

MTA 2026 Final Proposed Budget

November Financial Plan 2026 – 2029



**Volume 1
November 2025**



Metropolitan Transportation Authority

OVERVIEW

MTA 2026 Final Proposed Budget November Financial Plan 2026-2029 Volume 1

The MTA's November Plan is divided into two volumes:

Volume 1 consists of financial schedules supporting the complete MTA Consolidated Financial Plan, including an Executive Summary, the baseline forecast (as detailed in Volume 2 and described below) and certain adjustments captured below the baseline. These "below-the-line" adjustments include: Fare and Toll Increases, MTA Initiatives, Management and Policy Actions, and Other items. Volume 1 also includes descriptions of the "below-the-line" actions as well as the required Certification by the Chair/CEO, and a description of the MTA Budget Process.

Volume 2 includes MTA-Consolidated detailed financial and position schedules as well as the narratives that support the baseline projections included in the 2026 Final Proposed Budget and the Financial Plan for 2026 through 2029. Also included are the Agency sections which incorporate descriptions of Agency Programs with supporting baseline tables and required information related to the MTA Capital Program.

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I. Introduction

Executive Summary

The **2025 MTA November Financial Plan** (the “November Plan” or “Plan”), which includes the 2025 November Forecast, the 2026 Final Proposed Budget and a Financial Plan for the years 2026 to 2029, updates the 2025 July Financial Plan (the “July Plan”), which included the 2025 Mid-Year Forecast and the 2026 Preliminary Budget.

The November Plan

The November Plan remains balanced through 2026 with deficits of \$160 million in 2027, \$243 million in 2028, and \$306 million in 2029. In comparison, the July Plan was balanced through 2026, with deficits of \$345 million in 2027, \$354 million in 2028, and \$428 million in 2029. The February Plan was also balanced through 2026 and included deficits of \$378 million in 2027 and \$419 million in 2028.

Compared with the July Plan, the November Plan is \$419 million favorable over the Plan period. Plan-to-plan changes reflect Agency updates—including savings from new Operating Efficiencies, New Needs, Farebox and Toll Revenue, and other Agency re-estimates—as well as Subsidy receipts and Debt Service expense reforecasts.

The July Plan included additional farebox and toll revenues from proposed fare and toll rate and policy changes for implementation in January 2026. With MTA Board approval in September 2025, the additional revenue projected from these actions, which were represented below-the-line in the July Plan, have been incorporated into Agency financial plans. Overall, farebox and toll revenues, compared with the July Plan, are \$20 million favorable over the Plan period.

Compared with the July Plan, Debt Service expense is \$161 million favorable.

The net cost of Paratransit service, which reflects paratransit service contracts and other expenses, Paratransit fare revenue, Urban Tax receipts dedicated to Paratransit, and City Subsidy for Paratransit, is \$11 million higher than in the July Plan, driven primarily by higher service expenses due to increased ridership. While the City’s contribution to Paratransit is currently legislated at 80 percent of expenses, there is a contribution cap of 50 percent plus \$165 million. As a result, the City’s contribution is less than 80 percent and is further reduced each year as expenses continue to increase.

Information on New Needs, which over the Plan period cost \$44 million and cover maintenance and operations, safety and security, information technology, and other service support initiatives, can be found in Volume 2 of this Plan.

Other Agency baseline operating expenses are \$319 million higher than in the July Plan. Major expense changes include Workers’ Compensation, FELA and Pension, which are \$378 million unfavorable due to higher actuarial re-estimates, and Electric Power and Fuel, which are \$95 million unfavorable due to rate and price increases. Health & Welfare expenses are \$532 million favorable stemming from 2025 vacancy savings and higher prescription drug credits.

From 2009 through 2022, the MTA identified and captured about \$3.2 billion in annually recurring savings. In 2023, the MTA committed to achieving an additional \$500 million in annually recurring cost savings through operating efficiencies, which was attained by the end of 2025 with initiatives

ranging from insourcing functions like cleaning, using reliability data to tailor maintenance frequencies, and standardizing work practices to improve productivity. Details on these savings actions are included in Volume 2, Section II of the 2023 November Financial Plan.

Savings targets from new operating efficiencies are being introduced in this Plan. Achievable savings of \$75 million in 2026, growing to \$150 million in 2027 and \$200 million in 2028, are expected to reach a full value of \$250 million in annual recurring operating savings by 2029. While the 2023 operating efficiencies focused primarily on operations at NYC Transit, Long Island Rail Road, Metro-North Railroad and Bridges and Tunnels, new operating efficiencies will also include MTA Headquarters as shared services have recently been centralized as part of the MTA consolidation efforts to standardize practices and seize economies of scale. Initiatives have been identified to capture \$75 million in savings for 2026 and subsequent years and are detailed under “MTA Initiatives” in Section 3 of this Volume. Details on initiatives to achieve remaining savings will be identified in future Plans.

Revenues from Taxes and State and Local Subsidies are unchanged from the July Plan.

Consistent with prior Plans, this Plan proposes, effective March 2027 and March 2029, biennial fare and toll rate changes to generate a 4 percent yield increase in farebox and toll revenues. These proposals are projected to generate \$39 million above the forecast in the July Plan.

The Plan also reflects re-timing of the Penn Station Access project. Full completion of the project, which extends Metro-North’s New Haven Line to reach Penn Station with four new accessible stations in the Bronx, has experienced delays due to coordination issues with Amtrak for work on its right-of-way. The full completion of the project, originally scheduled for 2027, is now expected to be delayed until 2030. MTA is planning to provide about 30 percent of the original scheduled service to three of the four new Bronx stations. This interim plan, which is predicated on cooperation by Amtrak, will result in shifts in operating budget spending, lowering net costs by \$58 million over the Plan period.

MTA expects a further delay in the reimbursement of direct COVID-related expenses through the Federal Emergency Management Agency (FEMA). In the July Plan, reimbursements of \$300 million in 2025 and \$300 million in 2026 were anticipated, while the February Plan assumed the reimbursement would be received earlier: \$250 million in 2025, \$140 million in 2025, and \$210 million in 2026. In this Plan, the reimbursement is expected over the 2026 to 2028 period, with receipt of \$200 million each year.

Tolling through the Central Business District Tolling Program (CBDTP) began in January 2025. CBDTP net revenue, dedicated to the 2020-2024 MTA Capital Program, is deposited into the Capital Lockbox Fund, and does not impact the bottom line of the Plan. Further information on CBDTP can be found in Volume 2 of this Plan.

The “Bottom Line”

The November Plan presents a balanced budget through 2026, with deficits of \$160 million in 2027, \$243 million in 2028 and \$306 million in 2029.

Risks to MTA's Financial Future

Risks to the November Plan include:

Dedicated tax receipts. Almost 45 percent of operating revenues that are necessary to cover operating budget expenses are derived from dedicated taxes, and an economic slowdown or recession could adversely impact MTA's ability to cover costs.

FEMA COVID reimbursement. The MTA expects reimbursement through the Federal Emergency Management Agency (FEMA) for direct COVID-related expenses incurred during the pandemic. These reimbursements have already slipped beyond the anticipated date of receipt, and should these reimbursements not materialize, the Plan will be put into deficit by \$200 million in 2026, and deficits will be \$200 million higher in both 2027 and 2028.

Casino revenue. The awarding of casino licenses is expected by the end of 2025. Should the commencement of operations be delayed, the Plan, which assumes license and gaming tax revenues of \$500 million in both 2026 and 2027, \$600 million in 2028, and \$200 million in 2029, will be out of balance.

Approval and implementation of fare and toll yield increases. The Plan includes fare and toll rate increases proposed for March 2027 and March 2029. These increases are expected to generate \$1.22 billion over the Plan period.

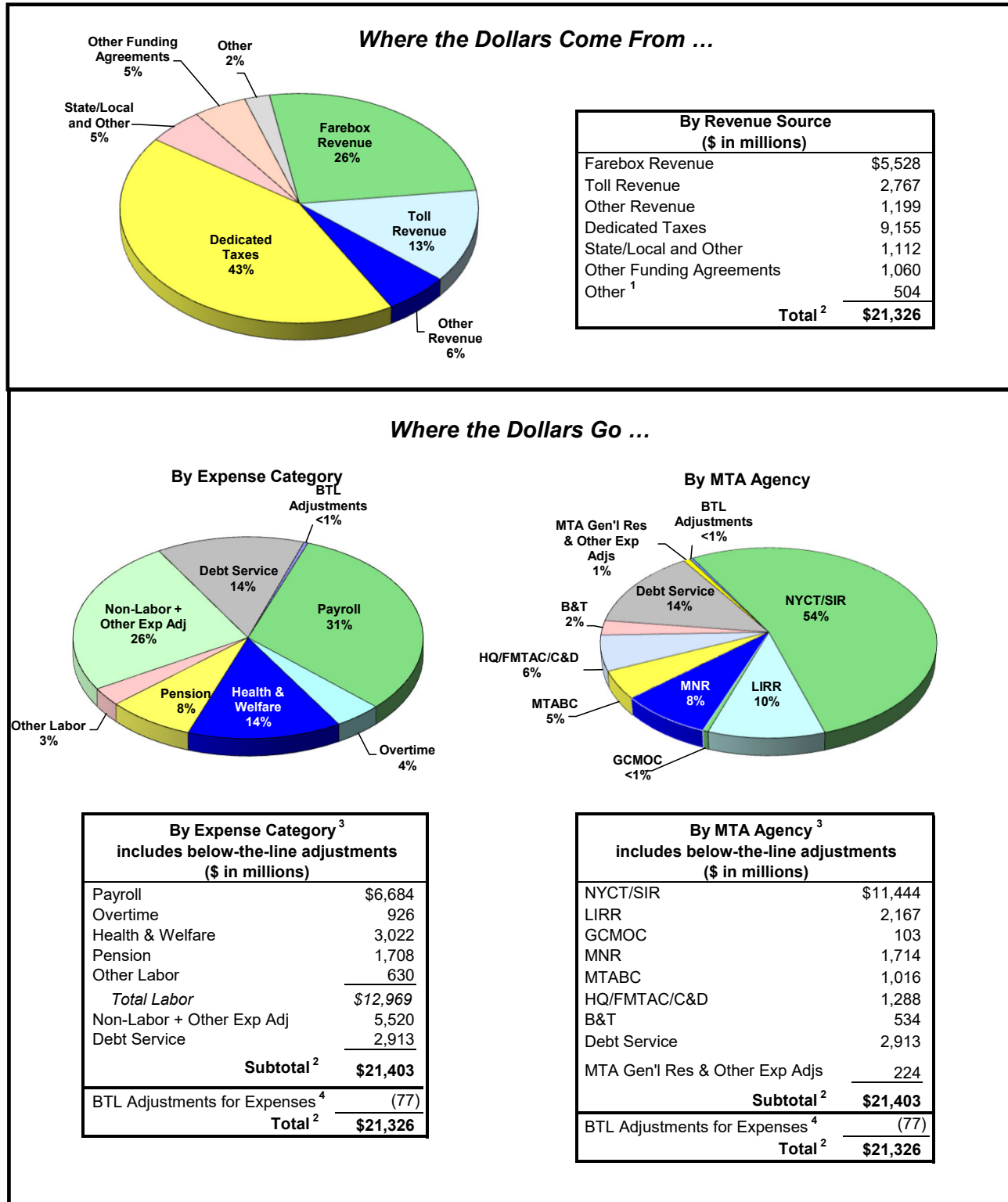
Labor agreements. Major collective bargaining agreements expire over the course of the Plan period, and the Plan assumes annual 2% wage increases at the conclusion of existing agreements.

City paratransit reimbursements. The net cost of Paratransit service, which reflects paratransit service contracts and other expenses, Paratransit fare revenue, Urban Tax receipts dedicated to Paratransit, and City Subsidy for Paratransit, continues to increase. Under current State law, the City's responsibility for reimbursing paratransit expenses reduces from a cap of 50 percent plus \$165 million to 50 percent in July 2027 through June 2030, when the State law requiring City contribution expires. Beginning in July 2030, City reimbursement would revert to City reimbursement being the lesser of one-third of net costs or twenty percent more than the prior year's reimbursement. The Plan assumes a continuation of an 80 percent contribution from the City, and without an extension of State law maintaining the 80 percent reimbursement, deficits will increase.

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II. MTA Consolidated Financial Plan

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



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

¹ Includes cash adjustments, prior-year carryover, and below-the-line FEMA COVID Reimbursement.

² Totals may not add due to rounding.

³ Expenses exclude Non-Cash Liabilities.

⁴ The "BTL Adjustments for Expenses" reflect \$75M in unidentified Operating Efficiencies that cannot be segmented by expense category or by Agency and \$2M in Re-Timing of Penn Station Access.

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

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Non-Reimbursable						
Operating Revenues						
Farebox Revenue	\$4,997	\$5,226	\$5,528	\$5,617	\$5,684	\$5,699
Toll Revenue	2,572	2,585	2,767	2,795	2,813	2,825
Other Revenue	3,352	4,258	1,199	1,249	1,390	1,444
Capital and Other Reimbursements	0	0	0	0	0	0
Total Revenues	\$10,920	\$12,069	\$9,494	\$9,661	\$9,887	\$9,969
Operating Expenses						
<u>Labor:</u>						
Payroll	\$6,075	\$6,341	\$6,684	\$6,819	\$6,962	\$7,109
Overtime	1,107	1,217	926	909	915	928
Health and Welfare	1,719	1,831	2,051	2,196	2,348	2,517
OPEB Current Payments	856	883	970	1,049	1,136	1,229
Pension	1,421	1,593	1,708	1,754	1,773	1,793
Other Fringe Benefits	967	1,271	1,187	1,251	1,312	1,371
Reimbursable Overhead	(553)	(535)	(557)	(538)	(538)	(546)
Total Labor Expenses	\$11,593	\$12,601	\$12,969	\$13,441	\$13,908	\$14,401
<u>Non-Labor:</u>						
Electric Power	\$531	\$653	\$648	\$656	\$685	\$714
Fuel	205	207	212	210	210	217
Insurance	8	32	33	32	48	62
Claims	1,160	441	440	452	465	473
Paratransit Service Contracts	617	761	874	949	1,000	1,057
Maintenance and Other Operating Contracts	1,000	1,094	1,097	1,104	1,100	1,119
Professional Services Contracts	655	851	890	866	817	810
Materials and Supplies	645	718	776	898	944	998
Other Business Expenses	304	303	326	332	360	359
Total Non-Labor Expenses	\$5,126	\$5,061	\$5,297	\$5,500	\$5,629	\$5,809
<u>Other Expense Adjustments:</u>						
Other	\$14	\$16	\$14	\$14	\$14	\$15
General Reserve	195	200	210	220	230	240
Total Other Expense Adjustments	\$209	\$216	\$224	\$234	\$244	\$255
Total Expenses Before Non-Cash Liability Adjs.	\$16,928	\$17,877	\$18,489	\$19,175	\$19,782	\$20,465
Depreciation	\$3,799	\$3,934	\$3,927	\$3,956	\$3,991	\$4,039
GASB 49 Environmental Remediation	52	6	6	6	6	6
GASB 68 Pension Expense Adjustment	(35)	(28)	(107)	(41)	(203)	(205)
GASB 75 OPEB Expense Adjustment	389	578	588	601	612	624
GASB 87 Lease Adjustment	39	40	39	37	36	34
GASB 96 SBITA Adjustment	2	18	22	22	22	21
GASB 101 Compensated Absences	0	11	11	11	11	12
Total Non-Cash Liability Adjustments	\$4,247	\$4,559	\$4,486	\$4,591	\$4,475	\$4,531
Total Expenses After Non-Cash Liability Adjs.	\$21,175	\$22,436	\$22,975	\$23,766	\$24,256	\$24,996
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$4,247)	(\$4,559)	(\$4,486)	(\$4,591)	(\$4,475)	(\$4,531)
Debt Service	2,860	2,444	2,913	3,231	3,393	3,534
Total Expenses with Debt Service	\$19,788	\$20,321	\$21,402	\$22,406	\$23,175	\$23,999
Dedicated Taxes & State and Local Subsidies	\$9,930	\$10,432	\$11,327	\$11,687	\$11,939	\$11,741
Net Surplus/(Deficit) After Subsidies and Debt Service	\$1,062	\$2,180	(\$581)	(\$1,058)	(\$1,348)	(\$2,289)
Conversion to Cash Basis: GASB Account	\$0	\$0	\$0	\$0	\$0	\$0
Conversion to Cash Basis: All Other	(1,062)	(2,180)	304	277	350	1,079
Cash Balance Before Prior-Year Carryover	\$0	\$0	(\$277)	(\$781)	(\$998)	(\$1,210)
Below the Line Adjustments	\$0	\$0	\$277	\$621	\$754	\$905
Prior Year Carryover Balance	0	0	0	0	0	0
Net Cash Balance	\$0	\$0	\$0	(\$160)	(\$243)	(\$306)

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

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Balance Before Prior-Year Carryover	\$0	\$0	(\$277)	(\$781)	(\$998)	(\$1,210)
Fare and Toll Increases:						
March 2027 (4% Fare and Toll Yield)		0	0	287	339	341
Subsidy Impact, March 2027 (4% Fare and Toll Yield)		0	0	(13)	(10)	(9)
March 2029 (4% Fare and Toll Yield)		0	0	0	0	303
Subsidy Impact, March 2029 (4% Fare and Toll Yield)		<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>(14)</u>
Subtotal:		\$0	\$0	\$274	\$329	\$621
MTA Initiatives:						
MTA Operating Efficiencies		<u>0</u>	<u>75</u>	<u>150</u>	<u>200</u>	<u>250</u>
MTA Re-estimates:						
Re-Timing of Penn Station Access		<u>0</u>	<u>2</u>	<u>(3)</u>	<u>25</u>	<u>34</u>
Other:						
FEMA COVID Reimbursement		<u>0</u>	<u>200</u>	<u>200</u>	<u>200</u>	<u>0</u>
Subtotal:		\$0	\$200	\$200	\$200	\$0
TOTAL ADJUSTMENTS		\$0	\$277	\$621	\$754	\$905
Prior Year Carryover Balance		0	0	0	0	0
Net Cash Surplus/(Deficit)	\$0	\$0	\$0	(\$160)	(\$243)	(\$306)

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2026 - 2029

Cash Receipts and Expenditures

(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$4,891	\$5,236	\$5,503	\$5,593	\$5,659	\$5,673
Other Revenue	1,237	1,512	1,258	1,247	1,371	1,426
Capital and Other Reimbursements	2,245	2,659	2,797	2,694	2,654	2,598
Total Receipts	\$8,373	\$9,407	\$9,559	\$9,534	\$9,684	\$9,697
Expenditures						
<u>Labor:</u>						
Payroll	\$6,605	\$7,194	\$7,494	\$7,559	\$7,682	\$7,859
Overtime	1,361	1,490	1,160	1,139	1,149	1,171
Health and Welfare	1,810	1,929	2,123	2,270	2,424	2,597
OPEB Current Payments	832	867	956	1,035	1,120	1,212
Pension	1,468	1,067	1,814	1,860	1,882	1,910
Other Fringe Benefits	1,126	1,222	1,227	1,239	1,277	1,320
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	0	0	0	0	0	0
Total Labor Expenditures	\$13,202	\$13,770	\$14,775	\$15,102	\$15,534	\$16,069
<u>Non-Labor:</u>						
Electric Power	\$545	\$660	\$652	\$659	\$687	\$716
Fuel	203	205	210	208	208	215
Insurance	51	34	31	28	46	61
Claims	454	561	347	350	353	354
Paratransit Service Contracts	600	759	872	947	998	1,055
Maintenance and Other Operating Contracts	963	1,143	1,032	1,016	1,010	1,031
Professional Services Contracts	759	1,024	1,029	932	878	858
Materials and Supplies	895	832	899	987	1,041	1,094
Other Business Expenses	258	283	311	317	334	324
Total Non-Labor Expenditures	\$4,728	\$5,503	\$5,383	\$5,443	\$5,556	\$5,708
<u>Other Expenditure Adjustments:</u>						
Other	\$25	\$134	\$171	\$145	\$123	\$119
General Reserve	195	200	210	220	230	240
Total Other Expenditure Adjustments	\$220	\$334	\$381	\$365	\$353	\$359
Total Expenditures	\$18,150	\$19,606	\$20,540	\$20,910	\$21,443	\$22,137
Net Cash Balance before Subsidies and Debt Service	(\$9,777)	(\$10,199)	(\$10,981)	(\$11,376)	(\$11,759)	(\$12,440)
Dedicated Taxes & State and Local Subsidies	\$12,009	\$11,900	\$12,784	\$12,938	\$13,175	\$13,805
Debt Service	(2,232)	(1,701)	(2,080)	(2,343)	(2,413)	(2,575)
Cash Balance Before Prior-Year Carryover	\$0	\$0	(\$277)	(\$781)	(\$998)	(\$1,210)
Adjustments	\$0	\$0	\$277	\$621	\$754	\$905
Prior-Year Carryover Balance	0	0	0	0	0	0
Net Cash Balance	\$0	\$0	\$0	(\$160)	(\$243)	(\$306)

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

	Favorable/(Unfavorable)				
	2025	2026	2027	2028	2029
JULY FINANCIAL PLAN 2026-2029					
NET CASH SURPLUS/(DEFICIT)	\$0	(\$0)	(\$345)	(\$354)	(\$428)
Agency Baseline Re-estimates	(\$84)	\$142	\$314	\$364	\$374
Farebox Revenue and Toll Revenue ¹	(14)	357	363	367	368
Paratransit Net of Fares and Reimbursements ²	1	(2)	(4)	(3)	(3)
Health & Welfare (including retirees)	172	85	83	92	100
Worker's Comp/FELA/Claims	(210)	(17)	(16)	(15)	(14)
Pensions	(19)	(22)	(25)	(25)	(26)
Electric Power	(25)	(7)	(10)	(6)	(1)
Fuel	(9)	(10)	(9)	(8)	(8)
NYCT Communication-Based Train Control (CBTC)	-	(11)	(11)	(10)	(10)
LIRR M3 Truck Reliability Centered Maintenance	-	(4)	(4)	(5)	(0)
Insurance	(17)	6	6	2	3
NYCT Maintenance/Operations Labor and OTPS	(81)	-	-	-	-
Payroll and Overtime Adjustments	56	(48)	0	4	(1)
B&T Maintainers	-	(4)	(4)	(4)	(5)
Inflation	1	3	4	7	9
Timing	155	(88)	(37)	(12)	(19)
Other Agency Baseline Adjustments	60	(74)	(5)	(0)	2
Other Baseline Re-estimates ³	(155)	(23)	(16)	(19)	(21)
New Needs/Investments	(0)	(21)	(11)	(7)	(4)
Maintenance	-	(3)	(3)	(2)	(1)
Install LED Lighting in Subway Yards and Barns	-	(3)	(3)	(3)	0
E-Citations	-	(6)	(2)	(1)	(1)
Safety/Security	(0)	(2)	(1)	(1)	(1)
All Other New Needs	(0)	(6)	(3)	(0)	(1)
B&T Adjustments	(\$3)	(\$151)	(\$153)	(\$155)	(\$155)
B&T Net Baseline Impacts ⁴	(3)	(151)	(153)	(155)	(155)
MTA Adjustments	\$0	\$0	\$0	\$0	\$0
General Reserve	-	-	-	-	-
Debt Service (Cash)	\$36	\$24	\$25	\$22	\$53
Subsidies (Cash)	\$351	\$359	\$1	(\$198)	(\$102)
For-Hire Vehicle (FHV) Surcharge	(1)	(1)	(1)	(1)	(1)
Other Subsidy Adjustments:	354	216	(180)	(369)	(280)
<i>Forward Energy Contracts Program - Gain/(Loss)</i>	5	(6)	(1)	-	-
<i>Other Local Subsidy Resources</i>	349	100	(200)	(384)	243
<i>OPEB Trust/Reserve⁵</i>	-	122	21	15	(523)
City Subsidy for MTA Bus	3	3	6	5	3
City Subsidy for Staten Island Railway	-	(6)	8	1	1
CDOT Subsidy for Metro-North Railroad	(18)	(1)	1	(3)	(1)
B&T Surplus Transfer	13	148	167	170	176
Other Subsidies and Subsidy Adjustments	0	(0)	(0)	0	0
Subtotal Changes before Below-the-Line Adjustments	300	352	176	27	166

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

	Favorable/(Unfavorable)				
	2025	2026	2027	2028	2029
Continued from previous page					
Below-the-Line Items	(\$300)	(\$352)	\$9	\$83	(\$44)
Fare and Toll Increases:	-	(329)	(338)	(342)	(327)
January 2026 (4% Fare, 6% Toll Yield)	-	(349)	(354)	(358)	(359)
Subsidy Impact, January 2026 (4% Fare, 6% Toll Yield)	-	20	8	8	9
March 2027 (4% Fare and Toll Yield)	-	-	8	8	10
Subsidy Impact, March 2027 (4% Fare and Toll Yield)	-	-	(0)	(0)	(0)
March 2029 (4% Fare and Toll Yield)	-	-	-	-	14
Subsidy Impact, March 2029 (4% Fare and Toll Yield)	-	-	-	-	(0)
MTA Initiatives:	-	75	150	200	250
Operating Efficiencies	-	75	150	200	250
MTA Re-estimates:	0	2	(3)	25	34
Re-Timing of Penn Station Access	0	2	(3)	25	34
Other:	(300)	(100)	200	200	-
FEMA COVID Reimbursement	(300)	(100)	200	200	-
Prior-Year Carryover	-	(0)	-	-	-
NOVEMBER FINANCIAL PLAN 2026-2029	\$0	\$0	(\$160)	(\$243)	(\$306)
NET CASH SURPLUS/(DEFICIT)					

¹ Excludes Paratransit Farebox Revenue.

² Includes Paratransit revenue, and Paratransit expenses.

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

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

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

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2026 - 2029

Consolidated Subsidies

Cash Basis

(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
MMTOA, PBT, Real Estate Taxes and Other						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$3,000.0	\$3,151.2	\$1,954.4	\$1,922.9	\$1,961.4	\$2,000.6
Mass Transportation Trust Fund (MTTF)	639.6	583.2	1,768.2	1,799.6	1,831.1	1,863.6
Mortgage Recording Tax (MRT)	341.6	408.1	466.0	569.6	596.8	626.3
<i>MRT Transfer to Suburban Counties</i>	<i>(11.4)</i>	<i>(12.1)</i>	<i>(13.3)</i>	<i>(14.8)</i>	<i>(17.1)</i>	<i>(17.6)</i>
<i>MTA Bus Debt Service</i>	<i>(12.3)</i>	<i>(12.6)</i>	<i>(14.5)</i>	<i>(13.6)</i>	<i>(12.3)</i>	<i>(13.7)</i>
Urban Tax	<u>377.8</u>	<u>438.9</u>	<u>471.0</u>	<u>578.9</u>	<u>593.2</u>	<u>608.0</u>
	\$4,335.2	\$4,556.7	\$4,631.8	\$4,842.6	\$4,953.1	\$5,067.2
PMT and MTA Aid						
Payroll Mobility Tax (PMT) for Operating	\$3,116.5	\$3,365.0	\$3,512.3	\$3,582.5	\$3,636.3	\$3,672.6
Payroll Mobility Tax Replacement Funds	244.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>269.6</u>	<u>273.6</u>	<u>273.6</u>	<u>273.6</u>	<u>273.6</u>	<u>273.6</u>
	\$3,630.3	\$3,882.9	\$4,030.2	\$4,100.4	\$4,154.1	\$4,190.5
For-Hire Vehicle (FHV) Surcharge						
Subway Action Plan Account	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0
Outerborough Transportation Account (OBTA) Transfer to Operating	0.8	30.0	47.9	48.7	49.4	50.2
General Transportation Account	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$300.8	\$330.0	\$347.9	\$348.7	\$349.4	\$350.2
Automated Camera Enforcement (ACE)						
	\$22.6	\$93.0	\$113.2	\$127.7	\$86.1	\$86.1
Peer-to-Peer Car Sharing Trip Tax						
	\$1.4	\$1.1	\$1.2	\$1.2	\$1.2	\$1.2
Capital Lockbox Fund						
Payroll Mobility Tax (PMT) for Capital Funding	\$0.0	\$501.0	\$1,400.0	\$1,428.0	\$1,449.4	\$1,463.9
Central Business District Tolling Program (CBDTP)	0.0	548.3	529.7	533.4	700.0	700.0
Real Estate Transfer Tax	322.8	379.4	335.7	335.8	339.9	344.1
Internet Marketplace Tax -NYS	155.7	157.3	158.8	160.4	162.0	163.6
Internet Marketplace Tax - NYC	<u>176.5</u>	<u>178.2</u>	<u>180.0</u>	<u>181.8</u>	<u>183.6</u>	<u>185.5</u>
Subtotal:	654.9	1,764.2	2,604.2	2,639.4	2,835.0	2,857.1
Less: Debt Service on Lockbox Bonds for the 2020-2024 Capital Program	<i>(186.3)</i>	<i>(268.9)</i>	<i>(347.3)</i>	<i>(485.8)</i>	<i>(594.2)</i>	<i>(762.0)</i>
Less: Debt Service on Lockbox Bonds for the 2025-2029 Capital Program	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>(24.5)</i>	<i>(134.5)</i>	<i>(361.9)</i>
Less: 2020-2024 Capital Program PAYGO and CBDTP Expenses	<i>(468.6)</i>	<i>(994.3)</i>	<i>(857.0)</i>	<i>(725.6)</i>	<i>(791.4)</i>	<i>(631.2)</i>
Less: 2025-2029 Capital Program PAYGO	<u><i>0.0</i></u>	<u><i>(501.0)</i></u>	<u><i>(1,400.0)</i></u>	<u><i>(1,403.5)</i></u>	<u><i>(1,314.9)</i></u>	<u><i>(1,102.0)</i></u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies						
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	152.9	222.9	187.9	187.9	187.9	187.9
Station Maintenance	205.5	213.7	222.2	228.1	232.3	236.4
State General Fund Subsidy	<u>150.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$696.4	\$624.6	\$598.0	\$603.9	\$608.2	\$612.3
Casino License and Gaming Tax Revenues						
	\$0.0	\$0.0	\$500.0	\$500.0	\$600.0	\$200.0
Investment Income						
	\$95.4	\$78.5	\$15.9	\$14.3	\$14.3	\$14.3
Other Subsidy Adjustments						
NYCT Charge Back of MTA Bus Debt Service	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)
Forward Energy Contracts Program - Gain/(Loss)	(6.6)	(9.4)	(12.1)	(1.4)	0.0	0.0
Other Local Subsidy Resources	888.7	124.9	100.0	(200.0)	(200.0)	382.1
Other Local Subsidy to Cover Debt Service Prepayment	(240.1)	0.0	0.0	0.0	0.0	0.0
OPEB Trust/Reserve*	0.0	0.0	(35.6)	0.0	100.0	300.0
Federal Formula Grant	2,302.0	3,058.1	0.0	0.0	0.0	0.0
Federal Grant Funds to pay for Capital Projects	<u>(2,302.0)</u>	<u>(3,058.1)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Subsidy Adjustments	\$630.4	\$104.0	\$40.8	(\$212.9)	(\$111.5)	\$670.5
Subtotal: Taxes & State and Local Subsidies	\$9,712.5	\$9,670.9	\$10,279.0	\$10,325.9	\$10,654.8	\$11,192.1
Other Funding Agreements						
City Subsidy for MTA Bus Company	\$527.2	\$525.9	\$731.8	\$830.8	\$790.0	\$824.9
City Subsidy for Staten Island Railway	44.6	42.0	74.4	85.0	76.3	75.7
CDOT Subsidy for Metro-North Railroad	<u>283.4</u>	<u>246.9</u>	<u>261.6</u>	<u>275.3</u>	<u>289.3</u>	<u>309.1</u>
	\$855.2	\$814.9	\$1,067.8	\$1,191.1	\$1,155.5	\$1,209.7
Subtotal, including Other Funding Agreements	\$10,567.7	\$10,485.8	\$11,346.8	\$11,516.9	\$11,810.4	\$12,401.8
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$1,440.9</u>	<u>\$1,414.7</u>	<u>\$1,437.1</u>	<u>\$1,421.5</u>	<u>\$1,364.5</u>	<u>\$1,402.8</u>
	\$1,440.9	\$1,414.7	\$1,437.1	\$1,421.5	\$1,364.5	\$1,402.8
TOTAL SUBSIDIES	\$12,008.6	\$11,900.5	\$12,783.9	\$12,938.4	\$13,174.8	\$13,804.6

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

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

	2025	2026	2027	2028	2029
MMTOA, PBT, Real Estate Taxes and Other					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Mass Transportation Trust Fund (MTTF)	0.0	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0
MRT Transfer to Suburban Counties	0.0	0.0	0.0	0.0	0.0
Urban Tax	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
PMT and MTA Aid					
Payroll Mobility Tax (PMT) for Operating	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	0.0
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
For-Hire Vehicle (FHV) Surcharge					
Subway Action Plan Account	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Outerborough Transportation Account (OBTA) Transfer to Operating	(0.5)	(1.2)	(1.0)	(0.8)	(0.6)
General Transportation Account	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$0.5)	(\$1.2)	(\$1.0)	(\$0.8)	(\$0.6)
Automated Camera Enforcement (ACE)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Peer-to-Peer Car Sharing Trip Tax	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Capital Lockbox Fund					
Payroll Mobility Tax (PMT) for Capital Funding	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Central Business District Tolling Program (CBDTP)	48.3	29.7	33.4	0.0	0.0
Real Estate Transfer Tax	46.7	0.0	0.0	0.0	0.0
Internet Marketplace Tax - NYS	0.0	0.0	0.0	0.0	0.0
Internet Marketplace Tax - NYC	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Subtotal:	94.9	29.7	33.4	0.0	0.0
Less: Debt Service on Lockbox Bonds for the 2020-2024 Capital Program	3.2	6.4	(39.5)	16.3	46.4
Less: Debt Service on Lockbox Bonds for the 2025-2029 Capital Program	0.0	0.0	0.7	3.7	9.6
Less: 2020-2024 Capital Program PAYGO and CBDTP Expenses	(98.1)	(36.1)	6.1	(16.3)	(46.4)
Less: 2025-2029 Capital Program PAYGO	<u>0.0</u>	<u>0.0</u>	<u>(0.7)</u>	<u>(3.7)</u>	<u>(9.6)</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies					
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	0.0	0.0	0.0	0.0	0.0
Station Maintenance	0.0	0.0	0.0	0.0	0.0
State General Fund Subsidy	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Casino License and Gaming Tax Revenues	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Investment Income	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other Subsidy Adjustments					
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	0.0	0.0	0.0
Forward Energy Contracts Program - Gain/(Loss)	4.6	(6.2)	(1.2)	0.0	0.0
Other Local Subsidy Resources	349.5	100.0	(200.0)	(383.9)	242.8
Other Local Subsidy to Cover Debt Service Prepayment	0.0	0.0	0.0	0.0	0.0
OPEB Trust/Reserve*	0.0	122.2	21.0	15.0	(522.8)
Federal Formula Grant	1,611.3	0.0	0.0	0.0	0.0
Federal Grant Funds to pay for Capital Projects	<u>(1,611.3)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Subsidy Adjustments	\$354.0	\$216.1	(\$180.2)	(\$368.9)	(\$280.0)
Subtotal: Taxes & State and Local Subsidies	\$353.5	\$214.8	(\$181.2)	(\$369.7)	(\$280.6)
Other Funding Agreements					
City Subsidy for MTA Bus Company	\$2.6	\$3.2	\$6.1	\$4.6	\$2.8
City Subsidy for Staten Island Railway	0.0	(6.2)	7.7	0.7	0.7
CDOT Subsidy for Metro-North Railroad	<u>(18.2)</u>	<u>(0.7)</u>	<u>1.4</u>	<u>(3.4)</u>	<u>(1.0)</u>
	(\$15.6)	(\$3.7)	\$15.2	\$1.9	\$2.5
Subtotal, including Other Funding Agreements	\$337.9	\$211.1	(\$166.1)	(\$367.9)	(\$278.0)
Inter-agency Subsidy Transactions					
B&T Operating Surplus Transfer	\$13.4	\$148.4	\$167.1	\$170.3	\$176.2
	\$13.4	\$148.4	\$167.1	\$170.3	\$176.2
TOTAL SUBSIDIES	\$351.4	\$359.5	\$1.0	(\$197.6)	(\$101.9)

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

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2026-2029

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

\$ in millions

Forecasted Debt Service and Borrowing Schedule	Notes	2024 ACTL	2025	2026	2027	2028	2029
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3	\$2,859.9	\$2,443.8	\$2,913.5	\$3,231.4	\$3,392.9	\$3,534.2
Forecasted New Long-Term Bonds Issued	4	-	-	645.0	1,548.3	2,068.1	3,379.6
Forecasted Debt Service by Credit ⁹	Notes	2024 ACTL	2025	2026	2027	2028	2029
Transportation Revenue Bonds							
Pledged Revenues	5	\$15,371.9	\$16,481.2	\$17,010.4	\$17,346.3	\$17,508.3	\$17,715.0
Debt Service	10	1,344.6	912.2	1,179.0	1,293.4	1,294.3	1,348.5
Debt Service as a % of Pledged Revenues		9%	6%	7%	7%	7%	8%
Dedicated Tax Fund Bonds							
Pledged Revenues	6	\$639.6	\$583.2	\$1,768.2	\$1,799.6	\$1,831.1	\$1,863.6
Debt Service	10	250.0	293.4	292.2	342.3	372.4	340.4
Debt Service as a % of Pledged Revenues		39%	50%	17%	19%	20%	18%
Payroll Mobility Tax Bonds							
Pledged Revenues	7	\$3,386.1	\$3,638.6	\$3,785.9	\$3,856.2	\$3,909.9	\$3,946.3
Debt Service	10	651.1	512.3	632.5	731.1	771.6	916.9
Debt Service as a % of Pledged Revenues		19%	14%	17%	19%	20%	23%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues	8	\$2,076.1	\$2,077.9	\$2,253.4	\$2,281.4	\$2,311.9	\$2,336.0
Debt Service	10	591.4	707.9	806.7	862.5	945.9	869.4
Debt Service as a % of Total Pledged Revenues		28%	34%	36%	38%	41%	37%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues	9	\$1,484.7	\$1,370.0	\$1,446.7	\$1,419.0	\$1,366.1	\$1,466.6
Debt Service	10	17.9	15.8	-	-	7.5	58.9
Debt Service as a % of Total Pledged Revenues		1%	1%	0%	0%	1%	4%
Triborough Bridge and Tunnel Authority 2nd Subordinate Revenue Bonds							
Pledged Revenues	11	\$1,466.8	\$1,354.2	\$1,446.7	\$1,419.0	\$1,358.6	\$1,407.7
Debt Service	10, 13	4.8	0.8	-	-	-	-
Debt Service as a % of Total Pledged Revenues		0%	0%	0%	0%	0%	0%
2 Broadway Certificates of Participation							
Lease Payments		\$0.1	\$1.4	\$3.0	\$2.1	\$1.2	\$0.2
Cumulative Debt Service (Excluding State Service Contract Bonds)	Notes	2024 ACTL	2025	2026	2027	2028	2029
Total Debt Service before Below-the-Line Adjustments:	1, 2, 3	\$2,859.9	\$2,443.8	\$2,913.5	\$3,231.4	\$3,392.9	\$3,534.2
Fare and Toll Revenues before Below-the-Line Adjustments		\$7,568.8	\$7,811.2	\$8,295.2	\$8,412.3	\$8,497.6	\$8,524.7
Total Debt Service as a % of Fare/Toll Revenue		37.8%	31.3%	35.1%	38.4%	39.9%	41.5%
Operating Revenues (including Fare/Toll Revenues) and Subsidies		\$20,849.9	\$22,501.1	\$20,821.1	\$21,348.0	\$21,826.7	\$21,709.7
Total Debt Service as a % of Operating Revenues and Subsidies		13.7%	10.9%	14.0%	15.1%	15.5%	16.3%
Non-Reimbursable Exp with Debt Service without Non-Cash Liabilities		\$19,788.0	\$20,321.1	\$21,402.5	\$22,405.9	\$23,174.5	\$23,998.9
Total Debt Service as % of Non-reimbursable Expenses		14.5%	12.0%	13.6%	14.4%	14.6%	14.7%
Total Debt Service <u>after</u> Below the Line Adjustments:	12	\$2,859.9	\$2,443.8	\$2,913.5	\$3,231.4	\$3,392.9	\$3,534.2
Fare and Toll Revenues after Below the Line Adjustments	12	\$7,568.8	\$7,811.2	\$8,295.2	\$8,699.6	\$8,836.4	\$9,168.8
<i>Total Debt Service as a % of Fare and Toll Revenue after BTL Adjts.</i>		<i>37.8%</i>	<i>31.3%</i>	<i>35.1%</i>	<i>37.1%</i>	<i>38.4%</i>	<i>38.5%</i>
Operating Revenues and Subsidies after Below the Line Adjustments	12	\$20,849.9	\$22,501.1	\$21,021.1	\$21,822.0	\$22,355.6	\$22,330.8
<i>Total Debt Service as a % of Operating Rev/Subsidies after BTL Adjts.</i>		<i>13.7%</i>	<i>10.9%</i>	<i>13.9%</i>	<i>14.8%</i>	<i>15.2%</i>	<i>15.8%</i>
Non-reimbursable Exp with DS after Below the Line Adjustments	12	\$19,788.0	\$20,321.0	\$21,325.6	\$22,258.7	\$22,949.3	\$23,715.4
<i>Total Debt Service as a % of Non-Reimbursable Exp after BTL Adjts.</i>		<i>14.5%</i>	<i>12.0%</i>	<i>13.7%</i>	<i>14.5%</i>	<i>14.8%</i>	<i>14.9%</i>

Notes on the following page are integral to this table.

- ¹ Floating rate notes assumed at the variable rate assumption plus the current fixed spread to maturity.
- ² Synthetic fixed-rate debt assumed at swap rate; floating rate notes assumed at swap rate plus the current fixed spread to maturity.
- ³ All debt service numbers reduced by Build America Bonds (BAB) subsidy.
- ⁴ All bonds to be issued assume 30-year level debt service with the principal amortized over the life of the bonds, with the following exceptions: PMT Bonds for MTA Bond funded portion of the 2020-24 capital program, which are 30-year bonds, amortized on a level debt service basis over 20 years, from year 11 to year 30.
- ⁵ Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies; funds contributed to the General Transportation Account of the NYC Transportation Assistance Fund; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds, and the Payroll Mobility Tax Obligation Resolution Bonds; New York City urban tax for transit station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.
- ⁶ Dedicated Tax Fund pledged revenues as shown above consist generally of the following: petroleum business tax, motor fuel tax, motor vehicle fees and, beginning in 2026, district sales tax deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; in addition, while not reflected in the DTF pledged revenue figures above, the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Transportation Operating Assistance Account for the benefit of the MTA are also pledged. After the payment of debt service on the MTA Dedicated Tax Fund Bonds, these subsidies are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, the commuter system, and SIRT OA. Effective April 1, 2026, the State Fiscal Year 2025-2026 Enacted Budget will redirect 85% of annual District Sales Tax revenues currently deposited into the MMTOA Account into the MTTF on behalf of MTA.
- ⁷ Payroll Mobility Tax Obligations pledged revenues consist of Payroll Mobility Tax and Aid Trust Account Receipts, excluding 28.5% of gross Payroll Mobility Tax revenues dedicated to the 2025-2029 Account of the Capital Lockbox Fund, starting September 2025. Correspondingly, all debt service payable from the 2025-2029 Account of the Capital Lockbox Fund is excluded from this table.
- ⁸ Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.
- ⁹ Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.
- ¹⁰ A debt service schedule for each credit is attached as addendum hereto.
- ¹¹ Triborough Bridge and Tunnel Authority Second Subordinate (2nd SUB) Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue and Subordinate Revenue Bonds.
- ¹² These totals incorporate the Plan's Below-the-Line Adjustments.
- ¹³ Reimbursable from Capital Lockbox for 2020-2024 Capital Program.

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

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III. Plan Adjustments

Plan Adjustments

The discussion that follows reflects proposed Plan Adjustments to the Baseline.

Fare and Toll Increases

March 2027 (4% Fare and Toll Yield) – An increase in fares and tolls, yielding a 4 percent overall increase in farebox and toll revenues, is assumed for implementation in March 2027 and is projected to generate \$287 million in 2027, \$340 million in 2028, and \$341 million in 2029. Factoring in subsidy impacts for MTA Bus, SIR and B&T (10 percent of all B&T surplus toll revenues are delayed for distribution to NYCT and the Commuter Railroads, per MTA Board policy, until B&T results are audited), the net increase to the MTA is \$274 million in 2027, \$330 million in 2028 and \$332 million in 2029. Compared with the July Plan, net projections are favorable by \$8 million in 2027, \$9 in 2028, and \$9 million in 2029; compared with the February Plan, net projections are favorable by \$14 million in 2027 and \$16 million in 2028.

March 2029 (4% Fare and Toll Yield) – An increase in fares and tolls, yielding a 4% overall increase in farebox and toll revenues, is assumed for implementation in March 2029 and is projected to generate \$302 million in 2029. Factoring in the subsidy impacts for MTA Bus, SIR and B&T, the net increase to the MTA is \$289 million in 2029. Compared with the July Plan, net projections are favorable by \$13 million in 2029.

MTA Consolidated Utilization

MTA Agency Fare and Toll Revenue Projections, in millions
Including the Impact of Fare & Toll Yield Increases

		November Forecast	Final Proposed Budget	2027	2028	2029
Fare Revenue		2025	2026			
Long Island Rail Road	Baseline	\$695.229	\$722.904	\$722.904	\$724.936	\$728.061
	2027 Yield Increase	0.000	0.000	24.719	28.997	29.122
	2029 Yield Increase	0.000	0.000	0.000	0.000	25.892
		\$695.229	\$722.904	\$747.624	\$753.933	\$783.075
Metro-North Railroad ¹	Baseline	\$661.156	\$685.876	\$692.811	\$698.113	\$709.105
	2027 Yield Increase	0.000	0.000	23.627	27.854	28.294
	2029 Yield Increase	0.000	0.000	0.000	0.000	24.668
		\$661.156	\$685.876	\$716.438	\$725.967	\$762.067
MTA Bus Company ²	Baseline	\$189.205	\$206.443	\$213.927	\$217.383	\$217.256
	2027 Yield Increase	0.000	0.000	7.294	8.695	8.690
	2029 Yield Increase	0.000	0.000	0.000	0.000	7.704
		\$189.205	\$206.443	\$221.221	\$226.078	\$233.650
New York City Transit ³	Baseline	\$3,677.107	\$3,908.408	\$3,983.673	\$4,039.656	\$4,040.649
	2027 Yield Increase	0.000	0.000	134.853	161.586	161.626
	2029 Yield Increase	0.000	0.000	0.000	0.000	142.721
		\$3,677.107	\$3,908.408	\$4,118.525	\$4,201.243	\$4,344.996
Staten Island Railway ²	Baseline	\$3.775	\$4.126	\$4.127	\$4.158	\$4.158
	2027 Yield Increase	0.000	0.000	0.140	0.166	0.166
	2029 Yield Increase	0.000	0.000	0.000	0.000	0.147
		\$3.775	\$4.126	\$4.268	\$4.324	\$4.471
Total Farebox Revenue	Baseline	\$5,226.472	\$5,527.758	\$5,617.442	\$5,684.245	\$5,699.229
	2027 Yield Increase	0.000	0.000	190.634	227.299	227.899
	2029 Yield Increase	0.000	0.000	0.000	0.000	201.132
		\$5,226.472	\$5,527.758	\$5,808.076	\$5,911.545	\$6,128.260
Toll Revenue						
Bridges & Tunnels ⁴	Baseline	\$2,584.739	\$2,767.435	\$2,794.851	\$2,813.397	\$2,825.431
	2027 Yield Increase	0.000	0.000	96.408	112.536	113.017
	2029 Yield Increase	0.000	0.000	0.000	0.000	101.361
		\$2,584.739	\$2,767.435	\$2,891.259	\$2,925.933	\$3,039.810
TOTAL FARE & TOLL REVENUE						
	Baseline	\$7,811.211	\$8,295.193	\$8,412.293	\$8,497.642	\$8,524.660
	2027 Yield Increase	0.000	0.000	287.042	339.835	340.916
	2029 Yield Increase	0.000	0.000	0.000	0.000	302.493
		\$7,811.211	\$8,295.193	\$8,699.335	\$8,837.477	\$9,168.069

¹ Metro-North Railroad utilization figures include both East of Hudson and West of Hudson services.

² MTA Bus and Staten Island Railway revenues from fare increases are used to reduce NYC subsidies to MTA Bus and SIR.

³ New York City Transit utilization figures include Paratransit and Fare Media Liability.

⁴ Distribution of 10% of B&T surplus toll revenue is delayed to subsequent year per MTA Board resolution.

MTA Initiatives

Operating Efficiencies – From 2009 through 2022, the MTA identified and captured about \$3.2 billion in annually recurring savings. In 2023, the MTA committed to achieving an additional \$500 million in annually recurring cost savings through operating efficiencies, which was attained by the end of 2025 with initiatives ranging from insourcing functions like cleaning, using reliability data to tailor maintenance frequencies, and standardizing work practices to improve productivity. Details on these savings actions are included in Volume 2, Section II of the 2023 November Financial Plan.

Targets for new operating efficiencies are being introduced in the 2025 November Plan with savings of \$75 million in 2026, growing to \$150 million in 2027 and \$200 million in 2028, and reaching an ultimate value of \$250 million in annual recurring operating savings by 2029. While the 2023 operating efficiencies focused primarily on operations at NYC Transit, Long Island Rail Road, Metro-North Railroad and Bridges and Tunnels, new operating efficiencies will also include MTA Headquarters as shared services have recently been centralized as part of the MTA consolidation efforts to standardize practices and seize economies of scale. These targets are included below-the-line in Volume 1 of this Plan. Initiatives have been identified to capture the \$75 million in savings for 2026 and subsequent years and are detailed in the tables which follow. Details on initiatives to achieve remaining savings will be identified in future Plans.

Management and Policy Actions

The Plan does not include any below-the-line Management and Policy Actions.

MTA Re-estimates

Re-Timing of Penn Station Access – Full completion of the Penn Station Access project, which extends Metro-North's New Haven Line to reach Penn Station with four new accessible stations in the Bronx, has experienced delays due to coordination issues with Amtrak for work on its right-of-way. The full completion of the project, originally scheduled for 2027, is now expected to be delayed until 2030. MTA is planning to provide about 30 percent of the original scheduled service to three of the four new Bronx stations. This interim plan, which is predicated on cooperation by Amtrak, will result in shifts in operating budget spending, lowering net costs by \$58 million over the Plan period.

Other

FEMA COVID Reimbursement – MTA expects a delay in the reimbursement of direct COVID-related expenses through the Federal Emergency Management Agency (FEMA). In the July Plan, reimbursements of \$300 million in 2025 and \$300 million in 2026 were anticipated, while the February Plan assumed the reimbursement would be received earlier: \$250 million in 2025, \$140 million in 2025, and \$210 million in 2026. In this Plan, the reimbursement is expected over the 2026 to 2028 period, with receipt of \$200 million each year. To offset this delay, the timing of use of Other Local Subsidy will be adjusted to rebalance the Plan.

Metropolitan Transportation Authority
November Financial Plan 2026-2029
Summary of Operating Efficiencies
(\$ in millions)

	2026	2027	2028	2029
Initiatives targeted for 2026	\$ 75.0	\$ 75.1	\$ 75.1	\$ 75.2
NYCT	\$ 34.0	\$ 34.0	\$ 34.0	\$ 34.0
LIRR	\$ 7.0	\$ 7.1	\$ 7.1	\$ 7.2
MNR	\$ 6.0	\$ 6.0	\$ 6.0	\$ 6.0
B&T	\$ 11.1	\$ 11.1	\$ 11.1	\$ 11.1
MTA HQ	\$ 17.0	\$ 17.0	\$ 17.0	\$ 17.0
Future initiatives	\$ -	\$ 74.9	\$ 124.9	\$ 174.8
Total	\$ 75.0	\$ 150.0	\$ 200.0	\$ 250.0

NEW YORK CITY TRANSIT
November Financial Plan 2026-2029
Summary of Operating Efficiencies
(\$ in millions)

Initiative	Description	2026	2027	2028	2029
Energy efficiency	Continue to identify and implement measures to reduce energy consumption / footprint	\$ 6.7	\$ 6.7	\$ 6.7	\$ 6.7
Facilities spending	Continue to identify workspace efficiencies to reduce rental and operational costs	\$ 4.3	\$ 4.3	\$ 4.3	\$ 4.3
Insourcing / contract efficiency	Leverage in-house labor through investments in training to reduce outsourcing and operational contract spend	\$ 8.1	\$ 8.1	\$ 8.1	\$ 8.1
OMNY transition	Reduce costs associated with MetroCard, including machine maintenance and coin processing as part of transition to OMNY	\$ 3.8	\$ 3.8	\$ 3.8	\$ 3.8
Operational flexibility	Streamline administrative, scheduling, tracking processes	\$ 10.6	\$ 10.6	\$ 10.6	\$ 10.6
Service optimization	Leverage data-driven enhancements to provide service more efficiently	\$ 3.5	\$ 3.5	\$ 3.5	\$ 3.5
NYCT subtotal		\$ 37.0	\$ 37.0	\$ 37.0	\$ 37.0
Already reflected in agency baseline		\$ (3.0)	\$ (3.0)	\$ (3.0)	\$ (3.0)
NYCT total		\$ 34.0	\$ 34.0	\$ 34.0	\$ 34.0

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2026-2029
Summary of Operating Efficiencies
(\$ in millions)

Initiative	Description	2026	2027	2028	2029
Material and Inventory Management and Control	Improve inventory management to ensure that material and equipment purchases are aligned with usage and systematic needs.	1.2	-	-	0.9
	Eliminate redundancies in the Periodic Inspection Procedure (PI), remove underperforming M3 cars from the fleet, and refine overtime protocols to focus cleaning efforts where most needed.	3.1	3.2	2.3	2.4
Maintenance Overtime	Improve availability, and reduce overtime usage for planned activities.	2.3	3.6	3.6	3.7
Energy Management	Implement various energy efficiency projects including more efficient building heating initiatives, lighting, etc.	0.3	0.3	0.3	0.3
MTA Long Island Rail Road Total		7.0	7.0	7.1	7.2

MTA METRO-NORTH RAILROAD
November Financial Plan 2026-2029
Summary of Operating Efficiencies
(\$ in millions)

Initiative	Description	2026		2027		2028		2029	
Non-Regulated/Non-Safety Fleet Maintenance Realignment	All regulated/safety-critical maintenance will not be impacted; defer non-critical cosmetic and discretionary maintenance activities (cosmetics and interior refreshes) while maintaining safety and FRA compliance.	Positions	\$	Positions	\$	Positions	\$	Positions	\$
		-	\$ 1.2	-	\$ 1.2	-	\$ 1.2	-	\$ 1.2
AI-Driven Materials Management with Throughput	Piloting Throughput (AIMM), an AI-enabled materials platform that digitizes warehouse operations and centralizes inventory data to improve parts availability, strengthen forecasting and ordering discipline, and reduce delays across M of E and M of W.	-	\$ 1.0	-	\$ 1.0	-	\$ 1.0	-	\$ 1.0
Optimize Overtime Utilization	Analytics-driven overtime management program that strengthens scheduling, standardizes approvals to identify and address high-cost drivers.	-	\$ 0.6	-	\$ 0.6	-	\$ 0.6	-	\$ 0.6
Management Oversight of Operating Contracts	We reviewed expenses and identified savings through tighter controls on equipment rentals, operating capital, and service delivery non-labor expenses.	-	\$ 2.6	-	\$ 2.6	-	\$ 2.6	-	\$ 2.6
Train & Crew Scheduling	Utilize new technology to more efficiently schedule rail equipment and onboard staffing to match customer demand.	-	\$ 0.8	-	\$ 0.8	-	\$ 0.8	-	\$ 0.8
M of E Standard Work	Better align inspection cycles and maintenance sequences to increase fleet availability and reduce premature inspections.	-	\$ 0.2	-	\$ 0.2	-	\$ 0.2	-	\$ 0.2
M of W Standard Work	Scale Standard Work within M of W to reduce OT and increase production.	-	\$ 0.2	-	\$ 0.2	-	\$ 0.2	-	\$ 0.2
MNR subtotal		\$	6.7	-	\$ 6.7	-	\$ 6.7	-	\$ 6.7
CDOT share of savings		\$	(0.7)		\$ (0.7)		\$ (0.7)		\$ (0.7)
MNR total (MTA share)		\$	6.0		\$ 6.0		\$ 6.0		\$ 6.0

MTA BRIDGES & TUNNELS
November Financial Plan 2026-2029
Summary of Operating Efficiencies
(\$ in millions)

Initiative	Description	2026	2027	2028	2029
Review 3rd party spend	Rebaseline non-labor budgets for administration, maintenance, operations, public safety and engineering	Positions - \$ 1.5	Positions - \$ 1.5	Positions - \$ 1.5	Positions - \$ 1.5
Reduce Credit Card Expenses	Change policies to encourage ACH deposits on large E-ZPass account replenishments	Positions - \$ 7.0	Positions - \$ 7.0	Positions - \$ 7.0	Positions - \$ 7.0
Improve Collection Rate	Increase E-ZPass market share and target outreach to segments with low collection rates	Positions - \$ 2.6	Positions - \$ 2.6	Positions - \$ 2.6	Positions - \$ 2.6
B&T Total		Positions - \$ 11.1	Positions - \$ 11.1	Positions - \$ 11.1	Positions - \$ 11.1

MTA HEADQUARTERS
November Financial Plan 2026-2029
Summary of Operating Efficiencies
(\$ in millions)

Initiative	Description	2026	2027	2028	2029
In-sourcing / contract efficiency	Reduce use of consultant services and products to limit professional and operational contract spend	- \$	8.4 \$	8.4 \$	8.4 \$
		Positions	Positions	Positions	Positions
Optimize operational / administrative processes through technology	Utilize new technologies and software to improve efficiency of administrative tasks and operational functions	- \$	0.3 \$	0.3 \$	0.3 \$
		Positions	Positions	Positions	Positions
Headcount optimization	Complete work more efficiently to reduce need for extra staff	6 \$	4.1 \$	4.1 \$	4.1 \$
		Positions	Positions	Positions	Positions
Lower overtime costs by streamlining workflows and improving day-to-day work execution	Reduce employee overtime due to more streamlined work processes	- \$	3.5 \$	3.5 \$	3.5 \$
		Positions	Positions	Positions	Positions
Increase revenue	Generate additional revenue through innovative streams	- \$	0.1 \$	0.1 \$	0.1 \$
		Positions	Positions	Positions	Positions
Reduce rent, utilities, and materials expenses	Reduce spend on office supplies, fuel, and other material goods	- \$	0.6 \$	0.6 \$	0.6 \$
		Positions	Positions	Positions	Positions
HQ Total		6 \$	17.0	6 \$	17.0
		6	6	6	6
		\$	\$	\$	\$

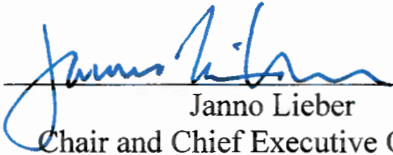
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IV. Appendix

**Certification of the Chair and Chief Executive Officer
of the Metropolitan Transportation Authority
in accordance with Section 202.3(l) of the
State Comptroller's Regulations**

I, Janno Lieber, Chair and Chief Executive Officer of the Metropolitan Transportation Authority ("MTA") hereby certify, to the best of my knowledge and belief after reasonable inquiry, including certifications from senior management at the MTA agencies, that the attached budget and financial plan is based on reasonable assumptions and methods of estimation and that the requirements of Section 202.3 and 202.4 of the Regulations referenced above have been satisfied.

Metropolitan Transportation Authority

By: _____
Janno Lieber
Chair and Chief Executive Officer

Dated: 11.18.25

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V. Other

The MTA Budget Process

MTA budgeting is a rigorous and thorough on-going process and culminates with the passage of the Budget in December. In the course of a year, MTA prepares a February, July and November Financial Plan, and Adoption Materials in December. In addition to the existing year, each Plan requires Agencies to prepare four-year projections which include the upcoming and three following calendar years.

Both the July and November Financial Plans are divided into two distinct volumes:

- Volume I summarizes the complete financial plan, including the baseline as well as policy items and other “below-the-line” items;
- Volume II includes detailed Agency information supporting baseline revenue, expense, cash and headcount projections. Also included is detailed information supporting actions taken to increase savings as well as individual Agency deficit reduction programs.

July Plan

The July Financial Plan provides the opportunity for the MTA to present a revised forecast of the current year’s finances, a preliminary presentation of the following year’s proposed budget, and a three year re-forecast of out-year finances. This Plan may include a series of gap closing proposals necessary to maintain a balanced budget and actions requiring public hearings. The Mid-Year Forecast becomes the basis on which monthly results are compared for the remainder of the year.

November Plan

After stakeholders weigh in and the impact of new developments and risks are quantified, a November Plan is prepared, which is an update to the July Financial Plan. The November Plan includes a revised current year and finalization of the proposed budget for the upcoming year and projections for the three out-years.

December Adopted Budget

In December, the November Plan is updated to capture further developments, risks and actions that are necessary to ensure budget balance and is presented to the MTA Board for review and approval.

February Plan

Finally, certain below-the-line policy issues included in the December Adopted Budget are moved into the baseline and technical adjustments are made. This results in what is called the February Plan. The Adopted Budget is allocated over the 12 month period and becomes the basis on which monthly results are compared.

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