's termination date, the MTA will take delivery of the fuel. As of June 30, 2025, the total outstanding notional value of the ULSD contracts was 46.9 million gallons with a negative fair value of \$5.4. The valuation of each trade was based on discounting future net cash flows to a single current amount (the income approach) using observable commodity futures prices (Level 2 inputs).

18. CONDENSED COMPONENT UNIT INFORMATION

The following tables present condensed financial information for MTA's component units (in millions).

		Metro - North Railroad	Long Island Railroad	New York City Transit Authority	Triborough Bridge and Tunnel Authority	Eliminations	Consolidated Total
June 30, 2025	MTA						
Current assets	\$ 12,020	\$ 510	\$ 405	\$ 883	\$ 1,470	\$ 326	\$ 15,614
Capital assets	13,967	8,001	11,075	54,418	8,388	(1)	95,848
Other Assets	28,833	57	57	35	4,076	(27,870)	5,188
Intercompany receivables	(142)	302	280	3,122	12,868	(16,430)	-
Deferred outflows of resources	2,342	618	888	4,036	463	(66)	8,281
Total assets and deferred outflows of resources	\$ 57,020	\$ 9,488	\$ 12,705	\$ 62,494	\$ 27,265	\$ (44,041)	\$ 124,931
Current liabilities	\$ 3,409	\$ 297	\$ 329	\$ 2,409	\$ 2,477	\$ (191)	\$ 8,730
Non-current liabilities	27,506	2,566	3,702	23,537	28,795	(30)	86,076
Intercompany payables	15,182	167	65	426	571	(16,411)	-
Deferred inflows of resources	848	749	1,163	5,801	417	-	8,978
Total liabilities and deferred inflows of resources	\$ 46,945	\$ 3,779	\$ 5,259	\$ 32,173	\$ 32,260	\$ (16,632)	\$ 103,784
Net investment in capital assets	\$ (13,431)	\$ 7,773	\$ 10,998	\$ 53,914	\$ (16,873)	\$ (487)	\$ 41,894
Restricted	2,726	-	-	-	1,642	(516)	3,852
Unrestricted	20,780	(2,064)	(3,552)	(23,593)	10,236	(26,406)	(24,599)
Total net position	\$ 10,075	\$ 5,709	\$ 7,446	\$ 30,321	\$ (4,995)	\$ (27,409)	\$ 21,147
For the period ended June 30, 2025							
Fare revenue	\$ 97	\$ 314	\$ 329	\$ 1,805	\$ -	\$ -	\$ 2,545
Vehicle toll revenue	-	-	-	-	1,592	(5)	1,587
Rents, freight and other revenue	36	32	22	434	13	(21)	516
Total operating revenue	133	346	351	2,239	1,605	(26)	4,648
Total labor expenses	731	575	737	3,889	125	(1)	6,056
Total non-labor expenses	262	225	242	1,293	180	(28)	2,174
Depreciation and amortization	254	180	295	1,143	126	(1)	1,997
Total operating expenses	1,247	980	1,274	6,325	431	(30)	10,227
Operating (deficit) surplus	(1,114)	(634)	(923)	(4,086)	1,174	4	(5,579)
Subsidies and grants	335	-	-	213	2	(234)	316
Tax revenue	3,266	-	-	747	-	(278)	3,735
Interagency subsidy	699	393	409	231	-	(1,732)	-
Interest expense	(661)	(4)	(2)	(41)	(263)	(4)	(975)
Other	448	135	4	441	(513)	635	1,150
Total non-operating revenues (expenses)	4,087	524	411	1,591	(774)	(1,613)	4,226
Gain (Loss) before appropriations	2,973	(110)	(512)	(2,495)	400	(1,609)	(1,353)
Appropriations, grants and other receipts externally restricted for capital projects	(1,487)	319	441	2,037	(626)	1,622	2,306
Change in net position	1,486	209	(71)	(458)	(226)	13	953
Net position, beginning of period	8,589	5,500	7,517	30,779	(4,769)	(27,422)	20,194
Net position, end of period	\$ 10,075	\$ 5,709	\$ 7,446	\$ 30,321	\$ (4,995)	\$ (27,409)	\$ 21,147
For the period ended June 30, 2025							
Net cash (used by) / provided by operating activities	\$ (662)	\$ (455)	\$ (453)	\$ (2,656)	\$ 1,111	\$ (402)	\$ (3,517)
Net cash provided by / (used by) non-capital financing activities	3,720	501	494	4,251	1,452	(6,528)	3,890
Net cash (used by) / provided by capital and related financing activities	(2,761)	(49)	(38)	(139)	160	4,476	1,649
Net cash (used by) / provided by investing activities	(355)	-	-	(1,428)	(2,174)	2,454	(1,503)
Cash at beginning of period	1,482	26	6	66	200	-	1,780
Cash at end of period	\$ 1,424	\$ 23	\$ 9	\$ 94	\$ 749	\$ -	\$ 2,299

	Metro-North		Long Island	New York	Triborough		Consolidated
	MTA	Railroad	Railroad	City Transit	Bridge and Tunnel	Eliminations	Total
December 31, 2024							
Current assets	\$ 11,538	\$ 580	\$ 569	\$ 998	\$ 3,123	\$ (1,873)	\$ 14,935
Capital assets	13,916	7,843	11,006	53,277	8,311	-	94,353
Other Assets	28,933	57	61	38	94	(26,581)	2,602
Intercompany receivables	34	261	234	4,005	11,398	(15,932)	-
Deferred outflows of resources	2,379	618	888	4,036	477	(55)	8,343
Total assets and deferred outflows of resources	\$ 56,800	\$ 9,359	\$ 12,758	\$ 62,354	\$ 23,403	\$ (44,441)	\$ 120,233
Current liabilities	\$ 3,644	\$ 398	\$ 316	\$ 2,335	\$ 1,843	\$ (476)	\$ 8,060
Non-current liabilities	27,647	2,572	3,702	23,437	25,661	(23)	82,996
Intercompany payables	16,072	141	56	-	251	(16,520)	-
Deferred inflows of resources	848	748	1,167	5,803	417	-	8,983
Total liabilities and deferred inflows of resources	\$ 48,211	\$ 3,859	\$ 5,241	\$ 31,575	\$ 28,172	\$ (17,019)	\$ 100,039
Net investment in capital assets	\$ (13,682)	\$ 7,601	\$ 10,921	\$ 52,792	\$ 2,206	\$ (15,991)	\$ 43,847
Restricted	2,670	-	-	-	1,902	(1,449)	3,123
Unrestricted	19,601	(2,101)	(3,404)	(22,013)	(8,877)	(9,982)	(26,776)
Total net position	\$ 8,589	\$ 5,500	\$ 7,517	\$ 30,779	\$ (4,769)	\$ (27,422)	\$ 20,194
For the period ended June 30, 2024							
Fare revenue	\$ 92	\$ 298	\$ 309	\$ 1,695	\$-	\$ (1)	\$ 2,393
Vehicle toll revenue	-	-	-	-	1,256	(4)	1,252
Rents, freight and other revenue	24	25	17	402	12	(20)	460
Total operating revenue	116	323	326	2,097	1,268	(25)	4,105
Total labor expenses	675	577	699	3,702	120	(1)	5,772
Total non-labor expenses	328	214	211	1,147	117	(29)	1,988
Depreciation and amortization	246	168	294	1,090	115	-	1,913
Total operating expenses	1,249	959	1,204	5,939	352	(30)	9,673
Operating (deficit) surplus	(1,133)	(636)	(878)	(3,842)	916	5	(5,568)
Subsidies and grants	284	-	-	216	4	(215)	289
Tax revenue	3,131	-	-	1,826	-	(1,572)	3,385
Interagency subsidy	769	386	615	261	-	(2,031)	-
Interest expense	(636)	(4)	(2)	(69)	(299)	(5)	(1,015)
Other	(443)	127	3	12	(556)	1,548	691
Total non-operating revenues (expenses)	3,105	509	616	2,246	(851)	(2,275)	3,350
Gain (Loss) before appropriations	1,972	(127)	(262)	(1,596)	65	(2,270)	(2,218)
Appropriations, grants and other receipts externally restricted for capital projects	(1,420)	267	400	1,088	(652)	2,185	1,868
Change in net position	552	140	138	(508)	(587)	(85)	(350)
Net position, beginning of the period	6,840	5,236	7,721	29,020	(3,950)	(27,620)	17,247
Net position, end of period	\$ 7,392	\$ 5,376	\$ 7,859	\$ 28,512	\$ (4,537)	\$ (27,705)	\$ 16,897
For the period ended June 30, 2024							
Net cash (used in) / provided by operating activities	\$ (212)	\$ (474)	\$ (686)	\$ (2,763)	\$ 977	\$ -	\$ (3,158)
Net cash provided by / (used in) non-capital financing activities	3,606	488	730	3,171	824	(5,781)	3,038
Net cash (used in) / provided by capital and related financing activities	(4,169)	(12)	(33)	(576)	(395)	4,119	(1,066)
Net cash provided by / (used in) investing activities	452	-	-	173	(1,394)	1,662	893
Cash at beginning of period	1,530	21	5	23	9	-	1,588
Cash at end of period	\$ 1,207	\$ 23	\$ 16	\$ 28	\$ 21	\$ -	\$ 1,295

19. SUBSEQUENT EVENTS

On July 29, 2025, MTA executed a 2,535,001 gallon ultra-low sulfur diesel fuel hedge at an all-in price of \$2.2221 (whole dollars) per gallon. The hedge covers the period from July 2026 through June 2027.

On July 29, 2025, MTA extended its irrevocable direct-pay LOC issued by Barclays Bank PLC, associated with Transportation Revenue Variable Rate Bonds, Subseries 2005E-1, for two years to August 18, 2027.

On July 29, 2025, MTA extended its irrevocable direct-pay LOC issued by Barclays Bank PLC, associated with Transportation Revenue Variable Rate Bonds, Subseries 2015E-1, for two years to August 18, 2027.

On August 12, 2025, S&P Global Ratings upgraded its ratings on the Transportation Revenue Bonds (TRBs) to A from A- and revised its outlook to stable from positive. In addition, it raised the long-term component of its dual ratings on various MTA variable rate TRBs, with enhancement by letters of credit (LOCs) from the Bank of America N.A., Toronto-Dominion Bank, Barclays Bank PLC, and Royal Bank of Canada to 'AA+' from 'AA'; the short-term component on the dual ratings was kept unchanged. S&P Global Ratings also affirmed its 'AA/A-1' dual ratings on various MTA variable-rate TRBs, with enhancement by LOCs from Truist Bank.

On August 20, 2025, Triborough Bridge and Tunnel Authority (MTA Bridges and Tunnels) issued \$728.305 General Revenue Bonds, Series 2025A, consisting of General Revenue Bonds, Subseries 2025A-1 and General Revenue Refunding Bonds, Subseries 2025A-2. The proceeds of the Subseries 2025A-1 Bonds will be used to (i) finance bridge and tunnel projects included in the MTA Bridges and Tunnels' approved capital programs, and (ii) pay certain financing, legal, and miscellaneous expenses associated with the Subseries 2025A-1 Bonds. The proceeds of the Subseries 2025A-2 Bonds will be used to (i) refund certain outstanding General Revenue Bonds of MTA Bridges and Tunnels and (ii) pay certain financing, legal, and miscellaneous expenses associated with the Subseries 2025A-2 Bonds.

On August 28, 2025, MTA executed a 2,535,006 gallon ultra-low sulfur diesel fuel hedge at an all-in price of \$2.1690 (whole dollars) per gallon. The hedge covers the period from August 2026 through July 2027.

On September 23, 2025, MTA substituted its irrevocable direct-pay LOC issued by PNC Bank, with a new LOC from Bank of America, associated with Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-2b for five years to October 2, 2030.

On September 24, 2025, Metropolitan Transportation Authority (MTA) issued \$1,401.785 Transportation Revenue Refunding Green Bonds, Series 2025B to (i) refund certain outstanding MTA Transportation Revenue Bonds, including bonds issued as Build America Bonds, Dedicated Tax Fund Bonds, and MTA Bridges and Tunnels Payroll Mobility Tax Senior Lien Bonds, and (ii) pay certain financing, legal and miscellaneous expenses.

On September 30, 2025, MTA executed a 2,535,002 gallon ultra-low sulfur diesel fuel hedge at an all-in price of \$2.1749 (whole dollars) per gallon. The hedge covers the period from September 2026 through August 2027.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Changes in the MTA's Net Pension Liability and Related Ratios for Single Employer Pension Plans

(\$ in thousands)		Additional Plan									
Plan Measurement Date (December 31):		2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Total pension liability:											
Service cost	\$	81	\$ 146	\$ 260	\$ 453	\$ 621	\$ 1,057	\$ 1,874	\$ 2,752	\$ 3,441	\$ 3,813
Interest		77,391	81,371	83,489	86,918	93,413	97,611	101,477	104,093	106,987	110,036
Effect of economic / demographic (gains) or losses		3,362	(1,347)	3,729	10,428	13,455	213	1,890	15,801	6,735	-
Effect of assumption changes or inputs		-	-	26,300	-	50,191	-	-	-	-	-
Benefit payments and withdrawals		(138,824)	(143,764)	(148,630)	(152,046)	(157,254)	(159,565)	(159,717)	(158,593)	(157,071)	(156,974)
Net change in total pension liability		(57,990)	(63,594)	(34,852)	(54,247)	426	(60,684)	(54,476)	(35,947)	(39,908)	(43,125)
Total pension liability—beginning		1,258,877	1,322,471	1,357,323	1,411,570	1,411,144	1,471,828	1,526,304	1,562,251	1,602,159	1,645,284
Total pension liability—ending (a)		1,200,887	1,258,877	1,322,471	1,357,323	1,411,570	1,411,144	1,471,828	1,526,304	1,562,251	1,602,159
Plan fiduciary net position:											
Employer contributions		140,400	70,764	70,553	68,724	62,774	59,500	76,523	81,100	100,000	407,513
Nonemployer contributions		-	-	-	-	-	-	145,000	70,000	-	-
Member contributions		50	50	73	140	249	333	760	884	1,108	1,304
Net investment income		58,303	(51,214)	95,247	4,024	116,092	(31,098)	112,614	58,239	527	21,231
Benefit payments and withdrawals		(138,824)	(143,764)	(148,630)	(152,046)	(157,254)	(159,565)	(159,717)	(158,593)	(157,071)	(156,974)
Administrative expenses		(546)	(761)	(610)	(612)	(718)	(1,180)	(1,070)	(611)	(1,218)	(975)
Net change in plan fiduciary net position		59,383	(124,925)	16,633	(79,770)	21,143	(132,010)	174,110	51,019	(56,654)	272,099
Plan fiduciary net position—beginning		652,398	777,323	760,690	840,460	819,317	951,327	777,217	726,198	782,852	510,753
Plan fiduciary net position—ending (b)		711,781	652,398	777,323	760,690	840,460	819,317	951,327	777,217	726,198	782,852
Employer's net pension liability—ending (a)-(b)		\$ 489,106	\$ 606,479	\$ 545,148	\$ 596,633	\$ 571,110	\$ 591,827	\$ 520,501	\$ 749,087	\$ 836,053	\$ 819,307
Plan fiduciary net position as a percentage of the total pension liability		59.27%	51.82%	58.78%	56.04%	59.54%	58.06%	64.64%	50.92%	46.48%	48.86%
Covered payroll		\$ 1,972	\$ 2,043	\$ 3,230	\$ 5,174	\$ 7,236	\$ 13,076	\$ 20,500	\$ 29,312	\$ 39,697	\$ 43,267
Employer's net pension liability as a percentage of covered payroll		24802.54%	29685.71%	16877.65%	11531.37%	7892.62%	4526.06%	2539.03%	2555.56%	2106.09%	1893.61%

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Changes in the MTA's Net Pension Liability and Related Ratios for Single Employer Pension Plans

(continued)

		MaBSTOA Plan									
(\$ in thousands)		2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Plan Measurement Date (December 31):											
Total pension liability:											
Service cost		\$ 99,603	\$ 95,859	\$ 93,934	\$ 95,514	\$ 89,814	\$ 86,979	\$ 84,394	\$ 82,075	\$ 77,045	\$ 72,091
Interest		292,158	285,410	274,270	266,588	265,454	256,084	246,284	236,722	232,405	223,887
Effect of plan changes		2,586	1,760	-	-	-	-	-	-	-	-
Effect of economic / demographic (gains) or losses		30,977	(20,721)	(19,177)	(720)	9,011	5,412	11,826	13,784	(68,997)	-
Effect of assumption changes or inputs		-	-	72,032	-	168,752	-	6,347	-	-	-
Differences between expected and actual experience		-	-	-	-	-	-	-	-	-	(1,596)
Benefit payments and withdrawals		(266,622)	(257,973)	(245,427)	(237,930)	(221,221)	(213,827)	(209,122)	(187,823)	(179,928)	(175,447)
Net change in total pension liability		158,702	104,336	175,632	123,452	311,810	134,648	139,729	144,758	60,525	118,935
Total pension liability—beginning		4,526,353	4,422,018	4,246,386	4,122,934	3,811,124	3,676,476	3,536,747	3,391,989	3,331,464	3,212,529
Total pension liability—ending (a)		4,685,055	4,526,353	4,422,018	4,246,386	4,122,934	3,811,124	3,676,476	3,536,747	3,391,989	3,331,464
Plan fiduciary net position:											
Employer contributions		328,430	158,618	156,204	159,486	206,390	205,433	202,684	220,697	214,881	226,374
Member contributions		25,389	25,548	24,935	24,709	23,552	21,955	19,713	18,472	16,321	15,460
Net investment income		413,734	(273,627)	416,287	60,326	447,365	(87,952)	350,186	212,260	(24,163)	105,084
Benefit payments and withdrawals		(266,622)	(257,973)	(245,427)	(237,930)	(221,221)	(213,827)	(209,122)	(187,823)	(179,928)	(175,447)
Administrative expenses		(567)	(806)	(264)	(244)	(220)	(196)	(208)	(186)	(88)	(74)
Net change in plan fiduciary net position		500,364	(348,240)	351,735	6,347	455,866	(74,587)	363,253	263,420	27,023	171,397
Plan fiduciary net position—beginning		3,310,111	3,658,351	3,306,616	3,300,268	2,844,402	2,918,989	2,555,736	2,292,316	2,265,293	2,093,896
Plan fiduciary net position—ending (b)		3,810,475	3,310,111	3,658,351	3,306,616	3,300,268	2,844,402	2,918,989	2,555,736	2,292,316	2,265,293
Employer's net pension liability—ending (a)-(b)		\$ 874,580	1,216,242	\$ 763,667	\$ 939,770	\$ 822,666	\$ 966,722	\$ 757,487	\$ 981,011	\$ 1,099,673	\$ 1,066,171
Plan fiduciary net position as a percentage of the total pension liability		81.33%	73.13%	82.73%	77.87%	80.05%	74.63%	79.40%	72.26%	67.58%	68.00%
Covered payroll		\$ 820,468	\$ 775,512	\$ 768,868	\$ 802,100	\$ 786,600	\$ 776,200	\$ 749,666	\$ 716,527	\$ 686,674	\$ 653,287
Employer's net pension liability as a percentage of covered payroll		106.60%	156.83%	99.32%	117.16%	104.59%	124.55%	101.04%	136.91%	160.14%	163.20%

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Changes in the MTA's Net Pension Liability and Related Ratios for Single Employer Pension Plans

(continued)

Plan Measurement Date (December 31):	MNR Cash Balance Plan										
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	
Total pension liability:											
Interest	\$ 12	\$ 10	\$ 11	\$ 14	\$ 18	\$ 20	\$ 21	\$ 24	\$ 29	\$ 32	
Effect of economic / demographic (gains) or losses	(19)	(6)	(11)	10	4	(11)	12	(15)	(10)	-	
Effect of assumption changes or inputs	-	(16)	15	11	-	-	-	-	18	-	
Benefit payments and withdrawals	(41)	(33)	(38)	(105)	(53)	(58)	(71)	(77)	(113)	(88)	
Net change in total pension liability	(48)	(45)	(23)	(70)	(31)	(49)	(38)	(68)	(76)	(56)	
Total pension liability—beginning	310	355	378	448	479	528	566	634	710	766	
Total pension liability—ending (a)	262	310	355	378	448	479	528	566	634	710	
Plan fiduciary net position:											
Employer contributions	13	4	-	9	-	5	-	23	18	-	
Net investment income	2	(43)	(5)	32	40	1	20	16	6	41	
Benefit payments and withdrawals	(41)	(33)	(38)	(105)	(53)	(58)	(71)	(77)	(113)	(88)	
Administrative expenses	-	-	-	3	(3)	-	-	-	3	(3)	
Net change in plan fiduciary net position	(26)	(72)	(43)	(61)	(16)	(52)	(51)	(38)	(86)	(50)	
Plan fiduciary net position—beginning	279	351	394	455	471	523	574	612	698	748	
Plan fiduciary net position—ending (b)	253	279	351	394	455	471	523	574	612	698	
Employer's net pension liability—ending (a)-(b)	\$ 9	\$ 31	\$ 4	\$ (16)	\$ (7)	\$ 8	\$ 5	\$ -8	\$ 22	\$ 12	
Plan fiduciary net position as a percentage of the total pension liability	96.48%	90.00%	98.87%	104.23%	101.45%	98.33%	99.05%	101.41%	96.53%	98.31%	
Covered payroll	\$ -	\$ -	\$ -	\$ 277	\$ 278	\$ 268	\$ 471	\$ 846	\$ 1,474	\$ 2,274	
Employer's net pension liability as a percentage of covered payroll	0.00%	0.00%	0.00%	-5.78%	-2.52%	2.99%	1.06%	-0.95%	1.49%	0.53%	

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Changes in the MTA's Net Pension Liability and Related Ratios for Single Employer Pension Plans											(continued)
MTA Defined Benefit Plan											
Plan Measurement Date (December 31):	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014	
Total pension liability:											
Service cost	\$ 230,704	\$ 220,423	\$ 213,675	\$ 213,494	\$ 173,095	\$ 162,273	\$ 148,051	\$ 138,215	\$ 124,354	\$ 121,079	
Interest	515,016	485,878	455,230	427,672	387,193	358,118	335,679	308,009	288,820	274,411	
Effect of economic / demographic (gains) or losses	23,934	95,172	20,656	92,019	35,935	75,744	(27,059)	86,809	121,556	2,322	
Effect of assumption changes or inputs	5,490	-	113,662	-	690,958	-	10,731	-	(76,180)	-	
Effect of plan changes	349	-	-	-	-	61,890	76,511	73,521	6,230	-	
Benefit payments and withdrawals	(375,485)	(351,857)	(325,473)	(293,836)	(264,985)	(242,349)	(232,976)	(209,623)	(199,572)	(191,057)	
Net change in total pension liability	400,008	449,616	477,750	439,349	1,022,196	415,676	310,937	396,931	265,208	206,755	
Total pension liability—beginning	7,877,401	7,427,785	6,950,035	6,510,686	5,488,490	5,072,814	4,761,877	4,364,946	4,099,738	3,892,983	
Total pension liability—ending (a)	8,277,409	7,877,401	7,427,785	6,950,035	6,510,686	5,488,490	5,072,814	4,761,877	4,364,946	4,099,738	
Plan fiduciary net position:											
Employer contributions	831,320	400,648	396,144	394,986	344,714	338,967	321,861	280,768	221,694	331,259	
Member contributions	38,304	34,471	33,832	32,006	31,504	29,902	31,027	29,392	34,519	26,006	
Net investment income	695,942	(464,023)	639,374	99,045	651,919	(150,422)	516,153	247,708	(45,122)	102,245	
Benefit payments and withdrawals	(375,485)	(351,857)	(325,473)	(293,836)	(264,985)	(242,349)	(232,976)	(209,623)	(199,572)	(191,057)	
Administrative expenses	(4,660)	(4,334)	(3,513)	(3,660)	(3,408)	(3,152)	(4,502)	(3,051)	(1,962)	(9,600)	
Net change in plan fiduciary net position	1,185,421	(385,095)	740,364	228,541	759,744	(27,054)	631,563	345,194	9,557	258,853	
Plan fiduciary net position—beginning	5,368,034	5,753,129	5,012,765	4,784,224	4,024,480	4,051,534	3,419,971	3,074,777	3,065,220	2,806,367	
Plan fiduciary net position—ending (b)	6,553,455	5,368,034	5,753,129	5,012,765	4,784,224	4,024,480	4,051,534	3,419,971	3,074,777	3,065,220	
Employer's net pension liability—ending (a)-(b)	\$ 1,723,954	\$ 2,509,367	\$ 1,674,656	\$ 1,937,270	\$ 1,726,462	\$ 1,464,010	\$ 1,021,280	\$ 1,341,906	\$ 1,290,169	\$ 1,034,518	
Plan fiduciary net position as a percentage of the total pension liability	79.17%	68.14%	77.45%	72.13%	73.48%	73.33%	79.87%	71.82%	70.44%	74.77%	
Covered payroll	\$ 2,347,700	\$ 2,111,293	\$ 2,028,938	\$ 2,050,970	\$ 2,052,657	\$ 2,030,695	\$ 1,857,026	\$ 1,784,369	\$ 1,773,274	\$ 1,679,558	
Employer's net pension liability as a percentage of covered payroll	73.43%	118.85%	82.54%	94.46%	84.11%	72.09%	55.00%	75.20%	72.76%	61.59%	

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of the MTA's Proportionate Share of the Net Pension Liabilities of Cost-Sharing Multiple-Employer Pension Plans

(\$ in thousands)	NYCERS Plan									
	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Plan Measurement Date: June 30										
MTA's proportion of the net pension liability	21.980%	22.075%	21.900%	22.218%	24.420%	24.493%	23.682%	24.096%	23.493%	23.585%
MTA's proportionate share of the net pension liability										
MTA's actual covered payroll*	\$ 3,615,094	\$ 3,938,599	\$ 3,964,996	\$ 1,424,952	\$ 5,147,445	\$ 4,536,510	\$ 4,176,941	\$ 5,003,811	\$ 5,708,052	\$ 4,773,787
MTA's proportionate share of the net pension liability as a percentage of the MTA's covered payroll	\$ 3,470,339	\$ 3,411,116	\$ 3,479,187	\$ 3,571,746	\$ 3,514,665	\$ 3,385,743	\$ 3,216,837	\$ 3,154,673	\$ 3,064,007	\$ 2,989,480
Plan fiduciary net position as a percentage of the total pension liability	104.171%	115.464%	113.963%	39.895%	146.456%	113.989%	129.846%	158.616%	186.294%	159.686%
	84.300%	82.200%	81.276%	77.000%	76.933%	78.836%	78.826%	74.805%	69.568%	73.125%

NYSLERS Plan

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Plan Measurement Date: March 31										
MTA's proportion of the net pension liability	0.355%	0.299%	0.310%	0.314%	0.346%	0.345%	0.327%	0.311%	0.303%	0.289%
MTA's proportionate share of the net pension liability	\$ 52,271	\$ 64,289	\$ (25,856)	\$ 313	\$ 91,524	\$ 24,472	\$ 10,553	\$ 29,239	\$ 48,557	\$ 9,768
MTA's actual covered payroll*	\$ 160,810	\$ 115,946	\$ 101,385	\$ 106,047	\$ 105,457	\$ 109,252	\$ 105,269	\$ 96,583	\$ 87,670	\$ 87,315
MTA's proportionate share of the net pension liability as a percentage of the MTA's covered payroll	32.505%	55.447%	-25.503%	0.295%	86.788%	22.400%	10.025%	30.273%	55.386%	11.187%
Plan fiduciary net position as a percentage of the total pension liability	93.880%	90.780%	103.650%	99.950%	86.392%	96.267%	98.240%	94.703%	90.685%	97.947%

Note: The data provided in this schedule is based on the measurement date used by NYCERS and NYSLERS for the net pension liability.

* MTA's actual covered payroll have been restated from 2021 to 2023 to represent the plan fiscal year.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of the MTA's Contributions for All Pension Plans for the Year Ended December 31,

(\$ in thousands)	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Additional Plan										
Actuarially Determined Contribution	\$ 69,737	\$ 72,666	\$ 70,764	\$ 70,553	\$ 68,723	\$ 62,774	\$ 59,196	\$ 76,523	\$ 83,183	\$ 82,382
Actual Employer Contribution	74,957	140,400	70,764	70,553	68,724	62,774	59,500	221,523	151,100	100,000
Contribution Deficiency (Excess)	\$ (5,220)	\$ (67,734)	\$ -	\$ -	\$ (1)	\$ -	\$ (304)	\$ (145,000)	\$ (67,917)	\$ (17,618)
Covered Payroll	\$ 1,802	\$ 1,972	\$ 2,043	\$ 3,230	\$ 5,174	\$ 7,236	\$ 13,076	\$ 20,500	\$ 29,312	\$ 39,697
Contributions as a % of Covered Payroll	4159.66%	7119.68%	3463.99%	2184.33%	1328.26%	867.54%	455.02%	1080.62%	515.49%	251.91%
MaBSTOA Plan										
Actuarially Determined Contribution	\$ 174,151	\$ 170,033	\$ 158,618	\$ 156,204	\$ 159,486	\$ 209,314	\$ 202,509	\$ 202,924	\$ 220,697	\$ 214,881
Actual Employer Contribution	189,884	328,430	158,618	156,204	159,486	206,390	205,434	202,684	220,697	214,881
Contribution Deficiency (Excess)	\$ (15,733)	\$ (158,397)	\$ -	\$ -	\$ -	\$ 2,924	\$ (2,925)	\$ 240	\$ -	\$ -
Covered Payroll	\$ 870,820	\$ 820,468	\$ 775,512	\$ 768,868	\$ 802,100	\$ 786,600	\$ 776,200	\$ 749,666	\$ 716,527	\$ 686,674
Contributions as a % of Covered Payroll	21.81%	40.03%	20.45%	20.32%	19.88%	26.24%	26.47%	27.04%	30.80%	31.29%
Metro-North Cash Balance Plan										
Actuarially Determined Contribution	\$ 22	\$ 13	\$ 4	\$ -	\$ -	\$ 8	\$ 5	\$ -	\$ 23	\$ -
Actual Employer Contribution	22	13	4	-	-	-	5	-	23	14
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (14)
Covered Payroll	\$ -	\$ -	\$ -	\$ -	\$ 277	\$ 278	\$ 268	\$ 471	\$ 846	\$ 1,474
Contributions as a % of Covered Payroll	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.87%	0.00%	2.68%	0.96%
MTA Defined Benefit Plan										
Actuarially Determined Contribution	\$ 410,291	\$ 416,538	\$ 404,245	\$ 392,547	\$ 392,921	\$ 349,928	\$ 331,566	\$ 316,916	\$ 290,415	\$ 273,700
Actual Employer Contribution	355,279	829,720	404,245	396,144	393,961	343,862	339,800	321,861	280,767	221,694
Contribution Deficiency (Excess)	\$ 55,012	\$ (413,182)	\$ -	\$ (3,597)	\$ (1,040)	\$ 6,066	\$ (8,234)	\$ (4,945)	\$ 9,648	\$ 52,006
Covered Payroll	\$ 2,381,497	\$ 2,347,700	\$ 2,111,293	\$ 2,028,938	\$ 2,050,970	\$ 2,052,657	\$ 2,030,695	\$ 1,857,026	\$ 1,784,369	\$ 1,773,274
Contributions as a % of Covered Payroll	14.92%	35.34%	19.15%	19.52%	19.21%	16.75%	16.73%	17.33%	15.73%	12.50%

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of the MTA's Contributions for All Pension Plans for the Year Ended December 31,

(continued)

(\$ in thousands)	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
NYCERS										
Actuarially Determined Contribution	\$ 785,121	\$ 763,929	\$ 797,299	\$ 842,269	\$ 882,690	\$ 952,616	\$ 807,097	\$ 800,863	\$ 797,845	\$ 736,212
Actual Employer Contribution	785,121	763,929	797,299	842,269	882,690	952,616	807,097	800,863	797,845	736,212
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered Payroll	\$ 4,211,013	\$ 4,169,696	\$ 3,848,798	\$ 3,637,544	\$ 3,771,595	\$ 3,948,283	\$ 3,974,494	\$ 3,768,885	\$ 3,523,993	\$ 3,494,907
Contributions as a % of Covered Payroll	18.64%	18.32%	20.72%	23.15%	23.40%	24.13%	20.31%	21.25%	22.64%	21.07%
NYSLERS										
Actuarially Determined Contribution	\$ 22,194	\$ 14,125	\$ 16,284	\$ 16,284	\$ 14,533	\$ 14,851	\$ 14,501	\$ 13,969	\$ 12,980	\$ 15,792
Actual Employer Contribution	22,194	14,125	16,284	16,284	14,533	14,851	14,501	13,969	12,980	15,792
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered Payroll	\$ 211,876	\$ 150,682	\$ 110,702	\$ 99,129	\$ 102,838	\$ 106,913	\$ 109,210	\$ 103,787	\$ 94,801	\$ 86,322
Contributions as a % of Covered Payroll	10.47%	9.37%	14.71%	16.43%	14.13%	13.89%	13.28%	13.46%	13.69%	18.29%

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	Additional Plan		
Valuation Dates:	January 1, 2023	January 1, 2022	January 1, 2021
Measurement Date:	December 31, 2023	December 31, 2022	December 31, 2021
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Period specified in current valuation report (closed 10-year period from January 1, 2023) with level dollar payments.	Period specified in current valuation report (closed 11-year period from January 1, 2022) with level dollar payments.	Period specified in current valuation report (closed 12-year period from January 1, 2021) with level dollar payments.
Asset Valuation Method:	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	3.00%	3.00%	3.00%
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses	6.50%, net of investment expenses	6.50%, net of investment expenses
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 97% for males and 100% for females.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 97% for males and 100% for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.25%; 3.25%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	Additional Plan (continued)		
Valuation Dates:	January 1, 2020	January 1, 2019	January 1, 2018
Measurement Date:	December 31, 2020	December 31, 2019	December 31, 2018
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Period specified in current valuation report (closed 13 year period beginning January 1, 2020) with level dollar payments.	Period specified in current valuation report (closed 14 year period beginning January 1, 2019) with level dollar payments.	Period specified in current valuation report (closed 15 year period beginning January 1, 2018) with level dollar payments.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	3.00%	3.00%	3.00%
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	7.00%
	6.50%, net of investment expenses.	6.50%, net of investment expenses.	7.00%, net of investment expenses.
Investment rate of return:			
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.50%; 3.50%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	Additional Plan (continued)			
Valuation Dates:	January 1, 2017	January 1, 2016	January 1, 2015	January 1, 2014
Measurement Date:	December 31, 2017	December 31, 2016	December 31, 2015	December 31, 2014
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Period specified in current valuation report (closed 16 year period beginning January 1, 2017) with level dollar payments.	Period specified in current valuation report (closed 17 year period beginning January 1, 2016) with level dollar payments.	Period specified in current valuation report (closed 18 year period beginning January 1, 2015) with level dollar payments.	Period specified in current valuation report (closed 19 year period beginning January 1, 2014) with level dollar payments.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	3.00%	3.00%	3.00%	3.00%
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. As generational tables, they reflect mortality improvements both before and after the measurement date. Mortality assumption is based on a 2012 experience study for all MTA plans
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%
Cost-of-Living Adjustments:	N/A	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MaBSTOA Plan		
Valuation Dates:	January 1, 2023	January 1, 2022	January 1, 2021
Measurement Date:	December 31, 2023	December 31, 2022	December 31, 2021
Actuarial cost method:	Frozen Initial Liability cost method	Frozen Initial Liability cost method	Frozen Initial Liability cost method
Amortization method:	For FIL bases, 15 years for Fresh Start base as of January 1, 2020 and subsequent changes in actuarial assumptions and plan provisions. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, 15 years for Fresh Start base as of January 1, 2020, mortality change and recognition of Chapter 56 Laws of 2022. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, 15 years for Fresh Start base as of January 1, 2020 and period specified in current valuation report for specific assumption changes. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.
Asset Valuation Method:	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses	6.50%, net of investment expenses	6.50%, net of investment expenses.
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 92% for males and 100% for females.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 92% for males and 100% for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	Pri-2012 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.25%	2.25%	2.25%
Cost-of-Living Adjustments:	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35% per annum, if applicable

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

		MaBSTOA Plan (continued)		
Valuation Dates:	January 1, 2020	January 1, 2019	January 1, 2018	
Measurement Date:	December 31, 2020	December 31, 2019	December 31, 2018	
Actuarial cost method:	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)	
Amortization method:	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	
Salary increases:	Reflecting general wage, merit and promotion increases for operating employees and non-operating members. Varies by years of employment.	Reflecting general wage, merit, and promotion increases of 3.5% for operating employees and 4.0% for non-operating employees per year. Large increases are assumed in the first 5 years of a member's career.	Varies by years of employment and employment type.	
Actuarial assumptions:				
Discount Rate:	6.50%	6.50%	7.00%	
Investment rate of return:	6.50%, net of investment expenses.	6.50%, net of investment expenses.	7.00%, net of investment expenses.	
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.	
Inflation/Railroad Retirement Wage Base:	2.25%	2.25%	2.50%	
Cost-of-Living Adjustments:	1.35% per annum	1.35% per annum	1.375% per annum	

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

MaBSTOA Plan (continued)			
Valuation Dates:	January 1, 2017	January 1, 2016	January 1, 2015
Measurement Date:	December 31, 2017	December 31, 2016	December 31, 2015
Actuarial cost method:	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)
Amortization method:	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment and employment type.	Varies by years of employment and employment type.	Varies by years of employment and employment type.
Actuarial assumptions:			
Discount Rate:	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females.	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females.	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.375% per annum	1.375% per annum	1.375% per annum

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MNR Cash Balance Plan		
Valuation Dates:	January 1, 2023	January 1, 2022	January 1, 2021
Measurement Date:	December 31, 2023	December 31, 2022	December 31, 2021
Actuarial cost method:	Unit Credit	Unit Credit	Unit Credit Cost
Amortization method:	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.
Asset Valuation Method:	Actuarial value equals fair value.	Actuarial value equals fair value.	Actuarial value equals fair value.
Salary increases:	N/A	N/A	N/A
Actuarial assumptions:			
Discount Rate:	4.00%	4.00%	3.00%
Investment rate of return:	4.00%, net of investment expenses	4.00%, net of investment expenses	3.00%, net of investment expenses.
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments, projected on a generational basis using Scale AA.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments, projected on a generational basis using Scale AA.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments, projected on a generational basis using Scale AA.
Post-retirement Healthy Lives:	97% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 100% of the rates from the RP-2000 Healthy Annuitant mortality table for females, both projected on a generational basis using Scale AA.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females, both projected on a generational basis using Scale AA.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females, both projected on a generational basis using Scale AA.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.32%	2.40%	2.25%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

MNR Cash Balance Plan (continued)			
Valuation Dates:	January 1, 2020	January 1, 2019	January 1, 2019
Measurement Date:	December 31, 2020	December 31, 2019	December 31, 2018
Actuarial cost method:	Unit Credit Cost	Unit Credit Cost	Unit Credit Cost
Amortization method:	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.
Asset Valuation Method:	Actuarial value equals fair value.	Actuarial value equals fair value.	Actuarial value equals fair value.
Salary increases:	N/A	N/A	N/A
Actuarial assumptions:			
Discount Rate:	3.00%	3.50%	4.00%
Investment rate of return:	3.00%, net of investment expenses.	3.50%, net of investment expenses.	4.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on an experience study for all MTA plans.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on an experience study for all MTA plans.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on a 2017 experience study for all MTA plans.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.25%	2.25%	2.50%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MNR Cash Balance Plan (continued)		
Valuation Dates:	January 1, 2018	January 1, 2017	January 1, 2016
Measurement Date:	December 31, 2017	December 31, 2016	December 31, 2015
Actuarial cost method:	Unit Credit Cost	Unit Credit Cost	Unit Credit Cost
Amortization method:	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.
Asset Valuation Method:	Actuarial value equals fair value.	Actuarial value equals fair value.	Actuarial value equals fair value.
Salary increases:	N/A	N/A	N/A
Actuarial assumptions:			
Discount Rate:	4.00%	4.00%	4.00%
Investment rate of return:	4.00%, net of investment expenses.	4.00%, net of investment expenses.	4.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on a 2017 experience study for all MTA plans.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on a 2012 experience study for all MTA plans.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on a 2012 experience study for all MTA plans.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.30%	2.30%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MTA Defined Benefit Plan		
Valuation Dates:	January 1, 2023	January 1, 2022	January 1, 2021
Measurement Date:	December 31, 2023	December 31, 2022	December 31, 2021
Actuarial cost method:	Frozen Initial Liability cost method	Frozen Initial Liability cost method	Entry Age Normal Cost
Amortization method:	For FIL bases, 15 years remaining for Fresh start base, including vacation pay adjustment base as of January 1, 2022; 15 years for other changes in actuarial assumptions and the period specified in current valuation report for specific plan change bases. All bases are determined on a closed basis. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.	For FIL bases, 16 years remaining for Fresh start base, including vacation pay adjustment base as of January 1, 2022, 15 years for the mortality change and the period specified in current valuation report for specific plan change bases. All bases are determined on a closed basis. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.	For FIL bases, 18 years for Fresh start base as of January 1, 2020 and period specified in current valuation report for specific assumption and plan change bases. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.
Asset Valuation Method:	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	Varies by years of employment, and employee group; 2.75% general wage increases increases for TWU Local 100 MTA Bus hourly employees.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses	6.50%, net of investment expenses	6.50%
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 97% for rail males, 92% for MTA Bus males and 100% for females. For Police, the Mortality Rates for NYC Active Members of Transit and TBTA Ordinary and Accidental Death (no projection scale is applied to the Accidental Death table).	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

MTA Defined Benefit Plan (continued from previous page)

Post-retirement Healthy Lives:	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 97% for rail males, 92% for MTA Bus males and 100% for females. For Police, the Mortality Rates for NYC Service Retirees for Housing Police and Transit Police.	95% of the RP-2000 Healthy Annuitant mortality table for males with Blue Collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the RP-2000 Healthy Annuitant mortality table for males with Blue Collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	PRI-2012 Disabled Annuitant mortality table for males and females. For Police, the Mortality Rates for NYC Disabled Retirees for Housing Police and Transit Police.	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.25%; 3.25%
Cost-of-Living Adjustments:	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

MTA Defined Benefit Plan (continued)			
Valuation Dates:	January 1, 2020	January 1, 2019	January 1, 2018
Measurement Date:	December 31, 2020	December 31, 2019	December 31, 2018
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	For Frozen Initial Liability ("FIL") bases, 18 years for Fresh start base as of Jan 1, 2020 and period specified in current valuation report for specific plan change bases. Future gains/ losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment, and employee group. 2.75% general wage increases for TWU Local 100 MTA Bus hourly employees.	Varies by years of employment, and employee group. 2.75% general wage increases for TWU Local 100 MTA Bus hourly employees.	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	7.00%
Investment rate of return :	6.50%	6.50%	7.00%
Mortality:	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females	RP-2014 Disabled Annuitant mortality table for males and females	RP-2014 Disabled Annuitant mortality table for males and females
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.50%; 3.50%
Cost-of-Living Adjustments:	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	55% of inflation assumption or 1.375%, if applicable.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

MTA Defined Benefit Plan (continued)			
Valuation Dates:	January 1, 2017	January 1, 2016	January 1, 2015
Measurement Date:	December 31, 2017	December 31, 2016	December 31, 2015
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.
Actuarial assumptions:			
Discount Rate:	7.00%	7.00%	7.00%
Investment rate of return:	7.00%	7.00%	7.00%
Mortality:	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females. At age 85 and later for males and age 77 and later for females, the disability rates are set to the male and females healthy rates, respectively.	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females. At age 85 and later for males and age 77 and later for females, the disability rates are set to the male and females healthy rates, respectively.
Inflation/Railroad Retirement Wage Base:	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%
Cost-of-Living Adjustments:	55% of inflation assumption or 1.375%, if applicable.	55% of inflation assumption or 1.375%, if applicable.	55% of inflation assumption or 1.375%, if applicable.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	NYCERS Plan		
Valuation Dates:	June 30, 2023	June 30, 2022	June 30, 2021
Measurement Date:	June 30, 2024	June 30, 2023	June 30, 2022
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	N/A	N/A	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.
Asset Valuation Method:	The Plan Fiduciary Net Positions are based on the Market Values of Assets at the Measurement Dates with certain adjustments made to reflect the Actuary's understanding of the accruals within and the transfers between the QPP and the VSFs for NYCERS, POLICE, and FIRE.	The Plan Fiduciary Net Positions are based on the fair values of Assets at the Measurement Dates with certain adjustments made to reflect the Actuary's understanding of the accruals within and the transfers between the QPP and the VSFs for NYCERS, POLICE, and FIRE.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.
Salary increases:	3% per annum.	3% per annum.	3% per annum.
Actuarial assumptions:			
Discount Rate:	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses	7.00%, net of investment expenses	7.00%, net of investment expenses.
Mortality:	Tables adopted by the Boards of Trustees during Fiscal Year 2019. Applies mortality improvement scale MP-2020 published by the Society of Actuaries.	Tables adopted by the Boards of Trustees during Fiscal Year 2019. Applies mortality improvement scale MP-2020 published by the Society of Actuaries to active ordinary death mortality rates and pre-commencement mortality rates for deferred vesteds.	Tables adopted by the Boards of Trustees during Fiscal Year 2019. Applies mortality improvement scale MP-2020 published by the Society of Actuaries.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	NYCERS Plan (continued)		
Valuation Dates:	June 30, 2020	June 30, 2019	June 30, 2018
Measurement Date:	June 30, 2021	June 30, 2020	June 30, 2019
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.
Asset Valuation Method:	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.
Salary increases:	3% per annum.	3% per annum.	3% per annum.
Actuarial assumptions:			
Discount Rate:	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was prepared by Bolton, Inc. dated June 2019 analyzed the four-year and ten-year periods ended June 30, 2017.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was prepared by Bolton, Inc. dated June 2019 analyzed the four-year and ten-year periods ended June 30, 2017.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	NYCERS Plan (continued)			
Valuation Dates:	June 30, 2016	June 30, 2015	June 30, 2014	June 30, 2013
Measurement Date:	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.
Asset Valuation Method:	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.
Salary increases:	3% per annum.	3% per annum.	3% per annum.	3% per annum.
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.
Pre-retirement:	N/A	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

		NYSLERS Plan	
Valuation Dates:	April 1, 2023	April 1, 2022	April 1, 2021
Measurement Date:	March 31, 2024	March 31, 2023	March 31, 2022
Actuarial cost method:	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
Amortization method:	N/A	N/A	Evenly over the remaining working lifetimes of the active membership.
Asset Valuation Method:	8-year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	Market restart	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.
Salary increases:	4.4% in ERS, 6.2% in PFRS	4.4% in ERS, 6.2% in PFRS	4.4% in ERS, 6.2% in PFRS
Actuarial assumptions:			
Discount Rate:	5.90%	5.90%	5.90%
Investment rate of return:	5.90%, net of investment expenses.	5.90%, net of investment expenses.	6.80%, net of investment expenses.
Mortality:	Annuitant mortality rates are adjusted to incorporate mortality improvements under the Society of actuaries's Scale MP-2021.	Annuitant mortality rates are adjusted to incorporate mortality improvements under the Society of actuaries's Scale MP-2021.	Annuitant mortality rates are based on April 1, 2015 – March 31, 2020 System experience with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2020.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.90%	2.70%	2.70%
Cost-of-Living Adjustments:	1.5% per annum.	1.4% per annum.	1.3% per annum.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

		NYSLERS Plan (continued)	
Valuation Dates:	April 1, 2020	April 1, 2019	April 1, 2018
Measurement Date:	March 31, 2021	March 31, 2020	March 31, 2019
Actuarial cost method:	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
Amortization method:	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.
Asset Valuation Method:	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.
Salary increases:	4.40% in ERS; 6.20% in PFRS	4.20% in ERS; 5.00% in PFRS	3.80%
Actuarial assumptions:			
Discount Rate:	5.90%	6.80%	7.00%
Investment rate of return:	5.90%, net of investment expenses.	6.80%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2015 through March 31, 2020 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2020.	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2010 through March 31, 2015 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2018.	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2010 through March 31, 2015 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.70%	2.50%	2.50%
Cost-of-Living Adjustments:	1.4% per annum.	1.3% per annum.	1.3% per annum.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	NYSLERS Plan (continued)			
Valuation Dates:	April 1, 2017	April 1, 2016	April 1, 2015	April 1, 2014
Measurement Date:	March 31, 2018	March 31, 2017	March 31, 2016	March 31, 2015
Actuarial cost method:	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
Amortization method:	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.
Asset Valuation Method:	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5-year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.
Salary increases:	3.80%	3.80%	3.80%	4.90%
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.50%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.50%, net of investment expenses.
Mortality:	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2010 through March 31, 2015 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.
Pre-retirement:	N/A	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%	2.70%
Cost-of-Living Adjustments:	1.3% per annum.	1.3% per annum.	1.3% per annum.	1.4% per annum.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of MTA's Contributions for All Pension Plans

(concluded)

Significant methods and assumptions used in calculating the actuarially determined contributions of an employer's proportionate share in Cost Sharing, Multiple-Employer pension plans, the NYCERS plan and the NYSLERS plan, are presented as notes to the schedule.

Factors that significantly affect trends in the amounts reported are changes of benefit terms, changes in the size or composition of the population covered by the benefit terms, or the use of different assumptions. Following is a summary of such factors:

Changes of Benefit Terms:

Refer to Note 4 Employee Benefits.

Changes of Assumptions:

There were no significant changes in the economic and demographic used in the June 30, 2023 valuation for the NYCERS plan.

There were no significant changes in the economic and demographic assumptions used in the April 1, 2023 valuation for the NYSLERS plan.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Changes in the MTA's Net OPEB Liability and Related Ratios and Notes to Schedule

(\$ in thousands)	2023	2022	2021	2020	2019	2018	2017
Plan Measurement Date (December 31):							
Total OPEB liability:							
Service cost	\$ 991,091	\$ 1,240,342	\$ 1,250,950	\$ 1,097,051	\$ 928,573	\$ 1,002,930	\$ 884,548
Interest on total OPEB liability	855,614	530,983	535,642	610,160	840,532	734,968	731,405
Effect of plan changes	74,166	-	-	-	-	1,580	27,785
Effect of economic/demographic (gains) or losses	(3,036,310)	14,299	292,154	(43,890)	247,871	(19,401)	13,605
Effect of assumption changes or inputs	1,154,349	(3,449,438)	(738,829)	1,939,528	311,286	(1,800,135)	911,465
Benefit payments	(882,260)	(846,299)	(792,984)	(724,741)	(730,677)	(691,122)	(650,994)
Net change in total OPEB liability	(843,350)	(2,510,113)	546,933	2,878,108	1,597,585	(771,180)	1,917,814
Total OPEB liability—beginning	22,446,401	24,956,514	24,409,581	21,531,473	19,933,888	20,705,068	18,787,254
Total OPEB liability—ending (a)	21,603,051	22,446,401	24,956,514	24,409,581	21,531,473	19,933,888	20,705,068
Plan fiduciary net position:							
Employer contributions	2,201,541	846,299	792,984	387,371	730,677	691,122	650,994
Net investment income	43,031	11,828	-	(77,118)	63,647	(18,916)	47,370
Benefit payments	(882,260)	(846,299)	(792,984)	(724,741)	(730,677)	(691,122)	(650,994)
Administrative expenses	(143)	(176)	(46)	(209)	(200)	(56)	-
Net change in plan fiduciary net position	1,362,169	11,652	(46)	(414,697)	63,447	(18,972)	47,370
Plan fiduciary net position—beginning	11,736	84	130	414,827	351,380	370,352	322,982
Plan fiduciary net position—ending (b)	1,373,905	11,736	84	130	414,827	351,380	370,352
Net OPEB liability—ending (a)-(b)	\$ 20,229,146	\$ 22,434,665	\$ 24,956,430	\$ 24,409,451	\$ 21,116,646	\$ 19,582,508	\$ 20,334,716
Plan fiduciary net position as a percentage of the total OPEB liability	6.36%	0.05%	0.00%	0.00%	1.93%	1.76%	1.79%
Covered payroll	\$ 7,490,519	\$ 6,848,347	\$ 6,537,709	\$ 6,716,423	\$ 6,901,690	\$ 6,903,700	\$ 5,394,332
Net OPEB liability as a percentage of covered payroll	270.06%	327.59%	381.73%	363.43%	305.96%	283.65%	376.96%

Notes to Schedule:

Changes of benefit terms: In the July 1, 2023 actuarial valuation, there were no changes to the benefit terms.

Changes of assumptions: In the July 1, 2023 actuarial valuation, there were updates to various healthcare assumptions including the per capita claim costs assumption and healthcare trend assumptions.

Note: This schedule is intended to show information for ten years. However, until a full 10-year trend has been compiled, information is presented only for the years for which the required supplementary information is available.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of the MTA's Contributions to the OPEB Plan for the years ended December 31:

(\$ in thousands)	2024	2023	2022	2021	2020	2019	2018	2017
Actuarially Determined Contribution	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Actual Employer Contribution (1)	\$ 944,296	\$ 2,201,541	\$ 846,299	\$ 813,195	\$ 391,529	\$ 737,297	\$ 691,122	\$ 650,994
Contribution Deficiency (Excess)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Covered Payroll	\$ 7,677,009	\$ 7,490,519	\$ 6,848,347	\$ 6,537,709	\$ 6,716,423	\$ 6,901,690	\$ 6,903,700	\$ 5,394,200
Actual Contribution as a Percentage of Covered Payroll	12.30%	29.39%	12.36%	12.44%	5.83%	10.68%	10.01%	12.07%

(1) Actual employer contribution includes the implicit rate of subsidy adjustment of \$62,445 and \$57,989 for the years ended December 31, 2023 and 2022, respectively.

Note: This schedule is intended to show information for ten years. However, until a full 10-year trend has been compiled, information is presented only for the years for which the required supplementary information is available.

Valuation date	July 1, 2023	July 1, 2021	July 1, 2019
Measurement date	December 31, 2023	December 31, 2022	December 31, 2020
Discount rate	3.26%, net of expenses	3.72%, net of expenses	2.06%, net of expenses
Inflation	2.31%	2.33%	2.30%
Actuarial cost method	Entry Age Normal	Entry Age Normal	Entry Age Normal
Amortization method	Level percentage of payroll	Level percentage of payroll	Level percentage of payroll
Normal cost increase factor	4.25%	4.25%	4.25%
Investment rate of return	4.25%	3.72%	2.06%
Salary increases	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.
Valuation date	July 1, 2019	July 1, 2017	July 1, 2017
Measurement date	December 31, 2019	December 31, 2018	December 31, 2017
Discount rate	2.74%, net of expenses	4.10%, net of expenses	3.44%, net of expenses
Inflation	2.25%	2.50%	2.50%
Actuarial cost method	Entry Age Normal	Entry Age Normal	Entry Age Normal
Amortization method	Level percentage of payroll	Level percentage of payroll	Level percentage of payroll
Normal cost increase factor	4.50%	4.50%	4.50%
Investment rate of return	5.75%	6.50%	6.50%
Salary increases	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.

Note: This schedule is intended to show information for ten years. However, until a full 10-year trend has been compiled, information is presented only for the years for which the required supplementary information is available.

(A Component Unit of the State of New York)
SUPPLEMENTARY INFORMATION
 Pension And Other Employee Benefit Trust Funds
 Combining Statement of Fiduciary Net Position as of December 31, 2024

(\$ in thousands)				
	Pension Funds			Other Employee Benefit Trust Fund
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	
ASSETS:				
Cash	\$344	\$31	\$3,579	\$-
Receivables:				
Employee loans	-	-	30,500	-
Participant and union contributions	-	(4)	415	-
Investment securities sold	-	217	2,502	-
Accrued interest and dividends	10,800	960	5,361	12,262
Other receivables	4,232	66	-	-
Total receivables	15,032	1,239	38,778	12,262
Investments at fair value/NAV:				
Equity securities	3,405,531	302,598	1,941,601	-
Fixed income securities	1,880,732	167,112	1,028,649	1,420,535
Other Alternative investments*	1,898,348	240,398	1,118,717	-
Total Investments at fair value/NAV	7,184,611	710,108	4,088,967	1,420,535
Total assets	\$7,199,987	\$711,378	\$4,131,324	\$1,432,797
LIABILITIES:				
Accounts payable and accrued liabilities	\$6,435	\$696	\$2,144	\$-
Payable for investment securities purchased	11,512	1,023	8,098	-
Accrued benefits payable	-	-	21	215
Accrued postretirement death benefits (PRDB) payable	-	-	5,728	-
Accrued 55/25 Additional Members Contribution (AMC) payable	-	-	1,098	-
Other liabilities	371	33	450	-
Total liabilities	18,318	1,752	17,539	215
NET POSITION:				
Restricted for pensions	7,181,669	709,626	4,113,785	-
Restricted for postemployment benefits other than pensions	-	-	-	1,432,582
Total net position	7,181,669	709,626	4,113,785	1,432,582
Total liabilities and net position	\$7,199,987	\$711,378	\$4,131,324	\$1,432,797
				\$13,475,486

*Other Alternative investments include Opportunistic, Real assets, Absolute return, Private equity and Short-term investment.

See Independent Auditor's Review Report and notes to the basic interim financial statements.

(A Component Unit of the State of New York)
SUPPLEMENTARY INFORMATION
Pension And Other Employee Benefit Trust Funds
Combining Statement of Fiduciary Net Position as of December 31, 2023

(\$ in thousands)	Pension Funds		Other Employee Benefit Trust Fund	
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post-employment Benefits Plan
ASSETS:				
Cash	\$6,417	\$625	\$3,583	\$-
Receivables:				
Employee loans	-	-	28,016	-
Participant and union contributions	-	3	-	-
Investment securities sold	-	476	2,928	-
Accrued interest and dividends	5,727	558	2,996	11,707
Other receivables	6,591	73	-	-
Total receivables	12,318	1,110	33,940	11,707
Investments at fair value/NAV:				
Equity securities	3,014,156	293,666	1,732,373	-
Fixed income securities	1,689,979	164,653	861,680	1,341,188
Other Alternative investments*	1,853,708	253,586	1,196,195	21,603
Total Investments at fair value/NAV	6,557,843	711,905	3,790,248	1,362,791
Total assets	\$6,576,578	\$713,640	\$3,827,771	\$1,374,498
LIABILITIES:				
Accounts payable and accrued liabilities	\$6,143	\$205	\$317	\$-
Payable for investment securities purchased	16,485	1,606	9,290	-
Accrued benefits payable	-	-	21	594
Accrued postretirement death benefits (PRDB) payable	-	-	5,720	-
Accrued 55/25 Additional Members Contribution (AMC) payable	-	-	1,504	-
Other liabilities	496	48	443	-
Total liabilities	23,124	1,859	17,295	594
NET POSITION:				
Restricted for pensions	6,553,454	711,781	3,810,476	-
Restricted for postemployment benefits other than pensions	-	-	-	1,373,904
Total net position	6,553,454	711,781	3,810,476	1,373,904
Total liabilities and net position	\$6,576,578	\$713,640	\$3,827,771	\$1,374,498

See Independent Auditor's Review Report and notes to the basic interim financial statements.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

Pension And Other Employee Benefit Trust Funds

Combining Statement of Changes in Fiduciary Net Position for the year ended December 31, 2024

(\$ in thousands)	Pension Funds		Other Employee Benefit Trust Fund		Total
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post-employment Benefit Plan	
ADDITIONS:					
Contributions:					
Employer contributions	\$ 355,279	\$ 74,956	\$ 189,884	\$ 877,690	\$ 1,497,809
Implicit rate subsidy contribution	-	-	-	66,606	66,606
Participant rollovers	4,216	-	-	-	4,216
Member contributions	39,536	45	28,506	-	68,087
Total contributions	399,031	75,001	218,390	944,296	1,636,718
Investment income:					
Net appreciation / depreciation in fair value of investments	555,464	50,777	318,669	12,118	937,028
Dividend income	65,346	6,074	39,686	-	111,106
Interest income	57,241	5,230	32,818	47,541	142,830
Less:					
Investment expenses	44,234	4,528	26,520	837	76,119
Investment income, net	633,817	57,553	364,653	58,822	1,114,845
Total additions	1,032,848	132,554	583,043	1,003,118	2,751,563
DEDUCTIONS:					
Benefit payments and withdrawals	398,888	133,794	279,205	877,690	1,689,577
Implicit rate subsidy payments	-	-	-	66,606	66,606
Transfer to other plans	944	-	-	-	944
Administrative expenses	4,801	915	529	144	6,389
Total deductions	404,633	134,709	279,734	944,440	1,763,516
Net increase / (decrease) in fiduciary net position	628,215	(2,155)	303,309	58,678	988,047
NET POSITION:					
Restricted for Benefits:					
Beginning of year	6,553,454	711,781	3,810,476	1,373,904	12,449,615
End of year	\$ 7,181,669	\$ 709,626	\$ 4,113,785	\$ 1,432,582	\$ 13,437,662

See Independent Auditor's Review Report and notes to the basic interim financial statements.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

Pension And Other Employee Benefit Trust Funds

Combining Statement of Changes in Fiduciary Net Position for the year ended December 31, 2023

	Pension Funds		Other Employee Benefit Trust Fund		Total
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post-employment Benefit Plan	
(\$ in thousands)					
ADDITIONS:					
Contributions:					
Employer contributions	\$ 831,320	\$ 140,400	\$ 328,430	\$ 2,139,096	\$ 3,439,246
Implicit rate subsidy contribution	-	-	-	62,445	62,445
Member contributions	38,304	50	25,390	-	63,744
Total contributions	869,624	140,450	353,820	2,201,541	3,565,435
Investment income:					
Net appreciation / depreciation in fair value of investments	645,157	53,613	382,998	10,400	1,092,168
Dividend income	64,128	6,641	40,027	-	110,796
Interest income	32,876	3,376	20,357	33,196	89,805
Less:					
Investment expenses	46,220	5,326	29,648	565	81,759
Investment income, net	695,941	58,304	413,734	43,031	1,211,010
Total additions	1,565,565	198,754	767,554	2,244,572	4,776,445
DEDUCTIONS:					
Benefit payments and withdrawals	374,595	138,824	266,622	819,815	1,599,856
Implicit rate subsidy payments	-	-	-	62,445	62,445
Transfer to other plans	890	-	-	-	890
Administrative expenses	4,660	546	567	143	5,916
Total deductions	380,145	139,370	267,189	882,403	1,669,107
Net increase / (decrease) in fiduciary net position	1,185,420	59,384	500,365	1,362,169	3,107,338
NET POSITION:					
Restricted for Benefits:					
Beginning of year	5,368,034	652,397	3,310,111	11,735	9,342,277
End of year	\$ 6,553,454	\$ 711,781	\$ 3,810,476	\$ 1,373,904	\$ 12,449,615

See Independent Auditor's Review Report and notes to the basic interim financial statements.

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SUPPLEMENTARY INFORMATION

SCHEDULE OF CONSOLIDATED RECONCILIATION BETWEEN FINANCIAL PLAN AND FINANCIAL STATEMENTS FOR THE PERIOD ENDED JUNE 30, 2025

(\$ in millions)

Category	Financial Plan Actual	Statement GAAP Actual	Variance
REVENUE:			
Farebox revenue	\$ 2,545	\$ 2,545	\$ -
Vehicle toll revenue	1,257	1,587	330
Other operating revenue	2,011	516	(1,495)
Total revenue	5,813	4,648	(1,165)
OPERATING EXPENSES:			
Labor:			
Payroll	3,536	3,114	(422)
Overtime	546	572	26
Health and welfare	992	917	(75)
Pensions	815	781	(34)
Other fringe benefits	711	583	(128)
Postemployment benefits	461	400	(61)
Reimbursable overhead	1	(311)	(312)
Total labor expenses	7,062	6,056	(1,006)
Non-labor:			
Electric power	305	306	1
Fuel	106	106	-
Insurance	9	32	23
Claims	204	180	(24)
Paratransit service contracts	345	343	(2)
Maintenance and other operating contracts	510	457	(53)
Professional service contract	386	256	(130)
Pollution remediation project costs	2	2	-
Materials and supplies	409	338	(71)
Other business expenses	146	154	8
Total non-labor expenses	2,422	2,174	(248)
Depreciation and amortization	1,937	1,997	60
Other Expenses Adjustment	(14)	-	14
Total operating expenses	11,407	10,227	(1,180)
NET OPERATING LOSS	\$ (5,594)	\$ (5,579)	\$ 15

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

SCHEDULE OF CONSOLIDATED SUBSIDY ACCRUAL RECONCILIATION BETWEEN FINANCIAL PLAN AND FINANCIAL STATEMENTS FOR THE PERIOD ENDED JUNE 30, 2025

(\$ in millions)

	Financial Plan Actual	Financial Statement GAAP Actual	Variance	
Accrued Subsidies				
Mass transportation operating assistance	\$ 613	\$ 613	\$ -	{3}
Mass transit trust fund subsidies	\$ 300	\$ 302	\$ 2	{1}
Mortgage recording tax 1 and 2	205	201	(4)	{1}
MRT transfer	0	(3)	(3)	{1}
Urban tax	225	225	0	{1}
State and local operating assistance	62	62	0	{1}
Station maintenance	104	105	1	{1}
Connecticut Department of Transportation (CDOT)	133	127	(6)	{1}
Subsidy from New York City for MTA Bus and SIRTOA	356	280	(76)	{1}
Build American Bonds Subsidy	0	30	30	{1}
Mobility tax	2,020	2,017	(3)	{1}
Assistance Fund (For hire vehicle)	173	224	51	{1}
Real Property Transfer Tax Surcharge (Mansion Tax)	188	208	20	{1}
Internet Marketplace Tax	167	169	2	{1}
Transfer to Central Business District Capital Lockbox	(622)	0	622	{1}
Other non-operating income	197	641	444	{2}
Total accrued subsidies	4,121	5,201	1,080	
Net operating deficit before subsidies and debt service	(5,594)	(5,579)	15	
Debt Service	(1,066)	(975)	91	
Conversion to Cash basis: Depreciation	1,937	-	(1,937)	
Conversion to Cash basis: GASB 75 OPEB adjustment	9	-	(9)	
Conversion to Cash basis: GASB 68 pension adjustment	2	-	(2)	
Conversion to Cash basis: Pollution & Remediation	2	-	(2)	
Conversion to Cash basis: GASB Lease Adjustment	21	-	(21)	
Total net operating surplus/(deficit) before appropriations, grants and other receipts restricted for capital projects	\$ (568)	\$ (1,353)	\$ (785)	

{1} The Financial Plan records on a cash basis while the Financial Statement records on an accrual basis.

{2} The Financial Plan records do not include other non-operating income or changes in fair value.

{3} Timing of receipt in the Financial Plan.

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SUPPLEMENTARY INFORMATION

SCHEDULE OF FINANCIAL PLAN TO FINANCIAL STATEMENTS RECONCILIATION

RECONCILING ITEMS

FOR THE PERIOD ENDED JUNE 30, 2025

(\$ in millions)

Financial Plan Actual Operating Loss at June 30, 2025	\$ (5,594)
The Financial Plan Actual Includes:	
1 Higher Other operating revenue	(1,165)
2 Higher labor expense primarily from higher payroll expense projections	1,006
3 Higher non-labor expense primarily from higher professional service contract expense	248
4 Other expense adjustments	(74)
Total operating reconciling items	15
Financial Statements Operating Loss at June 30, 2025	\$ (5,579)
Financial Plan Deficit after Subsidies and Debt Service	(568)
The Audited Financial Statements Includes:	
1 Debt service bond principal payments	91
2 Adjustments for non-cash liabilities:	
Depreciation	(1,937)
Unfunded OPEB expense	(9)
Unfunded GASB No. 68 pension adjustment	(2)
Other non-cash liability adjustment	(23)
The Financial Statement includes:	
3 Higher subsidies and other non-operating revenues and expenses	1,080
4 Total operating reconciling items (from above)	15
Financial Statement Loss Before Capital Appropriations	\$ (1,353)