



Metropolitan Transportation Authority

December 2025

MTA Board Action Items



MTA Board Meeting

**2 Broadway
20th Floor Boardroom
New York, NY 10004**

**Wednesday, 12/17/2025
9:00 AM - 12:00 PM ET**

1. PUBLIC COMMENT PERIOD

2. EXECUTIVE SESSION

3. PRESENTATION

4. APPROVAL OF MINUTES

November 2025 Finance and Board Joint Meeting Minutes - Page 3

5. Adoption of the 2026 Budget and 2026-2029 Financial Plan - (materials distributed separately and available in the Exhibit Book and MTA.info)

6. COMMITTEE ON METRO-NORTH RAILROAD & LONG ISLAND RAILROAD

a. MNR Procurement

MNR Procurement - Laser Train lease - Page 10

b. LIRR Action Items - None

c. MNR Action

NYSDOT Grant for Connecting Services - Page 17

7. COMMITTEE ON NYCT & BUS

a. NYCT - Procurement

NYCT Procurement - Page 18

8. COMMITTEE ON MTA BRIDGES & TUNNELS OPERATIONS

9. COMMITTEE ON CAPITAL PROGRAM

a. Action Items

C&D CPC Summary of Actions (4) - Page 27

b. Procurements

C&D Procurement Package - Page 29

10. COMMITTEE ON FINANCE

a. Action Items

2026 Budget and 2026-2029 Financial Plan Adoption Materials (1) - Page 54

Alternative Dispute Resolution (ADR) - Second Avenue Subway Phase II (1) - Page 179

*Authorization to Issue 2026 MTA and TBTA New Money Bonds, Bond Anticipation Notes, Refunding and Other Obligation;
Approval of Reimbursement Resolutions for Federal Tax Purposes (1) - Page 181*

b. MTA HQ Procurement

MTAHQ Competitive Procurement - Page 227

c. Real Estate Items

Real Estate Package - Page 229

Joint Minutes of the Metropolitan Transportation Authority, the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority, the Long Island Rail Road Company, Metro-North Commuter Railroad Company, MTA Construction and Development Company, the MTA Bus Company, Grand Central Madison Operating Company, and the First Mutual Transportation Assurance Company

**Joint Finance Committee and Regular Board Meeting Minutes
November 19, 2025
1:30 PM
2 Broadway
New York, New York**

The following Board Members were present (*attended remotely):

Hon. Janno Lieber, Chair & CEO

Hon. Andrew Albert

Hon. Samuel Chu *

Hon. Michael Fleischer

Hon. Marc Herbst

Hon. David Jones

Hon. Christopher Leathers

Hon. Blanca Lopez

Hon. David Mack

Hon. Haeda B. Mihaltses

Hon. Melva M. Miller

Hon. James O'Donnell

Hon. Dr. John-Ross Rizzo

Hon. Lisa Sorin*

Hon. Midori Valdivia

Hon. Edward Valente

Hon. Neal Zuckerman

The following alternate non-voting members were present:

Hon. Gerard Bringmann

Hon. Randolph Glucksman

The following Board Members were not present:

Hon. Daniel Garodnick

Hon. Blanca Lopez

Hon. John Samuelsen

Paige Graves, General Counsel, John McCarthy, Chief External Relations & Policy, Lisette Camilo, Chief Administrative Officer, Jai Patel, Chief Financial Officer, Justin Vonashek, President Metro-North Railroad, Robert Free, President LIRR, Jamie Torres-Springer, President MTA C&D, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Juliette Michaelson, Chief of Staff and Strategic Planning, Catherine Sheridan, President Bridges & Tunnels, Demetrius Crichlow, President New York City Transit, Monica Murray, Auditor General, Thomas Taffe, Chief MTA PD, and Michael Kemper, Chief Security Office MTA HQ also attended the meeting.

Chair Lieber called to order the joint meeting of November 2025 Board meeting and Finance Committee.

A safety announcement was made.

1. PUBLIC SPEAKERS' SESSION

The MTA moderator announced that the following public speakers will speak either live virtually or in-person. The moderator reminded public speakers of the rules of conduct and the two-minute speaking limit. The moderator reminded speakers of the warning beep when 30 seconds remain to conclude their remarks. The moderator advised that the public comment will be recorded, published to the MTA website, and available for MTA Board Members' review.

The following public speakers commented (*live virtual comments):

Gabina SantaMarina, Riders Alliance
Angela Kravtchenko, Stop the Noise
Tramell Thompson, TWU Local 100
David Kupferberg, Passengers United
Mike Howard, private citizen
Rachael Fauss, Reinvent Albany*
Brian Fritsch, PCAC
Cassie Raffucci, Passengers United
Eric Roman, Jobs to Move America
Maurice Wells, private citizen
Norm Miller, New York Public Interest Research Group
Carson Carter, Save the Ferry*
Matt McMillian, TWU Local 100*
Lolita Dilviolta, Stop the Noise
Jason Busolt, SMART Local 28*
Andy Pollack, Passengers United*
Charlton D'Souza, Passengers United*
Jesse Figueroa, VFW Department of NY*
Mo-Yain Tham, Jobs to Move America*

Chair Lieber thanked everyone who joined the meeting today, especially the public speakers.

General Counsel Paige Graves confirmed a quorum for the record.

1. CHAIR'S REMARKS

Chair Lieber thanked everyone who joined the meeting and stated that MTA Chief Financial Officer Jai Patel ("CFO Patel") will present the latest financial plan. Before that is presented, the Chair provided good news about the operating budget. MTA is about to implement a 4% fare increase on January 4, and the

public wants to know: is this agency being well managed financially? The Chair stated the answer is yes. Chair Lieber stated that CFO Patel will go into more detail, but MTA has a balanced budget for 2026. The outyears remain slightly trickier but MTA is doing much better than four years ago. MTA's total deficit over the 2025-2029 five-year financial plan period is about half of one percent of the budget. Compared to 2021, the MTA was looking at a \$2.5 billion annual deficit, representing about 14% of the budget.

MTA has been able to get back on track thanks to amazing support from Albany. In 2023, Governor Hochul, with the support of the Legislature, stood up for MTA riders – and allowed MTA to have enough money to stay afloat without cutting service or having layoffs. Thanks to the Governor, the MTA is not grappling with 20% fare increases like NJT or SEPTA, nor entertaining huge service cuts like the ones being contemplated in Chicago, San Francisco, and Philadelphia.

Another major factor in this agency's fiscal stability has been the cost savings achieved in recent years, which was a condition of the 2023 budget deal. MTA committed to a \$400 million package of efficiencies in a two-year period. The Chair stated that not only has MTA met that \$400 million goal, MTA has surpassed it. In 2025, MTA is hitting \$500 million in savings, all without cuts or reductions in people or reductions to service.

The Chair further explained how MTA is achieving and exceeding the cost saving goals. Phase 1 of the cost savings program achieved \$500 million in savings through a range of improvements, for example, adjustments to the frequency of rail car maintenance based on data analysis. MTA is using technology to optimize railroad and crew scheduling. MTA increased energy efficiencies by installing LED lighting all over the system, and is evaluating usage patterns on computer systems to eliminate wasteful software licenses. Additionally, MTA renegotiated deals with cell phone carriers, and removed cell phones and other electronic devices not in use. Further, MTA is realizing savings from the transition to tap-and-ride, although it was not what motivated us to move to the more modern system, by not having to collect money from every MetroCard machine.

Chair Lieber stated that MTA is taking the next step, shooting for another \$250 million in annual efficiency savings. CFO Patel will present a plan that projects the 2027 deficit, which was \$345 million back in July, to be \$160 million, with additional reductions in deficits to come in 2028 and 2029. As a result of these plans for additional efficiencies, the November Financial Plan significantly cuts the projected deficits in the outyears. All told, MTA is expected to achieve more than \$2 billion in cost savings over the next four years.

Chair Lieber stated that MTA is cutting costs while we're running a ton more service than before COVID. There is more service on 13 subway lines, including the A and the L. MTA is running more bus service, in large part due to the additional \$35 million invested in the Queens bus system as a result of the bus network redesign. MTA is running more railroad service across the board. Chair Lieber further noted, cost savings are being delivered despite the fact that we're spending \$300+ million a year on operating Grand Central Madison. The Chair stated that figuring out how to keep doing more with less has been the daily priority of the MTA these last few years and doing it pretty well.

The Chair stated that MTA is also focused on the transition to tap-and-ride. This week, Shanifah Rieara, Demetrius Crichlow, and the Customer Service team have been out helping folks trade in their old MetroCards for free new OMNY cards. There is nearly full adoption of tap-and-ride – 90% of customers have switched from MetroCard to OMNY. All the new vending machines for OMNY have been installed,

and MTA is ahead of expectations in terms of the penetration of tap-and-ride among riders. The advantages are clear.

The Chair acknowledged, as did public speakers, that there were real concerns that we are in the process of addressing about transparency and the mechanics of OMNY. He stated that is a huge improvement that customers no longer have to put money on a MetroCard in advance. Customers do not have to pre-pay to get a \$34 weekly or \$132 for a monthly. Chair Liber stated that tap-and-ride is going to unlock a lot of new equity advantages but also new possibilities for us to address challenges of affordability.

The Chair stated that affordability is a priority that we share with the Mayor-elect. The MTA is thrilled that transit got so much attention in the mayoral campaign in general, and in particular from the Mayor-elect. We are blessed to have a pro-transit Governor, who has done enormous amounts to keep the MTA in good shape and to help us move forward, and we're blessed to have a pro-transit incoming mayor. Are there some differences to work out about how best to support the affordability agenda? Yes. But it shouldn't be lost on anyone that we've never had a more pro-transit combo in City Hall and in Albany than we are looking at starting in 2026. The Chair concluded that this is a positive moment for the MTA, it's positive for our riders, and it's positive for everybody who cares about transit in New York and in the United States.

Chair Lieber called on Chief Financial Officer, Jai Patel, to go through the budget details.

1. MTA PROPOSED BUDGET AND 2026-2029 FINANCIAL PLAN

MTA Chief Financial Officer Jai Patel presented the proposed budget and November 2025 Financial Plan.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for details of the presentation.

2. COMMITTEE ON FINANCE

MTA Chief Financial Officer led the presentation of finance committee agenda items.

Upon motion duly made and seconded, the Board voted to approve the following procurement items:

- A. Action Item
 - i. Approval of TBTA Congestion Relief Zone Toll Revenue Obligation Resolution
- B. Procurement
 - i. Competitive procurements
 - a. Retainer contract award to 17 consulting firms to provide as-needed technical and management consulting services in support of MTA's Enterprise Asset Management ("EAM") Program. Various vendors. \$135,000,000 estimated.
 - b. Contract for Fleet Management Services: Modification to (1) extend the contract for eight months in order to ensure continuation of the fleet maintenance service program during the current Request for Proposal process to award a replacement contract; and (2) procure additional funding. Automotive Rentals Inc. \$15,700,00
 - c. Contract for New Fare Payment System; Modification to procure 20 Customer Service Point of Sale terminals. Cubic Transportation Systems. \$1,364,510.

Board Member Zuckerman abstained from the vote on item B(i)(a).

On item B(i)(c); Board Members Mihaltses and Valdivia voted against; Board Member Miller abstained from the vote.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the presented Informational Items, discussion, and details on the approved procurement items.

Upon motion duly made and seconded, the Board voted to approve the following real estate items:

C. Real Estate

i. Administrative Items

- a. MTA MNR – Amendment of the Grand Central Terminal event fee schedule policy.

ii. Transactional Items

- a. MTA – Sale of Eastern Rail yard transferable development rights to Related Companies, L.P.
- b. MTA - Lease with 111 Washington Avenue, LLC for MTA Government and Community Relations Office Space at 111 Washington Avenue, Albany, NY
- c. MTA NYCT – Extension of lease with 27-35 Jackson Ave LLC for office space located in 27-35 Jackson Avenue, Long Island City, NY
- d. MTA LIRR – Lease with Muhammad Afzal for retail space at the Long Beach Station, Long Beach, NY
- e. MTA LIRR - Lease renewal (Part 3) with Alzamora Commercial Holdings LLC for office space in 300 Old Country Road, Suite 103, Mineola, NY.
- f. MTA LIRR – License with Libla realty Corp. For the use of property for storage and parking under the viaduct in Valley Stream, NY

Board Member Mihaltses abstained from the vote on item C(ii)(a).

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved real estate items.

3. **APPROVAL OF MINUTES**

Upon motion duly made and seconded, the Board approved the MTA Regular Board meeting held on October 29, 2025, as distributed.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for the details.

4. **TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

There were no items to report for Board approval for the TBTA Committee.

5. **JOINT LONG ISLAND RAIL ROAD/METRO-NORTH RAILROAD COMMITTEE**

There were no items to report for Board approval for the Joint Railroad Committee.

6. NEW YORK CITY TRANSIT COMMITTEE

Upon motion duly made and seconded, the Board approved the following:

A. Non-Competitive Procurements

1. Contract for the provision of software maintenance and support services related to the Intelligent Vehicle Network (“IVN”) system. Clever Devices LTD. \$40,194,597.

B. Competitive Procurements

- a. Contract for the purchase of 110 low-floor 40-foot diesel-electric hybrid buses; Modification to purchase 219 low-floor 40 –foot Option Buses (161 diesel-electric hybrid and 58 clean diesel) in order to exercise the option for 558 Option Buses. New Flyer of America, Inc. \$257,602,924.

C. Ratifications

- a. Contract for the procurement of 3,000 subway car wheels; Ratification of an Immediate Operating Need. Standard Steel LLC \$7,350,000.

Refer to the video recording, the staff summary, and documentation filed with the records of this meeting, produced by the MTA and maintained in MTA records for the details of this item.

7. CAPITAL PROGRAM COMMITTEE

Upon a motion duly made and seconded, the Board voted to approve the following three actions:

1. Award of a modification to a contract with Gannett Fleming Engineers and Architects (Contract PSC-19-3031) to provide for structural testing and analysis of four support buildings and construction support services for façade work. This modification will also extend the Contract term by 26 months, to May 30, 2027, to support the additional façade work.
2. Award of a unilateral modification to a contract with Judlau Contracting (Contract A46026) to compensate the contractor for the direct costs of resequencing the work and ten months of impact costs, through October 20, 2026. This modification will also provide for an extension of the Substantial Completion date to October 20, 2026.
3. Ratification of a modification to a contract with Approved General Contractors (Contract 6484) addressing unforeseen site conditions.

Refer to the staff summaries and documentation filed with the records of this meeting for the details of these items, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for Board members’ and C&D representatives’ comments.

8. ADJOURNMENT

Upon motion duly made and seconded, the Board voted to adjourn the meeting at 11:26 am.

Paige Graves
General Counsel and
Corporate Secretary
MTA

Eamonn Foley
Vice President,
General Counsel and Corporate Secretary
Metro-North Commuter Railroad Company

David Farber
General Counsel and
Corporate Secretary
NYCT and MTA Bus

Haley Stein
Vice President,
General Counsel and Corporate Secretary
Long Island Rail Road Company

Paul L. Friman
General Counsel
and Corporate Secretary
Triborough Bridge & Tunnel Authority

Evan Eisland
General Counsel and Corporate Secretary
MTA C&D



Metro-North Railroad Procurements

Thomas Voytek, Acting Assistant Deputy Chief Procurement Officer – MTA Office of the Chief Procurement Officer



PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of \$14.8M.

Subject Request for Authorization to Award Various Procurements						December 10, 2025			
Department MTA Procurement						Department			
Department Head Name Lisette Camilo						Department Head Name			
Department Head Signature <i>Lisette Camilo</i>						Department Head Signature			
Project Manager Name Rose Davis						Internal Approvals			
Board Action									
Order	To	Date	Approval	Info	Other		Approval		Approval
1	Committee	12/15/25					President		<i>[Signature]</i>
2	Board	12/17/25					SVP Operations	JL	<i>[Signature]</i>
							General Counsel		<i>[Signature]</i>
Internal Approvals (cont.)									
Order	Approval	Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE
To obtain approval of the Board to award various contracts and purchase orders, and to inform the Metro-North Committee of these procurement actions.

DISCUSSION
Metro-North proposes to award Noncompetitive procurements in the following categories:

<u>Schedules Requiring Majority Vote:</u>	<u># of</u> <u>Actions</u>	<u>\$ Amount</u>
Schedule G: Miscellaneous Service Contracts	1	\$ 14.8 M

Metro-North proposes to award Competitive procurements in the following categories: None

Metro-North proposes to award Ratifications in the following categories: None

TOTAL	1	\$ 14.8 M
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COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

DECEMBER 2025**LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL****Procurements Requiring Majority Vote:****G. Miscellaneous Service Contracts**

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|---|---------------------|--------------------------------------|
| 1. Laser Tribology B.V. | \$14,768,112 | <i>Staff Summary Attached</i> |
| Two years + one-year option | | |
| Contract # 520098 | | |
| Contract award for the leasing of three train modules (one for Metro-North Railroad and two for Long Island Rail Road) for Rail-Based Cleaning. | | |

Schedule G: Miscellaneous Service Contracts

Item Number: 1

Vendor Name (Location) Laser Tribology B.V. (Amsterdam, The Netherlands)	Contract Number 520098	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Lease Agreement for Laser Train Module for Rail-Based Cleaning	Total Amount: \$14,768,112 MNR: \$5,607,755 LIRR: \$9,160,357	
Contract Term (including Options, if any): Two years with a one-year option Base: January 2026–December 2027 Option: January 2028–December 2028	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	Requesting Departments Maintenance of Equipment MNR: Jason Sharkey, Chief Mechanical Officer Maintenance of Equipment LIRR: John Stolz, Chief Mechanical Officer	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive		
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source		

Discussion:

Metro-North Railroad (“MNR”), on behalf of itself and the Long Island Rail Road (“LIRR”), (collectively, “the Railroads”), requests Board approval to award a noncompetitive miscellaneous service contract for the leasing of three laser train modules (one for MNR and two for LIRR) for rail-based cleaning to Laser Tribology B.V. (“LT”). The contract term is for two years (January 2026–December 2027) plus a one-year extension option (January 2028–December 2028), if elected. The total amount of this contract, including the option period, is \$14,768,000 (MNR \$5.61 million and LIRR \$9.16 million). The Railroads are also seeking Board approval to authorize the MTA Assistant Deputy Chief Procurement Officer to approve the exercise of the one-year option.

The laser train modules, consisting of cleaning heads attached to the truck of a non-revenue railcar, provide railhead-based cleaning for the removal of leaf debris and contaminants from the top of rail surfaces to reduce the number of damaging slip/slide events and enhance resulting equipment availability, safety, and reliability. In addition to providing the laser train modules, LT’s proposal includes continuous remote monitoring, scheduled preventative maintenance, supply of spare parts, performance evaluation at the beginning and end of each leaf season, Geographic Information System data validation, and the winterizing of the lasers before and after the winter seasons.

Following each leaf season, typically from early October to late November, the Railroads have historically experienced slip/slide events due to contamination of the rail by leaf debris. This reduces the level of adhesion between the rail and train wheel, and adversely affects a train’s ability to stop, resulting in damage to wheels in the form of flat spots. The resulting wheel damage requires removing passenger cars and locomotives from service for repair, thereby causing delays, and shorter or canceled trains.

The utilization of laser train modules has provided great benefits to the Railroads, having cleaned more than 30,000 miles of track in 2024. As a result of laser train module implementation, the Railroads realized significant savings by reducing annual wheel maintenance over time and eliminating thousands of wheel repairs/replacements during the peak leaf season. This resulted in the Railroads saving more than \$1 million in 2024, in addition to improving customer support and safety.

LT debuted its first laser train module with LIRR in 2020 via a successful pilot agreement, which expanded to an agreement for 2021–2024. Based on LIRR’s demonstrated success with this system, MNR entered into a laser train module lease with LT in 2024 (ending in May 2026) that included an option for Staten Island Railway Transit Operating Authority (“SIRTOA”). Following LIRR’s initial agreement with LT, LIRR elected to continue laser train module service via a ride of the MNR/SIRTOA agreement. SIRTOA has decided not to join the new agreement as the per-mile cost on its territory was not deemed financially beneficial.

This new agreement is necessary to ensure continued coverage for future leaf seasons for both Railroads and to increase LIRR’s laser train modules’ capabilities beyond the current 35-miles-per-hour configuration, to 60 miles per hour, mirroring MNR.

LT’s proposal for this new contract term includes a fixed annual laser module lease price of \$1.25 million for MNR’s one laser train module, and \$1.104 million each for LIRR’s two laser train modules, which represents a savings of 4 percent off the previous contract price for the three modules, while providing enhanced support to both Railroads with 60-miles-per-hour service.

Schedule G: Miscellaneous Service Contracts

In accordance with the MTA All-Agency Procurement Guidelines, the Railroads advertised their intent to procure the laser train modules on a sole-source basis in the *Journal News* and on the MTA website. No other firms expressed interest in participating in this procurement.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions.

LT has certified that pursuant to EO 16, it is not doing business in Russia, and no current SAI has been found that would preclude LT from this award.

Alternatives

No alternatives are recommended. LT is the only current vendor providing this type of cutting-edge technology for rail cleaning.


M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established zero percent MWBE/SDVOB goals on this contract due to the lack of subcontracting opportunities and MWBE/SDVOB firms in the marketplace.

Impact on Funding



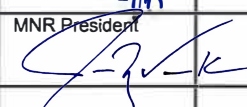
This procurement will be funded by each Railroad's Operating Budget.

Staff Summary

Subject NYSDOT Grant for Connecting Services	
Department Service Design	
Department Head Name Sean Fahey	
Department Head Signature 	
Project Manager Name Donna Y Mason	Program Manager Name

Date December 3, 2025
Vendor Name N/A
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	12/15/25			
2	MTA Board Mtg.	12/15/25			

Internal Approvals			
Order	Approval	Order	Approval
1	VP & General Counsel 	2	Sr. Vice President, Operations 
3	MNR President 		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

<p>Narrative</p> <p>PURPOSE: To obtain MTA Board approval to enter into a contract to accept up to \$365,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services covering the period from January 1, 2026 through December 31, 2026.</p> <p>DISCUSSION: Metro-North has worked with NYSDOT to implement various projects to improve access to Metro-North stations. These projects, which include connecting buses (e.g., Hudson Link, Newburgh Beacon Bridge Shuttle, Dutchess LOOP, HARTtransit, etc.), and the Haverstraw-Ossining Ferry, create station access/egress and increase ridership and revenue for the Railroad, as well as reduce the number of single occupancy vehicles on the roads.</p> <p>Over the past fifteen plus years, Metro-North has received over \$5 million from similar NYSDOT (CMAQ) grants. These funds have been used for a variety of operational and marketing activities: providing customer information (e.g., signage, kiosks, etc.); marketing/advertising to launch and support these services; for customer parking and miscellaneous operational improvements. Metro-North plans to use the funds from the new CMAQ grant in a similar fashion, working with our regional partners to maintain service quality and improve station access.</p> <p>BUDGET IMPACT: No budget impacts. These monies allow for projects that would not otherwise be implemented.</p> <p>RECOMMENDATION: That the MTA Board grant approval to enter into a contract to accept up to \$365,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from January 1, 2026 through December 31, 2026.</p>

The legal name of MTA Metro-North Railroad is Metro-North Commuter Railroad Company

New York City Transit Procurements

Louis Montanti, MTA Deputy Chief Procurement Officer – Procurement Operations

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed estimated expenditure of \$104.9M.

Subject Request for Authorization to Award Various Procurements						December 15, 2025				
Department MTA Procurement						Department				
Department Head Name Lisette Camilo						Department Head Name				
Department Head Signature						Department Head Signature				
Project Manager Name Rose Davis						Internal Approvals				
Board Action										
Order	To	Date	Approval	Info	Other		Approval		Approval	
1	Committee	12/15/25					President NYCT		Pres. MTA Bus/SVP DOB	
2	Board	12/17/25				X	CFO	X	Subways	
							Law	X	Diversity/Civil Rights	
Internal Approvals (cont.)										
Order	Approval		Order	Approval		Order	Approval		Order	Approval

PURPOSE
 To obtain approval of the Board to award various contracts and purchase orders, and to inform the NYC Transit Committee of these procurement actions.

DISCUSSION
NYC Transit proposes to award Noncompetitive procurements in the following categories: None
NYC Transit proposes to award Competitive Procurements in the following categories:

<u>Procurements Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 97.6 M
SUBTOTAL	1	\$ 97.6 M

NYC Transit proposes to award Ratifications in the following categories:

<u>Schedules Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule D: Ratification of Completed Procurement Actions	1	\$ 7.3 M
SUBTOTAL	1	\$ 7.3 M
TOTAL	2	\$ 104.9 M

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

DECEMBER 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|--|--------------|-------------------------------|
| 1. Nova Bus (US), Inc.
TBD
Contract# B40666-1 Mod 6 | \$97,641,522 | <i>Staff Summary Attached</i> |
| Contract modification to exercise an option for the purchase of 100 option low-floor 40-foot diesel buses for NYC Transit. | | |

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 1

Vendor Name (Location) Nova Bus (US), Inc. (Saint-Eustache, QC, Canada)
Description Furnish and Deliver 165 low-floor 40-foot diesel-electric hybrid buses with up to 558 Option Buses
Contract Term (including Options, if any) 90 months
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Department: Department of Buses, Frank Farrell

Contract Number B40666-1	AWO/Mod. # Mod 6
Original Amount:	\$ 132,349,722
Option Amount:	\$ 364,592,679
Total Amount:	\$ 496,942,451
Prior Modifications:	\$ 367,556,487
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 499,906,259
This Request:	\$ 97,641,522
% of This Request to Current Amount:	19.53%
% of Modifications (including This Request) to Original Amount:	76.01%

Discussion:

It is requested that the Board approve the award of Modification No. 6 to Contract B40666-1 by NYC Transit to purchase 100 additional low-floor 40-foot clean diesel buses from Nova Bus (US), Inc. ("Nova Bus") in the estimated amount of \$97,641,522.

The base contract was the result of a competitively solicited and negotiated Request for Proposal for the purchase of 275 low-floor 40-foot diesel-electric hybrid ("hybrid") buses to replace buses that were beyond their 12-year service life as well as related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training. In December 2019, the Board approved a split award of two separate contracts to: (1) Nova Bus for 165 hybrids buses in the amount of \$132,349,722 plus 126 hybrid Option Buses and 209 diesel Option Buses for an aggregate amount of \$227,233,620 and (2) New Flyer for 110 Buses for \$86,555,608.

The Board subsequently approved the award of 173 additional Option Buses to Nova Bus in November 2022.

In June 2024, Nova Bus completed delivery of the 673 Base and Option Buses previously awarded under the contract.

The 100 buses that are the subject of this current modification to the Nova contract include 50 remaining Option Buses as well as an additional 50 buses. When NYC Transit approached Nova Bus about exercising the remaining option for 50 buses, Nova Bus indicated that it had additional production capacity at the end of 2026. NYC Transit decided to take advantage of this unforeseen opportunity and purchase an additional 50 buses given its urgent need to replace buses that are beyond their 12-year service life. The additional 50 buses are the subject of an Immediate Operating Need.

This award to Nova Bus will consist of 100 low-floor 40-foot clean diesel buses in the estimated amount of \$96,500,000 (\$965,000 per bus); \$1,141,522 for diagnostic tools and manuals, training and spare parts for a total award amount of \$97,641,522. Pricing for these buses is based on the price per bus competitively obtained in the base contract to which an adjustment formula has been applied which reflects changes in labor and material cost indices, currency exchange rates, and other agreed-upon factors.

Procurement, the Department of Buses, and NYC Transit's Cost-Price Analysis Unit have determined the final price to be fair and reasonable.

These buses will be outfitted with new features including driver enclosure, OMNY, and Automated Camera Enforcement.

Nova Bus will deliver the 100 clean diesel Option Buses starting in Q1 2027 and concluding in Q2 2027.

Nova Bus has committed to meeting a New York State Content of 2.0 percent for the 100 clean diesel buses.

Nova Bus has certified that pursuant to Executive Order No. 16, it is not conducting business in Russia.

The modification resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights (DDCR) has established zero percent MWBE and zero percent SDVOB goals on this contract as, historically, there has been limited M/WBE/SDVOB attainment due to lack of subcontracting availability.

Impact on Funding

These Option Buses for NYC Transit will be funded with 100 percent MTA capital funds. Funds have been approved in the MTA 2025–2029 Capital Program. No award shall be made until a WAR certificate has been secured.

Alternatives

There are no alternatives.

Recommendation

It is recommended that the Board approve the award of Modification No. 6 to Contract B40666-1 for the purchase of 100 additional low-floor 40-foot clean diesel buses as well as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training for NYC Transit from Nova Bus in the estimated amount of \$97,641,522.

DECEMBER 2025

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|---|--------------------|--------------------------------------|
| 1. Boyce Technologies, Inc.
Two Years
Contract# 6%36243 | \$7,300,000 | <i>Staff Summary Attached</i> |
| Contract to furnish and install Fare Evasion Turnstile Sleeves and Stainless-Steel Vertical Fins;
Ratification of an Immediate Operating Need. | | |

Schedule D: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (Location) Boyce Technologies, Inc. (Long Island City, New York)
Description Furnish and Installation of Fare Evasion Turnstile Sleeves and Stainless-Steel Vertical Fins (Immediate Operating Need)
Contract Terms (including Options, if any) May 16, 2025–May15, 2027
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: ION

Contract Numbers 6%36243	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$7,300,000 (Estimated Quantity)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Department: Department of Subways, William Amarosa	

Discussion:

It is requested that the Board ratify the declaration of an Immediate Operating Need (“ION”) approved by the Deputy Chief Procurement Officer, MTA Procurement, waiving competitive bidding pursuant to Article III, (B)(1), of the All Agency General Contract Procurement Guidelines and Public Authorities Law 1209, subsection 9(a) and approve the award of an emergency estimated quantity contract to furnish and install Fare Evasion Turnstile Sleeves (“sleeves”) and Stainless-Steel Vertical Fins (“fins”) to Boyce Technologies, Inc. (“Boyce”) in the estimated total amount of \$7.3 million.

The MTA has implemented a program to research, develop, and test new technologies to prevent fare evasion in subway stations. This program, an expansion of those previously piloted, is a response to the high cost of fare evasion, which cost the MTA about \$400 million in 2025 for subways alone. Sleeves and fins were tested on turnstiles in pilot stations within the system in combination with back-cocking modifications and delayed egress into the fare-control area.

This project began with MTA Construction and Development (“C&D”) retaining a consultant to design fare evasion hardware consisting of Turnstile Sleeves and the Stainless-Steel Vertical Fins. The consultant developed a drawing and tested prototypes from two firms. Based upon the results of the testing, Boyce’s products for both applications were approved. Once Boyce was approved, an ION was declared to implement the program across all stations systemwide. Procurement conducted outreach to eight firms to determine if any other company could fabricate and install the fare evasion hardware. However, it was determined that Boyce was the only company that had the requisite equipment and personnel readily available to manufacture, fabricate, and install sleeves and fins to the required specifications at this time. To date, approximately 2,900 sleeves and fins have been installed across 327 stations. The Department of Subways (“DOS”) estimates that fare evasion hardware will be installed at an additional 129 stations by January 2026.

The sleeve kits consist of three sleeves, clamps, and knuckle hinges as well as the hardware (pins, gaskets, screws, and barrels) required to install the sleeves to a tripod turnstile. Attached to each sleeve is a $\frac{3}{16}$ -inch-thick perforated aluminum plate that will prevent fare evaders from jumping over the turnstile arm. Each fin weighs approximately 40 pounds and is installed on the side of the turnstile assembly to prevent fare evaders from using them as leverage to propel themselves over the turnstile arms.

The Price Schedule has three line items for furnishing and installing: (1) one Fare Evasion Sleeve Kit (three sleeves per kit); (2) one Stainless-Steel Vertical Fin; and (3) both items concurrently. Pricing was offered on a per-turnstile basis. Through discussions between Procurement and Boyce, Boyce offered a unilateral price concession of 10 percent from its initial offer for all line items. As a result, if the entire quantities are exhausted, approximately \$800,000 in savings will be realized. The pricing offered by Boyce was found fair and reasonable based on the unit costs being lower than its pilot program, and its unilateral price concession.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions.

Boyce has certified that pursuant to EO 16 it is not doing business in Russia.

Impact on Funding

This procurement action will utilize Operating funds.

**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for DECEMBER 2025**

Responsible Department	Vendor Name	Total Amount	Summary of Action
Contracts	Paul J. Scariano	\$ 84,662,000	Approval to award a publicly advertised and competitively solicited contract for design-build services to provide Americans with Disabilities Act upgrades at New York City Transit's 42nd Street-Bryant Park and Fifth Avenue Station Complex (B, D, F, M, 7, S). Board approval is also requested to award a long-term elevator maintenance contract for a duration of 15 years.
	Mid-American Elevator Co. Inc.	\$ 5,746,000	
Contracts	Forte Construction Corp.	\$169,950,000	Approval to award a publicly advertised and competitively solicited contract for design-build services for Americans with Disabilities Act upgrades at three New York City Transit stations: Briarwood Station (F, E), Parsons Boulevard Station (F), and Gates Avenue Station (J, Z). Board approval is also requested to award a long-term elevator maintenance contract for a duration of 15 years.
	Mid American Elevator Co. Inc.	\$12,248,000	
Contracts	Navillus Tile Inc. d/b/a Navillus Contracting	\$138,252,750	Approval to award a publicly advertised and competitively solicited contract for design-build services for a fire suppression system at the Hugh L. Carey and Queens Midtown Tunnels. Board approval is also requested to award a maintenance contract for the fire suppression systems for a duration of 5 years.
	Navillus Tile Inc. d/b/a Navillus Contracting	\$9,970,000	
Contracts	LK Comstock & Company LLC	\$1,390,000,000	Approval to award a publicly advertised and competitively solicited contract for design-build services to provide a wayside Communication Based Train Control ("CBTC") system on the Fulton Street and Liberty Avenue lines. Board approval is also requested to award a maintenance contract to maintain the installed CBTC system for a duration of 25 years.
	Siemens Mobility Inc.	\$235,001,777	
Contracts	Naik Consulting Group, PC	\$2,530,024	Approval of a modification to provide oversight and coordination services in connection with the construction of a new office and hotel development at 175 Park Avenue and to extend the Contract term by four months to September 1, 2026.
Contracts	RCC/AMCC Joint Venture	\$3,350,000	Approval of a modification for impact costs related to compensable delay in the construction of a new diesel locomotive repair shop and employee facility at Long Island Railroad's Morris Park Yard.
Contracts	Sovereign Hydroseal East, Inc.	\$3,000,975	Approval of a modification to extend the term of this unit price Contract by one year to January 2, 2027, and increase quantities to various unit price items to support forecasted work orders for remediation services.

**CONSTRUCTION & DEVELOPMENT
COMMITTEE ACTIONS
SUMMARY for DECEMBER 2025**

Contracts	Skanska Railroad Construction JV	\$19,540,000	Approval of a modification for the replacement of eight deteriorated platform girders (four at the Manhattan-bound track and four at Flushing-bound track) at the 61st Street Woodside station on the Flushing line and to accelerate the work at the Manhattan-bound track and extend the milestone for that work and the Substantial Completion date to August 17, 2026.
Contracts	TAP Electrical Contracting Services, Inc.	\$3,000,000	Approval of a modification to the contract for the replacement of Metro-North Railroad's 86th Street Substation and the negative return reactors at Metro-North's 110th Street Substation to resolve all remaining claims asserted by the contractor for compensable and excusable delays.
Contracts	Infinity Contracting, Inc.	\$2,340,000	Ratification of a modification for the investigation and emergency repair of an 8" sanitary sewer line at the Gun Hill Bus Depot.

Contracts Department

Evan Eisland, Executive Vice President and General Counsel

PROCUREMENT PACKAGE DECEMBER 2025

PROCUREMENTS

The Procurement Agenda this month includes 14 actions for a proposed expenditure of \$ 2.0 B.

Staff Summary

Page 1 of 2

Subject Request Authorization for Several Procurement Actions					
Contracts Department					
Evan Eisland, Executive Vice President and General Counsel					
Board Action					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/15/25	X		
2	Board	12/17/25	X		

Date: December 10, 2025			
Internal Approvals			
	Approval		Approval
X	Deputy Chief Development Officer, Delivery	X	President
X	Deputy Chief Development Officer, Development	X	Executive Vice President & General Counsel

Purpose

To obtain the approval of the Board to award several procurement actions and to inform the Capital Program Committee of these procurement actions.

Discussion

MTA Construction & Development proposes to award Competitive Procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
C. Competitive Requests for Proposals (Award of Purchases and Public Work Contracts)	8	\$	1,962,650,133
SUBTOTAL	8	\$	1,962,650,133
<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services	1	\$	2,530,024
I. Modifications to Purchase and Public Work Contracts	4	\$	28,890,975
SUBTOTAL	5	\$	31,420,999

MTA Construction & Development proposes to ratify awards in the following category:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$</u>	<u>Amount</u>
K. Ratification of Completed Procurement Actions	1	\$	2,340,000
SUBTOTAL	1	\$	2,340,000
TOTAL	14	\$	1,996,411,132

Budget Impact

The approval of these procurement actions will obligate capital and operating funds in the amounts listed. Funds are available in the capital program and operating budgets for this purpose.

Recommendation

That the procurement actions be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction & Development

BOARD RESOLUTION

WHEREAS, in accordance with Sections 559, 2879, 1209 and 1265-a of the Public Authorities Law and the All Agency General Contract Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Service Contract Procurement Guidelines and the All Agency General Contract Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

DECEMBER 2025

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

Schedule C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

(Staff Summaries required for items requiring Board approval.)

1-2.	Paul J. Scariano, Inc. Contract No. A37149	\$84,662,000	<u>Staff Summary Attached</u>
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	Mid-American Elevator Co., Inc. Contract No. 600000000037490	\$5,746,000	<u>Staff Summary Attached</u>
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MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services to provide Americans with Disabilities Act upgrades at New York City Transit's 42nd Street-Bryant Park and Fifth Avenue Station Complex (B, D, F, M, 7, S). Board approval is also requested to award a long-term elevator maintenance contract for a duration of 15 years.

3-4.	Forte Construction Corp. Contract No. A37824	\$169,950,000	<u>Staff Summary Attached</u>
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	Mid-American Elevator Co., Inc. Contract No. 600000000037466	\$12,248,000	<u>Staff Summary Attached</u>
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MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for Americans with Disabilities Act upgrades at three New York City Transit stations: Briarwood Station (F, E), Parsons Boulevard Station (F), and Gates Avenue Station (J, Z). Board approval is also requested to award a long-term elevator maintenance contract for a duration of 15 years.

5-6.	Navillus Tile Inc. d/b/a Navillus Contracting Contract No. HC-9R/QM-9R	\$138,252,750	<u>Staff Summary Attached</u>
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	Navillus Tile Inc. d/b/a Navillus Contracting Contract No. 300000000000551	\$9,970,000	<u>Staff Summary Attached</u>
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MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services for a fire suppression system at the Hugh L. Carey and Queens Midtown Tunnels. Board approval is also requested to award a maintenance contract for the fire suppression systems for a duration of 5 years.

7-8.	LK Comstock & Company LLC Contract No. S48019R	\$1,390,000,000	<u>Staff Summary Attached</u>
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	Siemens Mobility Inc. Contract No. 600000000037462	\$151,821,383	<u>Staff Summary Attached</u>
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MTA Construction and Development requests Board approval to award a publicly advertised and competitively solicited contract for design-build services to provide a wayside Communication Based Train Control ("CBTC") system on the Fulton Street and Liberty Avenue lines. Board approval is also requested to award a maintenance contract to maintain the installed CBTC system for a duration of 25 years.

Procurements Requiring Majority Vote:

Schedule H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary threshold required for Board approval.)

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 9. | Naik Consulting Group, PC
Contract No. PS886 | \$2,530,024 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification to provide for oversight and coordination services in connection with the construction of a new office and hotel development at 175 Park Avenue and to extend the Contract term by four months to September 1, 2026.

Schedule I. Modifications to Purchase and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$1M. Approval required for change orders greater than 10% of the original contract amount or duration.)

- | | | | |
|------------|---|--------------------|--------------------------------------|
| 10. | RCC/AMCC Joint Venture
Contract No. 6241 | \$3,350,000 | <u>Staff Summary Attached</u> |
|------------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification for impact costs related to compensable delay in the construction of a new diesel locomotive repair shop and employee facility at Long Island Railroad's Morris Park Yard.

- | | | | |
|------------|---|--------------------|--------------------------------------|
| 11. | Sovereign Hydroseal East, Inc.
Contract No. A37793 | \$3,000,975 | <u>Staff Summary Attached</u> |
|------------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification to extend the term of this unit price water remediation contract by one year, to January 2, 2027, and to increase quantities to unit price items to support forecasted work orders for remediation services.

- | | | | |
|------------|---|---------------------|--------------------------------------|
| 12. | Skanska Railroad Construction JV
Contract No. A46030 | \$19,540,000 | <u>Staff Summary Attached</u> |
|------------|---|---------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification for the replacement of eight deteriorated platform girders (four at the Manhattan-bound track and four at Flushing-bound track) at the 61st Street Woodside station on the Flushing line and to accelerate the work at the Manhattan-bound track and extend the milestone for that work and the Substantial Completion date to August 17, 2026.

- | | | | |
|------------|---|--------------------|--------------------------------------|
| 13. | TAP Electrical Contracting Services, Inc.
Contract No. MN25781 | \$3,000,000 | <u>Staff Summary Attached</u> |
|------------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board approval of a modification to a Contract for the replacement of Metro-North Railroad's 86th Street Substation and the negative return reactors at Metro-North's 110th Street Substation to resolve all remaining claims asserted by the contractor for compensable and excusable delays.

Staff Summary

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

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Item Number 1-2					
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/15/25	X		
2	Board	12/17/25	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
1. Paul J. Scariano, Inc.	1. A37149
2. Mid-American Elevator Co. Inc.	2. 600000000037490
Description	
Design-Build Services for Accessibility Upgrades at 42nd St-Bryant Park & Fifth Avenue Station Complex	
Total Amount	
1. Design Build Contract	\$84,662,000
2. Long Term Elevator Maintenance Contract	\$5,746,000
3. Stipend	\$300,000
Contract Term (including Options, if any)	
1. A37149	1,049 Calendar Days
2. Maintenance Contract	15 years
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

*Design-Build Contract

**Maintenance Contract and Retail Space

ACTION REQUESTED

MTA Construction and Development ("C&D") requests Board approval to award to Paul J. Scariano, Inc. ("PJS") a publicly advertised and competitively solicited contract for design-build services to provide American with Disabilities Act ("ADA") upgrades at New York City Transit's ("NYCT") 42nd Street-Bryant Park and Fifth Avenue Station Complex (B, D, F, M, 7, S) as well as upgrades to the retail space at the Times Square-42nd Street Station (the "Contract"). The Contract is in the amount of \$84,662,000 and for a duration of 1,049 Calendar Days. Board approval is also requested to award a long-term elevator maintenance contract to Mid-American Elevator Co. Inc. ("Mid-American") in the amount of \$5,746,000 and for a duration of 15 years. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$100,000 to be paid to each of the three unsuccessful proposers for a total amount of \$300,000.

DISCUSSION

This Contract is one of the first to be unlocked by Congestion Relief, and is one of a series of projects in support of the MTA's commitment to make stations ADA accessible, providing design-build services for ADA upgrades at the 42nd Street-Bryant Park and Fifth Avenue Station Complex, including the installation of four new elevators. In addition, the work includes removal and relocation of stairs, design and construction of an ADA boarding area at platform level, design, construction, and installation of a fire alarm system. The work also includes upgrades to the plumbing, ventilation, telecommunications and fire suppression systems for the retail space at the Times Square-42nd Street Station.

C&D also seeks to engage the elevator manufacturer to provide long term maintenance of the elevators installed under this Contract. To ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment and its subsequent maintenance. Only the elevator manufacturer or installer is eligible for the award of the Maintenance Contract. The goal is to ensure that the design-builder works in concert with its elevator subcontractor to choose sufficiently robust equipment to not only withstand the rigors of the

NYCT system, but to also take into consideration the elevator subcontractor's ultimate responsibility under a performance-based, long-term Maintenance Contract. The Maintenance Contract is for a fifteen-year term, commencing on the service start date for the last elevator installed under the Contract, and includes two options, each to extend the maintenance period for an additional five years.

A two-step procurement process was conducted for this Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of ten Statements of Qualifications, which were then evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing team, key personnel and organization, project approach, prior Design-Build experience, past performance and diversity compliance). Based on these criteria, the following firms were selected to receive a Request for Proposal ("RFP") in Step 2:

- PJS
- Citnalta Construction Corp. ("Citnalta")
- Forte Construction Corp. ("Forte"),
- MLJ Contracting Corp. and TC Electric, LLC ("MLJTC2")

In response to the RFP, PJS, Citnalta, Forte, and MLJTC2 submitted technical and price proposals. Forte proposed Modern Elevator as the elevator manufacturer and installer, while Citnalta, MLJTC2, and PJS proposed Mid-American. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts and NYCT Department of Elevator and Escalators, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, elevator maintenance plan, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: PJS: \$83,427,137 (maintenance: \$5,746,000); Citnalta: \$97,676,000 (maintenance - \$5,746,000); Forte: \$105,876,000 (maintenance \$5,746,000); and MLJTC2: \$90,090,000 (maintenance: \$5,746,000).

The selection committee invited MLJTC2 and PJS to participate in negotiations. Citnalta and Forte were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with MLJTC2 and PJS included detailed discussions of the proposers' general conditions and other costs, and their approach to design and construction. Following negotiations, the two proposers were asked to submit Best and Final Offers ("BAFO"). The BAFOs submitted by the proposers were as follows: PJS: \$84,662,000 (maintenance: \$5,746,000); and MLJTC2: \$87,800,000 (maintenance \$5,746,000).

The selection committee concluded that MLJTC2 offered an excellent proposal and a qualified team. Nevertheless, the selection committee unanimously recommended PJS for award of the Contract and Mid-American for the award of the long-term elevator maintenance contract. In addition to providing the lowest competitive price, the selection committee determined that PJS's technical proposal demonstrates an ability to complete the work safely, ahead of schedule, and within budget. PJS's proposal provides a team of key personnel and major participants with qualifications and prior experience successfully completing work of similar scope and magnitude. PJS' BAFO of \$84,662,000 and Mid-American's proposal of \$5,746,000 are deemed to be fair and reasonable.

In connection with the review of PJS' responsibility pursuant to the All-Agency Responsibility Guidelines, PJS was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTA Chair in consultation with the MTA General Counsel in January 2016. In connection with the review of Mid-American's responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and Mid-American is determined to be a responsible vendor.

MBE/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, a WBE goal of 15%, and an SDVOB goal of 6% for the Contract. PJS is committed to meeting the goals requirements. PJS has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MBE/WBE/SDVOB firms in the marketplace. Mid-American has not completed any MTA contracts with goals; therefore, no assessment of its performance can be determined at this time.

IMPACT ON FUNDING

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA's 2020-2024 Capital Program. Funding for the Maintenance Contract and retail space is included in the NYCT operating budget.

ALTERNATIVES

None recommended. MTA lacks available in-house technical personnel to perform the scope of work associated with this Contract.

Staff Summary

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Page 1 of 3

Item Number 3-4					
Department, Department Head Name: Delivery, William Montanile, Senior Vice President, Stations					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/15/25	X		
2	Board	12/17/25	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
1. Forte Construction Corp.	1. A37824
2. Mid-American Elevator Co., Inc.	2. 600000000037466
Description	
Design Build Services for ADA Upgrades -- Package 9	
Total Amount	
1. Design Build Contract	\$169,950,000
2. Long Term Elevator Maintenance Contract	\$12,248,000
3. Stipend	\$750,000
Contract Term (including Options, if any)	
1. A37824	1,100 Calendar Days
2. Maintenance Contract	15 years
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes** <input checked="" type="checkbox"/> No*
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

*Design Build Contract

**Maintenance Contract

ACTION REQUESTED

MTA Construction and Development ("C&D") requests Board approval to award to Forte Construction Corp. ("Forte"), a publicly advertised and competitively solicited contract for design-build services for ADA upgrades at three New York City Transit ("NYCT") stations: Briarwood Station (F, E), Parsons Boulevard Station (F), and Gates Avenue Station (J, Z) (the "Contract"). The Contract is in the amount of \$169,950,000 and for a duration of 1,100 Calendar Days. Board approval is also requested to award a long-term elevator maintenance contract to Mid-American Elevator Co., Inc. ("Mid-American") in the amount of \$12,248,000 and for a duration of 15 years. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$250,000 to be paid to each of the three unsuccessful proposers for a total amount of \$750,000.

DISCUSSION

This Contract is one of the first to be unlocked by Congestion Relief, and is one of a series of Americans with Disabilities Act ("ADA") projects in support of the MTA's commitment to make stations ADA accessible. The work consists of the installation of seven new ADA-compliant elevators and other accessibility upgrades at the three stations, and state of good repair work, including platform repairs and replacements at Gates Avenue Station and other station rehabilitation work at Briarwood Station.

C&D also seeks to engage the elevator manufacturer to provide long term maintenance for the elevators installed under this Contract. To ensure long-term, optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment and their subsequent maintenance. Only the elevator manufacturer or installer is eligible for the award of the Maintenance Contract. The goal is to ensure that the Design-Builder works in concert with its elevator subcontractor to choose sufficiently robust equipment to not only withstand the rigors of the NYCT system, but to also take into consideration the elevator subcontractor's ultimate responsibility under a performance-based, long-term Maintenance Contract. The Maintenance Contract is for a fifteen-year term, commencing on achievement

of Substantial Completion of the Contract, and includes two options, each to extend the maintenance period for an additional five years.

A two-step procurement process was conducted for this Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of ten Statements of Qualifications, which were then evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing team, key personnel and organization, project approach, prior experience and past performance). Based on these criteria, the following four firms were selected to receive a Request for Proposal ("RFP") in Step 2:

- Forte
- Citnalta Construction Corp. ("Citnalta")
- John Civetta & Sons, Inc. ("Civetta")
- J-Track LLC ("J-Track")

In response to the RFP, Forte, Citnalta, Civetta, and J-Track all submitted technical and price proposals and each proposed Mid-American Elevator Co., Inc. as the elevator manufacturer and installer, and therefore, for the long-term elevator maintenance contract. The selection committee, consisting of representatives from C&D Delivery, Development and Contracts and NYC Transit Department of Subways – Division of Stations, reviewed the technical proposals and attended the oral presentations of each of the four teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, elevator maintenance plan, management plan, experience, record of performance, safety and quality, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: Forte: \$168,242,000 (maintenance \$12,248,000); Citnalta: \$210,972,000 (maintenance - \$12,248,000); Civetta: \$213,295,886 (maintenance: \$14,888,800); and J-Track: \$187,569,258 (maintenance: \$12,248,000).

The selection committee invited Forte and J-Track to participate in negotiations. Citnalta and Civetta were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with Forte and J-Track included detailed scope discussions including design, utilities, general requirements, mobilization, and structural and architectural work related to ADA and state of good repair work. Following negotiations, the two proposers were asked to submit revised proposals and subsequently Best and Final Offers ("BAFO"). The BAFOs submitted by the proposers were as follows: Forte: \$169,950,000 (maintenance: \$12,248,000); and J-Track: \$185,782,210.10 (maintenance: \$12,248,000).

The selection committee unanimously recommended Forte for award of the Contract and Mid-American for the award of the long-term elevator maintenance contract. In addition to providing the lowest price, the selection committee determined that Forte's proposal offered the best value to the MTA when considering the quality of its technical proposal. Forte's technical proposal demonstrates an ability to complete the work safely, on time, and within budget, and provides a team of key personnel and major participants with qualifications and prior experience successfully completing work of similar scope and magnitude. Forte's BAFO of \$169,950,000 and Mid-American's Proposal of \$12,248,000 are deemed to be fair and reasonable.

In connection with the review of Forte's responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered, and Forte is determined to be a responsible vendor. In connection with the review of Mid-American's responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and Mid-American is determined to be a responsible vendor.

MBE/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, a WBE goal of 15%, and an SDVOB goal of 6% for the Contract. Forte is committed to meeting the required goal requirements. Forte has achieved its MBE/WBE/SDVOB goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MBE/WBE/SDVOB firms in the marketplace. Mid-American has not completed any MTA contracts with goals; therefore, no assessment of its performance can be determined at this time.

IMPACT ON FUNDING

Funding for the Contract, and stipends for the two unsuccessful proposers, are included in the NYCT portion of the MTA's 2020-2024 Capital Program. Funding for the Maintenance Contract is included in the NYCT operating budget.

ALTERNATIVES

None recommended. MTA lacks available in-house technical personnel to perform the scope of work associated with this Contract.

Staff Summary

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

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Item Number 5-6					
Department, Department Head Name: Delivery, Romolo Desantis, P.E., SVP & Chief Engineer, B&T Business Unit					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/15/25	X		
2	Board	12/17/25	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
1. Navillus Tile Inc. d/b/a Navillus Contracting	1. HC-9R/QM-9R
2. Navillus Tile Inc. d/b/a Navillus Contracting	2. 3000000000000551
Description	
Design-Build Services for Installation of Fire Suppression Systems at Hugh L. Carey and Queens Midtown Tunnels	
Total Amount	
1. Design-Build Contract:	\$138,252,750
2. Maintenance Contract:	\$9,970,000
3. Stipend Payments:	\$350,000
Contract Term (including Options, if any)	
1. HC-9R/QM-9R	1,140 Calendar Days
2. Maintenance Contract	5 Years
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<div style="display: flex; justify-content: space-between; font-size: small;"> *Design Build Contract **Maintenance Contract </div>	

ACTION REQUESTED

MTA Construction & Development ("C&D") requests Board approval to award to Navillus Tile Inc. doing business as Navillus Contracting ("Navillus") a publicly advertised and competitively solicited contract (the "Contract") for design-build services for a fire suppression system at the Hugh L. Carey and the Queens Midtown Tunnels. The Contract is in the amount of \$138,252,750 and for a duration of 1,140 Calendar Days. Board approval is also requested to award a maintenance contract for the fire suppression systems to Navillus in the amount of \$9,970,000 and for a duration of 5 years. In accordance with MTA policy regarding the use of design-build contracts, and to enhance competition and defray proposal costs, the solicitation included a stipend of \$175,000 to be paid to each of the two unsuccessful proposers for a total of \$350,000.

DISCUSSION

The Contract includes the expansion of the fire suppression system that was successfully piloted in a segment of the Hugh L. Carey Tunnel to cover the entire tunnel and the installation of a new fire suppression system in the Queens Midtown Tunnel. These systems use a high-pressure water mist to suppress fire for life safety and asset protection in the event of a fire. The project also includes state of good repair work to the tunnel ceiling ventilation exhaust ports at both tunnels to take advantage of the tunnel closures required for the installation of the suppression system. C&D also seeks to engage the fire suppression system provider to provide for maintenance of the system for a period of 5 years from Substantial Completion.

A two-step procurement process was utilized for this Contract. In Step 1, a Request for Qualifications was advertised, resulting in the submission of five Statements of Qualifications which were then evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing team, key personnel and organization, project approach, prior Design-Build experience, past performance, and diversity compliance). Based on these criteria, the following four firms were selected to receive a Request for Proposals ("RFP") in Step 2:

- Navillus
- E-J Electric Installation Co. (“E-J”)
- Forte Construction Corp. (“Forte”)
- Welkin Mechanical, LLC (“Welkin”)

In response to the RFP, Forte, Navillus, and Welkin submitted technical and price proposals. E-J withdrew from the RFP process stating that it was unable to provide the services required under the accompanying maintenance contract. Forte proposed United Fire Protection Corporation as the maintainer, while Navillus and Welkin proposed to self-perform the maintenance work. The selection committee, consisting of representatives from C&D Delivery, Development, Contracts, and MTA Bridges & Tunnel’s (“B&T”) Maintenance Department, reviewed the technical proposals and attended the oral presentations of each of the three teams. The selection committee evaluated the technical proposals using the following preestablished selection criteria: design and construction, schedule, maintenance, key personnel, management plan, safety and quality, past performance, diversity practices, and other relevant matters. The selection committee next opened the price proposals, which were as follows: Forte \$348,333,000 (maintenance \$16,498,455), Navillus \$138,252,750 (maintenance \$9,970,000), Welkin \$268,200,000 (maintenance \$22,144,000).

After reviewing the price proposals, the selection committee invited Navillus to participate in negotiations. Forte and Welkin were not invited to participate in negotiations because their price proposals were outside of the competitive range. Negotiations with Navillus included detailed discussions of Navillus’ overall cost as well as the proposed schedule and approach to design, construction, and maintenance work. Following negotiations, Navillus was given the opportunity to submit a Best and Final Offer (“BAFO”). Navillus’ BAFO confirmed its original price proposal of \$138,252,750 (maintenance \$9,970,000) and improved their schedule by approximately four months.

The selection committee unanimously recommends Navillus for the award of the Design-Build Contract and the maintenance contract. In addition to providing the lowest competitive price, the selection committee determined that Navillus’ proposal provided the best value to the MTA when considering the quality of its technical proposal. Navillus’ schedule includes a reduction of 138 calendar days from the maximum duration permitted under the Contract. Navillus previously installed the piloted system, which was awarded through a separate competitive procurement, providing the firm with substantial insight into the system’s technical and maintenance requirements. Navillus further demonstrated a comprehensive understanding of all elements of the work, supported by key personnel with successful experience delivering Design-Build projects of similar scale. Navillus’ BAFO of \$138,252,750 (maintenance \$9,970,000) is deemed to be fair and reasonable.

In connection with the review of the Navillus’ responsibility pursuant to the All-Agency Responsibility Guidelines, Navillus was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTA Chief Administrative Officer, in consultation with the MTA General Counsel, in October 2024.

MBE/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established an MBE goal of 15%, WBE goal of 15%, and SDVOB goal of 6% for the Contract. Navillus is committed to meet the required goal requirements and their utilization plan is under review. Navillus has not recently completed any MTA contracts with goals; therefore, no assessment of its performance is available at this time.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MBE/WBE/SDVOB firms in the marketplace. Navillus has not completed any MTA contracts with goals, therefore, no assessment of its performance can be determined at this time.

IMPACT ON FUNDING

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA’s 2020-2024 Capital Program. Funding for the Maintenance Contract is included in the B&T operating budget.

ALTERNATIVES

None recommended. MTA lacks available in-house technical personnel to perform the scope of work associated with this Contract.

Staff Summary

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Page 1 of 3

Item Number 7-8					
Department, Department Head Name: Delivery, Gregoire Sulmont, Senior Vice President, Signals and Train Control					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Capital Program Committee	12/15/25	X		
2	Board	12/17/25	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Deputy Chief, Development	X	Executive Vice President & General Counsel		
X	Deputy Chief, Delivery	X	President		

SUMMARY INFORMATION	
Vendor Name	Contract Number
1. L.K. Comstock & Company LLC 2. Siemens Mobility Inc.	1. S48019R 2. 600000000037462
Description	
Design-Build Services for CBTC – Fulton-Liberty Line	
Total Amount	
1. Design Build Contract \$1,390,000,000 2. Long Term CBTC Maintenance Contract \$151,821,383 3. Stipend \$1,300,000	
Contract Term (including Options, if any)	
1. S48019R 2,290 Calendar Days 2. Maintenance Contract 25 years	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

*Design-Build Contract

**Maintenance Contract

ACTION REQUESTED

MTA Construction and Development (“C&D”) requests Board approval to award to L.K. Comstock & Company LLC (“LKC”), a publicly advertised and competitively solicited contract for design-build services to provide a wayside Communications Based Train Control (“CBTC”) system on the Fulton Street and Liberty Avenue lines (the “Contract”). The Contract is in the amount of \$1,390,000,000 and for a duration of 2,290 Calendar Days. Board approval is also requested to award a long-term maintenance contract to maintain the CBTC system provided under the Contract to Siemens Mobility Inc. (“Siemens”) in the amount of \$151,821,383 and for a duration of 25 years. In accordance with MTA policy regarding the use of Design-Build contracts, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$650,000 to be paid to each of the two unsuccessful proposers for a total amount of \$1,300,000.

DISCUSSION

This Contract is one of the first to be unlocked by Congestion Relief, and provides for design-build services to replace the nearly century-old fixed-block, relay-based signal system on New York City Transit’s Fulton Street Line and Liberty Avenue Line with a CBTC-based system compliant with MTA’s Interoperability Interface Standard (“I2S”). Replacing the existing system with a CBTC-based system will improve overall performance by allowing trains to run more frequently with reduced headways, increase system reliability and safety, and lower long-term maintenance costs by reducing dependence on aging wayside signal infrastructure. In addition to delivering the new train control system, the design-builder will repair and replace track switches, install equipment and cabling to support deployment of a wireless cellular network by a third-party provider, and replace the tunnel lighting system throughout the project limits, completing a comprehensive modernization of the Fulton and Liberty Lines.

C&D also seeks to engage Siemens, the entity providing the CBTC equipment as a subcontractor to LKC under the design-build Contract, to provide long term maintenance of the CBTC equipment installed under the Contract. The maintenance contract is for a twenty-five-year term, and includes two options, each exercisable in the MTA's sole discretion to extend the maintenance period for an additional five years.

A two-step procurement process was conducted for this Contract. In Step 1, a Request for Qualifications was advertised resulting in the submission of three Statements of Qualifications, which were then evaluated against pre-established Threshold Criteria (addressing completeness, timeliness, capacity, responsibility, and financial capability) and Substantive Evaluation Criteria (addressing team, key personnel and organization, project approach, prior Design-Build experience, past performance and diversity compliance). Based on these criteria, the following firms were selected to receive a Request for Proposal ("RFP") in Step 2:

- LKC with Siemens designing and furnishing the CBTC system as a subcontractor to LKC;
- E-J Electric Installation Co. ("E-J") with Mitsubishi Electric Power Products Inc. ("Mitsubishi") designing and furnishing the CBTC system as a subcontractor to E-J;
- T&G Partners ("T&G"), an unincorporated joint venture comprised of MLJTC2 and Hitachi Rail GTS USA Inc. ("Hitachi"), with Hitachi designing and supplying the CBTC system as a member of the joint venture.

During the RFP process, C&D representatives met separately with representatives from LKC, E-J, and T&G on multiple occasions to address questions and concerns about the Contract requirements and to monitor the proposers' progress in developing their proposals. In addition, C&D solicited from each of the proposers suggested changes to the contract documents, referred to as Alternative Technical Concepts ("ATCs"), that might reduce costs, shorten the project schedule, and/or mitigate risks. To encourage creativity, ATCs are kept confidential between the MTA and the submitting proposer. The proposers submitted multiple ATCs suggesting revisions to the technical requirements and meetings were held with each proposer to discuss their respective ATCs. Thereafter, MTA evaluated the ATCs, considering the cost and/or schedule savings and the added or reduced risks involved and either approved, approved with conditions, or rejected each of the ATCs. In all, over 15 ATCs were approved or approved with conditions. LKC, E-J, and T&G then submitted technical and price proposals that incorporated their approved or conditionally approved ATCs.

The selection committee, consisting of representatives from C&D Delivery, Development, and Contracts and NYC Transit Department of Subways, evaluated the technical proposals from the three proposers using the following preestablished selection criteria: design and construction, schedule, maintenance, management plan, safety and quality, experience, record of performance, diversity practices, and other relevant matters. After evaluating technical proposals, the selection committee opened the price proposals which were as follows: LKC: \$1,510,443,000 (maintenance: \$188,643,283); E-J: \$2,298,765,000 (maintenance: \$166,201,569); and T&G: \$1,594,600,000 (maintenance: \$131,428,622).

The selection committee then invited all three proposers to participate in negotiations. Negotiations with E-J, LKC, and T&G included detailed discussions of each proposer's price and proposed schedule. Thereafter, each proposer was requested to submit a revised price proposal, identifying the proposed savings for certain of the items discussed during negotiations. The revised price proposals were as follows: LKC: \$1,479,600,000 (maintenance: \$160,217,707.25); E-J: \$2,200,080,900 (maintenance: \$169,260,756.56); and T&G: \$1,557,000,000 (maintenance: \$124,862,058.16). Based on the revised pricing received, it was determined that E-J was outside of the competitive range and would not be considered for further negotiations.

Additional negotiations with LKC and T&G identified further cost savings opportunities and agreement on certain Contract revisions. At the conclusion of these meetings, LKC and T&G submitted Best and Final Offers ("BAFOs") as follows: LKC: \$1,390,000,000 (maintenance \$151,821,383); T&G: \$1,486,000,000 (maintenance \$109,140,733).

The selection committee unanimously recommended LKC for award of the Contract and Siemens for award of the long-term CBTC maintenance contract. Based on its evaluation of the technical and price proposals, as well as information presented during the oral presentations and negotiations, the selection committee determined that LKC's proposal offers the best value to the MTA. In addition to offering the lowest price, LKC's proposal demonstrates a deep understanding of both the civil and train control system requirements and utilizes a detailed and innovative design approach that reduces the installation time for the system and a cutover strategy that will minimize service disruptions by including a reversion plan that will allow the system to revert to the legacy system if necessary. LKC committed to completing the work approximately ten months ahead

of the maximum duration permitted by the RFP. LKC's BAFO of \$1,390,000,000 (maintenance \$151,821,383) is considered fair and reasonable.

In connection with the review of LKC's responsibility pursuant to the All-Agency Responsibility Guidelines, LKC was found to be responsible notwithstanding significant adverse information and such responsibility finding was approved by the MTA Chair in consultation with the MTA General Counsel in March 2022. In connection with the review of Siemens' responsibility pursuant to the All-Agency Responsibility Guidelines, no significant adverse information was discovered and Siemens is determined to be a responsible vendor.

MBE/WBE/SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has established a MBE goal of 7%, a WBE goal of 7% and a SDVOB goal of 1% for the Contract. LKC is committed to meeting the goals requirements. LKC has achieved its DBE/MBE/WBE/SDVOB goals on recently completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MBE/WBE/SDVOB firms in the marketplace. Siemens has not completed any MTA contracts with goals; therefore, no assessment of its performance can be determined at this time.

IMPACT ON FUNDING

Funding for the Contract and the stipend for the unsuccessful proposer is included in the MTA's 2020-2024 and 2025-2029 Capital Programs. Funding for the Maintenance Contract is included in the NYCT operating budget. The cellular work will be paid for in first instance by the Capital Program and will be reimbursed by the wireless provider.

ALTERNATIVES

None recommended. MTA lacks available in-house technical personnel to perform the scope of work associated with this Contract.

Staff Summary

Schedule H: Modification to Personal Service & Miscellaneous Service Contracts

Page 1 of 1

Item Number: 9

Vendor Name (& Location) Naik Consulting Group, PC (New York, New York)	
Description Program Management and Consultant Construction Management Services for Midtown 42nd Street Corridor Projects	
Contract Term (including Options, if any) June 21, 2021 – April 30, 2026	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Developer Reimbursement	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
PS886	3
Original Amount:	
	\$ 26,426,103
Prior Modifications:	
	\$ 8,564,600
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 34,990,703
This Request:	
	\$ 2,530,024
% of This Request to Current Amount:	
	7.2%
% of Modifications (including This Request) to Original Amount:	
	42%

Discussion:

This Contract provides for centralized project management and administrative oversight and coordination services for both in-house and third-party projects along the 42nd Street Corridor (the "42nd Street Corridor Projects"). MTA Construction & Development ("C&D") requests Board approval of a modification, in the not-to-exceed amount of \$2,530,024, to provide for additional services in connection with the construction of a new office and hotel development at 175 Park Avenue (the "175 Park Project"). This modification will also extend the Contract term by four months to September 1, 2026.

The 175 Park Project will demolish the Hyatt Hotel located at the eastern edge of Grand Central Terminal and replace it with a 1,500-foot-tall commercial and hotel tower of approximately two million square feet. Both the New York City Transit Lexington Avenue subway station and the loop tracks of Metro-North Railroad lie within the footprint of the 175 Park Project site. As such, the new building will need to place large foundations within MTA property. This modification provides for the consultant, as part of its coordination of 42nd Street Corridor Projects, to review and comment on all 175 Park Project submissions for design compliance, constructability and potential impacts to MTA real estate and operations. The consultant will also coordinate MTA stakeholder review for design concurrence and the MTA resource utilization.

The consultant submitted its cost proposal in the amount of \$2,538,076.89. Negotiations yielded a final price of \$2,530,023.29, which is considered fair and reasonable. The developer will be reimbursing MTA for the cost of this work.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

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Item Number: 10

Vendor Name (& Location) RCC/AMCC Joint Venture (Paterson, New Jersey)	
Description Morris Park Yard Locomotive Shop and Employee Fac Des/Build	
Contract Term (including Options, if any) December 12, 2017 – October 12, 2019	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
6241	11
Original Amount:	
	\$ 89,859,236.00
Prior Modifications:	
	\$ 7,936,266.85
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 97,795,502.85
This Request:	
	\$ 3,350,000
% of This Request to Current Amount:	
	3.4%
% of Modifications (including This Request) to Original Amount:	
	12.6%

DISCUSSION:

This Contract is for the engineering, design and construction of a new diesel locomotive repair shop and employee facility at Long Island Railroad's Morris Park Yard in Richmond Hill, Queens, NY. All Contract work has been completed. Previously awarded modifications addressed additional design and construction costs associated with the issues discussed below and awarded excusable time extensions that in total extended the Contract's Substantial Completion date by 656 days from October 12, 2019, to July 29, 2021. Those modifications reserved the contractor's claims for impact costs for a future modification. MTA Construction and Development ("C&D") now requests Board approval of a modification that will resolve those reserved claims.

Construction of the new Morris Park Diesel Locomotive Shop was delayed due to issues and resulting modifications associated with 1) insufficient water pressure in the vicinity of the Shop requiring the installation of a diesel pump to provide water service to the building acceptable for firewater supply, 2) required fire system upgrades in the facility storage area, 3) Con Edison issues with the provision of permanent power, and 4) access delays preventing commencement of foundation work.

The contractor submitted an impact cost proposal of \$7,432,835.02 asserting that the entire time extension was compensable. Negotiations resulted in agreement of \$3,350,000, which is considered fair and reasonable, compensating the contractor for 376 days of excusable, compensable delays and settling all outstanding change orders and claims. The negotiated savings is attributed to the reduction in compensable days (due to concurrent contractor delays) and proposed costs that were disallowed in accordance with the Contract.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

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Item Number: 11

Vendor Name (& Location) Sovereign Hydroseal East, Inc. (Astoria, New York)	
Description Water Remediation at Various Locations	
Contract Term (including Options, if any) January 2, 2024 – January 2, 2026	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
A37793	4
Original Amount:	\$ 4,848,110
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 4,848,110
This Request:	\$ 3,000,975
% of This Request to Current Amount:	61.9%
% of Modifications (including This Request) to Original Amount:	61.9%

DISCUSSION:

Contract A37793 is a unit price contract to provide water remediation and structural protection tasks on an as-needed basis at fixed unit prices to address water infiltration in subway stations and on selected segments of subway tunnels. MTA Construction and Development ("C&D") requests Board approval of a modification to extend the Contract term by one year to January 2, 2027, while a replacement contract is procured and to increase quantities to various unit price items to support remediation work planned during this extended period.

The work includes the injection of liquid chemical grout into active leaks across critical infrastructure components, such as concrete cracks, joints, or holes. These repairs target roofs, ceilings, foundation walls, floors, columns, beams, and other structural elements within tunnels and stations.

Based on surveys and pending requests for remediation services, C&D has forecasted the additional quantities of unit priced items required for remediation work for the upcoming year. Negotiations yielded reductions to the unit price of the positive-side grouting used at station locations and at tunnel sites and maintained the unit prices for the remaining items, resulting in a total price of \$3,000,975 which is considered fair and reasonable.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

Page 1 of 2

Item Number: 12

Vendor Name (& Location) Skanska Railroad Construction JV (East Elmhurst, New York)	
Description Design-Build Services for Improvements on the Flushing Line	
Contract Term (including Options, if any) September 19, 2022 – May 25, 2025	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	Modification No.
A46030	29
Original Amount:	
	\$ 199,955,000
Prior Modifications:	
	\$ 34,564,730
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 234,519,730
This Request:	
	\$ 19,540,000
% of This Request to Current Amount:	
	8.33%
% of Modifications (including This Request) to Original Amount:	
	27.06%

DISCUSSION:

Contract A46030 (the "Contract") is for the rehabilitation of the 61st Street Woodside station, including replacement of an escalator, stairs, repair of structural elements, and replacement of three escalators at the 74th Street Broadway Station in Queens. MTA Construction and Development requests Board approval of a modification to provide for the replacement of eight existing deteriorated platform girders at the 61st Street-Woodside station and acceleration of the work on the Manhattan-bound side. This Modification will also extend Milestone 3 and the Substantial Completion date to August 17, 2026.

The Contract provides for steel girder repairs but did not anticipate the need for full replacements. During the performance of the Contract work to expose the steel girders to be repaired, it became apparent that the deterioration of the girders was too severe for just repairs and that full replacement would be necessary. It was not practical to assess the full condition of the steel during the development of this Contract because of the location of the steel, which would have required track outages to access and because the steel was encased in concrete which needed to be removed to perform an accurate condition survey.

There are eight steel platform girders that require replacement (four at the Manhattan-bound track and four at the Flushing-bound track). Adding this work to this Contract by modification is the most efficient solution because the Contractor is already mobilized to perform similar work and the required track outages are already scheduled. Deferral of this work to a future date under a separate contract would incur additional general conditions costs and require additional track outages which are difficult to schedule. In addition, work to be performed under this Contract to rehabilitate the concrete platforms would have to be redone.

In order to complete the work on the Manhattan-bound side before baseball season and special events like the FIFA World Cup and the US Open, during which track outages will be unavailable, and to reduce the impact of this work on follow-on work, this Modification provides for acceleration of the work on the Manhattan-bound side, and an early completion incentive of \$8,000 per day for each day that that work is completed before April 10, 2026 and a disincentive in the amount of \$8,000 per day for each day that the Design-Builder completes that work after April 10, 2026. If the work is not completed by the Milestone 3 completion date, which is being adjusted by this Modification from July 12, 2024 to August 17, 2026, liquidated damages will also apply. This Modification will also extend the contractual Substantial Completion date from May 25, 2025 to August 17, 2026, but does not address time impacts associated with the work on the Flushing-bound side and certain other factors which will extend Substantial Completion beyond that date.

The Contractor submitted its direct cost proposal in the amount of \$38,393,633.39. Negotiations yielded a final price of \$32,000,000, which is considered fair and reasonable. To take advantage of planned outages and partially mitigate delay to this Contract, expedited unilateral modifications were issued authorizing a total amount not to exceed \$12,700,000, which

has already been added to the Contract price, for design development, procurement of steel and commencement of the work. This modification will fix the total price of this Work at \$32 million and fund the remaining \$19.54 million that remains to be added to the Contract.

Staff Summary

Schedule I: Modifications to Purchase and Public Work Contracts

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Item Number: 13

Vendor Name (& Location) TAP Electrical Contracting Service, Inc. (Holbrook, New York)	
Description Replacement of 86th Street Substation and Negative Return Reactors at 110th Street Substation.	
Contract Term (including Options, if any) 24 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer	

Contract Number	AWO/Modification #
MN25781	47
Original Amount:	
	\$ 11,775,000.00
Prior Modifications:	
	\$ 2,614,810.67
Prior Budgetary Increases:	
	\$
Current Amount:	
	\$ 14,389,810.67
This Request:	
	\$ 3,000,000
% of This Request to Current Amount:	
	20.8%
% of Modifications (including This Request) to Original Amount:	
	39%

Discussion:

This Contract provides for the replacement of Metro-North Railroad's ("MNR") 86th Street Substation and the negative return reactors at MNR's 110th Street Substation. The work increased the capacity of the 86th Street Substation and replaced the existing reactors at the 110th Street Substation with larger, more efficient reactors to increase the capacity of that substation, improving the ability of the substations to support normal operations during unanticipated loss of power events. MTA Construction and Development ("C&D") requests Board approval of a modification that will resolve all remaining claims asserted by TAP Electrical Contracting Service, Inc. ("TAP"), including all claims for compensable and excusable delays, except for one change order in the amount of \$99,300 for added work that is being processed separately. All Contract work has been satisfactorily completed by the Contractor.

Substantial Completion was initially scheduled for December 17, 2015. However, the project was delayed for a total of 3,272 days, which included 31 separate delay events contributing to the delay during that ten-year period. The principal delays for which MTA was responsible included substantial changes in the sequencing and phasing of the work because TAP was not permitted to perform the work at both stations concurrently as was permitted under the Contract, redesign for installation of new negative return reactors necessitated by vibrations from rail traffic, modifying the procedure for column removals based on new structural considerations, and the de-energization of the 86th Street substation caused by, among other things, redesign of steel supports due to unanticipated space and accessibility issues in the Park Avenue tunnel and the late discovery of asbestos. Substantial Completion was issued on March 1, 2025. TAP considered the entire delay excusable and compensable and demanded \$5 million in Impact Costs. Although MTA acknowledged responsibility for certain delays, MTA rejected the demand for \$5 million as excessive.

The parties had extensive discussions regarding TAP's claim for delay. MTA determined that 1,241 days were Excusable/Compensable Delay, 1,538 days were Excusable Non-Compensable Delay, and 493 were Non-Excusable/Non-Compensable Delay and applied a daily rate for the Compensable Delay that it considered fair and reasonable under the Contract. After negotiations, TAP agreed to accept \$3,000,000 in settlement of all outstanding claims (except for the outstanding change order noted above). MTA considers the amount agreed to fair and reasonable and especially in light of the significant cost and exposure associated with defending this matter in court.

DECEMBER 2025

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedule E – J)

(Staff Summaries required for all items requiring Board approval)

- | | | | |
|------------|---|--------------------|--------------------------------------|
| 14. | Infinity Contracting, Inc.
Contract No. C33945 | \$2,340,000 | <u>Staff Summary Attached</u> |
|------------|---|--------------------|--------------------------------------|

MTA Construction and Development requests Board ratification of a modification for the investigation and emergency repair of an 8" sanitary sewer line at the Gun Hill Bus Depot.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions

Page 1 of 1

Item Number: **14**

Vendor Name (& Location) Infinity Contracting Services Corp. (College Point, New York)
Description Component Repairs at the 207 th Street Overhaul and Maintenance Facilities, in the Borough of Manhattan
Contract Term (including Options, if any) December 20, 2022 – February 17, 2025
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Delivery, Mark Roche, Deputy Chief Development Officer

Contract Number	AWO/Modification #
C33945	10
Original Amount:	\$ 21,416,000
Prior Modifications:	\$ 3,236,753
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 24,652,753
This Request:	\$ 2,340,000
% of This Request to Current Amount:	9.49%
% of Modifications (including This Request) to Original Amount:	26.04%

DISCUSSION:

Contract C33945 provides for repairs at New York City Transit's ("NYCT") 207th Street overhaul and maintenance facility in Manhattan, consisting of replacement of obsolete/deteriorated windows, window air conditioning units, a sewer connection, deteriorated roll-up doors, brick repair & replacement, and repair and/or replacement of structural elements of steel beams and columns. MTA Construction and Development ("C&D") requests Board ratification of a modification for the investigation and emergency repair of an 8" sanitary sewer line at the Gun Hill Bus Depot.

The Gun Hill Bus Depot operates 24 hours per day/7 days per week with over 900 employees providing critical operations and maintenance for 20 bus lines serving the boroughs of the Bronx and Manhattan. On May 31, 2025, after several flooding and plumbing events, water service to the Depot was shut down. A preliminary investigation found several leaks in the 8" sanitary sewer, rendering all sanitary lines unusable, directly impacting restrooms, washrooms, and maintenance operations across the facility. On June 23, 2025, NYCT Department of Buses declared that the repairs to the sanitary line constituted an Immediate Operating Need. Thus, to return the Gun Hill Bus Depot to normal operations as soon as possible, authorization was obtained from the President of C&D on August 18, 2025, for the contractor to proceed with the repair to the sanitary line to restore water service to the Depot up to an amount not-to-exceed \$1,500,000. The work under this modification is complete.

The Contractor's proposal was submitted in the amount of \$2,483,181.99. Negotiations were held and agreement was reached in the amount of \$2,340,000, which is considered fair and reasonable.

MTA 2026 BUDGET AND 2026-2029 FINANCIAL PLAN ADOPTION MATERIALS

**MTA Finance Committee
MTA Board Meeting**

**December 15, 2025
December 17, 2025**



Metropolitan Transportation Authority



MTA 2026 Budget and 2026-2029 Financial Plan Adoption Materials

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**I. Staff Summary MTA Consolidated
2026 Budget and 2026-2029
Financial Plan**

Staff Summary

Subject MTA 2026 Budget and 2026-2029 Financial Plan Adoption	Date December 3, 2025
Department Office of the Chief Financial Officer	Vendor Name
Department Head Name Jaibala Patel, Chief Financial Officer	Contract Number
Department Head Signature 	Contract Manager Name
Project Manager/Division Head Jacob Luce, OMB 	Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	12/15	X		
2	Board	12/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB 		
2	Legal 		
3	Chair/CEO 		

Purpose:

The purpose of this staff summary is to secure MTA Board (i) adoption of the accompanying 2026 Final Proposed Budget and the Four-Year Financial Plan 2026-2029 ("November Plan" or "Plan"), which includes approving the 2025 November Forecast and Plan Adjustments (items below the baseline), and (ii) authorization of Budget and Plan adjustments, including MTA policy actions, as set forth below in this Staff Summary.

Discussion:

This document summarizes the November Plan, which was presented for information purposes to the MTA Board at its meeting held on November 19, 2025, and projects ending cash balances of \$0 annually for 2025 and 2026, with deficits of \$160 million in 2027 (0.7% of expenses), \$243 million in 2028 (1.1% of expenses) and \$306 million in 2029 (1.3% of expenses). See attachment A. This is an improvement in the Plan deficit of \$419 million from the 2025 July Financial Plan ("July Plan").

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, reaching \$150 million in 2028.

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 the November 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.

In 2023, the MTA committed to achieving \$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. Initiatives have been identified to capture \$75 million in savings for 2026 and subsequent years and are detailed under “MTA Initiatives” in Volume 1, Section 3 of the November Plan. 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. Nevertheless, MTA is planning to begin providing about 30 percent of the planned scheduled service to three of the four new Bronx stations in 2027. 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 the November Plan.

While the Plan presents balanced budgets through 2026, and reduced deficits for 2027 through 2029, based on sound budgeting and assumptions, there are risks, including:

- **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 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 of New York, and without an extension of State law maintaining the 80 percent reimbursement, deficits will increase.

Recommendation:

It is recommended that the Board:

- Adopt the 2026 Final Proposed Budget and Four-Year Financial Plan 2026-2029, which includes approving the 2025 November Forecast and Plan Adjustments (items below the baseline). The approval of this Plan will supersede prior Board Plan approvals for this period. Note that the projected 2027 and 2029 fare and toll rate increase proposals will require separate Board actions in advance of those dates.
- Authorize MTA staff to initiate administrative procedures that are required for the consideration, but not implementation, of fare and toll changes consistent with the financial plan. Administrative procedures include any required notices and conducting any required hearings. Only after required public notices and public hearings have been held will specific proposed fare and toll changes be submitted to the Board for approval. This approval is a standard provision that has been included in prior budget adoption materials.
- Authorize the Chief Financial Officer or their designee to apply funds consistent with the approved budget and financial plan which targets operating deficits directly, debt savings, retiree health expenses and/or pension costs.
- Authorize staff, under the guidance and direction of the Chair/CEO, Chief Financial Officer, or their designees to take actions to implement the policy actions set forth in the Plan.

- Authorize technical adjustments to MTA budgets and forecasts of a non-material nature in the 2026 February Plan.
- Authorize the Chair/CEO, Chief Financial Officer, or their designees to execute and file with grant applications the required certifications, assurances and other documents required under Federal regulations, and to execute federal grants and cooperative agreements.
- Authorize adjustment of MTA budgets and forecasts to reflect labor settlements approved from time to time by the Board.
- Authorize staff, under the guidance and direction of the Chairman/CEO, the Chief Financial Officer, or their designees (including the MTA Treasurer), to take additional budget and cash management actions, as has been done in past budgets, to draw on the general reserve and/or make budget adjustments to respond to unexpected expenses or revenue/subsidy shortfalls, and other actions described below:

Advance of Bridges and Tunnels Operating Surplus

The Board is requested to authorize Bridges and Tunnels to advance to MTA and MTA New York City Transit, to the extent funds are available, all or part of the estimated operating surplus for the year 2025.

Uses of MTA MRT-2 Corporate Account Monies

Unlike many other forms of intergovernmental aid, these subsidy monies, by statute, can be allocated at the Board's discretion. It is recommended that the Board authorize that these funds be used as set forth in the Plan, authorize staff to administer these funds in a manner consistent with the Plan, and to temporarily help stabilize cash flow requirements. As in the past, the advance of funds to the MTA and its affiliates and subsidiaries to stabilize cash flow requirements may be made, provided they are repaid prior to the end of the fiscal year in which they are made.

Uses of Payroll Mobility Tax (and Replacement Funds) and MTA Aid Trust Account

Like the MRT-2 Corporate Account monies, these subsidy monies, by statute, can be allocated at the Board's discretion. It is recommended that the Board authorize that the revenues from the PMT (and Replacement Funds) be released as needed: (i) for pledged revenues by MTA to secure and be applied to the payment of bonds to be issued in the future, to fund capital projects of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary and (ii) to pay capital costs, including debt service of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary. It is further recommended that the Board authorize that subject to the provisions of any such pledge, or in the event there is no such pledge, the PMT Revenues be used by MTA to pay for costs, including operating and capital costs of MTA, its subsidiaries and MTA New York City Transit and its subsidiary.

Further, it is recommended that the Board authorize that the revenues in the MTA Aid Trust Account (derived from four fees and taxes imposed in the Metropolitan Commuter Transportation District – a supplemental motor vehicle license fee, a supplemental motor vehicle registration fee, a tax on medallion taxicab rides, and a supplemental tax on passenger car rentals) be released as needed and used as pledged revenues by MTA or pledged to the Triborough Bridge and Tunnel Authority to secure debt of MTA Bridges and Tunnels. Further, subject to the provisions of such pledge, or in the event there is no such pledge, the Board authorizes the release of these funds to be used by MTA for the payment of operating and capital costs of the MTA and its subsidiaries, and MTA New York City Transit, and its subsidiary.

Inter-Agency Loans

The Board is requested to authorize staff acting under Section 1266 (6-a) of the Public Authorities Law, to enter into inter-agency loan agreements among the MTA and its affiliates and subsidiaries. This authorization would allow the temporary movement of funds among agencies to meet cash flow requirements for operating or capital purposes resulting from a mismatch between the receipt of subsidies and other monies and cash flow needs. The statute requires that any such inter-agency loans be repaid no later than the end of the next succeeding calendar year.

Use of Stabilization Reserve: Provision for Prompt Payment of Contractual Obligations

In 1996, the Board approved the establishment of a Stabilization Reserve, to be held by the MTA Treasurer (the "Treasurer"), to stabilize MTA Agencies' cash flow requirements. The fund consists of two accounts, the MTA New York City Transit Account (the "Transit Account") and the MTA Commuter Railroad Account (the "Commuter Railroad Account"). The Board is requested to authorize the use of any balances in such accounts, plus any amounts authorized to be transferred to such accounts, to meet the cash flow requirements of MTA New York City Transit, MTA Long Island Rail Road and MTA Metro-North Railroad, and to authorize MTA New York City Transit to pay to the Treasurer for deposit in the Transit Account such amounts as it deems necessary to accomplish the purpose thereof, consistent with this Plan; and the Treasurer to pay into the Commuter Railroad Account such amounts as are deemed necessary to accomplish the purpose thereof, consistent with this Plan. The Treasurer, upon request of MTA New York City Transit, shall pay to MTA New York City Transit such amounts as are necessary to meet cash flow requirements of MTA New York City Transit and shall transfer from the Commuter Railroad Account such amounts as are necessary to meet the cash flow requirements of MTA Long Island Rail Road and MTA Metro-North Railroad. The Treasurer shall also use such funds as from time to time may be necessary or convenient to timely make debt service payments on MTA bonds.

Attachment A
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						
Labor:						
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
Non-Labor:						
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
Other Expense Adjustments:						
Other	\$14	\$16	\$14	\$14	\$14	\$15
General Reserve	195	200	210	220	230	240
Total Other Expense Adjustments	\$209	\$216	\$224	\$234	\$244	\$255
Total Expenses Before Non-Cash Liability Adjs.	\$16,928	\$17,877	\$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)

Attachment A

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

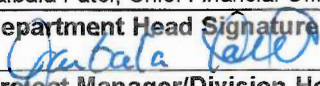
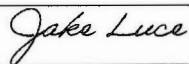
	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Balance Before Prior-Year Carryover	\$0	\$0	(\$277)	(\$781)	(\$998)	(\$1,210)
Fare and Toll Increases:						
March 2027 (4% Fare and Toll Yield)		0	0	287	339	341
Subsidy Impact, March 2027 (4% Fare and Toll Yield)		0	0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

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II. Agencies' Staff Summaries 2026 Budget and 2026-2029 Financial Plan

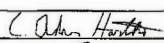

Bridges and Tunnels

Staff Summary

Subject MTA B&T 2026 Budget and 2026-2029 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Jaibala Patel, Chief Financial Officer
Department Head Signature 
Project Manager/Division Head Jacob Luce, OMB 

Date December 8, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	B&T Comm.	12/15		X	
2	Finance Comm.	12/15	X		
3	Board	12/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB JL		
2	Financial Liaison		
3	B&T President		

Purpose:

To secure MTA Board adoption of the MTA Bridges and Tunnels' (B&T) 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029.

Discussion:

The 2026 Final Proposed Budget, which is consistent with information presented to the Board in November 2025, provides funding to maintain MTA Bridges and Tunnels' commitment to delivering safe, secure, and reliable transportation and first-class customer service. B&T projections do not include MTA consolidated below-the-line adjustments, which are presented as part of MTA consolidated materials. The 2026 Final Proposed Budget does include the estimated impacts of projected toll increases scheduled to be implemented in January 2026. Major Plan highlights include:

Public Safety Initiative

- MTA is phasing in MTAPD support for public safety functions at B&T facilities.
- Initial implementation began in early 2025 at the Bronx-Whitestone and Throgs Neck Bridges.
- In October 2025, the MTAPD began support for public safety functions at the Cross Bay, Marine Parkway and Henry Hudson Bridges.
- Expansion will continue as needs arise.

Work Zone Speed Enforcement (WZSE) Program

- Deployment of speed-camera technology to deter speeding in active work zones.
- Cameras issue violations when a vehicle exceeds the posted work-zone limit by 10 mph or more.
- Enforcement applies only when crews are present and work is actively underway.
- Clear advance signage will be installed leading up to each monitored work zone.

Weigh-in-Motion (WIM) Pilot – RFK Bridge

- Implementation of state-authorized WIM technology to protect critical infrastructure.
- Sensors and cameras weigh vehicles in motion and capture identifying information, with signage notifying drivers of WIM monitoring.
- Violations trigger penalties when gross vehicle weight exceeds legal limits by 10% or more, and/or axle weight exceeds limits by 20% or more, with vehicles violating both thresholds incurring separate penalties.

2025 November Forecast- Baseline

The 2025 November Forecast projects \$2,615.2 million in non-reimbursable revenues, of which \$2,584.7 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$506.6 million, consisting of \$231.3 million in labor expenses and \$275.3 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,624.4 million. Reimbursable revenue and expenses are both forecast at \$31.0 million. Total end-of-year positions are budgeted at 996, including 924 non-reimbursable positions and 72 reimbursable positions.

2026 Final Proposed Budget- Baseline

The 2026 Final Proposed Budget projects nearly \$2,812.0 million in non-reimbursable revenues, of which \$2,767.4 million is from Toll Revenue. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$533.5 million, consisting of \$244.1 million in labor expenses and \$289.5 million in non-labor expenses. Total Support to Mass Transit is projected to be \$1,660.9 million. Reimbursable revenue and expenses are both forecast at \$31.1 million. Total end-of-year positions are currently budgeted at 939, including 867 non-reimbursable positions and 72 reimbursable positions.

Impact on Funding

The 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan 2026-2029, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029 for MTA Bridges and Tunnels.

MTA BRIDGES AND TUNNELS
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Non-Reimbursable						
Operating Revenue						
Toll Revenue	\$2,572.260	\$2,584.730	\$2,767.435	\$2,794.851	\$2,813.397	\$2,825.431
Other Operating Revenue	26.536	25.352	43.290	48.007	47.973	48.177
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	11.250	5.098	1.240	1.240	1.240	1.240
Total Revenues	\$2,610.046	\$2,615.180	\$2,811.966	\$2,844.098	\$2,862.610	\$2,874.848
Operating Expense						
Labor:						
Payroll	\$108.792	\$97.422	\$101.749	\$99.991	\$91.951	\$84.531
Overtime	30.974	29.732	27.597	24.713	18.946	13.672
Health and Welfare	28.640	25.932	31.355	32.451	32.103	32.066
OPEB Current Payments	34.830	34.830	36.850	38.987	41.248	43.641
Pension	34.019	36.545	38.359	38.705	35.673	30.600
Other Fringe Benefits	15.610	15.367	16.678	16.196	14.664	13.292
Reimbursable Overhead	(6.938)	(8.523)	(8.523)	(8.523)	(8.523)	(8.523)
Total Labor Expenses	\$245.927	\$231.304	\$244.065	\$242.519	\$226.062	\$209.279
Non-Labor:						
Electric Power	\$4.504	\$4.994	\$5.847	\$6.036	\$6.409	\$6.630
Fuel	2.196	2.011	1.964	1.944	1.939	2.040
Insurance	12.736	14.042	14.006	12.954	13.789	14.151
Claims	0.070	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	155.437	160.852	165.807	167.946	170.189	173.010
Professional Services Contracts	21.384	31.309	40.000	43.422	43.814	44.531
Materials and Supplies	4.974	3.390	3.598	4.036	4.116	4.213
Other Business Expenses	63.322	58.705	58.234	58.195	58.215	58.239
Total Non-Labor Expenses	\$264.623	\$275.305	\$289.456	\$294.533	\$298.472	\$302.815
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adj.	\$510.550	\$506.609	\$533.521	\$537.052	\$524.533	\$512.094
Depreciation	\$228.346	\$233.920	\$224.583	\$228.828	\$232.453	\$236.849
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(11.646)	(15.045)	(16.335)	(16.825)	(15.019)	(11.050)
GASB 75 OPEB Expense Adjustment	12.686	20.716	19.500	20.352	20.021	19.616
GASB 87 Lease Adjustment	7.488	5.616	5.616	5.616	5.616	5.616
GASB 96 SBITA Adjustment	0.108	0.002	0.002	0.002	0.002	0.002
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$236.981	\$245.209	\$233.366	\$237.973	\$243.072	\$251.034
Total Expenses After Depreciation and GASB Adj.	\$747.532	\$751.818	\$766.887	\$775.026	\$767.606	\$763.128
Less: Depreciation	\$228.346	\$233.920	\$224.583	\$228.828	\$232.453	\$236.849
GASB 68 Pension Expense Adj.	(11.646)	(15.045)	(16.335)	(16.825)	(15.019)	(11.050)
GASB 75 OPEB Expense Adj	12.686	20.716	19.500	20.352	20.021	19.616
GASB 87 Lease Adjustment	7.488	5.616	5.616	5.616	5.616	5.616
GASB 96 SBITA Adjustment	0.108	0.002	0.002	0.002	0.002	0.002
Total Expenses	\$510.550	\$506.609	\$533.521	\$537.052	\$524.533	\$512.094
Net Surplus/(Deficit)	\$2,099.496	\$2,108.571	\$2,278.444	\$2,307.046	\$2,338.077	\$2,362.754

MTA BRIDGES AND TUNNELS
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Reimbursable						
Operating Revenue						
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	16.350	30.958	31.101	31.225	31.335	31.335
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$16.350	\$30.958	\$31.101	\$31.225	\$31.335	\$31.335
Operating Expense						
<u>Labor:</u>						
Payroll	\$5.414	\$13.603	\$13.684	\$13.766	\$13.832	\$13.832
Overtime	0.853	1.039	1.060	1.060	1.060	1.060
Health and Welfare	1.114	2.816	2.831	2.846	2.862	2.862
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	1.429	3.424	3.443	3.462	3.481	3.481
Other Fringe Benefits	0.601	1.552	1.560	1.568	1.576	1.576
Reimbursable Overhead	6.938	8.523	8.523	8.523	8.523	8.523
Total Labor Expenses	\$16.350	\$30.958	\$31.101	\$31.225	\$31.335	\$31.335
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adj.	\$16.350	\$30.958	\$31.101	\$31.225	\$31.335	\$31.335
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Non-Reimbursable / Reimbursable						
Page 1 of 2						
Operating Revenue						
Toll Revenue	\$2,572.260	\$2,584.730	\$2,767.435	\$2,794.851	\$2,813.397	\$2,825.431
Other Operating Revenue	26.536	25.352	43.290	48.007	47.973	48.177
Capital and Other Reimbursements	16.350	30.958	31.101	31.225	31.335	31.335
Investment Income	11.250	5.098	1.240	1.240	1.240	1.240
Total Revenues	\$2,626.396	\$2,646.138	\$2,843.066	\$2,875.324	\$2,893.945	\$2,906.183
Operating Expense						
Labor:						
Payroll	\$114.206	\$111.026	\$115.433	\$113.757	\$105.783	\$98.363
Overtime	31.827	30.772	28.657	25.773	20.006	14.732
Health and Welfare	29.754	28.747	34.186	35.297	34.965	34.928
OPEB Current Payments	34.830	34.830	36.850	38.987	41.248	43.641
Pension	35.449	39.969	41.802	42.167	39.154	34.082
Other Fringe Benefits	16.211	16.919	18.238	17.764	16.240	14.868
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$262.277	\$262.262	\$275.166	\$273.744	\$257.396	\$240.614
Non-Labor:						
Electric Power	\$4.504	\$4.994	\$5.847	\$6.036	\$6.409	\$6.630
Fuel	2.196	2.011	1.964	1.944	1.939	2.040
Insurance	12.736	14.042	14.006	12.954	13.789	14.151
Claims	0.070	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	155.437	160.852	165.807	167.946	170.189	173.010
Professional Services Contracts	21.384	31.309	40.000	43.422	43.814	44.531
Materials and Supplies	4.974	3.390	3.598	4.036	4.116	4.213
Other Business Expenses	63.322	58.705	58.234	58.195	58.215	58.239
Total Non-Labor Expenses	\$264.623	\$275.305	\$289.456	\$294.533	\$298.472	\$302.815
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjts.	\$526.900	\$537.567	\$564.622	\$568.278	\$555.868	\$543.429
Depreciation	\$228.346	\$233.920	\$224.583	\$228.828	\$232.453	\$236.849
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(11.646)	(15.045)	(16.335)	(16.825)	(15.019)	(11.050)
GASB 75 OPEB Expense Adjustment	12.686	20.716	19.500	20.352	20.021	19.616
GASB 87 Lease Adjustment	7.488	5.616	5.616	5.616	5.616	5.616
GASB 96 SBITA Adjustment	0.108	0.002	0.002	0.002	0.002	0.002
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$236.981	\$245.209	\$233.366	\$237.973	\$243.072	\$251.034
Total Expenses After Depreciation and GASB Adjts.	\$763.881	\$782.776	\$797.988	\$806.251	\$798.941	\$794.463
Less: Depreciation	\$228.346	\$233.920	\$224.583	\$228.828	\$232.453	\$236.849
GASB 68 Pension Expense Adj.	(11.646)	(15.045)	(16.335)	(16.825)	(15.019)	(11.050)
GASB 75 OPEB Expense Adj	12.686	20.716	19.500	20.352	20.021	19.616
GASB 87 Lease Adjustment	7.488	5.616	5.616	5.616	5.616	5.616
GASB 96 SBITA Adjustment	0.108	0.002	0.002	0.002	0.002	0.002
Total Expenses	\$526.900	\$537.567	\$564.622	\$568.278	\$555.868	\$543.429
Net Surplus/(Deficit)	\$2,099.496	\$2,108.571	\$2,278.444	\$2,307.046	\$2,338.077	\$2,362.754

MTA BRIDGES AND TUNNELS
November Financial Plan 2026 - 2029
Accrual Statement of Operations by Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Non-Reimbursable / Reimbursable						
Page 2 of 2						
Net Surplus/(Deficit)	\$2,099.496	\$2,108.571	\$2,278.444	\$2,307.046	\$2,338.077	\$2,362.754
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$8.580	\$25.533	\$23.799	\$24.388	\$24.893	\$25.503
B&T Capital Reserves & Prepaid Exp.	3.432	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$2,087.484	\$2,083.038	\$2,254.645	\$2,282.658	\$2,313.183	\$2,337.251
Less: Debt Service	\$653.559	\$724.691	\$807.006	\$862.676	\$953.503	\$928.332
Less: Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000
Income Available for Distribution	\$1,433.925	\$1,358.347	\$1,447.639	\$1,419.983	\$1,359.680	\$1,408.920
<u>Distributable To:</u>						
MTA - Investment Income	\$11.250	\$5.098	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	743.947	714.850	750.138	736.679	709.072	735.330
NYCT - Distributable Income	678.729	638.399	696.261	682.064	649.368	672.349
Total Distributable Income	\$1,433.925	\$1,358.347	\$1,447.639	\$1,419.983	\$1,359.680	\$1,408.920
<u>Actual Cash Transfers:</u>						
MTA - Investment Income - Prior Year	\$12.369	\$11.250	\$5.098	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	752.061	749.146	746.609	738.025	711.832	732.704
NYCT - Cash Surplus Transfer	688.833	665.510	690.475	683.483	652.638	670.051
Total Cash Transfers	\$1,453.263	\$1,425.906	\$1,442.182	\$1,422.748	\$1,365.710	\$1,403.996
SUPPORT TO MASS TRANSIT:						
Total Revenue	\$2,626.396	\$2,646.138	\$2,843.066	\$2,875.324	\$2,893.945	\$2,906.183
Total Expenses Before Non-Cash Liability Adjs.	526.900	537.567	564.622	568.278	555.868	543.429
Net Operating Income	\$2,099.496	\$2,108.571	\$2,278.444	\$2,307.046	\$2,338.077	\$2,362.754
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$416.043	\$458.611	\$593.703	\$647.349	\$725.056	\$696.485
Contribution to the Capital Program	0.000	0.000	0.000	0.000	0.000	0.000
Capitalized Assets	8.580	25.533	23.799	24.388	24.893	25.503
B&T Capital Reserves	3.432	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$428.055	\$484.144	\$617.503	\$671.737	\$749.950	\$721.988
Total Support to Mass Transit	\$1,671.440	\$1,624.427	\$1,660.942	\$1,635.309	\$1,588.127	\$1,640.767

MTA BRIDGES AND TUNNELS
November Financial Plan 2026 - 2029
Traffic Volume (Utilization) and Toll Revenue
(in millions)

	Actual	November Forecast	Final Proposed Budget			
	2024	2025	2026	2027	2028	2029

TRAFFIC VOLUME

Total Traffic Volume

337.333	338.967	339.690	343.055	345.332	346.717
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TOLL REVENUE

Toll Revenue

\$2,572.260	\$2,584.730	\$2,767.435	\$2,794.851	\$2,813.397	\$2,825.431
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MTA BRIDGES & TUNNELS
November Financial Plan 2026-2029
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Administration						
Executive	15	17	20	20	20	20
Law ⁽¹⁾	5	5	5	5	5	5
CFO ⁽²⁾	10	12	12	12	12	12
Administration	26	26	26	26	26	26
EEO	0	0	0	0	0	0
Total Administration	56	60	63	63	63	63
Operations						
ITS & Tolling	69	63	66	66	66	66
Operations (Non-Security)	27	54	54	54	54	54
Total Operations	96	117	120	120	120	120
Maintenance						
Maintenance	212	205	205	205	205	205
Operations - Maintainers	150	183	183	183	183	183
Total Maintenance	362	388	388	388	388	388
Engineering/Capital						
Engineering & Construction	93	97	97	97	97	97
Health & Safety	7	9	9	9	9	9
Law ⁽¹⁾	4	6	6	6	6	6
Planning & Budget Capital	6	6	6	6	6	6
Total Engineering/Capital	110	118	118	118	118	118
Public Safety						
Operations (Security)	307	268	205	205	110	39
Internal Security - Operations	32	45	45	45	45	45
Total Public Safety	339	313	250	250	155	84
Total Positions	963	996	939	939	844	773
<i>Non-Reimbursable</i>	904	924	867	867	772	701
<i>Reimbursable</i>	59	72	72	72	72	72
<i>Total Full-Time</i>	963	996	939	939	844	773
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
November Financial Plan 2026 - 2029
Total Positions
By Function and Occupational Group

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	15	20	21	21	21	21
Professional/Technical/Clerical	41	40	42	42	42	42
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	56	60	63	63	63	63
Operations						
Managers/Supervisors	24	62	63	63	63	63
Professional/Technical/Clerical	72	55	57	57	57	57
Operational Hourlies (1)	0	0	0	0	0	0
Total Operations Headcount	96	117	120	120	120	120
Maintenance						
Managers/Supervisors	21	27	27	27	27	27
Professional/Technical/Clerical	20	11	11	11	11	11
Operational Hourlies (2)	321	350	350	350	350	350
Total Maintenance Headcount	362	388	388	388	388	388
Engineering / Capital						
Managers/Supervisors	19	23	23	23	23	23
Professional/Technical/Clerical	91	95	95	95	95	95
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	110	118	118	118	118	118
Public Safety						
Managers/Supervisors	102	98	77	77	42	36
Professional/Technical/Clerical	30	36	36	36	36	36
Operational Hourlies (3)	207	179	137	137	77	12
Total Public Safety Headcount	339	313	250	250	155	84
Total Positions						
Managers/Supervisors	181	230	211	211	176	170
Professional/Technical/ Clerical	254	237	241	241	241	241
Operational Hourlies	528	529	487	487	427	362
Total Positions	963	996	939	939	844	773

(1) Represents Bridge and Tunnel Officers. These positions are paid annually, not hourly.

(2) Represents maintenance personnel. These positions are paid annually, not hourly.

(3) Represents Bridge and Tunnel Officers performing public safety. These positions are paid annually, not hourly.

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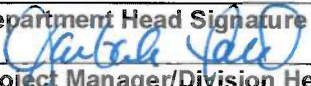
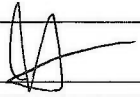
Construction & Development

Staff Summary






Metropolitan Transportation Authority

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Subject MTA C&D 2026 Budget and 2026-2029 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Jaibala Patel, Chief Financial Officer
Department Head Signature 
Project Manager/Division Head Jacob Luce, OMB 

Date December 8, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	CP Comm.	12/15		X	
2	Finance Comm.	12/15	X		
3	Board	12/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB		
2	C&D - SVP of Financial Operations		
3	C&D President		

Purpose:

To secure MTA Board adoption of the MTA Construction & Development (C&D) 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029.

Discussion:

The 2026 Final Proposed Budget, which is consistent with the information presented to the Board in November 2025, provides funding to maintain MTA Construction & Development (MTA C&D) commitment to rebuild, improve, and expand the MTA's extensive network of subways, buses, commuter railroads, bridges, and tunnels infrastructure. MTA C&D identifies, prioritizes, develops, and builds capital infrastructure projects needed to renew and enhance the MTA's extensive assets. MTA C&D ensures the continued performance, modernization, and long-term reliability of the regional transit system. The organization's budgeted headcount directly supports the execution of the MTA Capital Program through essential functions, including project delivery, engineering, planning, development, operations, and contract management. These staff provide technical expertise, oversight, and strategic guidance needed to advance systemwide capital projects, with associated labor costs reimbursed through capital programs, interagency chargebacks, and third-party funding arrangements.

The Financial Plan reflects work associated with the MTA Capital Program and various third-party or pass-through activities, including digital advertising, broadband and wireless expansion, and multiple real estate and development projects such as 60 Wall Street, Quay Street, Westbury Phase II, Harlem River Lift Bridge Transferable Development Rights (TDRs), and other Transit-Oriented Development (TOD) initiatives. MTA C&D projections do not include the estimated impacts of MTA consolidated below-the-line adjustments, which are presented as part of MTA consolidated materials.

2025 November Forecast – Baseline

The 2025 November Forecast projects a balanced financial position for MTA C&D. Reimbursable expenses before depreciation total \$187.7 million, consisting of \$150.9 million in labor and \$36.8 million in non-labor. All reimbursable expenses are fully offset by corresponding Capital and Other Reimbursements, resulting in a baseline cash deficit of \$0.0 million. Non-reimbursable labor and non-labor expenses total \$3.73 million before depreciation and are fully offset through inter-agency chargebacks, yielding a net-zero baseline.

The 2025 forecasted headcount is 805 positions, inclusive of the approved increase of 50 additional roles. Of this total, 16 positions are non-reimbursable and support functions such as TOD, Planning, and Special Project

Development. The remaining 789 positions are reimbursable and aligned to Administration, Engineering, and broader capital delivery departments, to ensure adequate staffing for ongoing capital work across the MTA system.

2026 Final Proposed Budget – Baseline

The 2026 Final Proposed Budget continues to reflect a balanced baseline. Reimbursable expenses total \$199.5 million, including \$169.2 million in labor and \$30.3 million in non-labor, and are fully supported by corresponding third-party revenue and capital project funding recorded under Capital and Other Reimbursements, resulting in a baseline cash deficit of \$0.0 million. Non-reimbursable expenses consist of \$3.5 million in labor and \$0.03 million in non-labor before depreciation, all of which are fully offset through inter-agency chargebacks.

The 2026 proposed staffing plan remains stable, with a baseline headcount of 805 positions, including the previously approved increase of 50 roles necessary to support both reimbursable capital activities and non-reimbursable operational functions within MTA C&D.

Impact on Funding:

The 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029, which are presented in the attached tables, are fully consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget and the Four-Year Financial Plan for 2026-2029 for MTA Construction & Development (C&D).

MTA CONSTRUCTION & DEVELOPMENT
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating Expense						
<u>Labor:</u>						
Payroll	\$3.602	\$2.835	\$2.409	\$2.456	\$2.494	\$2.541
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.442	0.391	0.523	0.565	0.609	0.658
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.420	0.261	0.364	0.384	0.402	0.424
Other Fringe Benefits	0.247	0.219	0.227	0.233	0.237	0.243
Reimbursable Overhead	0.000	(3.706)	(3.524)	(3.637)	(3.742)	(3.865)
Total Labor Expenses	\$4.711	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	(4.628)	(0.031)	(0.030)	(0.031)	(0.031)	(0.031)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.037	0.031	0.030	0.031	0.031	0.031
Total Non-Labor Expenses	(\$4.591)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adj.	\$0.120	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.120	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Surplus/(Deficit)	(\$0.120)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CONSTRUCTION & DEVELOPMENT
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	129.505	187.664	199.514	210.997	211.535	217.298
Total Revenues	\$129.505	\$187.664	\$199.514	\$210.997	\$211.535	\$217.298
Operating Expense						
<u>Labor:</u>						
Payroll	\$82.226	\$111.957	\$113.328	\$115.550	\$117.321	\$119.535
Overtime	0.005	0.000	0.000	0.000	0.000	0.000
Health and Welfare	9.710	16.516	24.616	26.566	28.618	30.940
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	7.222	9.999	16.987	17.881	18.736	19.740
Other Fringe Benefits	5.981	8.720	10.712	10.964	11.185	11.445
Reimbursable Overhead	0.000	3.706	3.524	3.637	3.742	3.865
Total Labor Expenses	\$105.143	\$150.899	\$169.166	\$174.598	\$179.601	\$185.525
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.001	0.006	0.006	0.006	0.006	0.006
Insurance	0.003	0.042	0.046	0.051	0.057	0.063
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.538	4.515	4.549	4.687	4.830	4.978
Professional Services Contracts	19.591	29.978	23.516	29.697	25.059	24.714
Materials and Supplies	0.002	0.095	0.046	0.047	0.047	0.048
Other Business Expenses	1.226	2.130	2.184	1.911	1.934	1.964
Total Non-Labor Expenses	\$24.362	\$36.766	\$30.347	\$36.399	\$31.933	\$31.773
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$129.505	\$187.664	\$199.514	\$210.997	\$211.535	\$217.298
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CONSTRUCTION & DEVELOPMENT
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	129.505	187.664	199.514	210.997	211.535	217.298
Total Revenues	\$129.505	\$187.664	\$199.514	\$210.997	\$211.535	\$217.298
Operating Expense						
<u>Labor:</u>						
Payroll	\$85.828	\$114.793	\$115.737	\$118.006	\$119.815	\$122.076
Overtime	0.005	0.000	0.000	0.000	0.000	0.000
Health and Welfare	10.152	16.907	25.139	27.131	29.226	31.598
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	7.642	10.259	17.351	18.264	19.138	20.164
Other Fringe Benefits	6.227	8.940	10.939	11.196	11.422	11.688
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$109.854	\$150.899	\$169.166	\$174.598	\$179.601	\$185.525
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.001	0.006	0.006	0.006	0.006	0.006
Insurance	0.003	0.042	0.046	0.051	0.057	0.063
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.538	4.515	4.549	4.687	4.830	4.978
Professional Services Contracts	14.963	29.947	23.486	29.667	25.028	24.683
Materials and Supplies	0.002	0.095	0.046	0.047	0.047	0.048
Other Business Expenses	1.264	2.161	2.214	1.941	1.965	1.995
Total Non-Labor Expenses	\$19.771	\$36.766	\$30.347	\$36.399	\$31.933	\$31.773
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$129.625	\$187.664	\$199.514	\$210.997	\$211.535	\$217.298
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$129.625	\$187.664	\$199.514	\$210.997	\$211.535	\$217.298
Net Surplus/(Deficit)	(\$0.120)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CONSTRUCTION & DEVELOPMENT
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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	18.940	187.664	199.514	210.997	211.535	217.298
Total Receipts	\$18.940	\$187.664	\$199.514	\$210.997	\$211.535	\$217.298
Expenditures						
<u>Labor:</u>						
Payroll	\$95.698	\$114.793	\$115.737	\$118.006	\$119.815	\$122.076
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	12.958	16.907	25.139	27.131	29.226	31.598
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	1.875	10.259	17.351	18.264	19.138	20.164
Other Fringe Benefits	6.776	8.940	10.939	11.196	11.422	11.688
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$117.307	\$150.899	\$169.166	\$174.598	\$179.601	\$185.525
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.001	0.006	0.006	0.006	0.006	0.006
Insurance	0.003	0.042	0.046	0.051	0.057	0.063
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.249	4.515	4.549	4.687	4.830	4.978
Professional Services Contracts	20.920	29.947	23.486	29.667	25.028	24.683
Materials and Supplies	0.002	0.095	0.046	0.047	0.047	0.048
Other Business Expenses	1.102	2.161	2.214	1.941	1.965	1.995
Total Non-Labor Expenditures	\$22.277	\$36.766	\$30.347	\$36.399	\$31.933	\$31.773
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$139.584	\$187.664	\$199.514	\$210.997	\$211.535	\$217.298
Net Cash Balance	(\$120.644)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CONSTRUCTION & DEVELOPMENT
November Financial Plan 2026 - 2029
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Flow Adjustments						
Receipts						
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(110.565)	0.000	0.000	0.000	0.000	0.000
Total Receipts	(\$110.565)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	(\$9.870)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.005	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(2.806)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	5.767	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.549)	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$7.453)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.289	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	(5.957)	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.162	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$2.506)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$9.959)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$120.524)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	(\$120.524)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CONSTRUCTION & DEVELOPMENT
November Financial Plan 2026-2029
Total Positions by Function and Department
Non-Reimbursable/ Reimbursable and Full-Time Positions/Full-Time Equivalents

	2024	2025	2026			
Function/Department	Actual	November Forecast	Final Proposed Budget	2027	2028	2029
Non-Reimbursable						
Capital Program Management						
Dir. Of Facilities and Support						
Office Services						
Transit Oriented Development	15					
Real Estate Operations						
Deputy CDO, Planning	2	2	2	2	2	2
Spec. Project Develop/Planning						
Transit Advertising & Media	11	10	10	10	10	10
GCT Development						
Total Non-Reimbursable Administrative	28	12	12	12	12	12
Non-Reimbursable Engineering/Capital						
Transit Oriented Development		4	4	4	4	4
Transit Advertising & Media						
Total Non-Reimbursable Engineering	-	4	4	4	4	4
Total Non-Reimbursable Baseline	28	16	16	16	16	16
Reimbursable						
Administration						
MTA C&D	385	455	455	455	455	455
Engineering/Capital						
MTA C&D	356	334	334	334	334	334
East Side Access	5					
Security Program						
Second Avenue Subway	13					
Lower Manhattan Projects						
7 Line Extension						
OMNY	13					
Penn Station Access	6					
LIRR 3rd Track						
Canarsie Line Reconstruction						
LIRR Concourse Train Hall	1					
Total Engineering/Capital	394	334	334	334	334	334
Total Baseline Positions	807	805	805	805	805	805
Non-Reimbursable	28	16	16	16	16	16
Reimbursable	779	789	789	789	789	789
Total Full-Time	807	805	805	805	805	805
Total Full-Time Equivalents	807	805	805	805	805	805

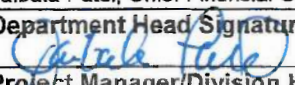
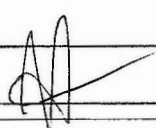
MTA CONSTRUCTION & DEVELOPMENT
November Financial Plan 2026 - 2029
Total Positions
By Function and Occupational Group

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	370	451	451	451	451	451
Professional/Technical/Clerical	43	10	10	10	10	10
Operational Hourlies	0	6	6	6	6	6
Total Administration Headcount	413	467	467	467	467	467
Operations						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Operations Headcount	0	0	0	0	0	0
Maintenance						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Maintenance Headcount	0	0	0	0	0	0
Engineering / Capital						
Managers/Supervisors	0	253	253	253	253	253
Professional/Technical/Clerical	394	70	70	70	70	70
Operational Hourlies	0	15	15	15	15	15
Total Engineering Headcount	394	338	338	338	338	338
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	370	704	704	704	704	704
Professional/Technical/ Clerical	437	80	80	80	80	80
Operational Hourlies	0	21	21	21	21	21
Total Positions	807	805	805	805	805	805

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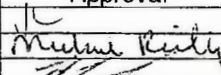
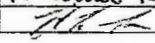
Long Island Rail Road

Staff Summary

Subject MTA LIRR 2026 Budget and 2026-2029 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Jaibala Patel, Chief Financial Officer
Department Head Signature 
Project Manager/Division Head Jacob Luce, OMB 

Date December 8, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Comm.	12/15		X	
2	Finance Comm.	12/15	X		
3	Board	12/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB		
2	Financial Liaison		
3	LIRR President		

Purpose:

To secure MTA Board adoption of the MTA Long Island Rail Road's (LIRR) 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026–2029.

Discussion:

The 2026 Final Proposed Budget, which is consistent with information presented to the Board in November 2025 provides funding to maintain the LIRR's commitment to delivering safe, secure, and reliable transportation and first-class customer service. The LIRR projections do not include MTA consolidated below-the-line adjustments including the estimated impacts of projected fare increases, which are presented as part of MTA consolidated materials.

2025 November Forecast – Baseline

The 2025 Non-Reimbursable November Forecast reflects revenues totaling \$748.9 million, including \$695.2 million in Farebox Revenue and \$53.6 million in Other Operating Revenue. Total Operating Expense projections of \$2,637.1 million consist of labor costs of \$1,508.7 million, non-labor costs of \$518.0 million and non-cash liability adjustments of \$610.3 million. The cash budget incorporates \$1,184.3 million in cash receipts and \$2,280.3 million in cash expenditures, which results in a baseline cash requirement of \$1,095.9 million. Total Reimbursable expense projections of \$431.3 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 8,016 and include 6,882 Non-Reimbursable positions and 1,134 Reimbursable positions.

2026 Final Proposed Budget – Baseline

The 2026 Non-Reimbursable Final Proposed Budget reflects revenues totaling \$770.4 million, including \$722.9 million in Farebox Revenue and \$47.5 million in Other Operating Revenue. Total Operating Expense projections of \$2,744.1 million consist of labor costs of \$1,594.6 million, non-labor costs of \$572.2 million and non-cash liability adjustments of \$577.3 million. The cash budget incorporates \$1,192.4 million in cash receipts and \$2,590.9 million in cash expenditures which results in a baseline cash requirement of \$1,398.5 million. Total Reimbursable expense projections of \$446.2 million are fully offset by capital reimbursements. Total end-of-year authorized positions are projected at 8,079 and include 7,116 Non-Reimbursable positions and 963 Reimbursable positions.



Impact on Funding

The 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan 2026–2029, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget and the Four-Year Financial Plan for 2026–2029 for the MTA Long Island Rail Road.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$649.735	\$695.229	\$722.904	\$722.904	\$724.936	\$728.061
Other Operating Revenue	46.482	53.636	47.468	47.874	48.834	49.820
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$696.217	\$748.866	\$770.372	\$770.778	\$773.770	\$777.881
Operating Expense						
<u>Labor:</u>						
Payroll	\$677.955	\$725.322	\$764.565	\$797.476	\$811.165	\$831.848
Overtime	160.343	170.208	168.337	172.468	171.264	173.470
Health and Welfare	165.803	175.887	198.840	220.433	234.619	249.162
OPEB Current Payments	77.707	78.907	83.901	88.742	93.846	99.079
Pension	171.078	199.790	209.652	213.039	210.867	211.925
Other Fringe Benefits	181.568	198.525	206.233	213.154	217.141	222.033
Reimbursable Overhead	(50.880)	(39.914)	(36.953)	(38.968)	(39.429)	(40.555)
Total Labor Expenses	\$1,383.575	\$1,508.725	\$1,594.573	\$1,666.345	\$1,699.472	\$1,746.962
<u>Non-Labor:</u>						
Electric Power	\$103.522	\$123.460	\$129.628	\$124.746	\$128.012	\$132.582
Fuel	26.542	25.718	24.300	24.400	24.410	25.441
Insurance	28.113	30.390	35.848	35.978	38.184	38.876
Claims	18.780	3.911	3.937	3.937	3.937	4.016
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	104.717	118.415	121.666	130.393	155.783	154.238
Professional Services Contracts	68.004	53.140	51.528	50.476	51.514	51.674
Materials and Supplies	133.828	137.630	178.337	274.565	304.323	317.650
Other Business Expenses	23.677	25.366	26.961	27.092	27.022	27.374
Total Non-Labor Expenses	\$507.182	\$518.030	\$572.206	\$671.588	\$733.185	\$751.851
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,890.757	\$2,026.755	\$2,166.779	\$2,337.933	\$2,432.657	\$2,498.813
Depreciation	\$563.128	\$569.538	\$575.233	\$580.985	\$586.794	\$592.662
GASB 49 Environmental Remediation	7.512	2.000	2.000	2.000	2.000	2.000
GASB 68 Pension Expense Adjustment	6.892	(1.670)	(39.750)	(0.190)	(95.160)	(96.520)
GASB 75 OPEB Expense Adjustment	(42.330)	35.000	35.700	36.414	37.142	37.885
GASB 87 Lease Adjustment	(1.064)	2.528	(0.620)	(0.620)	(0.620)	(0.620)
GASB 96 SBITA Adjustment	(3.645)	(1.366)	0.600	0.600	0.600	0.600
GASB 101 Compensated Absences	0.000	4.272	4.149	4.244	4.341	4.440
Total Non-Cash Liability Adjustments	\$530.492	\$610.302	\$577.312	\$623.433	\$535.097	\$540.447
Total Expenses	\$2,421.249	\$2,637.057	\$2,744.091	\$2,961.366	\$2,967.755	\$3,039.260
Net Surplus/(Deficit)	(\$1,725.032)	(\$1,888.192)	(\$1,973.719)	(\$2,190.588)	(\$2,193.985)	(\$2,261.379)
Cash Conversion Adjustments						
Depreciation	\$563.128	\$569.538	\$575.233	\$580.985	\$586.794	\$592.662
Operating/Capital	(9.530)	(10.642)	(24.167)	(15.436)	(14.934)	(14.050)
Other Cash Adjustments	(1.274)	233.366	24.173	70.701	(33.332)	(33.729)
Total Cash Conversion Adjustments	\$552.324	\$792.262	\$575.239	\$636.250	\$538.528	\$544.883
Net Cash Surplus/(Deficit)	(\$1,172.709)	(\$1,095.930)	(\$1,398.480)	(\$1,554.338)	(\$1,655.457)	(\$1,716.496)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	468.396	431.314	446.243	453.619	453.257	461.655
Total Revenues	\$468.396	\$431.314	\$446.243	\$453.619	\$453.257	\$461.655
Operating Expense						
<u>Labor:</u>						
Payroll	\$132.513	\$137.429	\$149.657	\$157.822	\$159.433	\$162.796
Overtime	54.090	49.814	48.367	46.774	43.267	44.132
Health and Welfare	34.358	32.944	36.620	38.006	38.217	39.018
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	50.706	46.680	59.498	61.751	62.093	63.395
Other Fringe Benefits	36.026	33.987	37.447	38.865	39.081	39.900
Reimbursable Overhead	50.880	39.914	36.953	38.968	39.429	40.555
Total Labor Expenses	\$358.573	\$340.767	\$368.543	\$382.186	\$381.520	\$389.796
<u>Non-Labor:</u>						
Electric Power	\$0.338	\$0.649	\$0.360	\$0.360	\$0.360	\$0.360
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	7.502	10.056	8.743	9.262	9.342	9.526
Claims	0.100	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	45.486	34.440	20.068	20.156	20.364	20.604
Professional Services Contracts	6.799	3.706	0.963	0.778	0.794	0.810
Materials and Supplies	48.734	41.119	47.057	40.350	40.347	40.018
Other Business Expenses	0.864	0.577	0.508	0.527	0.530	0.541
Total Non-Labor Expenses	\$109.823	\$90.547	\$77.699	\$71.433	\$71.736	\$71.859
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$468.396	\$431.314	\$446.243	\$453.619	\$453.257	\$461.655
Net Surplus/(Deficit)	\$0.000	(\$0.001)	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$649.735	\$695.229	\$722.904	\$722.904	\$724.936	\$728.061
Other Operating Revenue	46.482	53.636	47.468	47.874	48.834	49.820
Capital and Other Reimbursements	468.396	431.314	446.243	453.619	453.257	461.655
Total Revenues	\$1,164.613	\$1,180.179	\$1,216.615	\$1,224.397	\$1,227.026	\$1,239.536
Operating Expense						
<u>Labor:</u>						
Payroll	\$810.468	\$862.751	\$914.222	\$955.298	\$970.599	\$994.644
Overtime	214.433	220.022	216.704	219.242	214.531	217.602
Health and Welfare	200.161	208.831	235.461	258.440	272.836	288.180
OPEB Current Payments	77.707	78.907	83.901	88.742	93.846	99.079
Pension	221.784	246.470	269.150	274.790	272.960	275.320
Other Fringe Benefits	217.595	232.512	243.680	252.019	256.221	261.933
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,742.148	\$1,849.492	\$1,963.117	\$2,048.531	\$2,080.993	\$2,136.758
<u>Non-Labor:</u>						
Electric Power	\$103.859	\$124.109	\$129.988	\$125.106	\$128.372	\$132.942
Fuel	26.542	25.718	24.300	24.400	24.410	25.441
Insurance	35.614	40.446	44.591	45.240	47.526	48.403
Claims	18.880	3.911	3.937	3.937	3.937	4.016
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	150.203	152.855	141.734	150.549	176.147	174.842
Professional Services Contracts	74.804	56.845	52.491	51.255	52.308	52.484
Materials and Supplies	182.562	178.749	225.395	314.915	344.670	357.668
Other Business Expenses	24.541	25.943	27.468	27.619	27.551	27.915
Total Non-Labor Expenses	\$617.005	\$608.577	\$649.905	\$743.021	\$804.921	\$823.711
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$2,359.153	\$2,458.069	\$2,613.022	\$2,791.552	\$2,885.914	\$2,960.468
Depreciation	\$563.128	\$569.538	\$575.233	\$580.985	\$586.794	\$592.662
GASB 49 Environmental Remediation	7.512	2.000	2.000	2.000	2.000	2.000
GASB 68 Pension Expense Adjustment	6.892	(1.670)	(39.750)	(0.190)	(95.160)	(96.520)
GASB 75 OPEB Expense Adjustment	(42.330)	35.000	35.700	36.414	37.142	37.885
GASB 87 Lease Adjustment	(1.064)	2.529	(0.620)	(0.620)	(0.620)	(0.620)
GASB 96 SBITA Adjustment	(3.645)	(1.366)	0.600	0.600	0.600	0.600
GASB 101 Compensated Absences	0.000	4.272	4.149	4.244	4.341	4.440
Total Non-Cash Liability Adjustments	\$530.492	\$610.303	\$577.312	\$623.433	\$535.097	\$540.447
Total Expenses	\$2,889.645	\$3,068.372	\$3,190.334	\$3,414.985	\$3,421.011	\$3,500.915
Net Surplus/(Deficit)	(\$1,725.032)	(\$1,888.193)	(\$1,973.719)	(\$2,190.588)	(\$2,193.985)	(\$2,261.379)
Cash Conversion Adjustments						
Depreciation	\$563.128	\$569.538	\$575.233	\$580.985	\$586.794	\$592.662
Operating/Capital	(9.530)	(10.642)	(24.167)	(15.436)	(14.934)	(14.050)
Other Cash Adjustments	(1.274)	233.366	24.173	70.701	(33.332)	(33.729)
Total Cash Conversion Adjustments	\$552.324	\$792.262	\$575.239	\$636.250	\$538.528	\$544.883
Net Cash Surplus/(Deficit)	(\$1,172.709)	(\$1,095.931)	(\$1,398.480)	(\$1,554.338)	(\$1,655.457)	(\$1,716.496)

MTA LONG ISLAND RAIL ROAD
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	\$655.570	\$690.686	\$722.904	\$722.904	\$724.936	\$728.061
Other Operating Revenue	96.674	54.141	47.983	48.399	49.371	50.358
Capital and Other Reimbursements	436.375	439.504	421.560	437.657	437.785	447.067
Total Receipts	\$1,188.620	\$1,184.332	\$1,192.448	\$1,208.960	\$1,212.092	\$1,225.486
Expenditures						
Labor:						
Payroll	\$808.261	\$887.081	\$914.222	\$955.298	\$970.599	\$994.644
Overtime	208.030	226.973	216.704	219.242	214.531	217.602
Health and Welfare	201.278	208.831	235.461	258.440	272.836	288.180
OPEB Current Payments	77.467	78.907	83.901	88.742	93.846	99.079
Pension	228.419	6.380	269.150	274.790	272.960	275.320
Other Fringe Benefits	231.439	234.973	232.680	241.019	245.221	250.933
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,754.894	\$1,643.144	\$1,952.117	\$2,037.531	\$2,069.993	\$2,125.758
Non-Labor:						
Electric Power	\$112.231	\$124.109	\$129.988	\$125.106	\$128.372	\$132.942
Fuel	26.607	25.983	24.300	24.400	24.410	25.441
Insurance	31.023	39.594	43.706	44.833	47.007	47.897
Claims	3.335	4.478	1.929	1.929	1.929	2.008
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	148.848	170.245	141.734	150.549	176.147	174.842
Professional Services Contracts	43.334	53.118	39.491	38.255	39.308	39.484
Materials and Supplies	211.939	190.371	227.373	310.187	349.869	362.696
Other Business Expenses	25.218	29.221	30.289	30.509	30.513	30.914
Total Non-Labor Expenditures	\$602.534	\$637.120	\$638.811	\$725.767	\$797.556	\$816.224
Other Expenditure Adjustments:						
Other	\$3.900	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$3.900	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$2,361.328	\$2,280.264	\$2,590.927	\$2,763.298	\$2,867.549	\$2,941.982
Net Cash Balance	(\$1,172.709)	(\$1,095.931)	(\$1,398.480)	(\$1,554.338)	(\$1,655.457)	(\$1,716.496)
Cash Timing and Availability Adjustment	8.373	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
Net Cash Balance after Cash Timing & Availability Adj	(\$1,164.336)	(\$1,095.931)	(\$1,398.480)	(\$1,554.338)	(\$1,655.457)	(\$1,716.496)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2026 - 2029
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$5.835	(\$4.543)	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	50.192	0.505	0.515	0.525	0.538	0.538
Capital and Other Reimbursements	(32.021)	8.191	(24.682)	(15.962)	(15.472)	(14.588)
Total Receipts	\$24.007	\$4.153	(\$24.167)	(\$15.436)	(\$14.934)	(\$14.050)
Expenditures						
<u>Labor:</u>						
Payroll	\$2.207	(\$24.330)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	6.403	(6.951)	0.000	0.000	0.000	0.000
Health and Welfare	(1.117)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.240	0.000	0.000	0.000	0.000	0.000
Pension	(6.635)	240.090	0.000	0.000	0.000	0.000
Other Fringe Benefits	(13.844)	(2.461)	11.000	11.000	11.000	11.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$12.746)	\$206.348	\$11.000	\$11.000	\$11.000	\$11.000
<u>Non-Labor:</u>						
Electric Power	(\$8.371)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.065)	(0.265)	0.000	0.000	0.000	0.000
Insurance	4.592	0.852	0.885	0.407	0.519	0.506
Claims	15.545	(0.567)	2.008	2.008	2.008	2.008
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.355	(17.390)	0.000	0.000	0.000	0.000
Professional Services Contracts	31.470	3.727	13.000	13.000	13.000	13.000
Materials and Supplies	(29.377)	(11.622)	(1.979)	4.728	(5.200)	(5.028)
Other Business Expenses	(0.677)	(3.279)	(2.820)	(2.890)	(2.962)	(2.999)
Total Non-Labor Expenditures	\$14.471	(\$28.543)	\$11.094	\$17.254	\$7.365	\$7.486
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	(\$3.900)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	(\$3.900)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$2.175)	\$177.805	\$22.094	\$28.254	\$18.365	\$18.486
Total Cash Conversion Adjustments before Depreciation	\$21.831	\$181.957	(\$2.073)	\$12.817	\$3.431	\$4.436
Depreciation	\$563.128	\$569.538	\$575.233	\$580.985	\$586.794	\$592.662
GASB 49 Environmental Remediation	7.512	2.000	2.000	2.000	2.000	2.000
GASB 68 Pension Expense Adjustment	6.892	(1.670)	(39.750)	(0.190)	(95.160)	(96.520)
GASB 75 OPEB Expense Adjustment	(42.330)	35.000	35.700	36.414	37.142	37.885
GASB 87 Lease Adjustment	(1.064)	2.530	(0.620)	(0.620)	(0.620)	(0.620)
GASB 96 SBITA Adjustment	(3.645)	(1.366)	0.600	0.600	0.600	0.600
GASB 101 Compensated Absences	0.000	4.272	4.149	4.244	4.341	4.440
Total Non-Cash Liability Adjustments	\$530.492	\$610.304	\$577.312	\$623.433	\$535.097	\$540.447
Cash Timing and Availability Adjustment	8.373	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$560.697	\$792.262	\$575.239	\$636.250	\$538.528	\$544.883

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2026 - 2029
Ridership (Utilization) and Revenue
(in millions)

Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
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RIDERSHIP

<i>Total Commutation</i>	28.207	31.556	31.569	31.581	31.557	31.768
<i>Total Non-Commutation</i>	47.304	50.298	50.211	50.211	50.352	50.569

Total Ridership	75.510	81.853	81.780	81.792	81.909	82.338
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FAREBOX REVENUE

Baseline Total Farebox Revenue	\$649.735	\$695.229	\$722.904	\$722.904	\$724.936	\$728.061
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MTA LONG ISLAND RAIL ROAD
November Financial Plan 2026-2029
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents


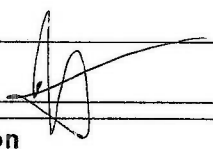
FUNCTION/DEPARTMENT	2024 Actual	2025 November Forecast	2026 Final Proposed Budget	2027	2028	2029
Administration						
President	11	15	19	19	19	19
Market Dev & Mailroom	13	14	14	14	14	14
Security	12	14	13	13	13	13
Safety	54	55	55	55	55	55
Training	69	72	73	69	69	69
Rolling Stock Programs	10	17	17	17	17	17
VP Ops Support & Org Res	3	4	4	4	4	4
Communications	56	54	54	54	54	54
Labor Relations	13	13	13	13	13	13
Diversity	2	2	2	2	2	2
Legal	27	25	25	25	25	25
Procurement & Matl Mgmt	141	144	145	145	145	145
Finance	53	58	58	58	58	58
People	36	37	37	37	37	37
Security Pass Office	3	3	3	3	3	3
Total Administration	503	527	532	528	528	528
Operations						
Service Planning	31	28	31	25	25	22
Sr Vice President - Operations	3	4	4	4	4	4
Enterprise Asset Management	7	9	9	9	9	9
Transportation	2,356	2,264	2,266	2,355	2,354	2,357
Stations	544	538	536	536	536	536
Total Operations	2,941	2,843	2,846	2,929	2,928	2,928
Maintenance						
Sr. Vice President - Engineering	1	1	1	1	1	1
Maintenance of Way	2,124	2,249	2,209	2,282	2,282	2,282
Maintenance of Equipment	2,170	2,170	2,264	2,381	2,381	2,381
Railroad Program Support	44	52	52	52	52	52
Total Maintenance	4,339	4,472	4,526	4,716	4,716	4,716
Engineering/Capital						
Special Projects	32	46	47	47	47	47
Construction & Development	84	128	128	128	128	128
Total Engineering/Capital	116	174	175	175	175	175
Total Baseline Positions	7,899	8,016	8,079	8,348	8,347	8,347
<i>Non-Reimbursable</i>	6,903	6,882	7,116	7,357	7,357	7,357
<i>Reimbursable</i>	996	1,134	963	991	990	990
Total Full-Time	7,899	8,016	8,079	8,348	8,347	8,347
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2026 - 2029
Total Positions
By Function and Occupational Group

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	250	259	262	258	258	258
Professional/Technical/Clerical	144	155	157	157	157	157
Operational Hourlies	109	113	113	113	113	113
Total Administration Headcount	503	527	532	528	528	528
Operations						
Managers/Supervisors	378	395	396	391	390	390
Professional/Technical/Clerical	150	148	150	149	149	146
Operational Hourlies	2,413	2,300	2,300	2,389	2,389	2,392
Total Operations Headcount	2,941	2,843	2,846	2,929	2,928	2,928
Maintenance						
Managers/Supervisors	922	1,048	1,058	1,041	1,021	1,016
Professional/Technical/Clerical	220	250	260	288	288	288
Operational Hourlies	3,197	3,174	3,208	3,387	3,407	3,412
Total Maintenance Headcount	4,339	4,472	4,526	4,716	4,716	4,716
Engineering / Capital						
Managers/Supervisors	104	118	119	119	119	119
Professional/Technical/Clerical	12	56	56	56	56	56
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	116	174	175	175	175	175
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	1,654	1,820	1,835	1,809	1,788	1,783
Professional/Technical/ Clerical	526	609	623	650	650	647
Operational Hourlies	5,719	5,587	5,621	5,889	5,909	5,917
Total Positions	7,899	8,016	8,079	8,348	8,347	8,347

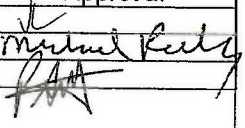

MTA Grand Central Madison Operating Company

Staff Summary

Subject MTA GCMOC 2026 Budget and 2026-2029 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Jaibala Patel, Chief Financial Officer
Department Head Signature 
Project Manager/Division Head Jacob Luce, OMB 

Date December 8, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	12/15	X		
2	Board	12/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB		
2	Financial Liaison		
3	GCMOC Chief		

Purpose:

To secure MTA Board adoption of the MTA Grand Central Madison Operating Company (GCMOC) 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026–2029.

Discussion:

The 2026 Final Proposed Budget which is consistent with information presented to the Board in November 2025 provides funding to maintain Grand Central Madison, a train concourse below Grand Central Terminal (GCT) servicing the LIRR-operated section of GCT.

This entity is responsible for maintenance of the facility and concourse which includes cleaning the concourse and public-facing areas (excluding platform level), elevator/escalator maintenance, HVAC, chiller and steam plants, pump stations, sewers, tunnel drainage, fire/life safety systems, power systems, access control and intrusion detection systems, etc. Other operating and financial aspects of Grand Central Madison are captured in the LIRR, Metro-North and MTA HQ financial plans.

2025 November Forecast – Baseline

The 2025 Non-Reimbursable November Forecast reflects Other Operating Revenues totaling \$0.5 million. Total Operating Expense projections of \$302.4 million consist of labor costs of \$1.9 million, non-labor costs of \$92.9 million and non-cash liability adjustments of \$207.6 million. The cash budget incorporates \$(0.4) million in cash receipts and \$124.0 million in cash expenditures which results in a baseline cash requirement of \$124.4 million. Total end-of-year authorized positions are projected at 10 positions.

2026 Final Proposed Budget – Baseline

The 2026 Non-Reimbursable Final Proposed Budget reflects Other Operating Revenues totaling \$0.1 million. Total Operating Expense projections of \$303.2 million consist of labor costs of \$2.3 million, non-labor costs of \$100.4 million and non-cash liability adjustments of \$200.6 million. The cash budget incorporates \$0.1 million in cash receipts and \$102.6 million in cash expenditures which results in a baseline cash requirement of \$102.6 million. Total end-of-year authorized positions are projected at 10 positions.

Impact on Funding

The 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan 2026–2029 which are presented in the attached tables are consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget and the Four-Year Financial Plan for 2026–2029 for the Grand Central Madison Operating Company.

MTA GRAND CENTRAL MADISON OPERATING COMPANY

November Financial Plan 2026 - 2029

Accrual Statement of Operations By Category

(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.583	0.502	0.055	0.867	1.315	1.693
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$0.583	\$0.502	\$0.055	\$0.867	\$1.315	\$1.693
Operating Expense						
<u>Labor:</u>						
Payroll	\$0.705	\$1.228	\$1.682	\$1.715	\$1.743	\$1.785
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.087	0.276	0.290	0.306	0.323
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.486	0.567	0.314	0.324	0.334	0.345
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1.191	\$1.882	\$2.271	\$2.330	\$2.383	\$2.452
<u>Non-Labor:</u>						
Electric Power	\$3.797	\$5.027	\$5.562	\$5.197	\$5.526	\$5.801
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	90.393	86.395	93.432	91.490	92.135	92.508
Professional Services Contracts	3.820	1.472	1.350	0.859	0.861	0.863
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.001	0.013	0.010	0.010	0.010	0.011
Total Non-Labor Expenses	\$98.011	\$92.907	\$100.354	\$97.556	\$98.532	\$99.184
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$99.202	\$94.788	\$102.626	\$99.886	\$100.915	\$101.636
Depreciation	\$209.437	\$207.639	\$200.608	\$200.608	\$200.608	\$200.608
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$209.437	\$207.639	\$200.608	\$200.608	\$200.608	\$200.608
Total Expenses	\$308.638	\$302.427	\$303.234	\$300.494	\$301.523	\$302.244
Net Surplus/(Deficit)	(\$308.055)	(\$301.925)	(\$303.179)	(\$299.627)	(\$300.208)	(\$300.551)

MTA GRAND CENTRAL MADISON OPERATING COMPANY
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating Expense						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA GRAND CENTRAL MADISON OPERATING COMPANY

November Financial Plan 2026 - 2029

Accrual Statement of Operations By Category

(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.583	0.502	0.055	0.867	1.315	1.693
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$0.583	\$0.502	\$0.055	\$0.867	\$1.315	\$1.693
Operating Expense						
<u>Labor:</u>						
Payroll	\$0.705	\$1.228	\$1.682	\$1.715	\$1.743	\$1.785
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.087	0.276	0.290	0.306	0.323
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.486	0.567	0.314	0.324	0.334	0.345
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1.191	\$1.882	\$2.271	\$2.330	\$2.383	\$2.452
<u>Non-Labor:</u>						
Electric Power	\$3.797	\$5.027	\$5.562	\$5.197	\$5.526	\$5.801
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	90.393	86.395	93.432	91.490	92.135	92.508
Professional Services Contracts	3.820	1.472	1.350	0.859	0.861	0.863
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.001	0.013	0.010	0.010	0.010	0.011
Total Non-Labor Expenses	\$98.011	\$92.907	\$100.354	\$97.556	\$98.532	\$99.184
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$99.202	\$94.788	\$102.626	\$99.886	\$100.915	\$101.636
Depreciation	\$209.437	\$207.639	\$200.608	\$200.608	\$200.608	\$200.608
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$209.437	\$207.639	\$200.608	\$200.608	\$200.608	\$200.608
Total Expenses	\$308.638	\$302.427	\$303.234	\$300.494	\$301.523	\$302.244
Net Surplus/(Deficit)	(\$308.055)	(\$301.925)	(\$303.179)	(\$299.627)	(\$300.208)	(\$300.551)

MTA GRAND CENTRAL MADISON OPERATING COMPANY
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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.820	(0.440)	0.055	0.867	1.315	1.693
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.820	(\$0.440)	\$0.055	\$0.867	\$1.315	\$1.693
Expenditures						
<u>Labor:</u>						
Payroll	\$0.252	\$1.699	\$1.682	\$1.715	\$1.743	\$1.785
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.087	0.276	0.290	0.306	0.323
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.850	0.314	0.324	0.334	0.345
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.252	\$2.636	\$2.271	\$2.330	\$2.383	\$2.452
<u>Non-Labor:</u>						
Electric Power	\$3.631	\$5.027	\$5.562	\$5.197	\$5.526	\$5.801
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	87.394	107.848	93.432	91.490	92.135	92.508
Professional Services Contracts	3.177	3.703	1.350	0.859	0.861	0.863
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	(1.780)	4.749	0.010	0.010	0.010	0.011
Total Non-Labor Expenditures	\$92.423	\$121.327	\$100.354	\$97.556	\$98.532	\$99.184
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$92.675	\$123.962	\$102.626	\$99.886	\$100.915	\$101.636
Net Cash Balance	(\$91.855)	(\$124.402)	(\$102.571)	(\$99.019)	(\$99.599)	(\$99.943)

MTA GRAND CENTRAL MADISON OPERATING COMPANY
November Financial Plan 2026 - 2029
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.236	0.942	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.236	(\$0.942)	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.452	(\$0.471)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.486	(0.283)	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.938	(\$0.754)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.165	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.999	(21.453)	0.000	0.000	0.000	0.000
Professional Services Contracts	0.643	(2.231)	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	1.781	(4.736)	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$5.588	(\$28.420)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$6.527	(\$29.174)	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$6.763	(\$30.116)	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$209.437	\$207.639	\$200.608	\$200.608	\$200.608	\$200.608
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$209.437	\$207.639	\$200.608	\$200.608	\$200.608	\$200.608
Total Cash Conversion Adjustments	\$216.200	\$177.523	\$200.608	\$200.608	\$200.608	\$200.608

MTA Grand Central Madison Operating Company
November Financial Plan 2026-2029
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2024 Actual	2025 November Forecast	2026 Final Proposed Budget	2027	2028	2029
Administration						
President	5	10	10	10	10	10
<i>Total Administration</i>	5	10	10	10	10	10
Total Baseline Positions	5	10	10	10	10	10

MTA GRAND CENTRAL MADISON OPERATING COMPANY
November Financial Plan 2026 - 2029
Total Positions
By Function and Occupational Group

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	5	7	7	7	7	7
Professional/Technical/Clerical	0	3	3	3	3	3
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	5	10	10	10	10	10
Operations						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Operations Headcount	0	0	0	0	0	0
Maintenance						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Maintenance Headcount	0	0	0	0	0	0
Engineering / Capital						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	0	0	0	0	0	0
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	5	7	7	7	7	7
Professional/Technical/ Clerical	0	3	3	3	3	3
Operational Hourlies	0	0	0	0	0	0
Total Positions	5	10	10	10	10	10

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Metro-North Railroad

Staff Summary



Metropolitan Transportation Authority

Page 1 of 2

Subject

MTA MNR 2026 Budget and 2026-2029 Financial Plan Adoption

Department

Office of the Chief Financial Officer

Department Head Name

Jaibala Patel, Chief Financial Officer

Department Head Signature



Project Manager/Division Head

Jacob Luce, OMB



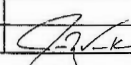
Date

December 8, 2025

Vendor Name**Contract Number****Contract Manager Name****Table of Contents Ref #****Board Action**

Order	To	Date	Approval	Info	Other
1	MNR Comm.	12/15		X	
2	Finance Comm.	12/15	X		
3	Board	12/17	X		

Internal Approvals

Order	Approval	Order	Approval
1	OMB 		
2	Financial Liaison 		
3	MNR President		

Purpose:

To secure MTA Board adoption of the MTA Metro-North Railroad's (Metro-North's) 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029.

Discussion:

The 2025 Final Proposed Budget, which is consistent with information presented to the Board in November 2025, provides funding to maintain Metro-North's commitment to delivering safe, secure, reliable transportation and first-class customer service. The Metro-North projections do not include MTA consolidated below-the-line adjustments, which are presented as part of MTA consolidated materials.

2025 November Forecast-Baseline

The 2025 Non-Reimbursable Forecast reflects revenues totaling \$725.9 million, including \$661.2 million of farebox revenue and \$64.8 million in other operating revenue. Total operating expense projections of \$2,082.9 million consist of labor costs of \$1,153.9 million, non-labor costs of \$488.5 million, and non-cash liability adjustments of \$440.6 million. After including cash adjustments of \$428.3 million, the projected net cash deficit is \$928.7 million, of which \$681.7 million represents the MTA share and \$246.9 million the CDOT share. Total reimbursable expense projections of \$342.3 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 6,895 and include 6,153 non-reimbursable positions and 742 reimbursable positions.

2026 Final Proposed Budget-Baseline

The 2026 Final Proposed Non-Reimbursable Budget reflects revenues totaling \$735.8 million. Farebox revenue of \$685.9 million includes CDOT and East of Hudson farebox increases and other operating revenue of \$49.9 million. Total operating expense projections of \$2,152.8 million consist of labor costs of \$1,176.4 million, non-labor costs of \$537.5 million and non-cash liability adjustments of \$438.9 million. After including cash adjustments of \$359.2 million, the projected net cash deficit is \$1,057.8 million, of which \$796.2 million represents the MTA share and \$261.6 million the CDOT share. Total reimbursable expense projections of \$407.5 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 6,988 and include 6,271 non-reimbursable positions and 717 reimbursable positions.

Impact on Funding

The 2025 November Forecast, the 2026 Final Proposed Budget and the Four-Year Financial Plan for 2026-2029, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029 for MTA Metro-North Railroad.

MTA METRO-NORTH RAILROAD
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$625.670	\$661.156	\$685.876	\$692.811	\$698.113	\$709.105
Other Operating Revenue	47.597	64.774	49.912	53.629	57.353	59.694
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$673.267	\$725.930	\$735.788	\$746.440	\$755.466	\$768.799
Operating Expense						
<u>Labor:</u>						
Payroll	\$638.801	\$669.656	\$683.927	\$711.092	\$731.641	\$753.851
Overtime	100.881	89.242	91.039	94.505	96.377	99.124
Health and Welfare	147.048	150.684	163.159	177.889	192.176	207.169
OPEB Current Payments	53.526	54.000	55.000	56.000	57.000	58.000
Pension	125.130	136.416	149.467	149.033	145.744	145.636
Other Fringe Benefits	149.231	166.863	161.310	167.098	171.417	176.155
Reimbursable Overhead	(81.605)	(113.000)	(127.535)	(120.954)	(124.046)	(126.820)
Total Labor Expenses	\$1,133.012	\$1,153.861	\$1,176.368	\$1,234.663	\$1,270.310	\$1,313.115
<u>Non-Labor:</u>						
Electric Power	\$81.532	\$97.629	\$103.022	\$103.377	\$106.339	\$111.578
Fuel	23.506	23.614	22.406	22.130	22.108	23.314
Insurance	21.293	32.062	35.163	36.571	37.976	39.788
Claims	6.008	4.127	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	140.193	136.061	148.679	148.191	143.381	154.912
Professional Services Contracts	55.566	56.315	57.931	61.035	62.202	64.695
Materials and Supplies	117.692	110.116	137.289	182.488	184.165	198.120
Other Business Expenses	30.691	28.572	32.058	31.338	50.063	50.336
Total Non-Labor Expenses	\$476.480	\$488.497	\$537.547	\$586.130	\$607.233	\$643.742
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,609.492	\$1,642.357	\$1,713.915	\$1,820.793	\$1,877.542	\$1,956.857
Depreciation	\$351.615	\$340.386	\$354.245	\$372.885	\$397.938	\$436.659
GASB 49 Environmental Remediation	2.496	4.000	4.000	4.000	4.000	4.000
GASB 68 Pension Expense Adjustment	25.058	26.210	3.860	31.810	(32.540)	(32.900)
GASB 75 OPEB Expense Adjustment	2.548	61.620	63.977	66.434	68.889	71.430
GASB 87 Lease Adjustment	3.850	2.946	4.862	2.627	1.664	(0.197)
GASB 96 SBITA Adjustment	(3.652)	0.444	2.834	2.754	2.592	2.370
GASB 101 Compensated Absences	0.000	4.972	5.103	5.205	5.309	5.415
Total Non-Cash Liability Adjustments	\$381.915	\$440.578	\$438.881	\$485.713	\$447.853	\$486.777
Total Expenses	\$1,991.407	\$2,082.935	\$2,152.796	\$2,306.506	\$2,325.395	\$2,443.634
Net Surplus/(Deficit)	(\$1,318.140)	(\$1,357.005)	(\$1,417.008)	(\$1,560.066)	(\$1,569.930)	(\$1,674.835)
Cash Conversion Adjustments						
Depreciation	\$351.615	\$340.386	\$354.245	\$372.885	\$397.938	\$436.659
Operating/Capital	(30.314)	(35.950)	(50.550)	(28.689)	(28.065)	(25.119)
Other Cash Adjustments	(19.207)	123.905	55.480	104.160	44.041	47.792
Total Cash Conversion Adjustments	\$302.094	\$428.341	\$359.175	\$448.355	\$413.915	\$459.332
Net Cash Surplus/(Deficit)	(\$1,016.046)	(\$928.664)	(\$1,057.834)	(\$1,111.710)	(\$1,156.015)	(\$1,215.503)

MTA METRO-NORTH RAILROAD
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<i>MNR - MTA</i>	<i>135.592</i>	<i>163.184</i>	<i>175.971</i>	<i>154.921</i>	<i>181.454</i>	<i>175.086</i>
<i>MNR - CDOT</i>	<i>105.555</i>	<i>160.115</i>	<i>214.322</i>	<i>137.426</i>	<i>131.869</i>	<i>122.801</i>
<i>MNR - Other</i>	<i>20.772</i>	<i>18.957</i>	<i>17.200</i>	<i>19.926</i>	<i>14.750</i>	<i>22.343</i>
Capital and Other Reimbursements	261.919	342.256	407.493	312.274	328.073	320.230
Total Revenues	\$261.919	\$342.256	\$407.493	\$312.274	\$328.073	\$320.230
Operating Expense						
<u>Labor:</u>						
Payroll	\$47.268	\$62.500	\$71.885	\$67.112	\$69.960	\$70.206
Overtime	33.400	37.982	40.820	40.790	40.628	42.541
Health and Welfare	21.928	25.624	29.132	27.855	28.659	29.098
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	12.579	15.392	17.320	16.472	16.950	17.217
Other Fringe Benefits	13.796	17.426	19.688	18.756	19.309	19.617
Reimbursable Overhead	80.156	111.997	127.535	120.954	124.046	126.820
Total Labor Expenses	\$209.127	\$270.920	\$306.379	\$291.939	\$299.552	\$305.499
<u>Non-Labor:</u>						
Electric Power	\$0.218	\$0.056	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.837	0.856	1.089	1.097	1.224	1.369
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	16.562	23.722	12.101	7.355	6.975	7.298
Professional Services Contracts	5.588	26.158	73.324	8.112	13.668	0.000
Materials and Supplies	29.253	20.390	14.600	3.771	6.654	6.064
Other Business Expenses	0.334	0.156	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$52.792	\$71.336	\$101.114	\$20.335	\$28.521	\$14.731
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$261.919	\$342.256	\$407.493	\$312.274	\$328.073	\$320.230
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$625.670	\$661.156	\$685.876	\$692.811	\$698.113	\$709.105
Other Operating Revenue	47.597	64.774	49.912	53.629	57.353	59.694
MNR - MTA	135.592	163.184	175.971	154.921	181.454	175.086
MNR - CDOT	105.555	160.115	214.322	137.426	131.869	122.801
MNR - Other	20.772	18.957	17.200	19.926	14.750	22.343
Capital and Other Reimbursements	261.919	342.256	407.493	312.274	328.073	320.230
Total Revenues	\$935.186	\$1,068.186	\$1,143.281	\$1,058.714	\$1,083.539	\$1,089.029
Operating Expense						
<u>Labor:</u>						
Payroll	\$686.069	\$732.156	\$755.812	\$778.204	\$801.601	\$824.057
Overtime	134.281	127.224	131.858	135.295	137.005	141.665
Health and Welfare	168.976	176.308	192.292	205.744	220.835	236.267
OPEB Current Payments	53.526	54.000	55.000	56.000	57.000	58.000
Pension	137.709	151.808	166.787	165.504	162.695	162.853
Other Fringe Benefits	163.027	184.288	180.998	185.855	190.727	195.772
Reimbursable Overhead	(1.449)	(1.004)	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,342.139	\$1,424.780	\$1,482.747	\$1,526.601	\$1,569.862	\$1,618.614
<u>Non-Labor:</u>						
Electric Power	\$81.750	\$97.685	\$103.022	\$103.377	\$106.339	\$111.578
Fuel	23.506	23.614	22.406	22.130	22.108	23.314
Insurance	22.130	32.918	36.252	37.667	39.200	41.157
Claims	6.008	4.127	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	156.755	159.783	160.781	155.546	150.356	162.210
Professional Services Contracts	61.154	82.473	131.255	69.147	75.870	64.695
Materials and Supplies	146.945	130.506	151.889	186.259	190.818	204.184
Other Business Expenses	31.025	28.728	32.058	31.338	50.063	50.336
Total Non-Labor Expenses	\$529.272	\$559.833	\$638.661	\$606.465	\$635.754	\$658.473
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,871.411	\$1,984.613	\$2,121.408	\$2,133.066	\$2,205.616	\$2,277.087
Depreciation	\$351.615	\$340.386	\$354.245	\$372.885	\$397.938	\$436.659
GASB 49 Environmental Remediation	2.496	4.000	4.000	4.000	4.000	4.000
GASB 68 Pension Expense Adjustment	25.058	26.210	3.860	31.810	(32.540)	(32.900)
GASB 75 OPEB Expense Adjustment	2.548	61.620	63.977	66.434	68.889	71.430
GASB 87 Lease Adjustment	3.850	2.946	4.862	2.627	1.664	(0.197)
GASB 96 SBITA Adjustment	(3.652)	0.444	2.834	2.754	2.592	2.370
GASB 101 Compensated Absences	0.000	4.972	5.103	5.205	5.309	5.415
Total Non-Cash Liability Adjustments	\$381.915	\$440.578	\$438.881	\$485.713	\$447.853	\$486.777
Total Expenses	\$2,253.326	\$2,425.191	\$2,560.289	\$2,618.779	\$2,653.468	\$2,763.864
Net Surplus/(Deficit)	(\$1,318.140)	(\$1,357.005)	(\$1,417.008)	(\$1,560.066)	(\$1,569.930)	(\$1,674.835)
Cash Conversion Adjustments						
Depreciation	\$351.615	\$340.386	\$354.245	\$372.885	\$397.938	\$436.659
Operating/Capital	(30.314)	(35.950)	(50.550)	(28.689)	(28.065)	(25.119)
Other Cash Adjustments	(19.207)	123.905	55.480	104.160	44.041	47.792
Total Cash Conversion Adjustments	\$302.094	\$428.341	\$359.175	\$448.355	\$413.915	\$459.332
Net Cash Surplus/(Deficit)	(\$1,016.046)	(\$928.664)	(\$1,057.834)	(\$1,111.710)	(\$1,156.015)	(\$1,215.503)

MTA METRO-NORTH RAILROAD
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	\$607.325	\$637.920	\$661.327	\$667.760	\$672.581	\$682.966
Other Operating Revenue	147.858	109.924	95.080	99.896	86.131	89.204
MNR - MTA	128.317	163.184	175.971	154.921	181.454	175.086
MNR - CDOT	77.363	188.759	214.322	137.426	131.869	122.801
MNR - Other	24.169	18.957	17.200	19.926	14.750	22.343
Capital and Other Reimbursements	229.849	370.900	407.493	312.274	328.073	320.230
Total Receipts	\$985.032	\$1,118.744	\$1,163.900	\$1,079.929	\$1,086.786	\$1,092.400
Expenditures						
Labor:						
Payroll	\$664.679	\$787.031	\$759.954	\$768.709	\$790.941	\$811.394
Overtime	128.946	144.480	134.953	136.909	136.807	140.490
Health and Welfare	187.963	194.785	210.058	224.286	239.255	255.212
OPEB Current Payments	53.593	54.000	55.000	56.000	57.000	58.000
Pension	145.349	3.910	167.060	165.910	162.760	162.920
Other Fringe Benefits	162.892	193.774	176.843	178.607	183.064	187.598
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,343.422	\$1,377.980	\$1,503.866	\$1,530.421	\$1,569.827	\$1,615.614
Non-Labor:						
Electric Power	\$84.201	\$100.053	\$103.587	\$103.582	\$106.544	\$111.783
Fuel	24.489	23.614	22.406	22.130	22.108	23.314
Insurance	39.402	35.794	37.328	38.065	40.754	41.983
Claims	1.180	9.894	1.146	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	189.292	200.704	183.349	161.648	158.113	173.934
Professional Services Contracts	81.564	119.800	137.794	73.557	75.870	64.695
Materials and Supplies	178.787	120.485	160.606	190.885	193.070	206.120
Other Business Expenses	58.741	59.084	71.649	70.207	75.368	69.313
Total Non-Labor Expenditures	\$657.656	\$669.428	\$717.866	\$661.219	\$672.974	\$692.289
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$2,001.078	\$2,047.408	\$2,221.734	\$2,191.640	\$2,242.801	\$2,307.903
Net Cash Balance	(\$1,016.046)	(\$928.664)	(\$1,057.834)	(\$1,111.710)	(\$1,156.015)	(\$1,215.503)
Subsidies						
MTA	\$752.287	\$681.736	\$796.188	\$836.413	\$866.699	\$906.361
CDOT	283.407	246.927	261.645	275.297	289.316	309.142
Total Subsidies	\$1,035.694	\$928.664	\$1,057.834	\$1,111.710	\$1,156.015	\$1,215.503

MTA METRO-NORTH RAILROAD
November Financial Plan 2026 - 2029
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$18.345)	(\$23.236)	(\$24.549)	(\$25.052)	(\$25.531)	(\$26.140)
Other Operating Revenue	100.261	45.150	45.168	46.267	28.778	29.510
MNR - MTA	(7.275)	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	(28.192)	28.644	0.000	0.000	0.000	0.000
MNR - Other	3.397	0.000	0.000	0.000	0.000	0.000
Total Capital and Other Reimbursements	(\$32.070)	\$28.644	\$0.000	\$0.000	\$0.000	\$0.000
Total Receipts	\$49.846	\$50.558	\$20.619	\$21.216	\$3.247	\$3.371
Expenditures						
Labor:						
Payroll	\$21.390	(\$54.875)	(\$4.143)	\$9.495	\$10.660	\$12.664
Overtime	5.335	(17.256)	(3.095)	(1.614)	0.198	1.175
Health and Welfare	(18.987)	(18.477)	(17.766)	(18.542)	(18.420)	(18.945)
OPEB Current Payments	(0.067)	0.000	0.000	0.000	0.000	0.000
Pension	(7.640)	147.898	(0.273)	(0.406)	(0.065)	(0.067)
Other Fringe Benefits	0.135	(9.486)	4.155	7.248	7.663	8.173
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(1.449)	(1.004)	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$1.283)	\$46.801	(\$21.121)	(\$3.819)	\$0.035	\$3.000
Non-Labor:						
Electric Power	(\$2.451)	(\$2.368)	(0.566)	(\$0.205)	(\$0.205)	(\$0.205)
Fuel	(0.983)	0.000	0.000	0.000	0.000	0.000
Insurance	(17.272)	(2.876)	(1.077)	(0.397)	(1.554)	(0.826)
Claims	4.828	(5.767)	(0.146)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(32.537)	(40.921)	(22.568)	(6.102)	(7.757)	(11.724)
Professional Services Contracts	(20.410)	(37.327)	(6.540)	(4.410)	0.000	0.000
Materials and Supplies	(31.842)	10.022	(8.717)	(4.626)	(2.252)	(1.936)
Other Business Expenses	(27.716)	(30.356)	(39.591)	(38.868)	(25.305)	(18.978)
Total Non-Labor Expenditures	(\$128.384)	(\$109.595)	(\$79.205)	(\$54.755)	(\$37.220)	(\$33.815)
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$129.667)	(\$62.794)	(\$100.325)	(\$58.574)	(\$37.185)	(\$30.815)
Total Cash Conversion Adjustments before Depreciation	(\$79.821)	(\$12.236)	(\$79.706)	(\$37.358)	(\$33.938)	(\$27.445)
Depreciation	\$351.615	\$340.386	\$354.245	\$372.885	\$397.938	\$436.659
GASB 49 Environmental Remediation	2.496	4.000	4.000	4.000	4.000	4.000
GASB 68 Pension Expense Adjustment	25.058	26.210	3.860	31.810	(32.540)	(32.900)
GASB 75 OPEB Expense Adjustment	2.548	61.620	63.977	66.434	68.889	71.430
GASB 87 Lease Adjustment	3.850	2.946	4.862	2.627	1.664	(0.197)
GASB 96 SBITA Adjustment	(3.652)	0.444	2.834	2.754	2.592	2.370
GASB 101 Compensated Absences	0.000	4.972	5.103	5.205	5.309	5.415
Total Non-Cash Liability Adjustments	\$381.915	\$440.578	\$438.881	\$485.713	\$447.853	\$486.777
Total Cash Conversion Adjustments	\$302.094	\$428.341	\$359.175	\$448.355	\$413.915	\$459.332

MTA METRO-NORTH RAILROAD
November Financial Plan 2026 - 2029
Ridership (Utilization) and Revenue
(in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>RIDERSHIP</u>						
<i>Harlem Line Ridership - Commutation</i>	8.540	9.553	9.589	9.526	9.654	9.690
<i>Harlem Line Ridership - Non-Commutation</i>	<u>11.901</u>	<u>12.277</u>	<u>12.306</u>	<u>12.306</u>	<u>12.340</u>	<u>12.393</u>
Total Harlem Line	20.441	21.829	21.894	21.832	21.994	22.083
<i>Hudson Line Ridership - Commutation</i>	4.724	5.377	5.396	5.362	5.432	5.453
<i>Hudson Line Ridership - Non-Commutation</i>	<u>9.055</u>	<u>9.291</u>	<u>9.321</u>	<u>9.321</u>	<u>9.348</u>	<u>9.388</u>
Total Hudson Line	13.779	14.668	14.718	14.683	14.780	14.841
<i>New Haven Line Ridership - Commutation</i>	11.663	13.364	13.417	13.330	13.503	13.556
<i>New Haven Line Ridership - Non-Commutation</i>	<u>20.411</u>	<u>20.765</u>	<u>20.867</u>	<u>20.867</u>	<u>20.908</u>	<u>20.998</u>
Total New Haven Line	32.074	34.129	34.284	34.197	34.411	34.554
<i>Penn Station Access Line Ridership – Commutation</i>	0.000	0.000	0.000	0.000	0.150	0.600
<i>Penn Station Access Line Ridership – Non-Commutation</i>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.279</u>	<u>1.115</u>
Total Penn Station Access Line	0.000	0.000	0.000	0.000	0.429	1.715
Total Commutation Ridership	24.928	28.293	28.403	28.218	28.740	29.299
Total Non-Commutation Ridership	<u>41.366</u>	<u>42.333</u>	<u>42.494</u>	<u>42.494</u>	<u>42.874</u>	<u>43.894</u>
Total East of Hudson Ridership	66.294	70.626	70.896	70.712	71.614	73.193
West of Hudson Ridership	1.085	1.117	1.084	1.082	1.088	1.092
Total Ridership	67.379	71.743	71.980	71.795	72.702	74.285
<u>FAREBOX REVENUE</u>						
<i>Harlem Line - Commutation Revenue</i>	52.647	59.121	59.528	59.556	59.720	59.970
<i>Harlem Line - Non-Commutation Revenue</i>	<u>114.546</u>	<u>116.705</u>	<u>118.062</u>	<u>118.015</u>	<u>118.341</u>	<u>118.837</u>
Total Harlem Line Revenue	\$167.194	\$175.826	\$177.591	\$177.572	\$178.061	\$178.807
<i>Hudson Line - Commutation Revenue</i>	35.069	39.947	41.698	41.620	41.735	41.913
<i>Hudson Line - Non-Commutation Revenue</i>	<u>107.206</u>	<u>108.656</u>	<u>112.648</u>	<u>112.726</u>	<u>113.038</u>	<u>113.518</u>
Total Hudson Line Revenue	\$142.275	\$148.603	\$154.346	\$154.346	\$154.774	\$155.431
<i>New Haven Line - Commutation Revenue</i>	75.021	88.005	92.161	93.809	94.239	94.642
<i>New Haven Line - Non-Commutation Revenue</i>	<u>230.953</u>	<u>237.211</u>	<u>250.025</u>	<u>255.331</u>	<u>256.574</u>	<u>257.671</u>
Total New Haven Line Revenue	\$305.975	\$325.216	\$342.186	\$349.140	\$350.813	\$352.313
<i>Penn Station Access Line Ridership – Commutation</i>	0.000	0.000	0.000	0.000	0.150	0.600
<i>Penn Station Access Line Ridership – Non-Commutation</i>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.279</u>	<u>1.115</u>
Total Penn Station Access Line	\$0.000	\$0.000	\$0.000	\$0.000	0.429	1.715
Total Commutation Revenue	\$162.738	\$187.073	\$193.387	\$194.986	\$195.845	\$197.125
Total Non-Commutation Revenue	<u>452.706</u>	<u>462.572</u>	<u>480.735</u>	<u>486.072</u>	<u>488.231</u>	<u>491.140</u>
Total East of Hudson Revenue	\$615.444	\$649.644	\$674.122	\$681.057	\$686.326	\$697.268
West of Hudson Revenue	\$10.226	\$11.512	\$11.754	\$11.754	\$11.787	\$11.838
Total Farebox Revenue	\$625.670	\$661.156	\$685.876	\$692.811	\$698.113	\$709.105

Notes: West of Hudson total ridership is both Pascack Valley and Port Jervis lines.

MTA METRO-NORTH RAILROAD
November Financial Plan 2026 - 2029
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2024 Actual	2025 November Forecast	2026 Final Proposed Budget	2027	2028	2029
Administration						
President	4	18	18	18	18	18
Security	18	18	18	18	18	18
Safety	78	45	45	45	45	45
Training	93	93	96	96	96	96
Rolling Stock Programs	7	9	16	16	16	16
Ops Support and Org Resiliency	24	21	21	21	21	21
Communications	45	46	46	46	46	46
Labor Relations	12	11	11	11	11	11
Diversity	5	5	5	5	5	5
Legal	16	16	16	16	16	16
Procurement & Material Management	109	120	120	120	120	120
Public Safety & Security	10	11	11	11	11	11
Finance	69	72	72	72	72	72
Strategic Initiatives	-	2	2	2	2	2
People	40	40	40	40	40	40
Total Administration	530	527	537	537	537	537
Operations						
Operations Support	27	26	28	28	28	28
Performance Analysis	10	4	4	4	4	4
Service Planning	23	25	25	25	25	25
Enterprise Asset Management	17	21	21	21	21	21
Transportation	1,755	1,794	1,794	1,794	1,794	1,794
Stations	397	445	445	445	445	445
Penn Station Access	0	9	80	153	231	231
Corporate	0	0	0	0	0	0
Total Operations	2,229	2,324	2,397	2,470	2,548	2,548
Maintenance						
Maintenance of Way	2,222	2,092	2,100	2,100	2,100	2,100
Maintenance of Equipment	1,596	1,655	1,657	1,657	1,657	1,657
Metro-North West	28	31	31	31	31	31
Stations	0	191	191	191	191	191
Corporate	0	0	0	0	0	100
Total Maintenance	3,846	3,969	3,979	3,979	3,979	4,079
Engineering/Capital						
Construction & Development	70	75	75	75	75	75
Total Engineering/Capital	70	75	75	75	75	75
Total Positions	6,674	6,895	6,988	7,061	7,139	7,239
Non-Reimbursable	6,195	6,153	6,271	6,346	6,392	6,492
Reimbursable	479	742	717	715	747	747
Total Full-Time	6,673	6,894	6,987	7,060	7,138	7,238
Total Full-Time-Equivalents	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
November Financial Plan 2026 - 2029
Total Positions
By Function and Occupational Group

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	171	192	197	197	197	197
Professional/Technical/Clerical	358	335	340	340	340	340
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	530	527	537	537	537	537
Operations						
Managers/Supervisors	303	312	323	334	341	341
Professional/Technical/Clerical	248	290	292	303	320	320
Operational Hourlies	1,677	1,722	1,782	1,833	1,887	1,887
Total Operations Headcount	2,229	2,324	2,397	2,470	2,548	2,548
Maintenance						
Managers/Supervisors	726	747	747	747	747	747
Professional/Technical/Clerical	418	443	453	453	453	453
Operational Hourlies	2,702	2,779	2,779	2,779	2,779	2,879
Total Maintenance Headcount	3,846	3,969	3,979	3,979	3,979	4,079
Engineering / Capital						
Managers/Supervisors	39	46	46	46	46	46
Professional/Technical/Clerical	31	29	29	29	29	29
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	70	75	75	75	75	75
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	1,240	1,297	1,313	1,324	1,331	1,331
Professional/Technical/ Clerical	1,055	1,097	1,114	1,125	1,142	1,142
Operational Hourlies	4,379	4,501	4,561	4,612	4,666	4,766
Total Positions	6,674	6,895	6,988	7,061	7,139	7,239

MTA Headquarters

Staff Summary

Subject

MTA Headquarters 2026 Budget and 2026-2029 Financial Plan Adoption

Department

Office of the Chief Financial Officer

Department Head Name

Jaibala Patel, Chief Financial Officer

Department Head Signature


Project Manager/Division Head

Jacob Luce, OMB



Date

December 8, 2025

Vendor Name**Contract Number****Contract Manager Name****Table of Contents Ref #****Board Action**

Order	To	Date	Approval	Info	Other
1	Finance Comm.	12/15	X		
2	Board	12/17	X		

Internal Approvals

Order	Approval	Order	Approval
1	OMB		
2	Legal 		
3	Chief Financial Officer 		

Purpose:

To secure MTA Board adoption of the MTA Headquarters (MTAHQ) 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029.

Discussion:

The 2026 Final Proposed Budget, which is consistent with information presented to the Board in November 2025, provides sufficient funding to maintain the current MTAHQ commitment to support the overall MTA mission by providing policy, financial guidance, administrative services, and oversight to the Operating Agencies, and a safe and secure system for customers, employees and those doing business with the MTA.

This Plan continues to support high-priority initiatives that began in previous plans that are aimed at increasing efficiency, safety, communication, and the customer experience throughout the system including:

- Real Estate state of good repair project work.
- Information Technology (IT) initiatives and upgrades to support business and Agency needs.
- Strategic headcount investments to strengthen core operational and support capabilities.
- Ongoing collaboration initiatives between the MTA Police Department and MTA Bridges and Tunnels.
- Grade Crossing Safety Improvement Program expansion.

2025 November Forecast – Baseline

The 2025 November Forecast includes non-reimbursable operating revenues of \$49.4 million and expenses before depreciation and other post-employment benefits of \$1,235.6 million, consisting of \$690.4 million in labor expenses and \$545.3 million in non-labor expenses. Depreciation and GASB adjustments total \$333.5 million. Including these non-cash items, the resulting baseline deficit is \$1,519.8 million.

Reimbursements are projected to be \$164.5 million, consisting of labor expenses of \$67.0 million and non-labor expenses of \$97.5 million. Favorable cash adjustments before depreciation and GASB adjustments are \$49.8 million, primarily reflecting the impacts of current year spending and project timing.

Total year-end positions are projected to be 3,587 positions. Non-reimbursable and reimbursable positions are 3,510 and 77 positions, respectively.

2026 Final Proposed Budget - Baseline

The MTAHQ 2026 Final Proposed Budget includes non-reimbursable operating revenues of \$49.8 million and expenses before depreciation and non-cash items of \$1,312.1 million, consisting of \$710.9 million in labor expenses and \$601.3 million in non-labor expenses. Depreciation and GASB adjustments total \$293.3 million. Including these non-cash items, the resulting baseline deficit is \$1,555.7 million.

Reimbursements are projected to be \$173.2 million, with reimbursable labor expenses of \$72.4 million and non-labor expenses of \$100.9 million. Unfavorable cash adjustments before non-cash liabilities are \$46.9 million, primarily reflecting lower pension and professional services. The resulting baseline cash deficit is projected to be \$1,309.3 million, \$136.3 million unfavorable to the July Plan of \$1,173.0 million.

Total year-end positions are projected to be 3,576 positions. Non-reimbursable and reimbursable positions are 3,499 and 77 positions, respectively.

Impact on Funding

The 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan 2026-2029, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget and the Four-Year Financial Plan for 2026-2029 for MTA Headquarters.

MTA HEADQUARTERS
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Operating Revenue:</u>						
Rental Income	43.643	43.873	43.873	45.573	45.673	45.673
Advertising	0.013	0.000	0.000	0.000	0.000	0.000
Other	<u>11.768</u>	<u>5.551</u>	<u>5.897</u>	<u>5.897</u>	<u>5.897</u>	<u>5.897</u>
Other Operating Revenue	55.423	49.425	49.770	51.470	51.570	51.570
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$55.423	\$49.425	\$49.770	\$51.470	\$51.570	\$51.570
Operating Expense						
<u>Labor:</u>						
Payroll	\$431.877	\$452.610	\$455.873	\$464.225	\$476.091	\$490.172
Overtime	33.928	19.966	18.182	17.151	17.898	18.398
Health and Welfare	85.918	94.726	100.512	106.936	114.735	123.240
OPEB Current Payments	36.835	36.835	38.971	41.232	43.623	46.153
Pension	86.615	102.075	114.674	123.359	126.067	128.569
Other Fringe Benefits	41.918	44.859	45.882	47.224	48.741	50.573
Reimbursable Overhead	(78.898)	(60.688)	(63.230)	(65.012)	(66.372)	(67.794)
Total Labor Expenses	\$638.193	\$690.383	\$710.864	\$735.114	\$760.783	\$789.312
<u>Non-Labor:</u>						
Electric Power	\$6.643	\$8.925	\$10.492	\$10.915	\$10.396	\$10.101
Fuel	1.435	1.714	1.748	1.689	1.618	1.746
Insurance	2.711	5.318	5.675	5.938	6.189	6.365
Claims	2.369	2.592	2.592	2.592	2.592	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	110.513	163.157	170.389	171.086	171.642	172.389
Professional Services Contracts	248.243	328.173	366.678	325.781	318.973	301.392
Materials and Supplies	0.190	3.650	1.069	0.981	0.992	1.004
<u>Other Business Expenses</u>						
MTA Internal Subsidy	12.015	21.433	34.960	35.187	35.380	35.560
Other	<u>11.358</u>	<u>10.299</u>	<u>7.649</u>	<u>6.814</u>	<u>12.251</u>	<u>12.691</u>
Other Business Expenses	23.373	31.733	42.609	42.001	47.631	48.251
Total Non-Labor Expenses	\$395.477	\$545.261	\$601.253	\$560.982	\$560.032	\$543.840
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,033.670	\$1,235.644	\$1,312.116	\$1,296.096	\$1,320.815	\$1,333.151
Depreciation	\$112.431	\$80.500	\$46.213	\$46.213	\$46.213	\$46.213
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	13.186	17.073	4.963	13.769	(12.527)	(11.864)
GASB 75 OPEB Expense Adjustment	214.814	219.469	225.674	232.044	238.245	244.546
GASB 87 Lease Adjustment	(2.083)	(1.981)	(1.981)	(1.981)	(1.981)	(1.981)
GASB 96 SBITA Adjustment	9.365	18.468	18.468	18.468	18.468	18.468
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$347.713	\$333.530	\$293.338	\$308.514	\$288.418	\$295.383
Total Expenses	\$1,381.382	\$1,569.174	\$1,605.454	\$1,604.610	\$1,609.234	\$1,628.534
Net Surplus/(Deficit)	(\$1,325.960)	(\$1,519.750)	(\$1,555.684)	(\$1,553.139)	(\$1,557.663)	(\$1,576.964)

MTA HEADQUARTERS
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	181.343	164.501	173.210	165.792	165.980	167.799
Total Revenues	\$181.343	\$164.501	\$173.210	\$165.792	\$165.980	\$167.799
Operating Expense						
<u>Labor:</u>						
Payroll	\$4.002	\$4.480	\$6.213	\$6.336	\$6.432	\$6.552
Overtime	2.893	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.794	0.967	1.513	1.619	1.726	1.845
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.466	0.468	0.739	0.844	0.874	0.904
Other Fringe Benefits	0.348	0.432	0.659	0.682	0.699	0.720
Reimbursable Overhead	78.898	60.688	63.230	65.012	66.372	67.794
Total Labor Expenses	\$87.401	\$67.035	\$72.354	\$74.493	\$76.104	\$77.815
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.001	0.001	0.001	0.001	0.001
Professional Services Contracts	93.921	97.405	100.783	91.224	89.801	89.907
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Business Expenses</u>						
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.022	0.060	0.072	0.074	0.075	0.076
Other Business Expenses	0.022	0.060	0.072	0.074	0.075	0.076
Total Non-Labor Expenses	\$93.942	\$97.466	\$100.856	\$91.299	\$89.876	\$89.984
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$181.343	\$164.501	\$173.210	\$165.792	\$165.980	\$167.799
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Operating Revenue:</u>						
Rental Income	43.643	43.873	43.873	45.573	45.673	45.673
Advertising	0.013	0.000	0.000	0.000	0.000	0.000
Other	<u>11.768</u>	<u>5.551</u>	<u>5.897</u>	<u>5.897</u>	<u>5.897</u>	<u>5.897</u>
Other Operating Revenue	55.423	49.425	49.770	51.470	51.570	51.570
Capital and Other Reimbursements	181.343	164.501	173.210	165.792	165.980	167.799
Total Revenues	\$236.766	\$213.926	\$222.980	\$217.263	\$217.551	\$219.369
Operating Expense						
<u>Labor:</u>						
Payroll	\$435.878	\$457.090	\$462.086	\$470.561	\$482.524	\$496.724
Overtime	36.822	19.966	18.182	17.151	17.898	18.398
Health and Welfare	86.712	95.693	102.025	108.554	116.461	125.085
OPEB Current Payments	36.835	36.835	38.971	41.232	43.623	46.153
Pension	87.081	102.543	115.413	124.203	126.941	129.473
Other Fringe Benefits	42.266	45.291	46.541	47.906	49.440	51.292
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$725.594	\$757.418	\$783.217	\$809.607	\$836.887	\$867.126
<u>Non-Labor:</u>						
Electric Power	\$6.643	\$8.925	\$10.492	\$10.915	\$10.396	\$10.101
Fuel	1.435	1.714	1.748	1.689	1.618	1.746
Insurance	2.711	5.318	5.675	5.938	6.189	6.365
Claims	2.369	2.592	2.592	2.592	2.592	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	110.513	163.158	170.390	171.087	171.643	172.390
Professional Services Contracts	342.163	425.578	467.461	417.005	408.774	391.299
Materials and Supplies	0.190	3.650	1.069	0.981	0.992	1.004
<u>Other Business Expenses</u>						
MTA Internal Subsidy	12.015	21.433	34.960	35.187	35.380	35.560
Other	<u>11.379</u>	<u>10.360</u>	<u>7.721</u>	<u>6.888</u>	<u>12.326</u>	<u>12.767</u>
Other Business Expenses	23.394	31.793	42.682	42.075	47.706	48.327
Total Non-Labor Expenses	\$489.419	\$642.728	\$702.109	\$652.281	\$649.909	\$633.823
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,215.013	\$1,400.145	\$1,485.326	\$1,461.888	\$1,486.795	\$1,500.950
Depreciation	\$112.431	\$80.500	\$46.213	\$46.213	\$46.213	\$46.213
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	13.186	17.073	4.963	13.769	(12.527)	(11.864)
GASB 75 OPEB Expense Adjustment	214.814	219.469	225.674	232.044	238.245	244.546
GASB 87 Lease Adjustment	(2.083)	(1.981)	(1.981)	(1.981)	(1.981)	(1.981)
GASB 96 SBITA Adjustment	9.365	18.468	18.468	18.468	18.468	18.468
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$347.713	\$333.530	\$293.338	\$308.514	\$288.418	\$295.383
Total Expenses	\$1,562.726	\$1,733.675	\$1,778.664	\$1,770.402	\$1,775.214	\$1,796.333
Net Surplus/(Deficit)	(\$1,325.960)	(\$1,519.750)	(\$1,555.684)	(\$1,553.139)	(\$1,557.663)	(\$1,576.964)

MTA HEADQUARTERS
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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Operating Revenue:</u>						
Rental Income	40.168	43.873	43.873	45.573	45.673	45.673
Advertising	0.013	0.000	0.000	0.000	0.000	0.000
Other Revenue	11.696	5.551	5.897	5.897	5.897	5.897
Other Operating Revenue	51.876	49.425	49.770	51.470	51.570	51.570
Capital and Other Reimbursements	181.343	164.501	173.210	165.792	165.980	167.799
Total Receipts	\$233.220	\$213.926	\$222.980	\$217.263	\$217.551	\$219.369
Expenditures						
<u>Labor:</u>						
Payroll	\$419.229	\$419.457	\$444.868	\$452.890	\$464.378	\$478.048
Overtime	36.515	19.977	18.182	17.151	17.898	18.398
Health and Welfare	88.452	84.501	90.023	95.717	102.690	110.304
OPEB Current Payments	32.114	38.282	43.314	45.574	47.965	50.495
Pension	98.711	54.632	126.673	131.240	132.553	135.447
Other Fringe Benefits	39.841	43.972	45.185	46.511	48.000	49.798
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$714.861	\$660.820	\$768.244	\$789.083	\$813.485	\$842.492
<u>Non-Labor:</u>						
Electric Power	\$6.262	\$6.628	\$7.792	\$8.105	\$7.720	\$7.501
Fuel	1.385	1.570	1.602	1.548	1.482	1.600
Insurance	0.768	5.286	5.675	5.938	6.189	6.365
Claims	1.227	2.592	2.592	2.592	2.592	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	103.871	162.463	169.664	170.351	170.905	171.648
Professional Services Contracts	339.113	413.926	454.662	405.450	397.461	380.470
Materials and Supplies	0.001	3.650	1.069	0.981	0.992	1.004
<u>Other Business Expenses:</u>						
MTA Internal Subsidy	8.515	21.433	34.960	35.187	35.380	35.560
Other	11.399	9.073	6.678	6.888	14.859	12.767
Other Business Expenses	19.914	30.506	41.639	42.075	50.239	48.327
Total Non-Labor Expenditures	\$472.542	\$626.620	\$684.694	\$637.039	\$637.579	\$619.507
<u>Other Expenditure Adjustments:</u>						
Operating Capital	87.266	62.883	79.305	46.400	28.424	25.556
Total Other Expense Adjustments	\$87.266	\$62.883	\$79.305	\$46.400	\$28.424	\$25.556
Total Expenditures	\$1,274.669	\$1,350.324	\$1,532.243	\$1,472.522	\$1,479.488	\$1,487.555
Net Cash Balance	(\$1,041.450)	(\$1,136.398)	(\$1,309.262)	(\$1,255.259)	(\$1,261.937)	(\$1,268.186)

MTA HEADQUARTERS
November Financial Plan 2026 - 2029
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rent and Utilities	(3.475)	0.000	0.000	0.000	0.000	0.000
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other Revenue	(0.072)	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(3.547)	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	(\$3.547)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
Labor:						
Payroll	\$16.649	\$37.633	\$17.219	\$17.671	\$18.145	\$18.676
Overtime	0.307	(0.011)	0.000	0.000	0.000	0.000
Health and Welfare	(1.740)	11.193	12.001	12.837	13.771	14.781
OPEB Current Payments	4.721	(1.447)	(4.342)	(4.342)	(4.342)	(4.342)
Pension	(11.630)	47.911	(11.260)	(7.037)	(5.612)	(5.974)
Other Fringe Benefits	2.425	1.319	1.355	1.395	1.440	1.494
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$10.732	\$96.597	\$14.973	\$20.524	\$23.402	\$24.634
Non-Labor:						
Electric Power	\$0.381	\$2.297	2.701	\$2.809	\$2.676	\$2.600
Fuel	0.050	0.144	0.146	0.142	0.136	0.146
Insurance	1.943	0.032	0.000	0.000	0.000	0.000
Claims	1.142	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.642	0.695	0.726	0.737	0.738	0.741
Professional Services Contracts	3.051	11.652	12.799	11.555	11.313	10.829
Materials and Supplies	0.189	0.000	0.000	0.000	0.000	0.000
Other Business Expenses						
MTA Internal Subsidy	3.500	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	(0.020)	1.287	1.043	0.000	(2.533)	0.000
Total Other Business Expenses	3.480	1.287	1.043	0.000	(2.533)	0.000
Total Non-Labor Expenditures	\$16.877	\$16.107	\$17.415	\$15.243	\$12.330	\$14.316
Other Expenditure Adjustments:						
Operating Capital	(87.266)	(62.883)	(79.305)	(46.400)	(28.424)	(25.556)
Total Other Expenditure Adjustments	(\$87.266)	(\$62.883)	(\$79.305)	(\$46.400)	(\$28.424)	(\$25.556)
Total Expenditures	(\$59.656)	\$49.821	(\$46.916)	(\$10.633)	\$7.308	\$13.395
Total Cash Conversion Adjustments before Depreciation	(\$63.203)	\$49.821	(\$46.916)	(\$10.633)	\$7.308	\$13.395
Depreciation	\$112.431	\$80.500	\$46.213	\$46.213	\$46.213	\$46.213
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	13.186	17.073	4.963	13.769	(12.527)	(11.864)
GASB 75 OPEB Expense Adjustment	214.814	219.469	225.674	232.044	238.245	244.546
GASB 87 Lease Adjustment	(2.083)	(1.981)	(1.981)	(1.981)	(1.981)	(1.981)
GASB 96 SBITA Adjustment	9.365	18.468	18.468	18.468	18.468	18.468
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$347.713	\$333.530	\$293.338	\$308.514	\$288.418	\$295.383
Total Cash Conversion Adjustments	\$284.510	\$383.351	\$246.421	\$297.880	\$295.726	\$308.778

MTA HEADQUARTERS
November Financial Plan 2026-2029
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	Actual	Final Forecast	Final Proposed Budget			
FUNCTION/DEPARTMENT	2024	2025	2026	2027	2028	2029
Policy & Administration						
Office of the Chair and CEO (incl PCAC)	31	42	42	42	42	42
Policy & Administration	68	76	76	64	61	61
Headquarters Services						
Audit	60	62	62	62	62	62
Customer Communications	43	25	25	25	25	25
Diversity & Inclusion	57	54	54	54	54	54
Policy & External Relations	38	29	29	29	29	29
Finance	273	236	236	236	236	236
Labor Relations	49	19	19	19	19	19
Legal & Compliance	117	90	90	90	90	90
IT Department	916	958	962	962	960	960
OMNY New Fare Payment	-	-	-	-	-	-
People	322	260	260	260	260	260
Procurement	125	80	75	75	75	75
Real Estate	52	53	53	53	53	53
Rolling Stock Programs	2	9	9	9	9	9
MTA Safety & Environment	25	20	20	20	20	20
MTA Security	27	40	40	40	40	40
Occupational Health Services	82	91	91	91	91	91
Public Safety						
MTA Police Department	1,327	1,443	1,433	1,433	1,503	1,552
Baseline Total Positions	3,614	3,587	3,576	3,564	3,629	3,678
<i>Non-Reimbursable</i>	3,551	3,510	3,499	3,487	3,552	3,601
<i>Reimbursable</i>	63	77	77	77	77	77
<i>Full-Time</i>	3,614	3,587	3,576	3,564	3,629	3,678
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

MTA HEADQUARTERS
November Financial Plan 2026 - 2029
Total Positions
By Function and Occupational Group

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	1,026	963	963	955	951	951
Professional/Technical/Clerical	1,260	1,181	1,180	1,176	1,175	1,175
Operational Hourlies	1	0	0	0	0	0
Total Administration Headcount	2,287	2,144	2,143	2,131	2,126	2,126
Operations						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Operations Headcount	0	0	0	0	0	0
Maintenance						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Maintenance Headcount	0	0	0	0	0	0
Engineering / Capital						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	0	0	0	0	0	0
Public Safety						
Managers/Supervisors	229	253	253	253	266	273
Professional/Technical/Clerical	70	74	74	74	74	74
Operational Hourlies	1,028	1,116	1,106	1,106	1,163	1,205
Total Public Safety Headcount	1,327	1,443	1,433	1,433	1,503	1,552
Total Positions						
Managers/Supervisors	1,255	1,216	1,216	1,208	1,217	1,224
Professional/Technical/ Clerical	1,330	1,255	1,254	1,250	1,249	1,249
Operational Hourlies	1,029	1,116	1,106	1,106	1,163	1,205
Total Positions	3,614	3,587	3,576	3,564	3,629	3,678

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
Inspector General

Staff Summary



Metropolitan Transportation Authority

Page 1 of 1

Subject Office of the MTA Inspector General 2026 Budget and 2026-2029 Financial Plan Adoption						Date December 8, 2025	
Department Office of the Chief Financial Officer						Vendor Name	
Department Head Name Jaibala Patel, Chief Financial Officer						Contract Number	
Department Head Signature 						Contract Manager Name	
Project Manager/Division Head Jacob Luce, OMB 						Table of Contents Ref #	
Board Action						Internal Approvals	
Order	To	Date	Approval	Info	Other	Order	Approval
1	Finance Comm.	12/15	X			1	OMB 
2	Board	12/17	X			2	OIG - Dir of Admin 
						3	Inspector General 

Purpose:

To secure MTA Board adoption of the Office of the MTA Inspector General's 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029.

Discussion:

The 2026 Final Proposed Budget provides the resources necessary to investigate and audit matters of concern throughout the MTA and its subsidiaries.

2025 November Forecast – Baseline

Total Capital and Other Reimbursements are projected to be \$17.4 million. Total Reimbursable labor expenses are \$13.4 million and non-labor expenses are \$4.0 million.

2026 Final Proposed Budget – Baseline

Total Capital and Other Reimbursements are projected to be \$20.2 million. Total Reimbursable labor expenses are \$16.1 million and non-labor expenses are \$4.1 million.

Impact on Funding

The 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan 2026-2029, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029 for the Office of the MTA Inspector General.

MTA INSPECTOR GENERAL
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	14.903	17.367	20.196	20.849	21.299	21.832
Total Revenues	\$14.903	\$17.367	\$20.196	\$20.849	\$21.299	\$21.832
Operating Expense						
Labor:						
Payroll	\$9.180	\$10.110	\$11.407	\$11.628	\$11.803	\$12.022
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.086	1.622	2.473	2.668	2.873	3.106
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.868	0.814	1.124	1.339	1.385	1.429
Other Fringe Benefits	0.680	0.818	1.049	1.076	1.096	1.121
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$11.813	\$13.364	\$16.053	\$16.710	\$17.157	\$17.678
Non-Labor:						
Electric Power	\$0.052	\$0.064	\$0.069	\$0.069	\$0.068	\$0.067
Fuel	0.008	0.014	0.015	0.011	0.008	0.012
Insurance	0.017	0.021	0.020	0.021	0.022	0.023
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.373	3.186	3.284	3.290	3.293	3.297
Professional Services Contracts	0.518	0.547	0.561	0.554	0.553	0.553
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.123	0.172	0.195	0.195	0.198	0.201
Total Non-Labor Expenses	\$3.090	\$4.003	\$4.143	\$4.139	\$4.142	\$4.154
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$14.903	\$17.367	\$20.196	\$20.849	\$21.299	\$21.832
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
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						
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	14.903	17.367	20.196	20.849	21.299	21.832
Total Receipts	\$14.903	\$17.367	\$20.196	\$20.849	\$21.299	\$21.832
Expenditures						
Labor:						
Payroll	\$9.180	\$10.110	\$11.407	\$11.628	\$11.803	\$12.022
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.086	1.622	2.473	2.668	2.873	3.106
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.868	0.814	1.124	1.339	1.385	1.429
Other Fringe Benefits	0.680	0.818	1.049	1.076	1.096	1.121
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$11.813	\$13.364	\$16.053	\$16.710	\$17.157	\$17.678
Non-Labor:						
Electric Power	\$0.052	\$0.064	\$0.069	\$0.069	\$0.068	\$0.067
Fuel	0.008	0.014	0.015	0.011	0.008	0.012
Insurance	0.017	0.021	0.020	0.021	0.022	0.023
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.373	3.186	3.284	3.290	3.293	3.297
Professional Services Contracts	0.518	0.547	0.561	0.554	0.553	0.553
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.123	0.172	0.195	0.195	0.198	0.201
Total Non-Labor Expenditures	\$3.090	\$4.003	\$4.143	\$4.139	\$4.142	\$4.154
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$14.903	\$17.367	\$20.196	\$20.849	\$21.299	\$21.832
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2026 - 2029
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2026 - 2029
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full Time Equivalents

FUNCTION/DEPARTMENT	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Administration						
Office of the Inspector General	77	96	96	96	96	96
Total Administration	77	96	96	96	96	96
 Baseline Total Positions	 77	 96	 96	 96	 96	 96
 Non-Reimbursable	 -	 -	 -	 -	 -	 -
Reimbursable	77	96	96	96	96	96
Total	77	96	96	96	96	96
 Total Full-Time	 77	 96	 96	 96	 96	 96
Total Full-Time Equivalents	-	-	-	-	-	-

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First Mutual Transportation Assurance Co. (FMTAC)

Staff Summary

Subject

MTA FMTAC 2026 Budget and 2026-2029 Financial Plan Adoption

Department

Office of the Chief Financial Officer

Department Head Name

Jaibala Patel, Chief Financial Officer

Department Head Signature


Project Manager/Division Head
Jacob Luce, OMB



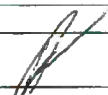
Date

December 8, 2025

Vendor Name**Contract Number****Contract Manager Name****Table of Contents Ref #****Board Action**

Order	To	Date	Approval	Info	Other
1	Finance Comm.	12/15	X		
2	Board	12/17	X		

Internal Approvals

Order	Approval	Order	Approval
1	OMB 		
2	Legal 		
3	Dep. Chief Dir, Risk & Insurance Mgmt. 		

Purpose:

To secure MTA Board adoption of the MTA First Mutual Transportation Assurance Company's (FMTAC) 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029.

Discussion:

FMTAC generates a net cash deficit of zero and has no impact on MTA cash balances. FMTAC cash reserves are separate and distinct from MTA and are necessary to maintain the appropriate capital and reserve levels pursuant to the State of New York Insurance guidelines.

The 2026 Final Proposed Budget, which is consistent with information presented to the Board in November 2025, provides sufficient resources to address the challenges related to risk and insurance management of the MTA. This is accomplished by maximizing the efficiency and flexibility of the insurance programs while minimizing costs to the MTA and its subsidiaries.

2025 November Forecast-Baseline:

Total operating revenues are projected at \$38.1 million. Total operating expenses are projected to result in a credit of (\$31.1) million, resulting in a net surplus of \$69.2 million.

2026 Final Proposed Budget-Baseline:

Total operating revenues are projected at \$38.9 million. Total operating expenses are projected to result in a credit of (\$34.1) million, resulting in a net surplus of \$73.0 million.

Impact of Funding:

The 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan 2026-2029, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029 for the MTA First Mutual Transportation Assurance Company.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY

November Financial Plan 2026 - 2029 Accrual Statement of Operations By Category (\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	32.153	38.119	38.942	39.947	40.873	41.769
Total Revenues	\$32.153	\$38.119	\$38.942	\$39.947	\$40.873	\$41.769
Operating Expense						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(141.208)	(147.691)	(160.381)	(164.845)	(157.355)	(151.930)
Claims	246.366	120.596	130.325	136.173	142.312	148.755
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	7.473	6.000	6.120	6.242	6.367	6.495
Total Non-Labor Expenses	\$112.631	(\$21.095)	(\$23.936)	(\$22.430)	(\$8.676)	\$3.320
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$2.282	(\$10.000)	(\$10.150)	(\$10.302)	(\$10.457)	(\$10.614)
Total Other Expense Adjustments	\$2.282	(\$10.000)	(\$10.150)	(\$10.302)	(\$10.457)	(\$10.614)
Total Expenses Before Depreciation and GASB Adjts.	\$114.913	(\$31.095)	(\$34.086)	(\$32.732)	(\$19.133)	(\$7.294)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$114.913	(\$31.095)	(\$34.086)	(\$32.732)	(\$19.133)	(\$7.294)
Net Surplus/(Deficit)	(\$82.760)	\$69.214	\$73.028	\$72.679	\$60.006	\$49.063

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY

November Financial Plan 2026 - 2029 Accrual Statement of Operations By Category (\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating Expense						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY

November Financial Plan 2026 - 2029 Accrual Statement of Operations By Category (\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	32.153	38.119	38.942	39.947	40.873	41.769
Total Revenues	\$32.153	\$38.119	\$38.942	\$39.947	\$40.873	\$41.769
Operating Expense						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(141.208)	(147.691)	(160.381)	(164.845)	(157.355)	(151.930)
Claims	246.366	120.596	130.325	136.173	142.312	148.755
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	7.473	6.000	6.120	6.242	6.367	6.495
Total Non-Labor Expenses	\$112.631	(\$21.095)	(\$23.936)	(\$22.430)	(\$8.676)	\$3.320
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$2.282	(\$10.000)	(\$10.150)	(\$10.302)	(\$10.457)	(\$10.614)
Total Other Expense Adjustments	\$2.282	(\$10.000)	(\$10.150)	(\$10.302)	(\$10.457)	(\$10.614)
Total Expenses Before Depreciation and GASB Adjts.	\$114.913	(\$31.095)	(\$34.086)	(\$32.732)	(\$19.133)	(\$7.294)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$114.913	(\$31.095)	(\$34.086)	(\$32.732)	(\$19.133)	(\$7.294)
Net Surplus/(Deficit)	(\$82.760)	\$69.214	\$73.028	\$72.679	\$60.006	\$49.063

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2026 - 2029
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Cash Receipts and Expenditures</u>						
Receipts						
Other Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Investment Income	32.153	38.119	38.942	39.947	40.873	41.769
Total Receipts	\$32.153	\$38.119	\$38.942	\$39.947	\$40.873	\$41.769
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(141.208)	(147.691)	(160.381)	(164.845)	(157.355)	(151.930)
Claims	246.366	126.110	127.646	125.151	123.505	123.920
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	7.473	6.000	6.120	6.242	6.367	6.495
Total Non-Labor Expenditures	\$112.631	(\$15.581)	(\$26.615)	(\$33.452)	(\$27.483)	(\$21.515)
<u>Other Expenditure Adjustments:</u>						
Other	(\$80.478)	\$53.700	\$65.557	\$73.399	\$68.356	\$63.284
Total Other Expense Adjustments	(\$80.478)	\$53.700	\$65.557	\$73.399	\$68.356	\$63.284
Total Expenditures	\$32.153	\$38.119	\$38.942	\$39.947	\$40.873	\$41.769
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY

November Financial Plan 2026 - 2029

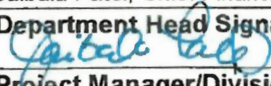
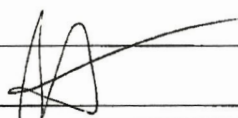
Cash Conversion (Cash Flow Adjustments)

(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	(5.514)	2.679	11.022	18.807	24.835
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	(\$5.514)	\$2.679	\$11.022	\$18.807	\$24.835
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$82.760	(\$63.700)	(\$75.707)	(\$83.701)	(\$78.813)	(\$73.898)
Total Other Expenditure Adjustments	\$82.760	(\$63.700)	(\$75.707)	(\$83.701)	(\$78.813)	(\$73.898)
Total Expenditures	\$82.760	(\$69.214)	(\$73.028)	(\$72.679)	(\$60.006)	(\$49.063)
Total Cash Conversion Adjustments before Depreciation	\$82.760	(\$69.214)	(\$73.028)	(\$72.679)	(\$60.006)	(\$49.063)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 49 Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 87 Lease Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	\$82.760	(\$69.214)	(\$73.028)	(\$72.679)	(\$60.006)	(\$49.063)




New York City Transit

Staff Summary

Subject MTA NYCT 2026 Budget and 2026-2029 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Jaibala Patel, Chief Financial Officer
Department Head Signature 
Project Manager/Division Head Jacob Luce, OMB 

Date December 8, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Comm.	12/15		X	
2	Finance Comm.	12/15	X		
3	Board	12/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB		
2	Financial Liaison		
3	NYCT President		

Purpose:

To secure MTA Board adoption of the MTA New York City Transit's 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029.

Discussion:

The 2026 Final Proposed Budget, which is consistent with information presented to the Board in November 2025, provides funding to maintain New York City Transit's commitment to delivering safe, secure, and reliable transportation and first-class customer service. NYCT projections do not include MTA consolidated below-the-line adjustments, including the estimated impacts of projected fare increases, which are presented as part of MTA consolidated materials.

The November Financial Plan reflects additional annual operating savings of \$37 million beginning in 2026, including initiatives to improve operational flexibility, contract utilization, and energy efficiency, among others. Additional savings are expected for 2027 and beyond, and initiative-level details will be reflected in future financial plans.

The 2026 Final Proposed Budget reflects key initiatives deemed essential to providing safe and reliable service to customers while ensuring assets remain in a state of good repair. Among the initiatives included are:

- **Customer Service Center buildout** to support 14 new Customer Service Centers across all five boroughs. This includes booth rehabilitations and staffing to enhance the customer experience. These centers will help our riders fully transition to OMNY and support the fair fares program.
- **LED Lighting Initiative** to upgrade to energy-efficient LED bulbs in non-station facilities. This initiative reduces energy costs and contributes to maintaining infrastructure in a state of good repair.
- **Track Monitoring Analytics** to equip revenue cars with sensors and leverage Artificial Intelligence and Machine Learning models to detect and predict track non-conformities. This enables proactive maintenance and helps reduce service disruptions.
- **Electric Bus Charging Equipment Maintenance** to invest in inspections, maintenance, and training on equipment installed as part of the Zero Emission Bus Fleet Transformation program at several bus depots.

2025 November Forecast – Baseline

Farebox revenue is forecasted at \$3,677.1 million. In addition, Non-Reimbursable revenue includes \$3,058 million in federal formula funding applied to capital. Total Non-Reimbursable expenses are projected to be \$11,126.9 million, consisting of labor expenses of \$8,214.2 million and non-labor expenses of \$2,912.7 million, with non-cash liability adjustments of \$2,551.0 million. Projected Reimbursable expenses of \$1,366.9 million are fully offset by capital reimbursements. Total baseline full-time and full-time equivalent positions are 50,498, including 45,543 Non-Reimbursable positions and 4,954 Reimbursable positions.

2026 Final Proposed Budget – Baseline

Total Non-Reimbursable revenues are projected at \$4,856.6 million, including farebox revenues of \$3,908.4 million. Total Non-Reimbursable expenses are projected to be \$11,353.1 million, consisting of labor expenses of \$8,404.6 million and non-labor expenses of \$2,948.5 million, with non-cash liability adjustments of \$2,575.0 million. Projected Reimbursable expenses of \$1,500.7 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 50,447, including 45,468 Non-Reimbursable positions and 4,978 Reimbursable positions.

Impact on Funding

The 2025 November Forecast, the 2026 Final Proposed Budget and the Four-Year Financial Plan for 2026-2029, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029 for MTA New York City Transit.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Non-Reimbursable						
Operating Revenue						
<u>Farebox Revenue:</u>						
Subway	\$2,820.175	\$2,971.535	\$3,103.844	\$3,155.798	\$3,200.688	\$3,200.125
Bus	614.946	654.541	732.928	771.272	793.249	792.518
Paratransit	26.950	33.108	39.584	43.543	45.720	48.006
Fare Media Liability	<u>71.554</u>	<u>17.923</u>	<u>32.053</u>	<u>13.060</u>	<u>0.000</u>	<u>0.000</u>
Farebox Revenue	\$3,533.626	\$3,677.107	\$3,908.408	\$3,983.673	\$4,039.656	\$4,040.649
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.016	89.516	84.016	84.016	84.016	84.016
Paratransit Reimbursement	530.035	604.091	661.115	701.739	831.713	877.631
Other	<u>2,512.905</u>	<u>3,309.558</u>	<u>203.031</u>	<u>199.834</u>	<u>204.615</u>	<u>208.443</u>
Other Operating Revenue	\$3,126.956	\$4,003.165	\$948.162	\$985.590	\$1,120.344	\$1,170.090
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$6,660.582	\$7,680.273	\$4,856.570	\$4,969.262	\$5,160.000	\$5,210.738
Operating Expense						
<u>Labor:</u>						
Payroll	\$3,855.050	\$4,012.319	\$4,279.287	\$4,340.460	\$4,439.418	\$4,529.374
Overtime	<u>685.203</u>	<u>808.510</u>	<u>519.563</u>	<u>495.890</u>	<u>505.448</u>	<u>515.526</u>
Total Salaries and Wages	\$4,540.253	\$4,820.830	\$4,798.850	\$4,836.350	\$4,944.866	\$5,044.901
Health and Welfare	1,177.935	1,259.095	1,424.680	1,519.285	1,627.184	1,750.413
OPEB Current Payments	617.061	641.664	716.525	783.419	856.193	935.547
Pension	936.525	1,044.325	1,113.974	1,148.845	1,174.666	1,195.794
Other Fringe Benefits	<u>502.184</u>	<u>756.641</u>	<u>666.840</u>	<u>715.091</u>	<u>767.141</u>	<u>815.841</u>
Total Fringe Benefits	\$3,233.704	\$3,701.725	\$3,922.019	\$4,166.640	\$4,425.184	\$4,697.595
Reimbursable Overhead	(331.635)	(308.320)	(316.315)	(299.424)	(294.740)	(297.270)
Total Labor Expenses	\$7,442.323	\$8,214.234	\$8,404.554	\$8,703.566	\$9,075.310	\$9,445.225
<u>Non-Labor:</u>						
Electric Power	\$324.316	\$404.982	\$383.936	\$395.997	\$417.643	\$436.688
Fuel	121.912	123.109	132.048	130.266	130.691	134.333
Insurance	75.715	85.274	88.414	90.717	93.954	98.466
Claims	800.164	250.537	241.219	246.326	251.587	251.587
Paratransit Service Contracts	616.823	761.262	874.399	949.174	1,000.224	1,056.994
Maintenance and Other Operating Contracts	361.953	386.775	347.920	353.703	325.317	330.160
Professional Services Contracts	223.826	339.262	319.584	331.020	292.896	299.931
Materials and Supplies	346.020	417.729	409.386	392.005	405.509	431.476
Other Business Expenses	147.623	143.746	151.589	159.095	162.062	160.145
Total Non-Labor Expenses	\$3,018.352	\$2,912.675	\$2,948.495	\$3,048.303	\$3,079.884	\$3,199.779
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$10,460.675	\$11,126.909	\$11,353.050	\$11,751.869	\$12,155.194	\$12,645.004
Depreciation	\$2,244.257	\$2,413.000	\$2,437.000	\$2,437.000	\$2,437.000	\$2,437.000
GASB 49 Environmental Remediation	41.015	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(66.206)	(66.000)	(66.000)	(66.000)	(66.000)	(66.000)
GASB 75 OPEB Expense Adjustment	172.793	173.000	173.000	173.000	173.000	173.000
GASB 87 Lease Adjustment	30.923	31.000	31.000	31.000	31.000	31.000
GASB 96 SBITA Adjustment	0.320	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$2,423.102	\$2,551.000	\$2,575.000	\$2,575.000	\$2,575.000	\$2,575.000
Total Expenses	\$12,883.777	\$13,677.909	\$13,928.050	\$14,326.869	\$14,730.194	\$15,220.004
Net Surplus/(Deficit)	(\$6,223.196)	(\$5,997.636)	(\$9,071.479)	(\$9,357.607)	(\$9,570.194)	(\$10,009.266)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,432.235	1,366.858	1,500.721	1,444.251	1,425.077	1,436.532
Total Revenues	\$1,432.235	\$1,366.858	\$1,500.721	\$1,444.251	\$1,425.077	\$1,436.532
Operating Expense						
Labor:						
Payroll	\$448.535	\$465.542	\$578.852	\$557.442	\$544.999	\$546.333
Overtime	204.412	190.503	168.851	164.585	167.878	170.797
Total Salaries and Wages	\$652.947	\$656.045	\$747.703	\$722.027	\$712.877	\$717.130
Health and Welfare	18.199	13.487	19.562	20.639	21.777	22.981
OPEB Current Payments	16.087	17.334	18.528	19.827	21.204	22.678
Pension	40.553	39.319	39.069	39.866	40.254	40.938
Other Fringe Benefits	219.670	216.295	249.857	239.161	233.447	233.859
Total Fringe Benefits	\$294.509	\$286.435	\$327.016	\$319.493	\$316.682	\$320.456
Reimbursable Overhead	331.634	308.320	316.315	299.424	294.740	297.270
Total Labor Expenses	\$1,279.090	\$1,250.800	\$1,391.034	\$1,340.944	\$1,324.299	\$1,334.857
Non-Labor:						
Electric Power	\$0.302	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.457	0.198	0.198	0.198	0.198	0.198
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	48.963	43.413	41.681	40.681	40.381	40.381
Professional Services Contracts	17.294	15.091	9.166	9.166	9.166	10.063
Materials and Supplies	75.751	58.088	59.284	53.888	51.643	51.643
Other Business Expenses	10.380	(0.984)	(0.893)	(0.877)	(0.861)	(0.861)
Total Non-Labor Expenses	\$153.145	\$116.058	\$109.687	\$103.307	\$100.778	\$101.675
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,432.235	\$1,366.858	\$1,500.721	\$1,444.251	\$1,425.077	\$1,436.532
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
<i><u>Farebox Revenue:</u></i>						
Subway	\$2,820.175	\$2,971.535	\$3,103.844	\$3,155.798	\$3,200.688	\$3,200.125
Bus	614.946	654.541	732.928	771.272	793.249	792.518
Paratransit	26.950	33.108	39.584	43.543	45.720	48.006
Fare Media Liability	<u>71.554</u>	<u>17.923</u>	<u>32.053</u>	<u>13.060</u>	<u>0.000</u>	<u>0.000</u>
Farebox Revenue	\$3,533.626	\$3,677.107	\$3,908.408	\$3,983.673	\$4,039.656	\$4,040.649
<i><u>Other Operating Revenue:</u></i>						
Fare Reimbursement	84.016	89.516	84.016	84.016	84.016	84.016
Paratransit Reimbursement	530.035	604.091	661.115	701.739	831.713	877.631
Other	<u>2,512.905</u>	<u>3,309.558</u>	<u>203.031</u>	<u>199.834</u>	<u>204.615</u>	<u>208.443</u>
Other Operating Revenue	\$3,126.956	\$4,003.165	\$948.162	\$985.590	\$1,120.344	\$1,170.090
Capital and Other Reimbursements	1,432.235	1,366.858	1,500.721	1,444.251	1,425.077	1,436.532
Total Revenues	\$8,092.816	\$9,047.130	\$6,357.291	\$6,413.513	\$6,585.078	\$6,647.270
Operating Expense						
<i><u>Labor:</u></i>						
Payroll	\$4,303.585	\$4,477.861	\$4,858.139	\$4,897.902	\$4,984.416	\$5,075.707
Overtime	<u>889.615</u>	<u>999.013</u>	<u>688.415</u>	<u>660.475</u>	<u>673.327</u>	<u>686.324</u>
Total Salaries and Wages	\$5,193.200	\$5,476.874	\$5,546.554	\$5,558.377	\$5,657.743	\$5,762.031
Health and Welfare	1,196.134	1,272.582	1,444.241	1,539.924	1,648.961	1,773.394
OPEB Current Payments	633.148	658.998	735.053	803.246	877.397	958.226
Pension	977.078	1,083.644	1,153.043	1,188.711	1,214.920	1,236.731
Other Fringe Benefits	<u>721.854</u>	<u>972.936</u>	<u>916.697</u>	<u>954.252</u>	<u>1,000.588</u>	<u>1,049.700</u>
Total Fringe Benefits	\$3,528.213	\$3,988.160	\$4,249.034	\$4,486.133	\$4,741.866	\$5,018.051
Reimbursable Overhead	(0.001)	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$8,721.413	\$9,465.034	\$9,795.588	\$10,044.510	\$10,399.610	\$10,780.082
<i><u>Non-Labor:</u></i>						
Electric Power	\$324.618	\$405.234	\$384.188	\$396.249	\$417.895	\$436.940
Fuel	122.369	123.307	132.246	130.464	130.889	134.531
Insurance	75.715	85.274	88.414	90.717	93.954	98.466
Claims	800.164	250.537	241.219	246.326	251.587	251.587
Paratransit Service Contracts	616.823	761.262	874.399	949.174	1,000.224	1,056.994
Maintenance and Other Operating Contracts	410.916	430.188	389.601	394.384	365.698	370.540
Professional Services Contracts	241.119	354.353	328.750	340.186	302.062	309.993
Materials and Supplies	421.771	475.816	468.669	445.893	457.152	483.119
Other Business Expenses	158.003	142.762	150.696	158.218	161.201	159.284
Total Non-Labor Expenses	\$3,171.497	\$3,028.733	\$3,058.182	\$3,151.610	\$3,180.662	\$3,301.454
<i><u>Other Expense Adjustments:</u></i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$11,892.910	\$12,493.767	\$12,853.770	\$13,196.120	\$13,580.271	\$14,081.536
Depreciation	\$2,244.257	\$2,413.000	\$2,437.000	\$2,437.000	\$2,437.000	\$2,437.000
GASB 49 Environmental Remediation	41.015	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(66.206)	(66.000)	(66.000)	(66.000)	(66.000)	(66.000)
GASB 75 OPEB Expense Adjustment	172.793	173.000	173.000	173.000	173.000	173.000
GASB 87 Lease Adjustment	30.923	31.000	31.000	31.000	31.000	31.000
GASB 96 SBITA Adjustment	0.320	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$2,423.102	\$2,551.000	\$2,575.000	\$2,575.000	\$2,575.000	\$2,575.000
Total Expenses	\$14,316.012	\$15,044.767	\$15,428.770	\$15,771.120	\$16,155.271	\$16,656.536
Net Surplus/(Deficit)	(\$6,223.196)	(\$5,997.636)	(\$9,071.479)	(\$9,357.607)	(\$9,570.194)	(\$10,009.266)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2026 - 2029
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Cash Receipts and Expenditures</u>						
Receipts						
Farebox Revenue	\$3,442.876	\$3,714.629	\$3,908.608	\$3,983.873	\$4,039.856	\$4,040.849
<u>Other Operating Revenue:</u>						
Fare Reimbursement	39.052	104.480	84.016	84.016	84.016	84.016
Paratransit Reimbursement	486.121	661.988	660.516	701.660	831.631	877.543
Other Revenue	<u>210.046</u>	<u>251.506</u>	<u>203.031</u>	<u>199.834</u>	<u>204.615</u>	<u>208.443</u>
Other Operating Revenue	735.219	1,017.974	947.563	985.510	1,120.262	1,170.002
Capital and Other Reimbursements	1,363.743	1,480.256	1,579.906	1,555.392	1,498.479	1,433.032
Total Receipts	\$5,541.838	\$6,212.859	\$6,436.077	\$6,524.775	\$6,658.597	\$6,643.883
Expenditures						
<u>Labor:</u>						
Payroll	\$4,258.880	\$4,578.440	\$4,853.754	\$4,854.035	\$4,920.143	\$5,028.686
Overtime	<u>889.615</u>	<u>999.013</u>	<u>688.415</u>	<u>660.475</u>	<u>673.327</u>	<u>686.324</u>
Total Salaries & Wages	\$5,148.495	\$5,577.453	\$5,542.169	\$5,514.510	\$5,593.470	\$5,715.010
Health and Welfare	1,208.681	1,292.089	1,428.413	1,524.136	1,631.988	1,755.149
OPEB Current Payments	633.148	658.998	735.053	803.246	877.397	958.226
Pension	993.818	916.413	1,153.043	1,188.711	1,214.920	1,236.731
Other Fringe Benefits	<u>611.718</u>	<u>666.248</u>	<u>686.180</u>	<u>685.891</u>	<u>712.143</u>	<u>742.696</u>
Total Fringe Benefits	\$3,447.365	\$3,533.748	\$4,002.689	\$4,201.984	\$4,436.448	\$4,692.802
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$8,595.860	\$9,111.201	\$9,544.858	\$9,716.494	\$10,029.918	\$10,407.812
<u>Non-Labor:</u>						
Electric Power	\$329.144	\$416.156	\$395.110	\$407.171	\$428.817	\$447.862
Fuel	121.554	123.307	132.246	130.464	130.889	134.531
Insurance	104.624	88.386	90.182	89.742	94.142	100.678
Claims	151.534	364.295	160.235	165.342	170.603	170.603
Paratransit Service Contracts	599.571	759.262	872.399	947.174	998.224	1,054.994
Maintenance and Other Operating Contracts	394.586	449.188	389.601	394.384	365.698	370.540
Professional Services Contracts	230.487	345.353	319.750	331.186	293.062	300.993
Materials and Supplies	460.731	471.316	464.169	441.393	452.652	478.619
Other Business Expenses	139.817	142.762	150.696	158.218	161.201	159.284
Total Non-Labor Expenditures	\$2,532.048	\$3,160.025	\$2,974.388	\$3,065.073	\$3,095.288	\$3,218.104
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$11,127.908	\$12,271.226	\$12,519.247	\$12,781.567	\$13,125.206	\$13,625.916
Net Cash Balance	(\$5,586.070)	(\$6,058.367)	(\$6,083.170)	(\$6,256.793)	(\$6,466.609)	(\$6,982.033)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2026 - 2029
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$90.750)	\$37.522	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>						
Fare Reimbursement	(44.964)	14.964	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(43.914)	57.897	(0.599)	(0.080)	(0.082)	(0.088)
Other Revenue	(2,302.859)	(3,058.053)	0.000	0.000	0.000	0.000
Other Operating Revenue	(\$2,391.737)	(\$2,985.192)	(\$0.599)	(\$0.080)	(\$0.082)	(\$0.088)
Capital and Other Reimbursements	(68.492)	113.398	79.185	111.141	73.401	(3.499)
Total Receipts	(\$2,550.978)	(\$2,834.272)	\$78.786	\$111.261	\$73.520	(\$3.387)
Expenditures						
Labor:						
Payroll	\$44.705	(\$100.578)	\$4.385	\$43.866	\$64.273	\$47.021
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$44.705	(\$100.578)	\$4.385	\$43.866	\$64.273	\$47.021
Health and Welfare	(12.547)	(19.507)	15.828	15.788	16.973	18.245
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	(16.740)	167.231	0.000	0.000	0.000	0.000
Other Fringe Benefits	110.136	306.687	230.517	268.361	288.445	307.004
Total Fringe Benefits	\$80.848	\$454.412	\$246.345	\$284.149	\$305.418	\$325.249
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.001)	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$125.553	\$353.833	\$250.730	\$328.016	\$369.691	\$372.270
Non-Labor:						
Electric Power	(\$4.526)	(\$10.922)	(10.922)	(\$10.922)	(\$10.922)	(\$10.922)
Fuel	0.815	0.000	0.000	0.000	0.000	0.000
Insurance	(28.909)	(3.112)	(1.768)	0.975	(0.189)	(2.212)
Claims	648.630	(113.758)	80.984	80.984	80.984	80.984
Paratransit Service Contracts	17.252	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	16.330	(19.000)	0.000	0.000	0.000	0.000
Professional Services Contracts	10.632	9.000	9.000	9.000	9.000	9.000
Materials and Supplies	(38.960)	4.500	4.500	4.500	4.500	4.500
Other Business Expenses	18.186	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$639.449	(\$131.292)	\$83.794	\$86.537	\$85.373	\$83.350
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$765.002	\$222.541	\$334.524	\$414.553	\$455.065	\$455.620
Total Cash Conversion Adjustments before Depreciation	(\$1,785.977)	(\$2,611.730)	\$413.310	\$525.814	\$528.584	\$452.233
Depreciation	\$2,244.257	\$2,413.000	\$2,437.000	\$2,437.000	\$2,437.000	\$2,437.000
GASB 49 Environmental Remediation	41.015	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(66.206)	(66.000)	(66.000)	(66.000)	(66.000)	(66.000)
GASB 75 OPEB Expense Adjustment	172.793	173.000	173.000	173.000	173.000	173.000
GASB 87 Lease Adjustment	30.923	31.000	31.000	31.000	31.000	31.000
GASB 96 SBITA Adjustment	0.320	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Cash Liability Adjustments	\$2,423.102	\$2,551.000	\$2,575.000	\$2,575.000	\$2,575.000	\$2,575.000
Total Cash Conversion Adjustments	\$637.126	(\$60.731)	\$2,988.310	\$3,100.814	\$3,103.584	\$3,027.233

MTA NEW YORK CITY TRANSIT
November Financial Plan 2026 - 2029
Ridership (Utilization) and Revenue
(in millions)

	Actual	November	Final			
	2024	Forecast	Proposed	2027	2028	2029
		2025	Budget			
			2026			

RIDERSHIP

Subway	1,194.866	1,286.532	1,274.843	1,296.211	1,314.722	1,314.441
Bus	323.905	362.704	371.516	390.951	402.096	401.708
Paratransit	13.311	16.067	18.471	20.318	21.334	22.400
Total Ridership	1,532.082	1,665.303	1,664.830	1,707.480	1,738.152	1,738.550

FAREBOX REVENUE (Excluding fare media liability)

Subway	\$2,820.175	\$2,971.535	\$3,103.844	\$3,155.798	\$3,200.688	\$3,200.125
Bus	614.946	654.541	732.928	771.272	793.249	792.518
Paratransit	26.950	33.108	39.584	43.543	45.720	48.006
Total Revenue	\$3,462.071	\$3,659.184	\$3,876.355	\$3,970.613	\$4,039.656	\$4,040.649

MTA New York City Transit
November Financial Plan 2026 - 2029
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents


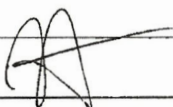
	2024	2025				
	Actual	November Forecast	2026	2027	2028	2029
Administration						
Office of the Chief Administrative Officer	38	54	56	56	56	56
Office of the President	11	20	20	20	20	20
Law	129	195	191	191	191	191
Office of the EVP	-	-	-	-	-	-
Human Resources	84	120	120	120	120	120
EEO	-	11	11	11	11	11
Office of Management and Budget	9	33	33	33	33	33
Strategy & Customer Experience	118	165	165	165	165	165
Non-Departmental	-	(108)	(62)	(34)	(34)	(34)
Labor Relations	37	89	89	89	89	89
Office of People & Business Transformation	25	42	16	16	16	16
Materiel	106	147	143	143	143	143
Controller	77	109	109	109	109	109
Total Administration	634	876	891	919	919	919
Operations						
Subways Operation Support /Admin	434	450	450	450	450	450
Subways Service Delivery	8,702	9,093	9,047	8,972	8,959	8,917
Subways Stations	2,219	2,319	2,319	2,319	2,319	2,319
Subtotal - Subways	11,355	11,862	11,816	11,741	11,728	11,686
Buses	11,447	11,548	11,583	11,583	11,583	11,583
Paratransit	180	192	195	195	195	195
Operations Planning	268	374	370	366	366	366
Revenue Control	477	520	505	505	505	505
Non-Departmental	-	(83)	(9)	(9)	(9)	(9)
Total Operations	23,727	24,413	24,460	24,381	24,368	24,326
Maintenance						
Subways Operation Support /Admin	154	168	174	150	131	131
Subways Service Delivery	78	84	84	84	84	84
Subways Engineering	318	380	382	355	331	310
Subways Car Equipment	4,928	5,393	5,278	5,391	5,435	5,569
Subways Infrastructure	1,200	1,323	1,333	1,183	1,161	1,136
Subways Elevator & Escalators	386	434	435	435	435	409
Subways Stations	2,452	2,608	2,623	2,623	2,588	2,588
Subways Facilities	1,623	1,893	2,080	1,896	1,855	1,777
Subways Track	2,546	2,648	2,648	2,550	2,550	2,549
Subways Power	1,196	1,283	1,286	1,243	1,243	1,237
Subways Signals	1,628	1,736	1,732	1,710	1,705	1,692
Subways Electronics Maintenance	1,354	1,458	1,455	1,401	1,337	1,337
Subways Electronics Maintenance	17,862	19,410	19,512	19,023	18,857	18,821
Buses	3,382	3,585	3,546	3,437	3,432	3,429
Supply Logistics	505	524	524	524	524	524
System Safety	76	93	92	92	92	92
OHS	59	75	75	75	75	75
Non-Departmental	-	(245)	(432)	(200)	(157)	(70)
Total Maintenance	21,885	23,442	23,317	22,951	22,823	22,871
Engineering/Capital						
Construction & Development	649	832	832	832	832	832
Matrixed C & D Support	75	81	81	81	81	81
Total Engineering/Capital	724	913	913	913	913	913
Public Safety						
Security	729	853	865	853	853	853
Total Public Safety	729	853	865	853	853	853
Total Baseline Positions	47,698	50,498	50,447	50,018	49,877	49,883
Non-Reimbursable	44,255	45,543	45,468	45,384	45,424	45,527
Reimbursable	3,443	4,954	4,978	4,633	4,452	4,355
Total Full-Time	47,698	50,498	50,447	49,862	49,721	49,727
Total Full-Time Equivalents	92	155	156	156	156	156

MTA NEW YORK CITY TRANSIT
November Financial Plan 2026 - 2029
Total Positions
By Function and Occupational Group

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	143	304	308	320	320	320
Professional/Technical/Clerical	475	548	559	575	575	575
Operational Hourlies	16	24	24	24	24	24
Total Administration Headcount	634	876	891	919	919	919
Operations						
Managers/Supervisors	2,737	2,913	2,935	2,931	2,919	2,913
Professional/Technical/Clerical	418	459	448	448	448	446
Operational Hourlies	20,571	21,042	21,078	21,003	21,002	20,968
Total Operations Headcount	23,727	24,413	24,460	24,381	24,368	24,326
Maintenance						
Managers/Supervisors	3,972	4,227	4,290	4,183	4,095	4,041
Professional/Technical/Clerical	872	1,086	1,077	1,035	1,013	999
Operational Hourlies	17,041	18,129	17,950	17,733	17,715	17,831
Total Maintenance Headcount	21,885	23,442	23,317	22,951	22,823	22,871
Engineering / Capital						
Managers/Supervisors	339	349	349	349	349	349
Professional/Technical/Clerical	383	562	562	562	562	562
Operational Hourlies	2	2	2	2	2	2
Total Engineering Headcount	724	913	913	913	913	913
Public Safety						
Managers/Supervisors	377	474	486	474	474	474
Professional/Technical/Clerical	37	45	45	45	45	45
Operational Hourlies	315	334	334	334	334	334
Total Public Safety Headcount	729	853	865	853	853	853
Total Positions						
Managers/Supervisors	7,568	8,267	8,368	8,257	8,157	8,097
Professional/Technical/ Clerical	2,185	2,700	2,691	2,665	2,643	2,627
Operational Hourlies	37,945	39,531	39,388	39,096	39,077	39,159
Total Positions	47,698	50,498	50,447	50,018	49,877	49,883




MTA Bus Company

Staff Summary

Subject MTA Bus 2026 Budget and 2026-2029 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Jaibala Patel, Chief Financial Officer
Department Head Signature 
Project Manager/Division Head Jacob Luce, OMB 

Date December 8, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Comm.	12/15		X	
2	Finance Comm.	12/15	X		
3	Board	12/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB 		
2	Financial Liaison 		
3	NYCT President		

Purpose:

To secure MTA Board adoption of MTA Bus Company's 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029.

Discussion:

The 2026 Final Proposed Budget, which is consistent with information presented to the Board in November 2025, provides sufficient funding to support MTA Bus Company's planned service levels, as well as MTA's commitment to provide safe, secure, reliable, and cost-efficient transportation service to the metropolitan New York region. The City of New York reimburses the MTA for the MTA Bus Company's operating deficits.

The 2026 Final Proposed Budget reflects increases in revenue and expenses. The primary reasons for these changes include revenue fare increase and the timing of non-labor expenses. MTA Bus projections do not include MTA consolidated below-the-line adjustments, which are presented as part of MTA consolidated materials.

2025 November Forecast – Baseline

Total Non-Reimbursable operating revenues are budgeted at \$209.5 million, including farebox revenues of \$189.2 million and \$20.3 million of Other Operating Revenue. Total Non-Reimbursable expenses are projected to be \$968.2 million, consisting of labor expenses of \$739.5 million and non-labor expenses of \$228.6 million, with non-cash liability adjustments of \$146.4 million. Projected Reimbursable expenses of \$7.7 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 4,052, consisting of 4,014 non-reimbursable positions and 38 reimbursable positions.

2026 Final Proposed Budget – Baseline

Total Non-Reimbursable operating revenues are budgeted at \$226.5 million, including farebox revenues of \$206.4 million and \$20.0 million of Other Operating Revenue. Total non-reimbursable expenses are projected to be \$1,016.1 million in 2026, consisting of labor expenses of \$772.8 million and non-labor expenses of \$243.3 million, with non-cash liability adjustments of \$143.3 million. Projected reimbursable expenses of \$7.8 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 4,057, consisting of 4,019 non-reimbursable positions and 38 reimbursable positions.

Staff Summary

Impact on Funding

The 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029 for the MTA Bus Company.

MTA BUS COMPANY
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$183.645	\$189.205	\$206.443	\$213.927	\$217.383	\$217.256
Other Operating Revenue	13.759	20.330	20.035	19.790	19.871	19.953
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$197.404	\$209.535	\$226.478	\$233.717	\$237.254	\$237.209
Operating Expense						
<u>Labor:</u>						
Payroll	\$327.949	\$345.751	\$360.186	\$366.990	\$374.238	\$381.638
Overtime	91.801	95.325	97.459	100.063	102.064	104.106
Health and Welfare	106.459	114.541	121.402	128.435	135.876	143.748
OPEB Current Payments	32.088	33.687	35.719	37.787	39.976	42.292
Pension	59.931	65.640	71.910	71.560	70.360	70.590
Other Fringe Benefits	74.683	85.868	87.439	88.138	88.943	89.793
Reimbursable Overhead	(3.131)	(1.269)	(1.278)	(1.285)	(1.292)	(1.299)
Total Labor Expenses	\$689.779	\$739.544	\$772.837	\$791.690	\$810.165	\$830.868
<u>Non-Labor:</u>						
Electric Power	\$1.909	\$2.196	\$2.549	\$2.651	\$2.830	\$2.969
Fuel	29.156	30.351	29.512	29.203	29.224	30.175
Insurance	6.951	10.267	11.167	11.644	12.483	12.829
Claims	78.667	58.838	60.115	61.516	62.863	64.202
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	33.739	36.135	38.480	37.472	37.408	37.390
Professional Services Contracts	36.743	38.851	49.141	52.119	45.865	45.819
Materials and Supplies	39.230	44.339	44.665	42.348	43.243	44.052
Other Business Expenses	7.356	7.672	7.672	7.775	7.818	7.899
Total Non-Labor Expenses	\$233.750	\$228.650	\$243.301	\$244.729	\$241.735	\$245.336
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$923.529	\$968.194	\$1,016.138	\$1,036.419	\$1,051.900	\$1,076.204
Depreciation	\$65.194	\$72.000	\$72.000	\$72.000	\$72.000	\$72.000
GASB 49 Environmental Remediation	0.680	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(3.997)	10.840	5.610	(5.540)	20.160	15.090
GASB 75 OPEB Expense Adjustment	27.706	62.488	64.583	66.754	68.926	71.162
GASB 87 Lease Adjustment	(0.027)	0.001	0.001	0.001	0.001	0.001
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	1.100	1.136	1.159	1.182	1.206
Total Non-Cash Liability Adjustments	\$89.556	\$146.429	\$143.330	\$134.374	\$162.269	\$159.459
Total Expenses	\$1,013.085	\$1,114.624	\$1,159.469	\$1,170.793	\$1,214.169	\$1,235.663
Net Surplus/(Deficit)	(\$815.682)	(\$905.089)	(\$932.991)	(\$937.075)	(\$976.916)	(\$998.454)

MTA BUS COMPANY
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	6.640	7.663	7.786	7.895	8.006	8.119
Total Revenues	\$6.640	\$7.663	\$7.786	\$7.895	\$8.006	\$8.119
Operating Expense						
<u>Labor:</u>						
Payroll	\$3.652	\$4.729	\$4.837	\$4.933	\$5.032	\$5.133
Overtime	0.088	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	1.664	1.672	1.677	1.682	1.687
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.061	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	2.840	1.269	1.278	1.285	1.292	1.299
Total Labor Expenses	\$6.640	\$7.663	\$7.786	\$7.895	\$8.006	\$8.119
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$6.640	\$7.663	\$7.786	\$7.895	\$8.006	\$8.119
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$183.645	\$189.205	\$206.443	\$213.927	\$217.383	\$217.256
Other Operating Revenue	13.759	20.330	20.035	19.790	19.871	19.953
Capital and Other Reimbursements	6.640	7.663	7.786	7.895	8.006	8.119
Total Revenues	\$204.043	\$217.197	\$234.264	\$241.613	\$245.260	\$245.328
Operating Expense						
<u>Labor:</u>						
Payroll	\$331.601	\$350.480	\$365.023	\$371.924	\$379.270	\$386.771
Overtime	91.889	95.325	97.459	100.063	102.064	104.106
Health and Welfare	106.459	116.206	123.074	130.112	137.558	145.436
OPEB Current Payments	32.088	33.687	35.719	37.787	39.976	42.292
Pension	59.931	65.640	71.910	71.560	70.360	70.590
Other Fringe Benefits	74.743	85.868	87.439	88.138	88.943	89.793
Reimbursable Overhead	(0.291)	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$696.419	\$747.207	\$780.623	\$799.585	\$818.171	\$838.987
<u>Non-Labor:</u>						
Electric Power	\$1.909	\$2.196	\$2.549	\$2.651	\$2.830	\$2.969
Fuel	29.156	30.351	29.512	29.203	29.224	30.175
Insurance	6.951	10.267	11.167	11.644	12.483	12.829
Claims	78.667	58.838	60.115	61.516	62.863	64.202
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	33.739	36.135	38.480	37.472	37.408	37.390
Professional Services Contracts	36.743	38.851	49.141	52.119	45.865	45.819
Materials and Supplies	39.230	44.339	44.665	42.348	43.243	44.052
Other Business Expenses	7.356	7.672	7.672	7.775	7.818	7.899
Total Non-Labor Expenses	\$233.750	\$228.650	\$243.301	\$244.729	\$241.735	\$245.336
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$930.169	\$975.857	\$1,023.924	\$1,044.314	\$1,059.906	\$1,084.323
Depreciation	\$65.194	\$72.000	\$72.000	\$72.000	\$72.000	\$72.000
GASB 49 Environmental Remediation	0.680	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(3.997)	10.840	5.610	(5.540)	20.160	15.090
GASB 75 OPEB Expense Adjustment	27.706	62.488	64.583	66.754	68.926	71.162
GASB 87 Lease Adjustment	(0.027)	0.001	0.001	0.001	0.001	0.001
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	1.100	1.136	1.159	1.182	1.206
Total Non-Cash Liability Adjustments	\$89.556	\$146.429	\$143.330	\$134.374	\$162.269	\$159.459
Total Expenses	\$1,019.725	\$1,122.286	\$1,167.255	\$1,178.688	\$1,222.175	\$1,243.782
Net Surplus/(Deficit)	(\$815.682)	(\$905.089)	(\$932.991)	(\$937.075)	(\$976.916)	(\$998.454)

MTA BUS COMPANY
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	\$181.401	\$189.205	\$206.443	\$213.927	\$217.383	\$217.256
Other Operating Revenue	159.760	240.578	77.368	19.790	19.871	19.953
Capital and Other Reimbursements	5.981	8.321	7.785	7.894	8.005	8.119
Total Receipts	\$347.142	\$438.104	\$291.596	\$241.612	\$245.259	\$245.328
Expenditures						
<u>Labor:</u>						
Payroll	\$327.092	\$365.761	\$364.604	\$371.505	\$378.850	\$386.352
Overtime	92.233	95.326	97.459	100.063	102.064	104.106
Health and Welfare	101.247	121.406	123.074	130.113	137.559	145.436
OPEB Current Payments	33.200	33.687	35.718	37.787	39.976	42.291
Pension	0.000	67.290	71.910	71.560	70.360	70.590
Other Fringe Benefits	70.588	70.684	72.255	72.954	73.759	74.609
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$624.359	\$754.154	\$765.020	\$783.981	\$802.568	\$823.384
<u>Non-Labor:</u>						
Electric Power	\$4.775	\$2.196	\$2.550	\$2.652	\$2.830	\$2.970
Fuel	28.523	30.352	29.512	29.203	29.224	30.175
Insurance	14.978	10.266	11.167	11.644	12.483	12.829
Claims	50.328	52.910	52.910	52.910	52.910	52.910
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	34.914	42.426	39.330	38.342	38.296	38.296
Professional Services Contracts	38.176	56.021	48.291	51.250	44.978	44.913
Materials and Supplies	40.477	44.339	44.665	42.348	43.243	44.052
Other Business Expenses	7.358	7.672	7.672	7.775	7.819	7.900
Total Non-Labor Expenditures	\$219.529	\$246.183	\$236.097	\$236.124	\$231.783	\$234.044
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$843.888	\$1,000.337	\$1,001.117	\$1,020.105	\$1,034.351	\$1,057.428
Net Cash Balance	(\$496.746)	(\$562.233)	(\$709.521)	(\$778.493)	(\$789.092)	(\$812.100)

MTA BUS COMPANY
November Financial Plan 2026 - 2029
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$2.244)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	146.002	220.248	57.333	0.000	0.000	0.000
Capital and Other Reimbursements	(0.659)	0.659	0.000	(0.001)	0.000	0.000
Total Receipts	\$143.099	\$220.907	\$57.333	(\$0.001)	(\$0.001)	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$4.508	(\$15.281)	\$0.419	\$0.419	\$0.419	\$0.419
Overtime	(0.344)	0.000	0.000	0.000	0.000	0.000
Health and Welfare	5.212	(5.201)	(0.001)	(0.001)	(0.001)	(0.001)
OPEB Current Payments	(1.112)	0.000	0.001	0.001	0.000	0.000
Pension	59.931	(1.650)	0.000	0.000	0.000	0.000
Other Fringe Benefits	4.155	15.184	15.184	15.184	15.184	15.184
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.291)	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$72.060	(\$6.947)	\$15.603	\$15.604	\$15.603	\$15.603
<u>Non-Labor:</u>						
Electric Power	(\$2.867)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.633	(0.001)	0.000	0.000	0.000	0.000
Insurance	(8.028)	0.000	0.000	0.000	0.000	0.000
Claims	28.339	5.928	7.205	8.606	9.953	11.292
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(1.175)	(6.291)	(0.850)	(0.870)	(0.888)	(0.906)
Professional Services Contracts	(1.432)	(17.169)	0.850	0.869	0.888	0.906
Materials and Supplies	(1.247)	0.001	0.001	0.001	0.001	0.001
Other Business Expenses	(0.002)	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$14.221	(\$17.533)	\$7.204	\$8.605	\$9.952	\$11.292
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$86.281	(\$24.480)	\$22.808	\$24.209	\$25.555	\$26.895
Total Cash Conversion Adjustments before Depreciation	\$229.380	\$196.427	\$80.140	\$24.208	\$25.554	\$26.895
Depreciation	\$65.194	\$72.000	\$72.000	\$72.000	\$72.000	\$72.000
GASB 49 Environmental Remediation	0.680	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	(3.997)	10.840	5.610	(5.540)	20.160	15.090
GASB 75 OPEB Expense Adjustment	27.706	62.488	64.583	66.754	68.926	71.162
GASB 87 Lease Adjustment	(0.027)	0.001	0.001	0.001	0.001	0.001
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	1.100	1.136	1.159	1.182	1.206
Total Non-Cash Liability Adjustments	\$89.556	\$146.429	\$143.330	\$134.374	\$162.269	\$159.459
Total Cash Conversion Adjustments	\$318.936	\$342.856	\$223.470	\$158.582	\$187.823	\$186.353

MTA BUS COMPANY
November Financial Plan 2026 - 2029
Ridership (Utilization) and Revenue
(in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
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RIDERSHIP

Fixed Route	85.129	93.027	92.673	96.036	97.513	97.389
Total Ridership	85.129	93.027	92.673	96.036	97.513	97.389

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$183.645	\$189.205	\$206.443	\$213.927	\$217.383	\$217.256
Farebox Revenue	\$183.645	\$189.205	\$206.443	\$213.927	\$217.383	\$217.256

MTA BUS COMPANY
November Financial Plan 2026-2029
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents


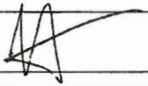
FUNCTION/DEPARTMENT	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Administration						
Office of the EVP	4	5	5	5	5	5
Human Resources	3	13	13	13	13	13
Office of Management and Budget	11	16	17	17	17	17
Materiel	10	15	15	15	15	15
Controller	14	19	19	19	19	19
Office of the President	3	10	11	11	11	11
System Safety Administration	0	0	0	0	0	0
Law	10	20	20	20	20	20
Strategic Office	24	22	26	26	26	26
Non Departmental	0	0	0	0	0	0
Total Administration	79	120	126	126	126	126
Operations						
Buses	2,386	2,466	2,466	2,466	2,466	2,466
Office of the Executive Vice President, Regional	3	3	3	3	3	3
Safety & Training	136	68	68	68	68	68
Road Operations	124	134	134	132	132	132
Transportation Support	31	33	33	33	33	33
Operations Planning	30	33	33	33	33	33
Revenue Control	5	6	6	6	6	6
Total Operations	2,715	2,743	2,743	2,741	2,741	2,741
Maintenance						
Buses	692	731	731	730	730	730
Maintenance Support/CMF	216	228	227	227	227	227
Facilities	61	87	87	87	87	87
Supply Logistics	88	104	104	104	104	104
Total Maintenance	1,057	1,150	1,149	1,148	1,148	1,148
Engineering/Capital						
Capital Program Management	22	26	26	26	26	26
Public Safety						
Office of the Senior Vice President	11	13	13	13	13	13
Total Positions	3,884	4,052	4,057	4,054	4,054	4,054
Non-Reimbursable	3,849	4,014	4,019	4,016	4,016	4,016
Reimbursable	35	38	38	38	38	38
Total Full-Time	3,884	4,034	4,039	4,036	4,036	4,036
Total Full-Time Equivalents	-	18	18	18	18	18

MTA BUS COMPANY
November Financial Plan 2026 - 2029
Total Positions
By Function and Occupational Group

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	30	56	56	56	56	56
Professional/Technical/Clerical	49	64	70	70	70	70
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	79	120	126	126	126	126
Operations						
Managers/Supervisors	314	319	319	317	317	317
Professional/Technical/Clerical	39	45	45	45	45	45
Operational Hourlies	2,362	2,379	2,379	2,379	2,379	2,379
Total Operations Headcount	2,715	2,743	2,743	2,741	2,741	2,741
Maintenance						
Managers/Supervisors	230	251	251	251	251	251
Professional/Technical/Clerical	28	37	36	36	36	36
Operational Hourlies	799	862	862	861	861	861
Total Maintenance Headcount	1,057	1,150	1,149	1,148	1,148	1,148
Engineering / Capital						
Managers/Supervisors	13	15	15	15	15	15
Professional/Technical/Clerical	9	11	11	11	11	11
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	22	26	26	26	26	26
Public Safety						
Managers/Supervisors	6	8	8	8	8	8
Professional/Technical/Clerical	5	5	5	5	5	5
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	11	13	13	13	13	13
Total Positions						
Managers/Supervisors	593	649	649	647	647	647
Professional/Technical/ Clerical	130	162	167	167	167	167
Operational Hourlies	3,161	3,241	3,241	3,240	3,240	3,240
Total Positions	3,884	4,052	4,057	4,054	4,054	4,054



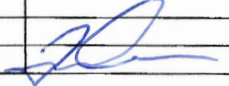
Staten Island Railway

Staff Summary

Subject MTA SIR 2026 Budget and 2026-2029 Financial Plan Adoption
Department Office of the Chief Financial Officer
Department Head Name Jaibala Patel, Chief Financial Officer
Department Head Signature 
Project Manager/Division Head Jacob Luce, OMB 

Date December 8, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Comm.	12/15		X	
2	Finance Comm.	12/15	X		
3	Board	12/17	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB 		
2	Financial Liaison 		
3	NYCT President		

Purpose:

To secure MTA Board adoption of MTA Staten Island Railway's 2025 November Forecast, 2026 Final Proposed Budget, and the Four-Year Financial Plan for 2026-2029.

Discussion:

The 2026 Final Proposed Budget, which is consistent with information presented to the Board in November 2025, provides funding to maintain SIR's commitment to delivering safe, secure, and reliable transportation and first-class customer service.

The 2026 Final Proposed Budget reflects increases in revenue and expenses. The primary reasons for these changes include revenue fare increase and the timing of non-labor expenses. The SIR's projections do not include MTA consolidated below-the-line adjustments which are presented as part of MTA consolidated materials.

2025 November Forecast – Baseline

The 2025 Non-Reimbursable forecast reflects revenues projected at \$6.3 million, including farebox revenues of \$3.8 million and other operating revenue of \$2.5 million. Total Non-Reimbursable expenses are projected to be \$81.6 million, consisting of labor expenses of \$61.3 million and non-labor expenses of \$20.3 million, with non-cash liability adjustments of \$23.9 million. Projected reimbursable expenses of \$7.6 million are fully offset by capital reimbursements. Total baseline full-time and full-time equivalent positions are 435, including 381 non-reimbursable and 54 reimbursable positions.

2026 Final Proposed Budget – Baseline

The 2026 Final Proposed Budget reflects total revenues of \$13.4 million, of which \$5.7 million are operating revenues and \$7.7 million are capital and other reimbursements. Non-reimbursable expenses (before depreciation and GASB adjustments) are \$8.0 million higher than the Mid-Year Forecast, primarily due to the timing of non-labor expenses, which include \$4.6 million in maintenance and other operating expenses, and \$2.9 million in professional service contract expenses. The total number of baseline full-time and full-time equivalent positions is 428, including 374 non-reimbursable positions and 54 reimbursable positions, reflecting no change in positions from the Mid-Year Forecast.

Impact on Funding

The 2025 November Forecast, the 2026 Final Proposed Budget and the Four-Year Financial Plan for 2026-2029, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation:

It is recommended that the MTA Board adopt the 2025 November Forecast, the 2026 Final Proposed Budget and the Four-Year Financial Plan for 2026-2029 for MTA Staten Island Railway.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$3.866	\$3.775	\$4.126	\$4.127	\$4.158	\$4.158
Other Operating Revenue	2.188	2.493	1.521	1.474	1.490	1.506
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$6.054	\$6.268	\$5.647	\$5.601	\$5.648	\$5.664
Operating Expense						
<u>Labor:</u>						
Payroll	\$30.551	\$34.171	\$34.506	\$34.705	\$33.558	\$33.622
Overtime	4.011	3.758	3.642	3.859	3.431	3.440
Health and Welfare	6.451	9.936	10.650	10.089	10.417	10.475
OPEB Current Payments	4.395	3.282	3.300	3.318	3.818	3.818
Pension	7.447	8.380	9.270	9.230	9.080	9.110
Other Fringe Benefits	1.446	1.813	1.957	3.283	3.137	3.136
Reimbursable Overhead	0.015	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$54.316	\$61.340	\$63.325	\$64.484	\$63.441	\$63.601
<u>Non-Labor:</u>						
Electric Power	\$5.020	\$5.905	\$6.919	\$7.056	\$7.438	\$7.591
Fuel	0.295	0.350	0.338	0.334	0.333	0.350
Insurance	1.532	2.338	2.945	2.943	3.185	3.244
Claims	7.231	0.887	0.887	0.887	0.887	0.887
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.362	5.808	10.603	4.130	4.079	4.080
Professional Services Contracts	2.015	2.282	4.263	1.265	1.232	1.218
Materials and Supplies	3.539	1.482	1.471	1.289	1.288	1.311
Other Business Expenses	0.923	1.235	0.438	0.441	0.442	0.447
Total Non-Labor Expenses	\$23.918	\$20.288	\$27.864	\$18.344	\$18.885	\$19.128
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$78.234	\$81.627	\$91.190	\$82.828	\$82.326	\$82.729
Depreciation	\$24.589	\$17.500	\$17.500	\$17.500	\$17.500	\$17.500
GASB 49 Environmental Remediation	0.127	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	2.025	0.320	0.430	1.770	(1.880)	(1.910)
GASB 75 OPEB Expense Adjustment	0.951	5.601	5.789	5.984	6.178	6.379
GASB 87 Lease Adjustment	0.185	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.410	0.418	0.427	0.435	0.444
Total Non-Cash Liability Adjustments	\$27.878	\$23.831	\$24.137	\$25.681	\$22.233	\$22.413
Total Expenses	\$106.112	\$105.458	\$115.327	\$108.508	\$104.559	\$105.142
Net Surplus/(Deficit)	(\$100.057)	(\$99.191)	(\$109.679)	(\$102.907)	(\$98.911)	(\$99.478)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	6.225	7.635	7.713	4.211	4.323	4.320
Total Revenues	\$6.225	\$7.635	\$7.713	\$4.211	\$4.323	\$4.320
Operating Expense						
<u>Labor:</u>						
Payroll	\$1.524	\$4.255	\$4.301	\$2.363	\$2.412	\$2.412
Overtime	1.752	0.950	0.952	0.825	0.844	0.843
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	2.927	2.430	2.460	1.022	1.067	1.066
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6.203	\$7.635	\$7.713	\$4.210	\$4.323	\$4.321
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.028	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	(0.006)	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.022	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$6.225	\$7.635	\$7.713	\$4.210	\$4.323	\$4.321
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.001	\$0.000	(\$0.001)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2026 - 2029
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$3.866	\$3.775	\$4.126	\$4.127	\$4.158	\$4.158
Other Operating Revenue	2.188	2.493	1.521	1.474	1.490	1.506
Capital and Other Reimbursements	6.225	7.635	7.713	4.211	4.323	4.320
Total Revenues	\$12.279	\$13.903	\$13.360	\$9.812	\$9.971	\$9.984
Operating Expense						
<u>Labor:</u>						
Payroll	\$32.075	\$38.426	\$38.807	\$37.068	\$35.970	\$36.034
Overtime	5.763	4.708	4.594	4.684	4.275	4.283
Health and Welfare	6.451	9.936	10.650	10.089	10.417	10.475
OPEB Current Payments	4.395	3.282	3.300	3.318	3.818	3.818
Pension	7.447	8.380	9.270	9.230	9.080	9.110
Other Fringe Benefits	4.373	4.243	4.417	4.305	4.204	4.202
Reimbursable Overhead	0.015	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$60.519	\$68.975	\$71.038	\$68.694	\$67.764	\$67.922
<u>Non-Labor:</u>						
Electric Power	\$5.020	\$5.905	\$6.919	\$7.056	\$7.438	\$7.591
Fuel	0.295	0.350	0.338	0.334	0.333	0.350
Insurance	1.532	2.338	2.945	2.943	3.185	3.244
Claims	7.231	0.887	0.887	0.887	0.887	0.887
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.362	5.808	10.603	4.130	4.079	4.080
Professional Services Contracts	2.043	2.282	4.263	1.265	1.232	1.218
Materials and Supplies	3.533	1.482	1.471	1.289	1.288	1.311
Other Business Expenses	0.923	1.235	0.438	0.441	0.442	0.447
Total Non-Labor Expenses	\$23.940	\$20.288	\$27.864	\$18.344	\$18.885	\$19.128
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$84.459	\$89.262	\$98.903	\$87.038	\$86.649	\$87.050
Depreciation	\$24.589	\$17.500	\$17.500	\$17.500	\$17.500	\$17.500
GASB 49 Environmental Remediation	0.127	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	2.025	0.320	0.430	1.770	(1.880)	(1.910)
GASB 75 OPEB Expense Adjustment	0.951	5.601	5.789	5.984	6.178	6.379
GASB 87 Lease Adjustment	0.185	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.410	0.418	0.427	0.435	0.444
Total Non-Cash Liability Adjustments	\$27.878	\$23.831	\$24.137	\$25.681	\$22.233	\$22.413
Total Expenses	\$112.337	\$113.093	\$123.040	\$112.718	\$108.882	\$109.463
Net Surplus/(Deficit)	(\$100.057)	(\$99.191)	(\$109.679)	(\$102.906)	(\$98.911)	(\$99.479)

MTA STATEN ISLAND RAILWAY
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	\$3.892	\$3.774	\$4.126	\$4.127	\$4.158	\$4.158
Other Operating Revenue	12.853	2.493	1.521	1.474	1.490	1.506
Capital and Other Reimbursements	8.563	7.635	7.713	4.211	4.323	4.320
Total Receipts	\$25.307	\$13.902	\$13.360	\$9.812	\$9.971	\$9.984
Expenditures						
<u>Labor:</u>						
Payroll	\$31.123	\$39.555	\$38.715	\$36.973	\$35.784	\$35.848
Overtime	5.610	4.707	4.595	4.684	4.275	4.280
Health and Welfare	9.137	9.936	10.650	10.089	10.417	10.475
OPEB Current Payments	2.721	3.282	3.300	3.318	3.818	3.818
Pension	0.000	8.310	9.270	9.230	9.080	9.110
Other Fringe Benefits	2.532	2.899	2.980	2.870	2.760	2.756
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$51.124	\$68.689	\$69.510	\$67.164	\$66.134	\$66.287
<u>Non-Labor:</u>						
Electric Power	\$4.869	\$6.209	\$6.919	\$6.819	\$7.201	\$7.354
Fuel	0.280	0.350	0.338	0.326	0.325	0.342
Insurance	1.278	2.338	2.945	2.943	3.185	3.244
Claims	0.431	1.005	0.500	0.500	0.500	0.500
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.686	5.808	10.603	4.130	4.079	4.080
Professional Services Contracts	1.939	2.482	4.463	1.465	1.432	1.418
Materials and Supplies	3.544	1.482	1.471	1.289	1.288	1.311
Other Business Expenses	0.401	1.035	0.238	0.241	0.242	0.247
Total Non-Labor Expenditures	\$16.427	\$20.710	\$27.477	\$17.712	\$18.253	\$18.496
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$67.551	\$89.398	\$96.988	\$84.876	\$84.387	\$84.783
Net Cash Balance	(\$42.243)	(\$75.496)	(\$83.627)	(\$75.063)	(\$74.416)	(\$74.799)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2026 - 2029
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.026	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	10.665	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	2.338	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$13.028	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.953	(\$1.129)	\$0.092	\$0.095	\$0.186	\$0.186
Overtime	0.153	0.001	(0.001)	0.000	0.000	0.003
Health and Welfare	(2.686)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	1.673	0.000	0.000	0.000	0.000	0.000
Pension	7.447	0.070	0.000	0.000	0.000	0.000
Other Fringe Benefits	1.842	1.344	1.437	1.435	1.444	1.446
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.015	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$9.395	\$0.286	\$1.528	\$1.530	\$1.630	\$1.635
<u>Non-Labor:</u>						
Electric Power	\$0.152	(\$0.304)	0.000	\$0.237	\$0.237	\$0.237
Fuel	0.015	0.000	0.000	0.008	0.008	0.008
Insurance	0.254	0.000	0.000	0.000	0.000	0.000
Claims	6.800	(0.118)	0.387	0.387	0.387	0.387
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.324)	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.104	(0.200)	(0.200)	(0.200)	(0.200)	(0.200)
Materials and Supplies	(0.011)	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.523	0.200	0.200	0.200	0.200	0.200
Total Non-Labor Expenditures	\$7.513	(\$0.422)	\$0.387	\$0.632	\$0.632	\$0.632
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$16.908	(\$0.136)	\$1.915	\$2.162	\$2.262	\$2.267
Total Cash Conversion Adjustments before Depreciation	\$29.937	(\$0.136)	\$1.915	\$2.162	\$2.262	\$2.267
Depreciation	\$24.589	\$17.500	\$17.500	\$17.500	\$17.500	\$17.500
GASB 49 Environmental Remediation	0.127	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	2.025	0.320	0.430	1.770	(1.880)	(1.910)
GASB 75 OPEB Expense Adjustment	0.951	5.601	5.789	5.984	6.178	6.379
GASB 87 Lease Adjustment	0.185	0.000	0.000	0.000	0.000	0.000
GASB 96 SBITA Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 101 Compensated Absences	0.000	0.410	0.418	0.427	0.435	0.444
Total Non-Cash Liability Adjustments	\$27.878	\$23.831	\$24.137	\$25.681	\$22.233	\$22.413
Total Cash Conversion Adjustments	\$57.814	\$23.695	\$26.052	\$27.843	\$24.495	\$24.680

MTA STATEN ISLAND RAILWAY
November Financial Plan 2026 - 2029
Ridership (Utilization) and Revenue
(in millions)

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
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RIDERSHIP

Fixed Route	2.299	2.408	2.390	2.390	2.408	2.408
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FAREBOX REVENUE

Fixed Route Farebox Revenue	\$3.866	\$3.775	\$4.126	\$4.127	\$4.158	\$4.158
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Farebox Revenue	\$3.866	\$3.775	\$4.126	\$4.127	\$4.158	\$4.158
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MTA STATEN ISLAND RAILWAY
November Financial Plan 2026-2029
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2024 Actual	2025	2026	2027	2028	2029
Administration						
Executive	6	8	8	8	8	8
General Office	18	20	20	20	20	20
Purchasing/Stores	4	4	4	4	4	4
Total Administration	28	32	32	32	32	32
Operations						
Transportation	143	157	155	145	145	145
Maintenance						
Mechanical	53	61	56	55	55	55
Electronic/Electrical	21	25	25	25	25	25
Power/Signals	31	33	33	33	32	32
Maintenance of Way	86	92	92	79	60	60
Infrastructure	25	29	29	29	29	29
Total Maintenance	216	240	235	221	201	201
Engineering/Capital						
Capital Project Support	7	6	6	4	4	4
Public Safety						
Police						
Baseline Total Positions	394	435	428	402	382	382
Non-Reimbursable	386	381	374	374	354	354
Reimbursable	8	54	54	28	28	28
Total Full-Time	394	435	428	402	382	382
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2026 - 2029
Total Positions
By Function and Occupational Group

	Actual 2024	November Forecast 2025	Final Proposed Budget 2026	2027	2028	2029
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	14	16	16	16	16	16
Professional/Technical/Clerical	6	8	8	8	8	8
Operational Hourlies	8	8	8	8	8	8
Total Administration Headcount	28	32	32	32	32	32
Operations						
Managers/Supervisors	21	27	27	27	27	27
Professional/Technical/Clerical	6	6	6	6	6	6
Operational Hourlies	116	124	122	112	112	112
Total Operations Headcount	143	157	155	145	145	145
Maintenance						
Managers/Supervisors	27	33	32	31	28	28
Professional/Technical/Clerical	8	9	9	9	9	9
Operational Hourlies	181	198	194	181	164	164
Total Maintenance Headcount	216	240	235	221	201	201
Engineering / Capital						
Managers/Supervisors	5	4	4	4	4	4
Professional/Technical/Clerical	2	2	2	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	7	6	6	4	4	4
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	67	80	79	78	75	75
Professional/Technical/ Clerical	22	25	25	23	23	23
Operational Hourlies	305	330	324	301	284	284
Total Positions	394	435	428	402	382	382

Staff Summary

Schedule F: Personal Service Contracts

Item 1–3						SUMMARY INFORMATION	
Department, Department Head Name:						Vendor Names:	
Finance, Jaibala Patel						Alliant Insurance Service Inc.	
Division, Division Head Name:						Contract Numbers:	
Risk and Insurance Management						15625-0100	
Board Reviews						Description:	
						Alternative Dispute Resolution (ADR) – Second Avenue Subway Phase II – Contract 2	
Board Reviews						Total Amount:	
						\$4,355,815.32	
Internal Approvals						Contract Term (including Options, if any):	
Order	To	Date	Ap	Info	Other	Four Years	
1	Board	12/15/2025	x			Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
						Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
						Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
						Solicitation Type: <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	
						Funding Source: <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose:

To obtain MTA Board approval to add Alternative Dispute Resolution (ADR) services to a competitively negotiated insurance broker agreement awarded to Alliant Insurance Services (Alliant) for the placement of the Owner Controlled Insurance Program (OCIP) for Second Avenue Subway Phase II (OCIP III), Contract 2, in the amount of \$4,355,815.32 and to add as options pass-through retainage of a Builder's Risk Third-Party Administrator (TPA) in the amount of not-to-exceed \$96,250 and a Property Claims Consulting in the amount of not-to-exceed \$75,000.

The alternative dispute resolution (ADR) program is an alternative method for managing workers' compensation claims for union workers. The main goals of the program are to ultimately lower the MTA's overall insurance costs, reduce the cost of claims by getting injured workers to receive prompt treatment and return to work quickly. This program will include on-site medical care to evaluate and triage any injuries that arise during construction for Contract 2, as well as provision of a qualified network of medical providers for injured workers to access. Based on previous experiences implementing ADR programs on MTA and other projects, Alliant estimates savings of approximately \$20 million (\$16 million in net savings). The program also enhances the workers' compensation process for injured construction workers and improves relationships with the New York City construction unions.

In August 2025, the MTA Board approved OCIP III, a six to eight-year contract for Second Avenue Subway Phase II, awarded to Alliant with a period of performance from 2025 to a maximum of 2033. The August Board

Staff Summary

Schedule F: Personal Service Contracts

approval awarded funding for the OCIP covering Second Avenue Subway Phase II, Contract 2 (OCIP III Contract 2) for an estimated four-year term.

The award to Alliant included an option to administer ADR on behalf of MTA with different options for ADR administration, one including NFP (subcontractor) as the administrator, and one without NFP. The option for ADR including NFP administration had a not-to-exceed value of \$5,513,476.10 for OCIP III Contract 2 per Alliant's proposal. Budget for this option was not included in the August 2025 board meeting.

The MTA negotiated an ADR agreement with relevant labor unions participating in Contract 2. These discussions resulted in the selection of NFP as the ADR administrator.

On November 2, 2025, Risk Management and Alliant negotiated a reduced cost of the proposed ADR administration for Contract 2 with NFP for \$4,355,815.32, a cost reduction of \$1,157,60.78 or 21%.

The ADR Administration includes:

- Magna-Care Preferred Provider Organization (PPO) Networks
- Specialized Claim Dispute Process, Return to Work Programs
- Creation of a Labor Management Committee
- Injured Worker Advocate
- First Care Medical On-Site Provider
- Third Party Administrator (TPA)
- Broker ADR Claims Oversight and Analytic Reporting

D/M/WBE Information:

N/A

Impact on Funding:

This work is to be funded from the MTA Capital Program. The implementation of the program is expected to generate approximately \$20 million in savings as a result of faster injury resolution and reduced claims.

Alternatives:

Perform service in-house. This alternative is neither feasible nor cost-effective. The MTA does not have the staff nor has the ability to perform an ADR service in-house.

Staff Summary

Subject
Authorization to Issue 2026 MTA and TBTA New Money Bonds, Bond Anticipation Notes, Refunding and Other Obligations; Approval of Reimbursement Resolutions for Federal Tax Purposes
Department
Finance
Department Head Name
Jaibala Patel, Chief Financial Officer
Department Head Signature
Project Manager Name
Olga Chernat, Deputy Chief, Financial Services

Date
December 17, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	12/15/25			
2	Board	12/17/25			

Internal Approvals			
Order	Approval	Order	Approval
1	Legal	2	Chief of Staff

PURPOSE:

The MTA Finance Department is seeking the MTA and TBTA Boards' authorization and approval of the necessary documentation to issue or incur new money bond anticipation notes (BANs), bonds and other obligations to finance (i) capital projects set forth in approved transit and commuter capital programs, (ii) MTA short-term (12 months or less) interim working capital borrowings, and (iii) capital projects set forth in TBTA's capital programs. In order to provide additional flexibility relating to the issuance of such BANs, bonds and other obligations during the year, the aggregate principal amounts authorized hereby reflect amounts consistent with the prior year's authorizations and/or the most recent Financial Plan, as such Financial Plan may be amended from time to time (the "Authorized Maximum Amounts"), currently (i) up to \$7 billion for transit and commuter capital programs, (ii) up to \$1.5 billion for MTA working capital borrowings, and (iii) up to \$700 million for TBTA capital projects.

The annexed resolutions authorize MTA and TBTA to incur loan obligations by entering into loan facilities secured by existing bond resolutions or by amounts not otherwise pledged under such existing bond resolutions that are authorized under law and available to be pledged by MTA or TBTA in order to finance the projects set forth above or to refinance existing loan obligations. As part of efforts to lower borrowing costs and/or achieve attractive terms, MTA has borrowed capital funds in the form of loans rather than issuing notes or bonds. For example, MTA previously entered into a loan with the federal government under the Railroad Rehabilitation and Improvement Financing Program to finance the positive train control project for Long Island Rail Road and Metro-North Railroad. Also, last year TBTA entered into a loan in the credit markets secured by congestion pricing revenue to finance 2020-24 capital program transit and commuter projects shortly after the start of congestion pricing. The MTA Finance Department will continue to explore similar loan opportunities that could be attractive compared to issuing notes or bonds.

In addition, the MTA and TBTA Boards periodically adopt reimbursement resolutions to maintain the ability of MTA and TBTA to finance (i) capital projects in the capital improvement programs and (ii) working capital and liquidity needs on a tax-exempt or tax-advantaged basis, consistent with Federal tax law. The MTA Finance Department also seeks adoption of the consolidated supplemental resolutions to preserve the ability to finance certain capital projects on a tax-exempt or tax-advantaged basis.

With respect to short-term working capital/liquidity notes, the MTA Finance Department believes it is in the best interest of MTA to maintain sufficient liquidity to address seasonal liquidity needs. This is necessary both to properly manage

Staff Summary

cash flow risk and support MTA's credit ratings. The working capital notes are expected to mature and be repaid from available dedicated taxes and subsidies within 12 months of issuance and to be used to address a timing mismatch between expenses and revenues rather than be used as deficit financing. Although the primary security of such working capital notes will be refunding notes or bonds, the authorizing resolution sets forth the intention of MTA to deposit funds from available revenues or subsidies amounts necessary to pay principal and interest on such maturing notes rather than issue refunding notes or bonds. This is to establish that the working capital notes are intended solely as interim working capital for 12 months or less rather than as longer-term deficit financing.

The MTA Finance Department will report to the MTA and TBTA Boards on the results of each financing authorized pursuant to this approval. It is expected that the MTA Finance Department will seek renewed authorization and approval for debt issuance annually hereafter to update debt issuance expectations; however, the authorization granted by the MTA and TBTA Boards today will remain in effect as described under "Recommendation" below.

The attached annual supplemental resolutions provide for the financings of capital projects and working capital through the issuance of MTA's (i) Transportation Revenue obligations, (ii) Dedicated Tax Fund senior and subordinate obligations, and (iii) Payroll Mobility Tax obligations for working capital; and of TBTA's (i) senior, subordinate and second subordinate obligations, (ii) Payroll Mobility Tax senior and subordinate obligations, (iii) Sales Tax Revenue senior and subordinate obligations, (iv) Real Estate Transfer Tax Revenue senior and subordinate obligations, and (v) CRZ Tolling senior and subordinate obligations. The attached resolutions also provide for MTA and TBTA to enter into loan facilities secured by the foregoing resolutions or other available revenues.

DISCUSSION:

The MTA and TBTA Boards' approval is sought for the following two resolutions, documents and activities in connection with the issuance of bonds, BANs and other obligations in an aggregate principal amount not to exceed the amount necessary to finance, as applicable, (i) capital projects for the transit and commuter systems set forth in approved capital programs and capital projects set forth in TBTA's capital programs, and (ii) certain MTA working capital projects ("New Money Working Capital Notes"):

- Multiple credit supplemental resolution authorizing MTA to issue or incur new money bonds, bond anticipation notes, refunding obligations, parity reimbursement obligations and other obligations for transit and commuter programs and/or working capital purposes (collectively, "MTA Obligations"), including providing for the following:
 - Issuance of new money bonds and BANs in an amount sufficient to produce net proceeds of up to the Authorized Maximum Amount applicable to transit and commuter programs (excluding obligations issued to refinance such new money bonds and BANs), in one or more series from time to time, necessary to finance MTA transit or commuter capital programs (less amounts issued for such purposes under the TBTA multiple credit supplemental resolution referenced below), or to retire such obligations when due, plus accrued interest, applicable issuance costs and any original issue discount;
 - Issuance of new money bonds and BANs (including the New Money Working Capital Notes) to finance MTA working capital in one or more series from time to time, or to retire such obligations when due, plus accrued interest, applicable issuance costs and any original issue discount;
 - Issuance of refunding obligations without limitation to refund and/or refinance other outstanding obligations that meet the Board's adopted policy on refundings, if applicable;
 - Issuance of MTA obligations in competitive or negotiated public sales, by direct placement or in connection with a revolving credit or other loan agreements;
 - Issuance of MTA Parity Reimbursement Obligations and other Parity Debt in an amount sufficient to secure any Credit Facilities entered into in connection with the issuance of MTA Obligations;
 - Entering into of loan facilities secured by amounts pledged under the existing MTA bond resolutions, or amounts not otherwise pledged under such existing bond resolutions that are authorized under law and available to be pledged by MTA; and
 - Reimbursement of expenditures for MTA capital programs and working capital/liquidity needs.

Staff Summary

- Multiple credit supplemental resolution authorizing TBTA senior and subordinate new money bonds, BANs, refunding obligations, parity reimbursement obligations and other obligations (collectively, “TBTA Obligations”) for TBTA capital projects and MTA transit or commuter capital programs, including providing for the issuance of the following:
 - Issuance of TBTA general resolution senior and subordinate new money bonds and BANs in an amount sufficient to produce net proceeds of up to the Authorized Maximum Amount applicable to TBTA capital projects (excluding obligations issued to refinance such new money bonds and BANs) in one or more series from time to time, necessary to finance TBTA capital projects, or to retire such obligations when due, plus accrued interest, applicable issuance costs and any original issue discount;
 - Issuance of new money bonds and BANs in an amount sufficient to produce net proceeds of up to the Authorized Maximum Amount applicable to transit and commuter programs (excluding obligations issued to refinance such new money bonds and BANs) in one or more series from time to time, necessary to finance 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;
 - Issuance of refunding obligations without limitation to refund and/or refinance other outstanding obligations that meet the Board’s adopted policy on refundings, if applicable;
 - Issuance of TBTA obligations in competitive or negotiated public sales, or by direct placement;
 - Issuance of Parity Reimbursement Obligations and other Parity Debt in an amount sufficient to secure any Credit Facilities entered into in connection with the issuance of TBTA Obligations;
 - Entering into of loan facilities secured by amounts pledged under the existing TBTA bond resolutions or amounts not otherwise pledged under such existing bond resolutions that are authorized under law and available to be pledged by TBTA; and
 - Reimbursement of expenditures for each of the TBTA capital programs and the MTA capital programs.

With respect to the above-referenced financial transactions, the MTA and TBTA Boards’ approval, as applicable, is sought:

(a) delegating authority to the Chairman, the Chief Financial Officer or the Deputy Chief, Financial Services of MTA, or their designees, to award the obligations either pursuant to competitive bid or to members (or entities related to such firms) of the Board-approved underwriting syndicate or authorized purchasers under a federal or State of New York program and to execute and/or deliver in each case, where appropriate:

- Notices of Sale and bid forms,
- Purchase Agreements with underwriters and other authorized purchasers,
- Direct Purchase Agreements,
- Revolving Credit Agreements or other loan facilities,
- Official Statements and other disclosure documents,
- Continuing Disclosure Agreements and related filings,
- Remarketing Agreements and Firm Remarketing Agreements,
- Dealer and Broker/Dealer Agreements,
- Issuing and Paying Agent and Tender Agent Agreements,
- Credit Facilities and related Parity Reimbursement Obligations and Parity Debt,
- Related Subordinated Contract Obligations,
- Escrow Agreements, and
- Investment Agreements.

Any such documents will be in substantially the form of any document previously entered into by MTA or TBTA for previous issues, with such changes as approved by any one or more of the foregoing officers, or in substantially the forms such officers shall deem advisable, with the execution and delivery of such documents being conclusive evidence of the determinations and approval of any one or more of the foregoing officers.

Staff Summary

(b) authorizing such officers to terminate, amend, supplement, replace or extend any such documents, including Credit Facilities (and related Parity Reimbursement Obligations and Parity Debt), as they shall deem advisable, and to take such other actions as may be necessary or desirable to effectuate the issuance of the new money bonds and BANs and other financial transactions set forth above, on behalf of MTA, TBTA or other MTA subsidiaries and affiliates.

ALTERNATIVES:

There are no viable funding alternatives to (i) meeting the bond funded portion of approved capital programs, and (ii) financing working capital to address seasonal liquidity needs as well as to support MTA's credit ratings.

RECOMMENDATION:

The MTA and TBTA Boards approve the above-referenced resolutions and documents and all other actions described above, including the execution and delivery of such other documents, and the taking of all other actions, from time to time deemed necessary or desirable by such officers in connection therewith. The authorization to issue or incur the bonds, BANs, loan facilities and other obligations and take other related actions hereunder shall continue in effect without any further action by the MTA and TBTA Boards until the adoption by the MTA and TBTA Boards of subsequent bond supplemental resolutions authorizing future BANs, bonds and loan issues (except that rollover 2026 BANs and bonds may still be issued to refinance 2026 BANs outstanding at any time, and the authorization to issue obligations to finance working capital/liquidity needs shall continue until modified or repealed) unless (a) the MTA and TBTA Boards shall have confirmed the effectiveness of this authorization for an additional period, or (b) the MTA and TBTA Boards shall have modified or repealed this authorization.

METROPOLITAN TRANSPORTATION AUTHORITY

**MULTIPLE CREDIT AND SERIES 2026 SUPPLEMENTAL RESOLUTION AUTHORIZING
OBLIGATIONS, OBLIGATION ANTICIPATION NOTES AND REFUNDING OBLIGATIONS**

Adopted December 17, 2025

MULTIPLE CREDIT AND SERIES 2026 SUPPLEMENTAL RESOLUTION AUTHORIZING OBLIGATIONS, OBLIGATION ANTICIPATION NOTES AND REFUNDING OBLIGATIONS

BE IT RESOLVED by the Board of Metropolitan Transportation Authority (the “Issuer”), as follows:

ARTICLE I

DEFINITIONS AND STATUTORY AUTHORITY

Section 1.01. Supplemental Resolution. This Multiple Credit and Series 2026 Supplemental Resolution Authorizing Obligations, Obligation Anticipation Notes and Refunding Obligations (the “Supplemental Resolution”) is supplemental to, and is adopted in accordance with Article II, Article A-II and Article A-VIII of the Applicable Resolutions described below and the Issuer Act.

Section 1.02. Definitions.

1. All capitalized terms which are used but not otherwise defined in this Supplemental Resolution shall have the same meanings, respectively, as such terms are given in the Applicable Resolution.

2. In this Supplemental Resolution:

“Applicable Project(s)” shall mean the Applicable Transit and Commuter Project and Applicable Working Capital Purpose, and any other project or purpose permitted to be financed under any other Applicable Resolution from time to time.

“Applicable Resolution(s)” shall mean the Applicable Transit and Commuter Resolutions and the Applicable Working Capital Resolutions.

“Applicable Transit and Commuter Project(s)” shall mean the DTF Transit and Commuter Project in the case of the DTF Resolution and the DTF Second Lien Resolution, the Resolution Transportation District Project in the case of the TRB Resolution and any transit or commuter project permitted to be financed under any other Applicable Resolution from time to time.

“Applicable Transit and Commuter Resolution(s)” shall mean each of the following resolutions of the Issuer, as applicable:

- a. the DTF Resolution;
- b. the TRB Resolution;
- c. the DTF Second Lien Resolution; and
- d. any other resolution adopted by the Issuer with the expectation that obligations may be issued thereunder during the term of this Supplemental Resolution for the Applicable Transit and Commuter Projects permitted to be financed or refinanced under this Supplemental Resolution, as such Supplemental Resolution may be amended or supplemented from time to time.

“Applicable Working Capital Purpose(s)” shall mean the purposes for which the Issuer may issue bonds, notes or other obligations in accordance with the MTA PMT Resolution or any other resolution or trust indenture, trust agreement or other financing agreement for deficit or working capital purposes by resolution of the Board from time to time.

“Applicable Working Capital Resolution(s)” shall mean each of the following resolutions of the Issuer, as applicable:

- a. the MTA PMT Resolution; and
- b. any other resolution adopted by the Issuer with the expectation that obligations may be issued thereunder during the term of this Supplemental Resolution for the Applicable Working Capital Purposes permitted to be financed or refinanced under this Supplemental Resolution, as such Supplemental Resolution may be amended or supplemented from time to time.

“Authorized Officer” shall include (i) with respect to any Applicable Resolution, the officers designated as such in the Applicable Resolution, and, if not designated therein, the Chairman, the Chief Financial Officer or the Deputy Chief, Financial Services, or their designees, as well as any officer duly designated as “Acting” in said officer’s capacity, except that, “Authorized Officer” shall not include the Secretary or any Assistant Secretary of the Issuer unless expressly delegated, and (ii) with respect to any Loan Facility, any individual designated by the Issuer, whether by title, appointment, or other means, as having the authority to act on behalf of the Issuer with respect to matters arising under this Supplemental Resolution, including the execution and delivery of documents, making of certifications, and performance of other acts required or permitted under this Supplemental Resolution, including but not limited to, any officer of the Issuer designated as such in the Applicable Resolution, and the Chairman and Chief Executive Officer, the Chief Financial Officer, and the Deputy Chief, Financial Services, as well as any officer duly designated as “Acting” in said officer’s capacity, except that, for the purposes of any delegation set forth herein with respect to a Loan Facility that does not expressly include any Assistant Secretary, “Authorized Officer” shall not include any Assistant Secretary of the Issuer unless expressly delegated.

“Board” shall mean, when used with respect to the Issuer, the board of the Issuer acting as such pursuant to the provisions of the Issuer Act.

“Bond Counsel” shall mean Nixon Peabody LLP, Orrick, Herrington & Sutcliffe LLP, D. Seaton and Associates, P.A., P.C., Bryant Rabbino LLP or any other attorney or firm of attorneys of nationally recognized standing in the field of law relating to the issuance of obligations by state and municipal entities, selected by the Issuer.

“Code” shall mean the Internal Revenue Code of 1986, as amended, and regulations thereunder.

“Continuing Disclosure Agreement” has the meaning set forth in Section 2.11.

“Cross-Credit Obligations” shall mean indebtedness or other obligations issued or incurred by the Issuer or any other Related Entity as described in clause (iii) of the definition of “Capital Costs” under the Applicable Resolution, but excluding Obligations originally issued under the same Applicable Resolution.

“DTC” means The Depository Trust Company.

“DTF Resolution” shall mean the resolution adopted by the Issuer on March 26, 2002, entitled “Dedicated Tax Fund Obligation Resolution”, as supplemented and amended from time to time.

“DTF Second Lien Resolution” shall mean the resolution of the Issuer to be adopted entitled “Second Lien Dedicated Tax Fund Obligation Resolution”, as supplemented and amended from time to time.

“Loan Facility” shall mean a loan agreement, line of credit, revolving credit agreement or similar facility.

“MTA PMT Resolution” shall mean the resolution adopted by the Issuer on November 18, 2020, entitled “Payroll Mobility Tax Obligation Resolution”, as heretofore supplemented and amended.

“Noteholder”, “Holder” or “Holder of Notes”, or any similar term, means any person who shall be the registered owner of any Outstanding Series 2026 Note or Notes.

“Notice of Sale” shall mean the form of Notice of Sale to be distributed with the Preliminary Official Statement, hereinafter defined, and published in the event of a competitive sale of any Series 2026 Obligations.

“Official Statement” means a final official statement, offering circular or other disclosure document of the Issuer.

“Other Available Revenues” shall mean monies not otherwise pledged under any Applicable Resolution (including monies that are no longer subject to the pledge of any Applicable Resolution after satisfaction of the flow of funds requirements thereunder) that are authorized under law and available to be pledged by the Issuer to secure a Loan Facility to finance or refinance Applicable Projects.

“Preliminary Official Statement” means a preliminary official statement, offering circular, or other disclosure document of the Issuer.

“Proceeds Account” shall mean the Proceeds Account or the Second Lien Proceeds Account established in accordance with the provisions of the Applicable Resolution.

“Purchase Agreement” means a bond purchase agreement, note purchase agreement, Loan Facility, continuing covenant agreement or similar agreement.

“Series 2026 Bonds” shall mean Series 2026 New Money Bonds and Series 2026 Refunding Obligations that are bonds.

“Series 2026 New Money Bonds” shall mean the Series 2026 New Money Transit and Commuter Bonds and the Series 2026 New Money Working Capital Bonds.

“Series 2026 New Money Notes” shall mean the Series 2026 New Money Transit and Commuter Notes and the Series 2026 New Money Working Capital Notes.

“Series 2026 New Money Transit and Commuter Bonds” shall mean the Bonds issued for Applicable Transit and Commuter Projects authorized by Article II of this Supplemental Resolution in one or more Series or subseries, subject to redesignation as hereinafter provided.

“Series 2026 New Money Transit and Commuter Notes” shall mean the Notes (including Obligation Anticipation Notes) issued for Applicable Transit and Commuter Projects authorized by Article II of this Supplemental Resolution in one or more Series or subseries, subject to redesignation as hereinafter provided.

“Series 2026 New Money Working Capital Bonds” shall mean the Bonds issued for Applicable Working Capital Purposes authorized by Article II of this Supplemental Resolution in one or more Series or subseries, subject to redesignation as hereinafter provided.

“Series 2026 New Money Working Capital Notes” shall mean the Notes (including Obligation Anticipation Notes) issued for Applicable Working Capital Purposes authorized by Article II of this Supplemental Resolution in one or more Series or subseries, subject to redesignation as hereinafter provided.

“Series 2026 Notes” shall mean the Series 2026 New Money Notes and the Series 2026 Refunding Obligations that are notes.

“Series 2026 Obligations” shall mean the Series 2026 Bonds, the Series 2026 Notes and the Series 2026 Refunding Obligations.

“Series 2026 Refunding Obligations” shall mean the bonds, notes (including Obligation Anticipation Notes) and other obligations authorized by Article II of this Supplemental Resolution that are (i) Refunding Obligations (as defined in the Applicable Resolutions and as authorized pursuant to Section 2.01(g)), (ii) Obligations or Obligation Anticipation Notes for the purpose of refunding Cross-Credit Obligations, and (iii) notes other than Obligation Anticipation Notes issued to refinance outstanding notes, in each case in one or more Series or subseries, subject to redesignation as hereinafter provided, and any Series 2026 Refunding Obligations may be issued pursuant to this Supplemental Resolution to restructure principal amortization within the maturity limits permitted by law.

“SOFR” means the Secured Overnight Financing Rate published by The Federal Reserve Bank of New York.

“TBTA” means the Triborough Bridge and Tunnel Authority.

“TBTA Multiple Credit and Series 2026 Supplemental Resolution” shall mean the supplemental resolution adopted by TBTA on the date of adoption of this Supplemental Resolution authorizing the issuance of bonds, notes and other obligations for various purposes during 2026, as supplemented and amended from time to time.

“TRB Resolution” shall mean the resolution adopted by the Issuer on March 26, 2002, entitled “General Resolution Authorizing Transportation Revenue Obligations”, as supplemented and amended from time to time.

“Trustee” shall have the meaning set forth in the Applicable Resolution.

References herein to the terms “Bonds,” “Obligations,” “Obligation Anticipation Notes” and “Proceeds Account” as used in the Applicable Resolutions shall refer to the “Bonds,” “Obligations” and “Obligation Anticipation Notes” issued under, and the “Proceeds Account” established under, such Applicable Resolutions, notwithstanding the differences in the lien level at which such “Bonds,” “Obligations” and “Obligation Anticipation Notes” are secured at, or the “Proceeds Account” is established for, under such Applicable Resolutions. By way of example, the term “Obligation” as used herein refers, as the context requires, to “Obligations” issued under the DTF Resolution, as well as “Second Lien Obligations” issued under the DTF Second Lien Resolution.

Section 1.03. Authority for this Supplemental Resolution. This Supplemental Resolution is adopted pursuant to the provisions of the Issuer Act and the Applicable Resolutions.

ARTICLE II

AUTHORIZATION OF SERIES 2026 OBLIGATIONS

Section 2.01. Principal Amount, Designation and Series. (a) Pursuant to the Applicable Transit and Commuter Resolutions and in order to finance, as applicable, Capital Costs for Applicable Transit and Commuter Projects, (i) Series 2026 New Money Transit and Commuter Bonds, (ii) Series 2026 New Money Transit and Commuter Notes, and (iii) Loan Facilities, which may be issued in one or more Series or subseries and from time to time, entitled to the benefit, protection and security of the Applicable Transit and Commuter Resolutions, are hereby authorized to be issued in an aggregate principal amount not exceeding \$7 billion at any one time Outstanding to effectuate the purposes set forth in Section 2.02 hereof (the “Authorized Principal Amount”), which Authorized Principal Amount shall exclude any Series 2026 Obligations issued under the Applicable Transit and Commuter Resolutions issued to refinance Series 2026 New Money Transit and Commuter Notes and Series 2026 New Money Transit and Commuter Bonds. If determined to be advisable by an Authorized Officer in connection with the marketing of such Series 2026 Obligations, the proceeds of such Series 2026 Obligations to finance Capital Costs, after giving effect to any net original issue premium, may exceed the Authorized Principal Amount; provided, however, the Amount of Proceeds Delivered to the Capital Program shall not exceed the limitation imposed by Section 1269(12) of the Issuer Act. The “Amount of Proceeds Delivered to the Capital Program” shall mean, in connection with any issuance, the amount of proceeds spent on Capital Costs of the Applicable Transit and Commuter Project(s), which shall not take into account (i) Costs of Issuance, (ii) original issue premium or discount, if any, and (iii) any amounts to fund accrued interest, reserve funds or capitalized interest. The Authorized Principal Amount hereunder shall be reduced by the principal amount of bonds, notes or Loan Facilities issued under the TBTA Multiple Credit and Series 2026 Supplemental Resolution for transit and commuter projects.

(b) Pursuant to the MTA PMT Resolution and in order to finance the costs of working capital for any one or more Related Entity, (i) Series 2026 New Money Working Capital Notes, (ii) Series 2026 New Money Working Capital Bonds, and (iii) Loan Facilities, which may be issued in one or more Series or subseries and from time to time, entitled to the benefit, protection and security of the MTA PMT Resolution are hereby authorized to be issued in the aggregate principal amount of not to exceed \$1.5 billion at any one time outstanding in accordance with the provisions of the MTA PMT Resolution (including any amounts necessary to pay all costs incurred in connection with the issuance of such obligations). Such Series 2026 New Money Working Capital Notes and Series 2026 New Money Working Capital Bonds shall only be issued for an Authorized Purpose (as defined in the MTA PMT Resolution). Any Series 2026 New Money Working Capital Notes issued hereunder shall have a maturity date no later than 12 months from the date of issuance of such notes.

(c) The Issuer is hereby authorized to issue Series 2026 Refunding Obligations under any Applicable Resolution for the purposes permitted under such Applicable Resolution without limitation as to principal amount for the purposes provided in Section 2.02 hereof.

(d) The Series 2026 Obligations shall be designated as, and shall be distinguished from, the Obligations of all other Series by the title or titles set forth in one or more Certificates of Determination.

(e) The Series 2026 Obligations may be issued in the form of a Loan Facility.

(f) The authority to issue the Obligations and Obligation Anticipation Notes and take related actions granted under previous resolutions of the Issuer shall continue in full force and effect. The authorization to issue the Series 2026 Obligations and take other actions hereunder shall continue in effect without any action by the Issuer until the adoption by the Board of a subsequent supplemental resolution

authorizing future new money financings and refundings; *provided, however*, (i) the authorization to issue the Series 2026 Obligations to refinance the Series 2026 Notes authorized hereunder shall continue in effect until all of such Series 2026 Notes have been repaid, refinanced by Series 2026 Bonds or otherwise refinanced by some other means, including, but not limited to, Cross-Credit Obligations or bonds, notes or other obligations secured in whole or in part by Other Available Revenues or other bond resolutions approved for the financing or refinancing of the same Applicable Projects as were financed by the Series 2026 Notes, and (ii) for purposes of refunding or refinancing a Loan Facility, the Loan Facility shall be treated in the same manner as Series 2026 Notes hereunder, to the effect that the authorization to issue Series 2026 Obligations or incur a Loan Facility to refinance a Loan Facility shall continue in effect until such Loan Facility has been refinanced or otherwise repaid by some other means.

(g) Nothing in this Supplemental Resolution is intended to preclude the issuance of Series 2026 Refunding Obligations as refunding obligations (including Cross-Credit Obligations) under the new money provisions of the Applicable Resolution.

(h) The Issuer hereby covenants and agrees for the benefit of the Holders and Beneficial Owners of the Series 2026 Notes that it will maintain issuance capacity pursuant to the Applicable Resolution to issue Bonds or additional Obligation Anticipation Notes or incur Loan Facilities in an amount sufficient to pay the principal of and interest on the Series 2026 Notes when due.

(i) Notwithstanding anything to the contrary in Sections 2.01(a) and (b), a Loan Facility may, as specified in an additional Supplemental Resolution, Certificate of Determination, or similar instrument executed in connection with the Loan Facility, be entitled to, or excluded from, the benefit, protection, and security of any Applicable Resolutions.

Section 2.02. Purposes. The purposes for which the Series 2026 Obligations are issued shall be set forth in one or more Certificates of Determination and may include (a) with respect to the Series 2026 New Money Bonds and Series 2026 New Money Notes (i) the payment of all or any part of (y) the Capital Costs, including Costs of Issuance relating to the applicable issuance or (z) any Authorized Purpose under an Applicable Working Capital Resolution, and (ii) the payment of principal of, redemption premium, if any, and interest on Outstanding Series 2026 Notes all to the extent and in the manner provided in this Supplemental Resolution, (b) with respect to Series 2026 Refunding Obligations, the refunding, refinancing, restructuring or payment, including by purchasing, exchanging or tendering therefor, of all or any portion of any Outstanding Obligations or Parity Debt or Cross-Credit Obligations deemed advisable by an Authorized Officer in accordance with the Applicable Resolutions, and (c) with respect to Loan Facilities, for any of the purposes described in paragraphs (a) and (b) of this Section, as applicable.

Section 2.03. Dates, Maturities, Principal Amounts and Interest. The Series 2026 Obligations, except as otherwise provided in the Applicable Resolutions, shall be dated the date or dates determined in the related Certificate of Determination. The Series 2026 Obligations shall mature on the date or dates and in the year or years and in the principal amount or amounts, and shall bear interest at the rate or rates per annum, if any, specified in or determined in the manner provided in the related Certificate of Determination. The Series 2026 Notes shall be subject to redemption prior to maturity as provided in the Certificate of Determination.

Section 2.04. Interest Payments. The Series 2026 Obligations shall bear interest from their date or dates and be payable on such date or dates as may be determined pursuant to the related Certificate of Determination. Except as otherwise provided in the related Certificate of Determination, interest on the Series 2026 Obligations shall be computed on the basis of twelve (12) 30-day months and a 360-day year.

Section 2.05. Denominations, Numbers and Letters. Unless otherwise provided in the related Certificate of Determination, the Series 2026 Obligations shall be issued in fully registered form without coupons in the denomination of \$5,000 or any integral multiple thereof. The Series 2026 Obligations shall be numbered and lettered as provided in the related Certificate of Determination.

Section 2.06. Places of Payment and Paying Agents. Except as otherwise provided in the related Certificate of Determination, principal and Redemption Price of the Series 2026 Obligations shall be payable to the registered owner of each Series 2026 Obligation when due upon presentation of such Series 2026 Obligation at the principal corporate trust office of the applicable Trustee. Except as otherwise provided in the related Certificate of Determination, interest on the registered Series 2026 Obligations will be paid by check or draft mailed on the interest payment date by the applicable Paying Agent, to the registered owner at his address as it appears on the registration books or, at the option of any Owner or Holder of at least one million dollars (\$1,000,000) in principal amount of the Series 2026 Obligations, by wire transfer in immediately available funds on each interest payment date to such Owner or Holder thereof upon written notice from such Owner or Holder to the related Trustee, at such address as such Trustee may from time to time notify such Owner or Holder, containing the wire transfer address (which shall be in the continental United States) to which such Owner or Holder wishes to have such wire directed, if such written notice is received not less than twenty (20) days prior to the related interest payment date (such notice may refer to multiple interest payments).

Section 2.07. Sinking Fund Installments. Except as otherwise provided in the related Certificate of Determination, the Series 2026 Bonds, if any, determined in the related Certificate of Determination shall be subject to redemption (a) in part, by lot, (b) pro rata (in the case of Series 2026 Bonds issued as Taxable Obligations), or (c) otherwise as determined in accordance with the Applicable Resolution, on each date in the year or years as determined in the related Certificate of Determination at the principal amount thereof plus accrued interest up to but not including the date of redemption thereof, from mandatory Sinking Fund Installments which are required to be made in amounts sufficient to redeem on each such date the principal amount of such Series 2026 Bonds.

Section 2.08. Redemption Prices and Terms. The Series 2026 Bonds may also be subject to redemption prior to maturity, at the option of the Issuer, upon notice as provided in Article A-IV of the Applicable Resolution, at any time as a whole or in part (and by lot within a maturity, or otherwise as determined in accordance with Section A-404 of the Applicable Resolution, if less than all of a maturity is to be redeemed), from maturities designated by the Issuer on and after the date and in the years and at the Redemption Prices (expressed as a percentage of principal amount) determined in the related Certificate of Determination, plus accrued interest up to but not including the redemption date; *provided, however*, that if any Series 2026 Obligations are redeemable at the election of the Issuer, such redemption may be a pro rata redemption and the Redemption Price may be determined as provided in clause of (f) of Section 2.10 hereof, all as determined in the related Certificate of Determination.

Section 2.09. Sources of Payment for Series 2026 Notes Issued as Obligation Anticipation Notes.

(a) *Principal and Interest.* There are hereby pledged to the payment of principal of and interest on the Series 2026 Notes issued as Obligation Anticipation Notes: (i) the proceeds of other Series 2026 Notes issued for the same purposes to refinance such Series 2026 Notes issued as Obligation Anticipation Notes, and (ii) the proceeds of the Series 2026 New Money Bonds issued for the same purposes to refinance such Series 2026 Notes issued as Obligation Anticipation Notes, and any such pledge of the items set forth in clauses (i) and (ii) shall have priority over any other pledge created by the Applicable Resolution.

(b) *Interest only.* There is also hereby pledged to the payment of interest on the Series 2026 Notes issued as Obligation Anticipation Notes under an Applicable Resolution amounts available for transfer pursuant to such Applicable Resolution for the payment of Subordinated Indebtedness in accordance with and subject to the limitations contained in such Applicable Resolution.

(c) *Permissive Pledge to Principal.* To the extent set forth in a Certificate of Determination, there may be pledged to the payment of principal of the Series 2026 Notes issued as Obligation Anticipation Notes: (i) the proceeds of notes or other evidences of indebtedness, or any other amounts that are not pledged under the Applicable Resolution (which may include Other Available Revenues), and (ii) amounts available for transfer pursuant to such Applicable Resolution for the payment of Subordinated Indebtedness in accordance with and subject to the limitations contained in such Applicable Resolution.

(d) *Permissive Pledge to Interest.* To the extent set forth in a Certificate of Determination, there may be pledged to the payment of interest on the Series 2026 Notes issued as Obligation Anticipation Notes the proceeds of notes or other evidences of indebtedness, or any other amounts that are not pledged under the Applicable Resolution (which may include Other Available Revenues).

(e) With respect to any Series 2026 New Money Working Capital Notes issued hereunder, although the sources identified in paragraphs (a) and (b) above would be pledged to secure repayment of principal and interest on such Series 2026 New Money Working Capital Notes, if issued, the Issuer would likely deposit with the Trustee funds from legally available revenues or subsidies necessary to pay principal and interest on such maturing Notes rather than issue Refunding Obligations hereunder.

Section 2.10. Delegation to an Authorized Officer. 1. There is hereby delegated to each Authorized Officer, subject to the limitations contained in this Supplemental Resolution, the following powers with respect to the Series 2026 Obligations:

(a) to determine whether and when to issue any (i) Series 2026 New Money Bonds, the amount of the Series 2026 New Money Bonds to be applied to finance Capital Costs or other uses as provided in Section 2.02 hereof, and the amount of the proceeds of the Series 2026 New Money Bonds estimated to be necessary to pay the Costs of Issuance of the Series 2026 New Money Bonds and capitalized interest, if any, (ii) Series 2026 New Money Notes, the amount of the Series 2026 New Money Notes to be applied to finance Capital Costs or other uses as provided in Section 2.02 of this Supplemental Resolution and the amount of the proceeds of the Series 2026 New Money Notes estimated to be necessary to pay the Costs of Issuance of the Series 2026 New Money Notes and capitalized interest, if any, and (iii) Series 2026 Refunding Obligations constituting Refunding Obligations or Obligations issued to refund Cross-Credit Obligations, and to determine the amount of the proceeds of the Series 2026 Refunding Obligations to be applied to refunding purposes as well as the specific Obligations or Parity Debt or Cross-Credit Obligations, or portions of either to be refunded and the date or dates, if any, on which such refunded obligations shall be redeemed, and the amount of the proceeds of the Series 2026 Refunding Obligations estimated to be necessary to pay the Costs of Issuance of the Series 2026 Refunding Obligations;

(b) with respect to any Loan Facility: (i) to identify, designate, and apply any Other Available Revenues, if any, pledged to secure the Issuer's repayment obligations thereunder; (ii) to negotiate, approve, and finalize the terms and conditions of the Loan Facility, including, without limitation, interest rate and fee provisions, representations, warranties and other covenants, events of default, remedies (including prepayment, amortization, and rate-mode provisions), and any required reserves; (iii) to execute and deliver one or more loan agreements (including amendments, supplements, waivers, or consents) with one or more financial institutions, government agencies or other entities selected by such Authorized Officer; (iv) to execute and deliver any other documents

(including security agreements, account control agreements, intercreditor or collateral agency agreements, subordination agreements, collateral assignments, UCC financing statements and continuations, opinions, closing certificates, amendments, and related instruments) in the form and with such changes as an Authorized Officer determines are advisable (such determination to be conclusively evidenced by such Authorized Officer's execution thereof); (v) to grant to or confer upon the Trustee for the benefit of any lender under a Loan Facility (in its capacity as an Owner under the Applicable Resolution) any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon such lender or the Trustee which are not contrary to or inconsistent with Applicable Resolution as then in effect; and (vi) to take all other actions an Authorized Officer determines are necessary or desirable to effectuate the Loan Facility, including establishing accounts or funds, providing and perfecting security interests, making elections, delivering certificates and notices, selecting and appointing advisors, and obtaining or providing credit enhancement, in each case consistent with applicable law and the Applicable Resolution;

(c) to determine the purpose or purposes for which the Series 2026 Obligations are being issued, which shall be one or more of the purposes set forth in Section 2.02 of this Supplemental Resolution;

(d) to determine the principal amounts of the Series 2026 Obligations to be issued for the purposes set forth in Section 2.02 of this Supplemental Resolution and whether such principal amounts constitute a separate Series or a subseries of Series 2026 Obligations, which principal amounts (and the aggregate of all such Series and subseries) shall not exceed the principal amounts permitted by Section 2.01 of this Supplemental Resolution, and with respect to Series 2026 Bonds, to determine Accreted Values and Appreciated Values, if applicable;

(e) to determine the maturity date and principal amount of each maturity of the Series 2026 Obligations and with respect to Series 2026 Bonds, the amount and due date of each Sinking Fund Installment, if any;

(f) to determine the date or dates which the Series 2026 Obligations shall be dated and the interest rate or rates of the Series 2026 Obligations or the manner of determining such interest rate or rates; provided, however, that (i) any Series 2026 New Money Bonds issued as fixed rate Tax-Exempt Obligations shall be subject to a maximum interest rate of not greater than 10% per annum, any Series 2026 New Money Bonds issued as fixed rate Taxable Obligations shall be subject to a maximum interest rate of not greater than 12% per annum, any Variable Interest Rate Obligations issued as Tax-Exempt Obligations shall be subject to a maximum interest rate of not greater than 15% per annum, any Variable Interest Rate Obligations issued as Taxable Obligations shall be subject to a maximum interest rate of not greater than 18% per annum and any Parity Reimbursement Obligations shall be subject to a maximum interest rate of not greater than 25% per annum, or, in each such case, such higher rate or rates as determined by the Board; and (ii) the true interest cost (as calculated by the officers of the Issuer executing any Certificate of Determination, which calculation shall be conclusive) on the Series 2026 Notes bearing a fixed rate of interest shall not exceed 8.00% per annum and for Series 2026 Notes bearing interest at a variable interest rate shall not exceed a rate equal to SIFMA or SOFR, as applicable, or another short-term index generally accepted in the marketplace chosen by an Authorized Officer and set forth in the Certificate of Determination, in each case, plus 5.00% and any default rate or equivalent rate shall not exceed the sum of 12.00% plus either a specified prime rate, the federal funds rate or another index generally accepted in the marketplace, in which case the total default rate shall not exceed 25%;

(g) to determine the Redemption Price, Redemption Prices or prepayment cost, if any, and the redemption terms, if any, for the Series 2026 Obligations; provided, however, that if the Series 2026 Obligations are to be redeemable at the election of the Issuer, the Redemption Price shall not be greater than one hundred three percent (103%) of the principal amount of the Series 2026 Obligations to be redeemed (the “Cap”), plus accrued interest thereon up to but not including the date of redemption, unless the Authorized Officer deems it advisable to provide for a make-whole redemption in excess of the Cap;

(h) to determine whether the sale of any or a portion of the Series 2026 Obligations shall be conducted on either a negotiated or competitive bid basis and, as applicable, to determine the purchase price for the Series 2026 Obligations to be paid by the purchaser or purchasers referred to in one or more Purchase Agreements or a bank direct purchase agreement, the purchase price for the Series 2026 Obligations to be paid by the winning bidder, if such sale is conducted by competitive bid pursuant to a Notice of Sale, in either case as such document is described in Section 2.11 of this Supplemental Resolution, which may include such original issue discount and original issue premium as shall be determined in the related Certificate of Determination; provided, however, that, in the case of Series 2026 Bonds sold on a negotiated basis (and not competitive sale), the underwriters’ discount reflected in such purchase price shall not exceed (i) \$7.00 for each one thousand dollars (\$1,000) principal amount of the Series 2026 Bonds and (ii) \$3.50 for each one thousand dollars (\$1,000) principal amount of the Series 2026 Notes;

(i) to take all actions required for the Series 2026 Obligations to be eligible under the rules and regulations of DTC for investment and trading as uncertificated securities, to execute and deliver a standard form of letter of representation with DTC and, notwithstanding any provisions to the contrary contained in this Supplemental Resolution, to include in the related Certificate of Determination such terms and provisions as may be appropriate or necessary to provide for uncertificated securities in lieu of Series 2026 Obligations issuable in fully registered form;

(j) to determine whether to issue all or any portion of the Series 2026 Obligations as Tax-Exempt Obligations, Taxable Obligations, Put Obligations, Variable Interest Rate Obligations or as any other form of Obligations or Obligation Anticipation Notes permitted by the Applicable Resolution or this Supplemental Resolution and any matters related thereto, including (i) the terms and provisions of any such Series 2026 Obligations, (ii) the selection of remarketing agents, tender agents, calculation agents, auction agents, dealers, bidding agents or any other agents or parties to ancillary arrangements and the terms of any such arrangements, and (iii) the methods for determining the accrual of Debt Service;

(k) to determine the advisability, as compared to an unenhanced transaction, of obtaining one or more Credit Facilities, to select a provider or providers thereof and to determine and accept the terms and provisions and price thereof, to determine the items to be pledged to the Series 2026 Obligations from those permitted by Section A-203 of the Applicable Resolution, and to determine such other matters related thereto as in the opinion of the officer executing the related Certificate of Determination shall be considered necessary or appropriate and to effect such determinations by making any changes in or additions to this Supplemental Resolution required by Credit Facility providers, if any, or required by a Rating Agency in order to attain or maintain specific ratings on the Series 2026 Obligations, or relating to the mechanisms for the repayment of amounts advanced thereunder or payment of fees, premiums, expenses or any other amounts, notices, the provision of information, and such other matters of a technical, mechanical, procedural or descriptive nature necessary or appropriate to obtain or implement a Credit Facility with respect to the Series 2026 Obligations, and to make any changes in connection therewith. Such changes

may include, but are not limited to, the making of any additional covenants with Holders or other parties deemed necessary or appropriate by the officer executing any Certificate of Determination;

(l) to determine that Series 2026 Refunding Obligations comply with all Board policies relating to the issuance of refunding obligations in effect at the time of such determination, unless otherwise provided by the Board;

(m) to make such changes to the form of this Supplemental Resolution as may be required by a Rating Agency in order to attain or maintain specific ratings on the Series 2026 Obligations;

(n) to make such changes to the form of this Supplemental Resolution as may be necessary or desirable in order to cure any ambiguities, inconsistencies or other defects;

(o) to determine whether to (i) enter into an escrow agreement or other arrangement in connection with the issuance of Refunding Obligations, including the selection of escrow agents, verification agents and the manner of determining specified matters relating to the defeasance of the refunded obligations and (ii) purchase SLGs or open market securities and the form and substance thereof and any related investment agreement, and to determine the application of any amounts released in connection with any such refunding; and

(p) to determine any other matters provided for herein, or permitted by the provisions of the Applicable Resolutions, including the election and determination of matters relating to Tax-Exempt Obligations, to establish any additional bonds tests or reserve requirements, and to determine matters relating to the payment or defeasance of Obligation Anticipation Notes, including preparation of any documentation therefor.

2. Any Authorized Officer shall execute one or more Certificates of Determination evidencing the determinations made pursuant to this Supplemental Resolution and any such Certificate of Determination shall be conclusive evidence of the determinations of such Authorized Officer, as stated therein. More than one Certificate of Determination may be delivered to the extent more than one Series or subseries of Series 2026 Obligations are delivered from time to time, or other authority is exercised under this Supplemental Resolution from time to time and each such Certificate of Determination shall be delivered to the related Trustee concurrently with the authentication and delivery of the respective Series or subseries of Series 2026 Obligations by such Trustee or other documentation. Determinations set forth in any Certificate of Determination shall have the same effect as if set forth in this Supplemental Resolution.

3. Any such Authorized Officer may exercise any authority delegated under this Supplemental Resolution from time to time following issuance of any Series 2026 Obligations, as appropriate for any purposes, including to remove or replace Trustees under Applicable Resolutions as permitted by the Applicable Resolution, provided such substitute Trustee meets the requirements of the Applicable Resolution; to amend any Certificate of Determination to make such changes to the form thereof as may be necessary or desirable in order to cure any ambiguities, inconsistencies or other defects; to change interest rate modes or auction periods; to obtain or terminate one or more Credit Facilities, including substitute or additional Credit Facilities; to enter into one or more bank direct purchase agreements or similar instruments providing for the private placement of Series 2026 Obligations with financial or governmental entities; to appoint new or additional agents or other parties deemed appropriate to a particular form or mode of Series 2026 Obligation or Series 2026 Obligation Anticipation Note or manner of sale; to enter into one or more remarketing agreements, firm remarketing agreements, continuing disclosure agreements or other agreements in connection with the remarketing of any Series 2026 Obligations; if any Series 2026 Obligations shall consist of multiple subseries, to change the principal

amounts and number of the individual subseries or to combine one or more subseries into a single Series or subseries; or, if any Series 2026 Obligations consist of a single Series or subseries, to divide such Series or subseries into two or more subseries and to determine the principal amount of such subseries. In connection with the remarketing, by negotiated sale, competitive bid or direct or private placement, of any Series 2026 Obligations, any such Authorized Officer is hereby authorized to make public and to authorize the use and distribution by remarketing agents or other appropriate parties of a remarketing circular (including a preliminary remarketing circular), or other disclosure document, in substantially the form most recently executed or delivered by the Issuer in connection with the remarketing of Obligations or Obligation Anticipation Notes to the extent applicable, with such changes, omissions, insertions and revisions as such Authorized Officer shall deem advisable. Any Authorized Officer shall execute one or more amendments to the applicable Certificate or Certificates of Determination evidencing the determinations made pursuant to this paragraph and any such amended Certificate of Determination shall be conclusive evidence of the determinations of such Authorized Officer, as stated therein.

Section 2.11. Sale of Series 2026 Obligations. Each Authorized Officer is hereby authorized either (i) to sell and award all or any portion of the Series 2026 Obligations through a competitive bidding process to purchasers meeting the requirements of one or more Notices of Sale to be published in order to give notice of the competitive sale of the Series 2026 Obligations; (ii) to sell and award all or any portion of the Series 2026 Obligations through a negotiated sale to the purchasers who are referred to in the Purchase Agreement and who shall be selected from the then current list of approved underwriters or shall be an approved governmental lender under a federal or State program; (iii) to sell and award all or any portion of the Series 2026 Obligations through a direct sale to the financial or governmental institution or institutions selected by the Authorized Officer who shall be referred to in the continuing covenant, direct purchase or similar agreement; or (iv) to issue all or any portion of the Series 2026 Obligations in the form of a Loan Facility to any financial or governmental institution or institutions selected by the Authorized Officer or pledge such Series 2026 Obligations as security for any Loan Facility. Each Authorized Officer is hereby authorized to sell and award the Series 2026 Obligations to the purchasers referred to in the preceding sentence in the case of a bond purchase agreement or note purchase agreement, in substantially the form most recently executed or delivered by the Issuer, to the extent applicable, in connection with the sale of Obligations or Obligation Anticipation Notes, or, with respect to a continuing covenant, direct purchase or similar agreement, containing bank facility terms and provisions (including, without limitation, increased costs, term-out, events of default and remedies) in substantially the form set forth in a letter of credit reimbursement agreement most recently executed or delivered by the Issuer to the extent applicable, including, if applicable, that the requirement that the Loan Facility issuer or direct purchaser offer to the Issuer a term-out provision of no less than five years, with such revisions to reflect the terms and provisions of the Series 2026 Obligations as may be approved by the Authorized Officer executing the Purchase Agreement. Each Authorized Officer is hereby authorized to agree to the selection of the representative of the underwriters or the other purchasers or facility providers as referred to in the Purchase Agreement or Agreements and to execute and deliver the Purchase Agreement or Agreements for and on behalf and in the name of the Issuer with such changes, omissions, insertions and revisions as may be approved by the Authorized Officer executing the Purchase Agreement or Agreements, said execution being conclusive evidence of such approval and concurrence in the selection of the representative of the underwriters.

If it is determined that any sale of Series 2026 Obligations shall be conducted on a competitive bid basis, each Authorized Officer is hereby further authorized to conduct the sale and award of the Series 2026 Obligations on the basis of a competitive bid, pursuant to the terms of a Notice of Sale, in a form, including any limitations on permitted bidders and a description of the basis for determining the winning bidder or bidders, determined by such Authorized Officer. Each Authorized Officer is hereby authorized to conduct such competitive sale of the Series 2026 Obligations in a manner consistent with this Supplemental Resolution and to utilize the services of the Authority's financial advisor and the services of an electronic

bidding service, as such Authorized Officer shall determine, and the execution by such Authorized Officer of a letter of award shall be conclusive evidence of such award.

Each Authorized Officer is hereby authorized to make public and to authorize the use and distribution by said purchasers or other appropriate parties of a Preliminary Official Statement in connection with each public offering or any direct or private placement of the Series 2026 Obligations, in substantially the form most recently executed or delivered by the Issuer in connection with the sale of Obligations or Obligation Anticipation Notes to the extent applicable, with such changes, omissions, insertions and revisions as such officer shall deem advisable, said distribution being conclusive evidence of the approval of such changes, omissions, insertions and revisions. The Issuer authorizes any of said officers to deliver a certification to the effect that such Preliminary Official Statement or Official Statement, if deemed necessary or appropriate, together with such other documents, if any, described in such certificate, was deemed final as of its date for purposes of Rule 15c2-12 of the Securities and Exchange Commission as applicable.

Each Authorized Officer is hereby authorized to make public and to authorize distribution of an Official Statement in substantially the form of each Preliminary Official Statement or the most recently executed and delivered Official Statement if there is not a Preliminary Official Statement to the extent applicable, with such changes, omissions, insertions and revisions as such Authorized Officer shall deem advisable, to sign such Official Statement and to deliver such Official Statement to the purchasers of such issue of the Series 2026 Obligations, such execution being conclusive evidence of the approval of such changes, omissions, insertions and revisions.

Notwithstanding the preceding two paragraphs, however, each Authorized Officer may make public and authorize the use and distribution of a final Official Statement in connection with the public offering of the Series 2026 Obligations meeting the requirements of the preceding two paragraphs and may deem such Official Statement final as of its date for purposes of Rule 15c2-12 of the Securities and Exchange Commission.

Each Authorized Officer is hereby authorized to execute and deliver for and on behalf and in the name of the Issuer, to the extent determined by such Authorized Officer to be necessary or convenient, a Continuing Disclosure Agreement, substantially in the form of the Continuing Disclosure Agreement most recently executed and delivered by the Issuer to the extent applicable, with such changes, omissions, insertions and revisions as such Authorized Officer shall deem advisable (the "Continuing Disclosure Agreement"), said execution being conclusive evidence of the approval of such changes, omissions, insertions and revisions.

The proceeds of each good faith deposit, if any, received by the Issuer from the purchasers of each issue of the Series 2026 Obligations under the terms of the related Purchase Agreement or Notice of Sale may be invested by the Issuer pending application of the proceeds of such good faith deposit for the purposes provided in Section 2.02 of this Supplemental Resolution at the time of the issuance and delivery of such Series 2026 Obligations.

Each Authorized Officer (including any Assistant Secretary of the Issuer) is hereby authorized and directed to execute, deliver, amend, replace or terminate any and all documents and instruments (including any remarketing agreements, dealer agreements, broker dealer agreements, tender agent agreements, escrow agreements, auction agency agreements, any investment agreements or arrangements, or any reimbursement agreements or documents or instruments relating to a Credit Facility deemed appropriate to a given form or mode of an Obligation) and to do and cause to be done any and all acts necessary or proper for carrying out each Purchase Agreement or Notice of Sale, each Continuing Disclosure Agreement, the terms of any Credit Facility or other such agreement or arrangement, and the issuance, sale and delivery of

the Series 2026 Obligations and for implementing the terms of the Series 2026 Obligations and the transactions contemplated hereby or thereby.

When reference is made in this Supplemental Resolution to the authorization of an Authorized Officer to do any act, such act may be accomplished by any of such officers individually.

Section 2.12. Forms of Series 2026 Obligations and Trustee's Authentication Certificate.

(a) Subject to the provisions of the Applicable Resolution, the form of registered Series 2026 Bonds, and the related Trustee's certificate of authentication, shall be substantially in the form set forth in Exhibit One (or any analogous attachment or reference thereto) to the Applicable Resolution including, if necessary, any changes to comply with the requirements of DTC or the provisions of this Supplemental Resolution or the related Certificate of Determination.

(b) The form of registered Series 2026 Notes, and the certificate of authentication, shall be of substantially the form and tenor provided in any Certificate of Determination.

Section 2.13. Appointment of Trustees and Paying Agents.

(a) With respect to the Series 2026 Bonds, unless otherwise provided by any Certificate of Determination, The Bank of New York Mellon shall be the Trustee under each of the Applicable Resolutions and the Paying Agent for the Series 2026 Bonds.

(b) With respect to the Series 2026 Notes, there is hereby delegated to any Authorized Officer executing any Certificate of Determination the right and authority to appoint any trustee, paying agent, fiscal agent or other agent with respect to the Series 2026 Notes deemed advisable by such Authorized Officer and to determine the terms and provisions of any arrangements with any such parties.

Section 2.14. General Provisions.

(a) As and to the extent provided in any Certificate of Determination, the provisions of the Applicable Resolutions relating to "General Terms and Provisions of Obligations," "Redemption at Demand of the State or the City," "Redemption and Tender of Obligations," "Concerning the Trustee, Paying Agents and the Registrar," "Amendments" and "Miscellaneous" (or similar provisions of Applicable Resolutions hereafter added) may apply equally to the Series 2026 Notes as though set forth in full herein but with each reference to Bonds being a reference to Series 2026 Notes, except as affected by the terms hereof and the procedures of the Securities Depository; provided that the Authorized Officer executing any Certificate of Determination may, in the alternative, set forth in any Certificate of Determination provisions relating to any such matters as deemed necessary or appropriate by such Authorized Officer.

(b) In addition to the delegations authorized by Section 2.10, there is hereby delegated to each Authorized Officer, subject to the limitations contained in any Applicable Resolution, the power to make such changes to any Applicable Resolution as may be necessary or desirable in order to cure any ambiguities, inconsistencies or other defects, as provided in a Certificate of Determination. This Supplemental Resolution shall constitute a "Supplemental Resolution" under any section of an Applicable Resolution permitting the cure of any ambiguities, inconsistencies or other defects therein provided such changes are filed with the applicable trustee and accompanied by an Opinion of Bond Counsel.

ARTICLE III

DISPOSITION AND ALLOCATION OF SERIES 2026 OBLIGATION PROCEEDS

Section 3.01. Disposition and Allocation of Series 2026 New Money Bond Proceeds. Except as otherwise provided under Applicable Resolutions hereafter added or as otherwise provided in any Certificate of Determination, any proceeds of the sale of the Series 2026 Bonds, other than accrued interest and capitalized interest, if any, shall be deposited, simultaneously with the issuance and delivery of a series or subseries of the Series 2026 Bonds, or shall otherwise be disposed of or applied pursuant to the related Certificate of Determination in accordance with the Applicable Resolution, as follows:

(a) such proceeds shall be (i) deposited in the Series 2026 Bond Proceeds Account, which is hereby established in the proceeds fund established under the Applicable Resolution (the "Proceeds Fund") for each such series or subseries, and applied to the payment of Capital Costs or the payment of principal of and redemption premium, if any, and interest on the Series 2026 Notes or (ii) otherwise applied to the payment of such amounts; and

(b) the balance of such proceeds shall be (i) deposited in the Series 2026 Costs of Issuance Account, which is hereby established in the Proceeds Fund for each such series or subseries, and applied to the payment of Costs of Issuance, or (ii) otherwise applied to the payment of Costs of Issuance.

Section 3.02. Disposition of Series 2026 Note Proceeds. Except as otherwise provided under Applicable Resolutions hereafter added or as otherwise provided in any Certificate of Determination, the proceeds of the sale of the Series 2026 Notes shall be deposited in the Series 2026 Note Proceeds Account which is hereby established in the related Proceeds Fund and applied pursuant to the related Certificate of Determination to (i) the payment of Capital Costs, including any Costs of Issuance and accrued and capitalized interest or (ii) any Authorized Purpose under an Applicable Working Capital Resolution, and in each case the payment of principal of and interest on such Outstanding Series 2026 Notes.

Section 3.03. Disposition of Refunding Obligation Proceeds. Except as otherwise provided under Applicable Resolutions hereafter added or as otherwise provided in any Certificate of Determination, any proceeds of the sale of the Series 2026 Refunding Obligations, other than accrued interest, if any, shall be deposited, simultaneously with the issuance and delivery of a series or subseries of the Series 2026 Refunding Obligations, or shall otherwise be disposed of or applied pursuant to the related Certificate of Determination as follows:

(a) such proceeds shall be (i) deposited in the Series 2026 Refunding Obligations Proceeds Account, which is hereby established in the Proceeds Fund for each such series or subseries, and applied to the refunding of any Obligations, Parity Debt or Cross Credit Obligations, or portions of any of them, in accordance with Section 2.02 hereof or (ii) otherwise applied to such refunding; and

(b) the balance of such proceeds shall be (i) deposited in the Series 2026 Refunding Obligations Costs of Issuance Account, which is hereby established in the Proceeds Fund for each such series or subseries, and applied to the payment of Costs of Issuance, or (ii) otherwise applied to the payment of Costs of Issuance.

Section 3.04. Accrued Interest. Unless otherwise provided in the related Certificate of Determination, the accrued interest and capitalized interest (excluding capitalized interest on Series 2026 Refunding Obligations), if any, received on the sale of the Series 2026 Obligations shall be deposited in the related debt service fund created under the Applicable Resolution.

ARTICLE IV

TAX COVENANTS AND DEFEASANCE

Section 4.01. Tax Covenants Relating to the Series 2026 Obligations. The Issuer covenants that, in order to maintain the exclusion from gross income for federal income tax purposes of the interest on the Series 2026 Obligations issued as Tax-Exempt Obligations, the Issuer will satisfy, or take such actions as are necessary to cause to be satisfied, each provision of the Code necessary to maintain such exclusion. In furtherance of this covenant, the Issuer agrees to comply with such written instructions as may be provided by Bond Counsel. In furtherance of the covenant contained in the preceding sentence, the Issuer agrees to continually comply with the provisions of any “Arbitrage and Use of Proceeds Certificate” or “Tax Certificate” to be executed by the Issuer in connection with the execution and delivery of any Series 2026 Obligations issued as Tax-Exempt Obligations, as amended from time to time.

Notwithstanding any other provision of the Applicable Resolution to the contrary, upon the Issuer’s failure to observe, or refusal to comply with, the above covenant (a) the Owners or Holders of the Series 2026 Obligations, or the Trustee acting on their behalf, shall be entitled to the rights and remedies provided to Owners or the Trustee under Section 702 (or other analogous provision) of the Applicable Resolution (as though such provisions related to Series 2026 Notes rather than Bonds), and (b) neither the Owners of the Obligations or notes of any Series or holders of any Parity Debt (other than the Owners of the Series 2026 Obligations or the Trustee acting on their behalf), nor the Trustee acting on their behalf, shall be entitled to exercise any right or remedy provided to the Owners, the Parity Debt holders, the Trustee or Noteholders under the Applicable Resolution based upon the Issuer’s failure to observe, or refusal to comply with, the above covenant.

The provisions of the foregoing covenants set forth in this Section shall not apply to any Series 2026 Refunding Obligations, including any subseries thereof, which the Issuer determines pursuant to the applicable Certificate of Determination to issue as Taxable Obligations.

Section 4.02. Defeasance. In the event the Issuer shall seek, prior to the maturity or redemption date thereof, to pay or cause to be paid, within the meaning and with the effect expressed in the Applicable Resolution, all or less than all Outstanding Series 2026 Obligations issued as Tax-Exempt Obligations and the provisions of Section 4.01 hereof shall then be of any force or effect, then, notwithstanding the provisions of the Applicable Resolutions, the Series 2026 Obligations issued as Tax-Exempt Obligations which the Issuer then seeks to pay or cause to be paid shall not be deemed to have been paid within the meaning and with the effect expressed in the defeasance provisions of the Applicable Resolutions unless (i) the Issuer has confirmed in writing that the Owners or Holders of the Series 2026 Obligations issued as Tax-Exempt Obligations which the Issuer then seeks to pay or cause to be paid will continue, after such action, to have the benefit of a covenant to the effect of the covenant of the Issuer contained in Section 4.01 hereof or (ii) there shall have been delivered to the related Trustee an Opinion of Bond Counsel to the effect that non-compliance thereafter with the applicable provisions of the Code will not affect the then current treatment of interest on the Series 2026 Obligations issued as Tax-Exempt Obligations in determining gross income for Federal income tax purposes.

ARTICLE V

REIMBURSEMENT

Section 5.01. Capital Program Reimbursement. (a) The Issuer intends to finance Applicable Transit and Commuter Projects in 2026 (the “Capital Project”) (whether directly or as a reimbursement) consisting of capital assets, whether in the nature of personal or real property, which are used for transit,

commuter or transportation purposes as more fully described in the capital programs adopted by the Issuer (the “Capital Programs”).

(b) The Issuer desires to finance the Capital Project through the issuance of tax-exempt debt or tax-advantaged debt, if available, and other available sources, including moneys derived from the Issuer and its affiliates and subsidiaries, and expects to reimburse expenditures made from such other sources with proceeds of such tax-exempt or tax-advantaged debt.

(c) The statements contained in this Section 5.01 with respect to the reimbursement of the expenditures described in this Supplemental Resolution are intended to be statements of official intent as required by, and in conformance with, the provisions of Treasury Regulation Section 1.150-2(e).

(d) The expenditures in connection with the Capital Project to be reimbursed pursuant to this Supplemental Resolution have been incurred and paid not more than 60 days prior to the date this Supplemental Resolution (or any amendment of or supplement to this Supplemental Resolution, as applicable) is adopted or will be incurred and paid after the date this Supplemental Resolution (or any amendment of or supplement to this Supplemental Resolution, as applicable) is adopted in connection with the Capital Project. The reimbursement of such expenditures with proceeds of tax-exempt or tax-advantaged debt will be made in compliance with Treasury Regulation Section 1.150-2(d).

(e) The Issuer reasonably expects that the maximum principal amount of tax-exempt or tax-advantaged debt (including bonds, commercial paper and bond anticipation notes) to be issued by the Issuer and/or by TBTA pursuant to the TBTA Multiple Credit and Series 2026 Supplemental Resolution subsequent to the date hereof to pay the Capital Project expenditures in 2026 (whether directly or as a reimbursement), in addition to amounts previously authorized by other resolutions intended to be statements of official intent as required by, and in conformance with, the provisions of Treasury Regulation Section 1.150-2(e), is \$7 billion, which is the amount set forth in Section 2.01(a) of this Supplemental Resolution (plus associated financing costs).

(f) This Section shall take effect immediately.

Section 5.02. Working Capital Reimbursement.

(a) The Issuer intends to finance working capital expenditures in 2026 (the “Working Capital Purpose”) (whether directly or as a reimbursement) through the issuance of taxable, or tax-exempt or tax-advantaged debt if permitted under the Code, and other available sources, including moneys derived from the Issuer and its affiliates and subsidiaries, and expects to reimburse expenditures made from such other sources with proceeds of such debt.

(b) The statements contained in this Section 5.02 with respect to the reimbursement of the expenditures described in this Supplemental Resolution are intended to be statements of official intent as required by, and in conformance with, the provisions of Treasury Regulation Section 1.150-2(e).

(c) The expenditures in connection with the Working Capital Purpose to be reimbursed with tax-exempt or tax-advantaged debt pursuant to this Supplemental Resolution have been incurred and paid not more than 60 days prior to the date this Supplemental Resolution (or any amendment of or supplement to this Supplemental Resolution, as applicable) is adopted or will be incurred and paid after the date this Supplemental Resolution (or any amendment of or supplement to this Supplemental Resolution, as applicable) is adopted in connection with the Working Capital Purpose. The reimbursement of such expenditures with proceeds of tax-exempt or tax-advantaged debt will be made in compliance with Treasury Regulation Section 1.150-2(d) or such other applicable Treasury Regulations.

(d) The Issuer reasonably expects that the maximum principal amount of taxable, tax-exempt or tax-advantaged debt (including bonds, commercial paper and bond anticipation notes) to be issued by the Issuer subsequent to the date hereof to pay for the Working Capital Purposes in 2026 (whether directly or as a reimbursement), in addition to amounts previously authorized by other resolutions intended to be statements of official intent as required by, and in conformance with, the provisions of Treasury Regulation Section 1.150-2(e), is \$1.5 billion, which is the amount set forth in Section 2.01(b) of this Supplemental Resolution (plus associated financing costs).

(e) This Section shall take effect immediately.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

**MULTIPLE CREDIT AND SERIES 2026
SUPPLEMENTAL RESOLUTION AUTHORIZING OBLIGATIONS, OBLIGATION
ANTICIPATION NOTES AND REFUNDING OBLIGATIONS**

Adopted December 17, 2025

**MULTIPLE CREDIT AND SERIES 2026
SUPPLEMENTAL RESOLUTION AUTHORIZING OBLIGATIONS, OBLIGATION
ANTICIPATION NOTES AND REFUNDING OBLIGATIONS**

BE IT RESOLVED by the Board of Triborough Bridge and Tunnel Authority (the “Issuer”), as follows:

ARTICLE I

DEFINITIONS AND STATUTORY AUTHORITY

Section 1.01 Supplemental Resolution. This Multiple Credit and Series 2026 Supplemental Resolution Authorizing Obligations, Obligation Anticipation Notes and Refunding Obligations (the “Supplemental Resolution”) is supplemental to, and is adopted in accordance with, each of the Applicable Resolutions described below and the Issuer Act.

Section 1.02 Definitions.

1. All capitalized terms which are used but not otherwise defined in this Supplemental Resolution shall have the same meanings, respectively, as such terms are given in the Applicable Resolutions.

2. In this Supplemental Resolution:

“Applicable Bridge and Tunnel Project(s)” shall mean the financing of TBTA Facilities in the case of the Senior Resolution and the Subordinate Resolution, and any bridge or tunnel project permitted to be financed under any other Applicable Resolution from time to time.

“Applicable Bridge and Tunnel Resolution(s)” shall mean each of the following resolutions of the Issuer, as applicable:

- (1) the Senior Resolution;
- (2) the Subordinate Resolution; and
- (3) any other resolution adopted by the Issuer with the expectation that obligations may be issued thereunder during the term of this Supplemental Resolution for the Applicable Bridge and Tunnel Projects permitted to be financed or refinanced under this Supplemental Resolution, as such Supplemental Resolution may be amended or supplemented from time to time.

“Applicable CRZ Tolling Project(s)” shall mean the financing of the CRZ Tolling Program, as permitted to be financed under any Applicable CRZ Tolling Projects Resolution from time to time.

“Applicable CRZ Tolling Projects Resolution(s)” shall mean each of the following resolutions of the Issuer, as applicable:

- (1) the Second Subordinate Resolution;
- (2) the City Sales Tax Resolution;
- (3) the RETT Resolution;
- (4) the CRZ Resolution; and
- (5) any other resolution adopted by the Issuer with the expectation that obligations may be issued thereunder during the term of this Supplemental Resolution for the Applicable CRZ Tolling Projects permitted to be financed or refinanced under this Supplemental Resolution, as such Supplemental Resolution may be amended or supplemented from time to time.

“Applicable Project(s)” shall mean the Applicable Bridge and Tunnel Project, the Applicable CRZ Tolling Project and the Applicable Transit and Commuter Project, and any other project permitted to be financed under any other Applicable Resolution from time to time.

“Applicable Resolution(s)” shall mean the Applicable Bridge and Tunnel Resolution(s), the Applicable CRZ Tolling Projects Resolution(s) and the Applicable Transit and Commuter Resolution(s).

“Applicable Transit and Commuter Project(s)” shall mean the financing of (i) the TBTA Transit and Commuter Project in the case of the Senior Resolution, the Subordinate Resolution, the City Sales Tax Resolution, the RETT Resolution and the CRZ Resolution, (ii) the PMT Transit and Commuter Project in the case of the PMT Resolution, and (iii) any transit or commuter project permitted to be financed under any other Applicable Resolution from time to time.

“Applicable Transit and Commuter Resolution(s)” shall mean each of the following resolutions of the Issuer, as applicable:

- (1) the Senior Resolution;
- (2) the Subordinate Resolution;
- (3) the PMT Resolution;
- (4) the City Sales Tax Resolution
- (5) the RETT Resolution;
- (6) the CRZ Resolution; and
- (7) any other resolution adopted by the Issuer with the expectation that obligations may be issued thereunder during the term of this Supplemental

Resolution for the Applicable Transit and Commuter Projects permitted to be financed or refinanced under this Supplemental Resolution, as such Supplemental Resolution may be amended or supplemented from time to time.

“Authorized Officer” shall include (i) with respect to any Applicable Resolution, the officers designated as such in the Applicable Resolution, and, if not designated therein, the Chairman, the Chief Financial Officer of the MTA or the Deputy Chief, Financial Services of the MTA, or their designees, as well as any officer duly designated as “Acting” in said officer’s capacity, except that “Authorized Officer” shall not include the Secretary or any Assistant Secretary of the Issuer unless expressly delegated, and (ii) with respect to any Loan Facility, any individual designated by the Issuer, whether by title, appointment, or other means, as having the authority to act on behalf of the Issuer with respect to matters arising under this Supplemental Resolution, including the execution and delivery of documents, making of certifications, and performance of other acts required or permitted under this Supplemental Resolution, including but not limited to, any officer of the Issuer designated as such in the Applicable Resolution, and the Chairman and Chief Executive Officer, the Chief Financial Officer, and the Deputy Chief, Financial Services, as well as any officer duly designated as “Acting” in said officer’s capacity, except that, for the purposes of any delegation set forth herein with respect to a Loan Facility that does not expressly include any Assistant Secretary, “Authorized Officer” shall not include any Assistant Secretary of the Issuer unless expressly delegated.

“Board” shall mean, when used with respect to the Issuer, the board of the Issuer acting as such pursuant to the provisions of the Issuer Act.

“Bond Counsel” shall mean Nixon Peabody LLP, Orrick, Herrington & Sutcliffe LLP, D. Seaton and Associates, P.A., P.C., Bryant Rabbino LLP or any other attorney or firm of attorneys of nationally recognized standing in the field of law relating to the issuance of obligations by state and municipal entities, selected by the Issuer.

“City Sales Tax Resolution” shall mean the resolution adopted by the Issuer on September 15, 2021, entitled “Special Obligation Resolution Authorizing Sales Tax Revenue Obligations (TBTA Capital Lockbox – City Sales Tax)”, as supplemented and amended from time to time.

“Code” shall mean the Internal Revenue Code of 1986, as amended, and regulations thereunder.

“Continuing Disclosure Agreement” has the meaning set forth in Section 2.11.

“Cross-Credit Obligations” shall mean indebtedness or other obligations issued or incurred by the Issuer or any other Related Entity as described in clause (iii) of the definition of “Capital Costs” under the Applicable Resolution, but excluding Obligations originally issued under the same Applicable Resolution.

“CRZ Resolution” shall mean the resolution adopted by the Issuer on November 19, 2025, entitled “Congestion Relief Zone Toll Revenue Obligation Resolution”, as supplemented and amended from time to time.

“CRZ Tolling Program” shall have the meaning set forth in the CRZ Resolution.

“DTC” means The Depository Trust Company.

“Loan Facility” shall mean a loan agreement, line of credit, revolving credit agreement or similar facility.

“MTA Multiple Credit and Series 2026 Supplemental Resolution” shall mean the supplemental resolution adopted by MTA on the date of adoption of this Supplemental Resolution authorizing the issuance of bonds, notes and other obligations for various purposes during 2026, as supplemented and amended from time to time.

“Noteholder”, “Holder” or “Holder of Notes”, or any similar term, means any person who shall be the registered owner of any Outstanding Series 2026 Note.

“Notice of Sale” shall mean the form of Notice of Sale to be distributed with the Preliminary Official Statement, hereinafter defined, and published in the event of a competitive sale of any Series 2026 Obligations.

“Official Statement” means a final official statement, offering circular or other disclosure document of the Issuer.

“Other Available Revenues” shall mean monies not otherwise pledged under any Applicable Resolution (including monies that are no longer subject to the pledge of any Applicable Resolution after satisfaction of the flow of funds requirements thereunder) that are authorized under law and available to be pledged by the Issuer to secure a Loan Facility to finance or refinance Applicable Projects. For purposes of clarification, revenues pledged under the CRZ Resolution shall be “Other Available Revenues” until the first issuance of Obligations thereunder.

“PMT Resolution” shall mean the resolution adopted by the Issuer on March 17, 2021, entitled “Payroll Mobility Tax Obligation Resolution”, as supplemented and amended from time to time.

“Preliminary Official Statement” means a preliminary official statement, offering circular, or other disclosure document of the Issuer.

“Purchase Agreement” means a bond purchase agreement, note purchase agreement, Loan Facility, continuing covenant agreement or similar agreement.

“RETT Resolution” shall mean the resolution adopted by the Issuer on December 18, 2024 entitled “Special Obligation Resolution Authorizing Real Estate Transfer Tax Revenue Obligations (TBTA Capital Lockbox)”, as supplemented and amended from time to time.

“Second Subordinate Resolution” shall mean the resolution adopted by the Issuer on December 18, 2019, entitled “CBDTP Second Subordinate Resolution Authorizing CBDTP Second Subordinate Revenue Obligations (Central Business District Tolling Program)”, as supplemented and amended from time to time.

“Senior Resolution” shall mean the resolution adopted by the Issuer on March 26, 2002, entitled “General Resolution Authorizing General Revenue Obligations”, as supplemented and amended from time to time.

“Series 2026 Bonds” shall mean Series 2026 New Money Bonds and Series 2026 Refunding Obligations that are bonds.

“Series 2026 New Money Bonds” shall mean the Series 2026 New Money Bridge and Tunnel Bonds, the Series 2026 New Money CRZ Tolling Bonds and the Series 2026 New Money Transit and Commuter Bonds.

“Series 2026 New Money Bridge and Tunnel Bonds” shall mean the Bonds issued for Applicable Bridge and Tunnel Projects authorized by Article II of this Supplemental Resolution in one or more Series or subseries, subject to redesignation as hereinafter provided.

“Series 2026 New Money Bridge and Tunnel Notes” shall mean the notes (including Obligation Anticipation Notes) issued for Applicable Bridge and Tunnel Projects authorized by Article II of this Supplemental Resolution in one or more Series or subseries, subject to redesignation as hereinafter provided.

“Series 2026 New Money CRZ Tolling Bonds” shall mean the Bonds, if any, issued for Applicable CRZ Tolling Projects authorized by Article II of this Supplemental Resolution in one or more Series or subseries, subject to redesignation as hereinafter provided.

“Series 2026 New Money CRZ Tolling Notes” shall mean the notes (including Obligation Anticipation Notes), if any, issued for Applicable CRZ Tolling Projects authorized by Article II of this Supplemental Resolution in one or more Series or subseries, subject to redesignation as hereinafter provided.

“Series 2026 New Money Notes” shall mean the Series 2026 New Money Bridge and Tunnel Notes, the Series 2026 New Money CRZ Tolling Notes and the Series 2026 New Money Transit and Commuter Notes.

“Series 2026 New Money Transit and Commuter Bonds” shall mean the Bonds issued for Applicable Transit and Commuter Projects authorized by Article II of this Supplemental Resolution in one or more Series or subseries, subject to redesignation as hereinafter provided.

“Series 2026 New Money Transit and Commuter Notes” shall mean the notes (including Obligation Anticipation Notes) issued for Applicable Transit and Commuter Projects authorized by Article II of this Supplemental Resolution in one or more Series or subseries, subject to redesignation as hereinafter provided.

“Series 2026 Notes” shall mean the Series 2026 New Money Notes and the Series 2026 Refunding Obligations that are notes.

“Series 2026 Obligations” shall mean the Series 2026 New Money Bonds, the Series 2026 New Money Notes and the Series 2026 Refunding Obligations.

“Series 2026 Refunding Obligations” shall mean the bonds, notes (including Obligation Anticipation Notes) and other obligations authorized by Article II of this Supplemental Resolution that are (i) Refunding Obligations (as defined in the Applicable Resolutions and as authorized pursuant to Section 2.01(g)), (ii) Obligations or Obligation Anticipation Notes for the purpose of refunding Cross-Credit Obligations, and (iii) notes other than Obligation Anticipation Notes issued to refinance outstanding notes, in each case in one or more Series or subseries, subject to redesignation as hereinafter provided, and any Series 2026 Refunding Obligations may be issued pursuant to this Supplemental Resolution to restructure principal amortization within the maturity limits permitted by law.

“Series 2026 Transit and Commuter Capital Cost Bonds” means the Series 2026 New Money Bonds and any similar bonds issued by MTA in accordance with the MTA Multiple Credit and Series 2026 Supplemental Resolution to finance projects that would be Applicable Transit and Commuter Projects under the Applicable Transit and Commuter Resolutions.

“Series 2026 Transit and Commuter Capital Cost Notes” means the Series 2026 Notes (including Obligation Anticipation Notes) and any similar notes issued by MTA in accordance with the MTA Multiple Credit and Series 2026 Supplemental Resolution to finance projects that would be Applicable Transit and Commuter Projects under the Applicable Transit and Commuter Resolutions.

“SOFR” means the Secured Overnight Financing Rate published by The Federal Reserve Bank of New York.

“Subordinate Resolution” shall mean the resolution adopted by the Issuer on March 26, 2002, entitled “2001 Subordinate Revenue Resolution Authorizing Subordinate Revenue Obligations”, as supplemented and amended from time to time.

“Trustee” shall have the meaning set forth in the Applicable Resolution.

References herein to the terms “Bonds,” “Obligations,” “Obligation Anticipation Notes” and “Proceeds Account” as used in the Applicable Resolutions shall refer to the “Bonds,” “Obligations” and “Obligation Anticipation Notes” issued under, and the “Proceeds Account” established under, such Applicable Resolutions, notwithstanding the differences in the lien level at which such “Bonds,” “Obligations” and “Obligation Anticipation Notes” are secured at, or the “Proceeds Account” is established for, under such Applicable Resolutions. By way of example, the term “Obligation” as used herein refers, as the context requires, to “Obligations” issued under the Senior Resolution, as well as “Obligations” issued under the Subordinate Resolution.

Section 1.03 Authority for this Supplemental Resolution. This Supplemental Resolution is adopted pursuant to the provisions of the Issuer Act and the Applicable Resolutions.

ARTICLE II

AUTHORIZATION OF SERIES 2026 OBLIGATIONS

Section 2.01 Principal Amount, Designation and Series. (a) Pursuant to the Applicable Transit and Commuter Resolutions and in order to finance, as applicable, Capital Costs

for Applicable Transit and Commuter Projects, (i) Series 2026 New Money Transit and Commuter Bonds, (ii) Series 2026 New Money Transit and Commuter Notes, and (iii) Loan Facilities, which may be issued in one or more Series or subseries and from time to time, entitled to the benefit, protection and security of the Applicable Transit and Commuter Resolutions, are hereby authorized to be issued in an aggregate principal amount not exceeding \$7 billion at any one time Outstanding under the Applicable Transit and Commuter Resolutions, to effectuate the purposes set forth in Section 2.02 hereof (the “Transit and Commuter Authorized Principal Amount”), which Transit and Commuter Authorized Principal Amount shall exclude any Series 2026 Obligations issued under the Applicable Transit and Commuter Resolutions issued to refinance Series 2026 New Money Transit and Commuter Notes and Series 2026 New Money Transit and Commuter Bonds. If determined to be advisable by an Authorized Officer in connection with the marketing of such Series 2026 Obligations, the proceeds of such Series 2026 Obligations to finance Capital Costs of the Applicable Transit and Commuter Project(s), after giving effect to any net original issue premium, may exceed the Transit and Commuter Authorized Principal Amount; provided, however, the Amount of Proceeds Delivered to the Transit and Commuter Capital Program shall not exceed the limitation imposed by Section 1269(12) of the MTA Act. The “Amount of Proceeds Delivered to the Transit and Commuter Capital Program” shall mean, in connection with any issuance, the amount of proceeds spent on Capital Costs of the Applicable Transit and Commuter Project(s), which shall not take into account (i) Costs of Issuance, (ii) original issue premium or discount, if any, and (iii) any amounts to fund accrued interest, reserve funds or capitalized interest. The Transit and Commuter Authorized Principal Amount shall be reduced by (i) the principal amount of bonds, notes or Loan Facilities issued under the MTA Multiple Credit and Series 2026 Supplemental Resolution for transit and commuter projects.

(b) Pursuant to the Applicable Bridge and Tunnel Resolutions and in order to finance, as applicable, Capital Costs for Applicable Bridge and Tunnel Projects, (i) Series 2026 New Money Bridge and Tunnel Bonds, (ii) Series 2026 New Money Bridge and Tunnel Notes, and (iii) Loan Facilities, which may be issued in one or more Series or subseries and from time to time, entitled to the benefit, protection and security of the Applicable Bridge and Tunnel Resolutions, are hereby authorized to be issued in an aggregate principal amount not exceeding \$700 million at any one time Outstanding to effectuate the purposes set forth in Section 2.02 hereof (the “Bridge and Tunnel Authorized Principal Amount”), which Bridge and Tunnel Authorized Principal Amount shall exclude any Series 2026 Obligations issued under the Applicable Bridge and Tunnel Resolutions issued to refinance Series 2026 New Money Bridge and Tunnel Notes and Series 2026 New Money Bridge and Tunnel Bonds. If determined to be advisable by an Authorized Officer in connection with the marketing of such Series 2026 Obligations, the proceeds of such Series 2026 Obligations to finance Capital Costs of the Applicable Bridge and Tunnel Project(s), after giving effect to any net original issue premium, may exceed the Bridge and Tunnel Authorized Principal Amount.

(c) Reserved.

(d) The Issuer is hereby authorized to issue Series 2026 Refunding Obligations under any Applicable Resolution for the purposes permitted under such Applicable Resolution without limitation as to principal amount for the purposes provided in Section 2.02 hereof.

(e) The Series 2026 Obligations shall be designated as, and shall be distinguished from the Obligations of all other Series by, the title or titles set forth in one or more Certificates of Determination.

(f) The Series 2026 Obligations may be issued in the form of a Loan Facility.

(g) The authority to issue the Obligations and Obligation Anticipation Notes and take related actions granted under previous resolutions of the Issuer shall continue in full force and effect. The authorization to issue the Series 2026 Obligations and take other actions hereunder shall continue in effect without any action by the Issuer until the adoption by the Board of a subsequent supplemental resolution authorizing future new money financings and refundings; provided, however, (i) the authorization to issue the Series 2026 Obligations to refinance the Series 2026 Notes authorized hereunder shall continue in effect until all of such Series 2026 Notes have been repaid, refinanced by Series 2026 Bonds or otherwise refinanced by some other means, including, but not limited to, Cross-Credit Obligations or bonds, notes or other obligations secured in whole or in part by Other Available Revenues or other bond resolutions approved for the financing or refinancing of the same Applicable Projects as were financed by the Series 2026 Notes, and (ii) for purposes of refunding or refinancing a Loan Facility, the Loan Facility shall be treated in the same manner as Series 2026 Notes hereunder, to the effect that the authorization to issue Series 2026 Obligations or incur a Loan Facility to refinance a Loan Facility shall continue in effect until such Loan Facility has been refinanced or otherwise repaid by some other means.

(h) Nothing in this Supplemental Resolution is intended to preclude the issuance of Series 2026 Refunding Obligations as refunding obligations (including Cross-Credit Obligations) under the new money provisions of the Applicable Resolution.

(i) The Issuer hereby covenants and agrees for the benefit of the Holders and Beneficial Owners of the Series 2026 Notes that it will maintain issuance capacity pursuant to the Applicable Resolution to issue Bonds or additional Obligation Anticipation Notes or incur Loan Facilities in an amount sufficient to pay the principal of and interest on the Series 2026 Notes when due.

(j) Notwithstanding anything to the contrary in Sections 2.01(a) and (b), a Loan Facility may, as specified in an additional Supplemental Resolution, Certificate of Determination, or similar instrument executed in connection with the Loan Facility, be entitled to, or excluded from, the benefit, protection, and security of any Applicable Resolutions.

Section 2.02 Purposes. The purposes for which the Series 2026 Obligations are issued shall be set forth in one or more Certificates of Determination and may include (a) with respect to the Series 2026 New Money Bonds and Series 2026 New Money Notes (i) the payment of all or any part of the Capital Costs, including Costs of Issuance relating to the applicable issuance, and (ii) the payment of principal of, redemption premium, if any, and interest on Outstanding Series 2026 Notes, all to the extent and in the manner provided in this Supplemental Resolution, (b) with respect to Series 2026 Refunding Obligations, the refunding, refinancing, restructuring or payment, including by purchasing, exchanging or tendering therefor, of all or any portion of any Outstanding Obligations or Parity Debt or Cross-Credit Obligations deemed advisable by an

Authorized Officer in accordance with the Applicable Resolutions, and (c) with respect to Loan Facilities, for any of the purposes described in paragraphs (a) and (b) of this Section, as applicable.

Section 2.03 Dates, Maturities, Principal Amounts and Interest. The Series 2026 Obligations, except as otherwise provided in the Applicable Resolutions, shall be dated the date or dates determined in the related Certificate of Determination. The Series 2026 Obligations shall mature on the date or dates and in the year or years and in the principal amount or amounts, and shall bear interest at the rate or rates per annum, if any, specified in or determined in the manner provided in the related Certificate of Determination. The Series 2026 Notes shall be subject to redemption prior to maturity as provided in the Certificate of Determination.

Section 2.04 Interest Payments. The Series 2026 Obligations shall bear interest from their date or dates and be payable on such date or dates as may be determined pursuant to the related Certificate of Determination. Except as otherwise provided in the related Certificate of Determination, interest on the Series 2026 Obligations shall be computed on the basis of twelve (12) 30-day months and a 360-day year.

Section 2.05 Denominations, Numbers and Letters. Unless otherwise provided in the related Certificate of Determination, the Series 2026 Obligations shall be issued in fully registered form without coupons in the denomination of \$5,000 or any integral multiple thereof. The Series 2026 Obligations shall be numbered and lettered as provided in the related Certificate of Determination.

Section 2.06 Places of Payment and Paying Agents. Except as otherwise provided in the related Certificate of Determination, principal and Redemption Price of the Series 2026 Obligations shall be payable to the registered owner of each Series 2026 Obligation when due upon presentation of such Series 2026 Obligation at the principal corporate trust office of the applicable Trustee. Except as otherwise provided in the related Certificate of Determination, interest on the registered Series 2026 Obligations will be paid by check or draft mailed on the interest payment date by the applicable Paying Agent, to the registered owner at his address as it appears on the registration books or, at the option of any Owner or Holder of at least one million dollars (\$1,000,000) in principal amount of the Series 2026 Obligations, by wire transfer in immediately available funds on each interest payment date to such Owner or Holder thereof upon written notice from such Owner or Holder to the related Trustee, at such address as such Trustee may from time to time notify such Owner or Holder, containing the wire transfer address (which shall be in the continental United States) to which such Owner or Holder wishes to have such wire directed, if such written notice is received not less than twenty (20) days prior to the related interest payment date (such notice may refer to multiple interest payments).

Section 2.07 Sinking Fund Installments. Except as otherwise provided in the related Certificate of Determination, the Series 2026 Bonds, if any, determined in the related Certificate of Determination shall be subject to redemption (a) in part, by lot, (b) pro rata (in the case of Series 2026 Bonds issued as Taxable Obligations), or (c) otherwise as determined in accordance with the Applicable Resolution, on each date in the year or years as determined in the related Certificate of Determination at the principal amount thereof, plus accrued interest up to but not including the date of redemption thereof, from mandatory Sinking Fund Installments which are required to be

made in amounts sufficient to redeem on each such date the principal amount of such Series 2026 Bonds.

Section 2.08 Redemption Prices and Terms. The Series 2026 Bonds may also be subject to redemption prior to maturity, at the option of the Issuer, upon notice as provided in Article A-IV of the Applicable Resolution, at any time as a whole or in part (and by lot within a maturity, or otherwise as determined in accordance with Section A-404 of the Applicable Resolution, if less than all of a maturity is to be redeemed), from maturities designated by the Issuer on and after the date and in the years and at the Redemption Prices (expressed as a percentage of principal amount) determined in the related Certificate of Determination, plus accrued interest up to but not including the redemption date; *provided, however*, that if any Series 2026 Obligations are redeemable at the election of the Issuer, such redemption may be a pro rata redemption and the Redemption Price may be determined as provided in clause of (f) of Section 2.10 hereof, all as determined in the related Certificate of Determination.

Section 2.09 Sources of Payment for Series 2026 Notes Issued as Obligation Anticipation Notes.

(a) *Principal and Interest.* There are hereby pledged to the payment of principal of and interest on the Series 2026 Notes issued as Obligation Anticipation Notes: (i) the proceeds of other Series 2026 Notes issued for the same purposes to refinance such Series 2026 Notes issued as Obligation Anticipation Notes, and (ii) the proceeds of the Series 2026 New Money Bonds issued for the same purposes to refinance such Series 2026 Notes issued as Obligation Anticipation Notes, and any such pledge of the items set forth in clauses (i) and (ii) shall have priority over any other pledge created by the Applicable Resolution.

(b) *Interest only.* There is also hereby pledged to the payment of interest on the Series 2026 Notes issued as Obligation Anticipation Notes under an Applicable Resolution amounts available for transfer pursuant to such Applicable Resolution for the payment of Subordinated Indebtedness in accordance with and subject to the limitations contained in such Applicable Resolution.

(c) *Permissive Pledge to Principal.* To the extent set forth in a Certificate of Determination, there may be pledged to the payment of principal of the Series 2026 Notes issued as Obligation Anticipation Notes: (i) the proceeds of notes or other evidences of indebtedness, or any other amounts that are not pledged under the Applicable Resolution (which may include Other Available Revenues), and (ii) amounts available for transfer pursuant to such Applicable Resolution for the payment of Subordinated Indebtedness in accordance with and subject to the limitations contained in such Applicable Resolution.

(d) *Permissive Pledge to Interest.* To the extent set forth in a Certificate of Determination, there may be pledged to the payment of interest on the Series 2026 Notes issued as Obligation Anticipation Notes the proceeds of notes or other evidences of indebtedness, or any other amounts that are not pledged under the Applicable Resolution (which may include Other Available Revenues).

For purposes of clarification, Series 2026 Bonds issued under the Second Subordinate Resolution are Subordinated Indebtedness as described in the Subordinate Resolution and the payment of interest on the Series 2026 Notes issued as Obligation Anticipation Notes under the Second Subordinate Resolution is subordinate to the payment of principal of and interest on the Series 2026 Bonds issued under the Second Subordinate Resolution.

Section 2.10 Delegation to an Authorized Officer. 1. There is hereby delegated to each Authorized Officer, subject to the limitations contained in this Supplemental Resolution, the following powers with respect to the Series 2026 Obligations:

(a) to determine whether and when to issue any (i) Series 2026 New Money Bonds, the amount of the Series 2026 New Money Bonds to be applied to finance Capital Costs or other uses as provided in Section 2.02 hereof, and the amount of the proceeds of the Series 2026 New Money Bonds, estimated to be necessary to pay the Costs of Issuance of the Series 2026 New Money Bonds and capitalized interest, if any, (ii) Series 2026 New Money Notes, the amount of the Series 2026 New Money Notes to be applied to finance Capital Costs or other uses as provided in Section 2.02 of this Supplemental Resolution and the amount of the proceeds of the Series 2026 New Money Notes estimated to be necessary to pay the Costs of Issuance of the Series 2026 New Money Notes and capitalized interest, if any, and (iii) Series 2026 Refunding Obligations constituting Refunding Obligations or Obligations issued to refund Cross-Credit Obligations, and to determine the amount of the proceeds of the Series 2026 Refunding Obligations to be applied to refunding purposes as well as the specific Obligations or Parity Debt or Cross-Credit Obligations, or portions of either to be refunded and the date or dates, if any, on which such refunded obligations shall be redeemed, and the amount of the proceeds of the Series 2026 Refunding Obligations estimated to be necessary to pay the Costs of Issuance of the Series 2026 Refunding Obligations;

(b) with respect to any Loan Facility: (i) to identify, designate, and apply any Other Available Revenues, if any, pledged to secure the Issuer's repayment obligations thereunder; (ii) to negotiate, approve, and finalize the terms and conditions of the Loan Facility, including, without limitation, interest rate and fee provisions, representations, warranties and other covenants, events of default, remedies (including prepayment, amortization, and rate-mode provisions), and any required reserves; (iii) to execute and deliver one or more loan agreements (including amendments, supplements, waivers, or consents) with one or more financial institutions, government agencies or other entities selected by such Authorized Officer; (iv) to execute and deliver any other documents (including security agreements, account control agreements, intercreditor or collateral agency agreements, subordination agreements, collateral assignments, UCC financing statements and continuations, opinions, closing certificates, amendments, and related instruments) in the form and with such changes as an Authorized Officer determines are advisable (such determination to be conclusively evidenced by such Authorized Officer's execution thereof); (v) to grant to or confer upon the Trustee for the benefit of any lender under a Loan Facility (in its capacity as an Owner under the Applicable Resolution) any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon such lender or the Trustee which are not contrary to or inconsistent with Applicable Resolution as then in effect; and (vi) to take all other actions an Authorized

Officer determines are necessary or desirable to effectuate the Loan Facility, including establishing accounts or funds, providing and perfecting security interests, making elections, delivering certificates and notices, selecting and appointing advisors, and obtaining or providing credit enhancement, in each case consistent with applicable law and the Applicable Resolution;

(c) to determine the purpose or purposes for which the Series 2026 Obligations are being issued, which shall be one or more of the purposes set forth in Section 2.02 of this Supplemental Resolution;

(d) to determine the principal amounts of the Series 2026 Obligations to be issued for the purposes set forth in Section 2.02 of this Supplemental Resolution and whether such principal amounts constitute a separate Series or a subseries of Series 2026 Obligations, which principal amounts (and the aggregate of all such Series and subseries) shall not exceed the principal amounts permitted by Section 2.01 of this Supplemental Resolution, and with respect to Series 2026 Bonds, to determine Accreted Values and Appreciated Values, if applicable;

(e) to determine the maturity date and principal amount of each maturity of the Series 2026 Obligations and with respect to Series 2026 Bonds, the amount and due date of each Sinking Fund Installment, if any;

(f) to determine the date or dates which the Series 2026 Obligations shall be dated and the interest rate or rates of the Series 2026 Obligations or the manner of determining such interest rate or rates; provided, however, that (i) any Series 2026 New Money Bonds issued as fixed rate Tax-Exempt Obligations shall be subject to a maximum interest rate of not greater than 10% per annum, any Series 2026 New Money Bonds issued as fixed rate Taxable Obligations shall be subject to a maximum interest rate of not greater than 12% per annum, any Variable Interest Rate Obligations issued as Tax-Exempt Obligations shall be subject to a maximum interest rate of not greater than 15% per annum, any Variable Interest Rate Obligations issued as Taxable Obligations shall be subject to a maximum interest rate of not greater than 18% per annum and any Parity Reimbursement Obligations shall be subject to a maximum interest rate of not greater than 25% per annum, or, in each such case, such higher rate or rates as determined by the Board; and (ii) the true interest cost (as calculated by the officers of the Issuer executing any Certificate of Determination, which calculation shall be conclusive) on the Series 2026 Notes bearing a fixed rate of interest shall not exceed 8.00% per annum and for Series 2026 Notes bearing interest at a variable interest rate shall not exceed a rate equal to SIFMA or SOFR, as applicable, or another short-term index generally accepted in the marketplace chosen by an Authorized Officer and set forth in the Certificate of Determination, in each case, plus 5.00% and any default rate or equivalent rate shall not exceed the sum of 12.00% plus either a specified prime rate, the federal funds rate or another index generally accepted in the marketplace, in which case the total default rate shall not exceed 25%;

(g) to determine the Redemption Price, Redemption Prices or prepayment cost, if any, and the redemption terms, if any, for the Series 2026 Obligations; provided, however, that if the Series 2026 Obligations are to be redeemable at the election of the

Issuer, the Redemption Price shall not be greater than one hundred three percent (103%) of the principal amount of the Series 2026 Obligations to be redeemed (the “Cap”), plus accrued interest thereon up to but not including the date of redemption, unless the Authorized Officer deems it advisable to provide for a make-whole redemption in excess of the Cap;

(h) to determine whether the sale of any or a portion of the Series 2026 Obligations shall be conducted on either a negotiated or competitive bid basis and, as applicable, to determine the purchase price for the Series 2026 Obligations to be paid by the purchaser or purchasers referred to in one or more Purchase Agreements or a bank direct purchase agreement, the purchase price for the Series 2026 Obligations to be paid by the winning bidder, if such sale is conducted by competitive bid pursuant to a Notice of Sale, in either case as such document is described in Section 2.11 of this Supplemental Resolution, which may include such original issue discount and original issue premium as shall be determined in the related Certificate of Determination; provided, however, that, in the case of Series 2026 Bonds sold on a negotiated basis (and not competitive sale), the underwriters’ discount reflected in such purchase price shall not exceed (i) \$7.00 for each one thousand dollars (\$1,000) principal amount of the Series 2026 Bonds and (ii) \$3.50 for each one thousand dollars (\$1,000) principal amount of the Series 2026 Notes;

(i) to take all actions required for the Series 2026 Obligations to be eligible under the rules and regulations of DTC for investment and trading as uncertificated securities, to execute and deliver a standard form of letter of representation with DTC and, notwithstanding any provisions to the contrary contained in this Supplemental Resolution, to include in the related Certificate of Determination such terms and provisions as may be appropriate or necessary to provide for uncertificated securities in lieu of Series 2026 Obligations issuable in fully registered form;

(j) to determine whether to issue all or any portion of the Series 2026 Obligations as Tax-Exempt Obligations, Taxable Obligations, Put Obligations, Variable Interest Rate Obligations or as any other form of Obligations or Obligation Anticipation Notes permitted by the Applicable Resolution or this Supplemental Resolution and any matters related thereto, including (i) the terms and provisions of any such Series 2026 Obligations, (ii) the selection of remarketing agents, tender agents, calculation agents, auction agents, dealers, bidding agents or any other agents or parties to ancillary arrangements and the terms of any such arrangements, and (iii) the methods for determining the accrual of Debt Service;

(k) to determine the advisability, as compared to an unenhanced transaction, of obtaining one or more Credit Facilities, to select a provider or providers thereof and to determine and accept the terms and provisions and price thereof, to determine the items to be pledged to the Series 2026 Obligations from those permitted by Section A-203 of the Applicable Resolution, and to determine such other matters related thereto as in the opinion of the officer executing the related Certificate of Determination shall be considered necessary or appropriate and to effect such determinations by making any changes in or additions to this Supplemental Resolution required by Credit Facility providers, if any, or required by a Rating Agency in order to attain or maintain specific ratings on the Series

2026 Obligations, or relating to the mechanisms for the repayment of amounts advanced thereunder or payment of fees, premiums, expenses or any other amounts, notices, the provision of information, and such other matters of a technical, mechanical, procedural or descriptive nature necessary or appropriate to obtain or implement a Credit Facility with respect to the Series 2026 Obligations, and to make any changes in connection therewith. Such changes may include, but are not limited to, the making of any additional covenants with Holders or other parties deemed necessary or appropriate by the officer executing any Certificate of Determination;

(l) to determine that Series 2026 Refunding Obligations comply with all Board policies relating to the issuance of refunding obligations in effect at the time of such determination, unless otherwise provided by the Board;

(m) to make such changes to the form of this Supplemental Resolution as may be required by a Rating Agency in order to attain or maintain specific ratings on the Series 2026 Obligations;

(n) to make such changes to the form of this Supplemental Resolution as may be necessary or desirable in order to cure any ambiguities, inconsistencies or other defects;

(o) to determine whether to (i) enter into an escrow agreement or other arrangement in connection with the issuance of Refunding Obligations, including the selection of escrow agents, verification agents and the manner of determining specified matters relating to the defeasance of the refunded obligations and (ii) purchase SLGs or open market securities and the form and substance thereof and any related investment agreement, and to determine the application of any amounts released in connection with any such refunding; and

(p) to determine any other matters provided for herein, or permitted by the provisions of the Applicable Resolutions, including the election and determination of matters relating to Tax-Exempt Obligations, to establish any additional bonds tests or reserve requirements, and to determine matters relating to the payment or defeasance of Obligation Anticipation Notes, including preparation of any documentation therefor.

2. Any Authorized Officer shall execute one or more Certificates of Determination evidencing the determinations made pursuant to this Supplemental Resolution and any such Certificate of Determination shall be conclusive evidence of the determinations of such Authorized Officer, as stated therein. More than one Certificate of Determination may be delivered to the extent more than one Series or subseries of Series 2026 Obligations are delivered from time to time or other authority is exercised under this Supplemental Resolution from time to time and each such Certificate of Determination shall be delivered to the related Trustee concurrently with the authentication and delivery of the respective Series or subseries of Series 2026 Obligations by such Trustee or other documentation. Determinations set forth in any Certificate of Determination shall have the same effect as if set forth in this Supplemental Resolution.

3. Any such Authorized Officer may exercise any authority delegated under this Supplemental Resolution from time to time following issuance of any Series 2026 Obligations, as

appropriate for any purposes, including to remove or replace Trustees under Applicable Resolutions as permitted by the Applicable Resolution, provided such substitute Trustee meets the requirements of the Applicable Resolution; to amend any Certificate of Determination to make such changes to the form thereof as may be necessary or desirable in order to cure any ambiguities, inconsistencies or other defects; to change interest rate modes or auction periods; to obtain or terminate one or more Credit Facilities, including substitute or additional Credit Facilities; to enter into one or more bank direct purchase agreements or similar instruments providing for the private placement of Series 2026 Obligations with financial or governmental entities; to appoint new or additional agents or other parties deemed appropriate to a particular form or mode of Series 2026 Obligation or Series 2026 Obligation Anticipation Note or manner of sale; to enter into one or more remarketing agreements, firm remarketing agreements, continuing disclosure agreements or other agreements in connection with the remarketing of any Series 2026 Obligations; if any Series 2026 Obligations shall consist of multiple subseries, to change the principal amounts and number of the individual subseries or to combine one or more subseries into a single Series or subseries; or, if any Series 2026 Obligations consist of a single Series or subseries, to divide such Series or subseries into two or more subseries and to determine the principal amount of such subseries. In connection with the remarketing, by negotiated sale, competitive bid or direct or private placement, of any Series 2026 Obligations, any such Authorized Officer is hereby authorized to make public and to authorize the use and distribution by remarketing agents or other appropriate parties of a remarketing circular (including a preliminary remarketing circular), or other disclosure document, in substantially the form most recently executed or delivered by the Issuer in connection with the remarketing of Obligations or Obligation Anticipation Notes to the extent applicable, with such changes, omissions, insertions and revisions as such Authorized Officer shall deem advisable. Any Authorized Officer shall execute one or more amendments to the applicable Certificate or Certificates of Determination evidencing the determinations made pursuant to this paragraph and any such amended Certificate of Determination shall be conclusive evidence of the determinations of such Authorized Officer, as stated therein.

Section 2.11 Sale of Series 2026 Obligations. Each Authorized Officer is hereby authorized either (i) to sell and award all or any portion of the Series 2026 Obligations through a competitive bidding process to purchasers meeting the requirements of one or more Notices of Sale to be published in order to give notice of the competitive sale of the Series 2026 Obligations; (ii) to sell and award all or any portion of the Series 2026 Obligations through a negotiated sale to the purchasers who are referred to in the Purchase Agreement and who shall be selected from the then current list of approved underwriters or shall be an approved governmental lender under a federal or State program; (iii) to sell and award all or any portion of the Series 2026 Obligations through a direct sale to the financial or governmental institution or institutions selected by the Authorized Officer who shall be referred to in the continuing covenant, direct purchase or similar agreement; or (iv) to issue all or any portion of the Series 2026 Obligations in the form of a Loan Facility to any financial or governmental institution or institutions selected by the Authorized Officer or pledge such Series 2026 Obligations as security for any Loan Facility. Each Authorized Officer is hereby authorized to sell and award the Series 2026 Obligations to the purchasers referred to in the preceding sentence in the case of a bond purchase agreement or note purchase agreement, in substantially the form most recently executed or delivered by the Issuer, to the extent applicable, in connection with the sale of Obligations or Obligation Anticipation Notes, or, with respect to a continuing covenant, direct purchase or similar agreement, containing bank facility terms and provisions (including, without limitation, increased costs, term-out, events of default

and remedies) in substantially the form set forth in a letter of credit reimbursement agreement most recently executed or delivered by the Issuer to the extent applicable, including, if applicable, that the requirement that the Loan Facility issuer or direct purchaser offer to the Issuer a term-out provision of no less than five years, with such revisions to reflect the terms and provisions of the Series 2026 Obligations as may be approved by the Authorized Officer executing the Purchase Agreement. Each Authorized Officer is hereby authorized to agree to the selection of the representative of the underwriters or the other purchasers or facility providers as referred to in the Purchase Agreement or Agreements and to execute and deliver the Purchase Agreement or Agreements for and on behalf and in the name of the Issuer with such changes, omissions, insertions and revisions as may be approved by the Authorized Officer executing the Purchase Agreement or Agreements, said execution being conclusive evidence of such approval and concurrence in the selection of the representative of the underwriters.

If it is determined that any sale of Series 2026 Obligations shall be conducted on a competitive bid basis, each Authorized Officer is hereby further authorized to conduct the sale and award of the Series 2026 Obligations on the basis of a competitive bid, pursuant to the terms of a Notice of Sale, in a form, including any limitations on permitted bidders and a description of the basis for determining the winning bidder or bidders, determined by such Authorized Officer. Each Authorized Officer is hereby authorized to conduct such competitive sale of the Series 2026 Obligations in a manner consistent with this Supplemental Resolution and to utilize the services of the Authority's financial advisor and the services of an electronic bidding service, as such Authorized Officer shall determine, and the execution by such Authorized Officer of a letter of award shall be conclusive evidence of such award.

Each Authorized Officer is hereby authorized to make public and to authorize the use and distribution by said purchasers or other appropriate parties of a Preliminary Official Statement in connection with each public offering or any direct or private placement of the Series 2026 Obligations, in substantially the form most recently executed or delivered by the Issuer in connection with the sale of Obligations or Obligation Anticipation Notes, to the extent applicable, with such changes, omissions, insertions and revisions as such officer shall deem advisable, said distribution being conclusive evidence of the approval of such changes, omissions, insertions and revisions. The Issuer authorizes any of said officers to deliver a certification to the effect that such Preliminary Official Statement or Official Statement, if deemed necessary or appropriate, together with such other documents, if any, described in such certificate, was deemed final as of its date for purposes of Rule 15c2-12 of the Securities and Exchange Commission, as applicable.

The proceeds of each good faith deposit, if any, received by the Issuer from the purchasers of each issue of the Series 2026 Obligations under the terms of the related Purchase Agreement or Notice of Sale may be invested by the Issuer pending application of the proceeds of such good faith deposit for the purposes provided in Section 2.02 of this Supplemental Resolution at the time of the issuance and delivery of such Series 2026 Obligations.

Each Authorized Officer is hereby authorized to make public and to authorize distribution of an Official Statement in substantially the form of each Preliminary Official Statement or the most recently executed and delivered Official Statement if there is not a Preliminary Official Statement to the extent applicable, with such changes, omissions, insertions and revisions as such Authorized Officer shall deem advisable, to sign such Official Statement and to deliver such

Official Statement to the purchasers of such issue of the Series 2026 Obligations, such execution being conclusive evidence of the approval of such changes, omissions, insertions and revisions.

Notwithstanding the preceding two paragraphs, however, each Authorized Officer may make public and authorize the use and distribution of a final Official Statement in connection with the public offering of the Series 2026 Obligations meeting the requirements of the preceding two paragraphs and may deem such Official Statement final as of its date for purposes of Rule 15c2-12 of the Securities and Exchange Commission.

Each Authorized Officer is hereby authorized to execute and deliver for and on behalf and in the name of the Issuer, to the extent determined by such Authorized Officer to be necessary or convenient, a Continuing Disclosure Agreement, substantially in the form of the Continuing Disclosure Agreement most recently executed and delivered by the Issuer to the extent applicable, with such changes, omissions, insertions and revisions as such Authorized Officer shall deem advisable (the “Continuing Disclosure Agreement”), said execution being conclusive evidence of the approval of such changes, omissions, insertions and revisions.

Each Authorized Officer (including any Assistant Secretary of the Issuer) is hereby authorized and directed to execute, deliver, amend, replace or terminate any and all documents and instruments (including any remarketing agreements, dealer agreements, broker-dealer agreements, tender agent agreements, escrow agreements, auction agency agreements, any investment agreements or arrangements, or any reimbursement agreements or documents or instruments relating to a Credit Facility deemed appropriate to a given form or mode of an Obligation) and to do and cause to be done any and all acts necessary or proper for carrying out each Purchase Agreement or Notice of Sale, each Continuing Disclosure Agreement, the terms of any Credit Facility or other such agreement or arrangement, and the issuance, sale and delivery of the Series 2026 Obligations and for implementing the terms of the Series 2026 Obligations and the transactions contemplated hereby or thereby.

When reference is made in this Supplemental Resolution to the authorization of an Authorized Officer to do any act, such act may be accomplished by any of such officers individually.

Section 2.12 Forms of Series 2026 Obligations and Trustee’s Authentication Certificate.

(a) Subject to the provisions of the Applicable Resolution, the form of registered Series 2026 Bonds, and the related Trustee’s certificate of authentication, shall be substantially in the form set forth in Exhibit One (or any analogous attachment or reference thereto) to the Applicable Resolution including, if necessary, any changes to comply with the requirements of DTC or the provisions of this Supplemental Resolution or the related Certificate of Determination.

(b) The form of registered Series 2026 Notes, and the certificate of authentication, shall be of substantially the form and tenor provided in any Certificate of Determination.

Section 2.13 Appointment of Trustees and Paying Agents.

(a) With respect to the Series 2026 Bonds (other than Series 2026 Bonds issued under the CRZ Resolution), unless otherwise provided by any Certificate of Determination, The Bank of New York Mellon shall be the Trustee under each of the Applicable Resolutions and the Paying Agent for the Series 2026 Bonds.

(b) With respect to the Series 2026 Notes or Series 2026 Bonds issued under the CRZ Resolution, there is hereby delegated to any Authorized Officer executing any Certificate of Determination the right and authority to appoint any trustee, paying agent, fiscal agent or other agent with respect to the Series 2026 Notes or such Series 2026 Bonds, in each case deemed advisable by such Authorized Officer and to determine the terms and provisions of any arrangements with any such parties.

Section 2.14 General Provisions.

(a) As and to the extent provided in any Certificate of Determination, the provisions of the Applicable Resolutions relating to “General Terms and Provisions of Obligations,” “Redemption at Demand of the State or the City,” “Redemption and Tender of Obligations,” “Concerning the Trustee, Paying Agents and the Registrar,” “Amendments” and “Miscellaneous” (or similar provisions of Applicable Resolutions hereafter added) may apply equally to the Series 2026 Notes as though set forth in full herein but with each reference to Bonds being a reference to Series 2026 Notes, except as affected by the terms hereof and the procedures of the Securities Depository; provided that the Authorized Officer executing any Certificate of Determination may, in the alternative, set forth in any Certificate of Determination provisions relating to any such matters as deemed necessary or appropriate by such Authorized Officer.

(b) In addition to the delegations authorized by Section 2.10, there is hereby delegated to each Authorized Officer, subject to the limitations contained in any Applicable Resolution, the power to make such changes to any Applicable Resolution as may be necessary or desirable in order to cure any ambiguities, inconsistencies or other defects, as provided in a Certificate of Determination. This Supplemental Resolution shall constitute a “Supplemental Resolution” under any section of an Applicable Resolution permitting the cure of any ambiguities, inconsistencies or other defects therein provided such changes are filed with the applicable trustee and accompanied by an Opinion of Bond Counsel.

ARTICLE III

DISPOSITION AND ALLOCATION OF SERIES 2026 OBLIGATION PROCEEDS

Section 3.01 Disposition and Allocation of Series 2026 New Money Bond Proceeds. Except as otherwise provided under Applicable Resolutions hereafter added or as otherwise provided in any Certificate of Determination, any proceeds of the sale of the Series 2026 Bonds, other than accrued interest and capitalized interest, if any, shall be deposited, simultaneously with the issuance and delivery of a series or subseries of the Series 2026 Bonds, or shall otherwise be disposed of or applied pursuant to the related Certificate of Determination in accordance with the Applicable Resolution, as follows:

(a) such proceeds shall be (i) deposited in the Series 2026 Bond Proceeds Account, which is hereby established in the proceeds fund established under the Applicable Resolution (the “Proceeds Fund”) for each such series or subseries, and applied to the payment of Capital Costs or the payment of principal of and redemption premium, if any, and interest on the Series 2026 Notes or (ii) otherwise applied to the payment of such amounts; and

(b) the balance of such proceeds shall be (i) deposited in the Series 2026 Costs of Issuance Account, which is hereby established in the Proceeds Fund for each such series or subseries, and applied to the payment of Costs of Issuance, or (ii) otherwise applied to the payment of Costs of Issuance.

Section 3.02 Disposition of Series 2026 Note Proceeds. Except as otherwise provided under Applicable Resolutions hereafter added or as otherwise provided in any Certificate of Determination, the proceeds of the sale of the Series 2026 Notes shall be deposited in the Series 2026 Note Proceeds Account which is hereby established in the related Proceeds Fund and applied pursuant to the related Certificate of Determination to the payment of Capital Costs, including any Costs of Issuance and accrued and capitalized interest, and the payment of principal of and interest on Outstanding Series 2026 Notes.

Section 3.03 Disposition of Refunding Obligation Proceeds. Except as otherwise provided under Applicable Resolutions hereafter added or as otherwise provided in any Certificate of Determination, any proceeds of the sale of the Series 2026 Refunding Obligations, other than accrued interest, if any, shall be deposited, simultaneously with the issuance and delivery of a series or subseries of the Series 2026 Refunding Obligations, or shall otherwise be disposed of or applied pursuant to the related Certificate of Determination as follows:

(a) such proceeds shall be (i) deposited in the Series 2026 Refunding Obligations Proceeds Account, which is hereby established in the Proceeds Fund for each such series or subseries, and applied to the refunding of any Obligations, Parity Debt or Cross Credit Obligations, or portions of any of them, in accordance with Section 2.02 hereof or (ii) otherwise applied to such refunding; and

(b) the balance of such proceeds shall be (i) deposited in the Series 2026 Refunding Obligations Costs of Issuance Account, which is hereby established in the Proceeds Fund for each such series or subseries, and applied to the payment of Costs of Issuance, or (ii) otherwise applied to the payment of Costs of Issuance.

Section 3.04 Accrued Interest. Unless otherwise provided in the related Certificate of Determination, the accrued interest and capitalized interest (excluding capitalized interest on Series 2026 Refunding Obligations), if any, received on the sale of the Series 2026 Obligations shall be deposited in the related debt service fund created under the Applicable Resolution.

ARTICLE IV

TAX COVENANTS AND DEFEASANCE

Section 4.01 Tax Covenants Relating to the Series 2026 Obligations. The Issuer covenants that, in order to maintain the exclusion from gross income for federal income tax

purposes of the interest on the Series 2026 Obligations issued as Tax-Exempt Obligations, the Issuer will satisfy, or take such actions as are necessary to cause to be satisfied, each provision of the Code necessary to maintain such exclusion. In furtherance of this covenant, the Issuer agrees to comply with such written instructions as may be provided by Bond Counsel. In furtherance of the covenant contained in the preceding sentence, the Issuer agrees to continually comply with the provisions of any “Arbitrage and Use of Proceeds Certificate” or “Tax Certificate” to be executed by the Issuer in connection with the execution and delivery of any Series 2026 Obligations issued as Tax-Exempt Obligations, as amended from time to time.

Notwithstanding any other provision of the Applicable Resolution to the contrary, upon the Issuer’s failure to observe, or refusal to comply with the above covenant (a) the Owners or Holders of the Series 2026 Obligations, or the Trustee acting on their behalf, shall be entitled to the rights and remedies provided to Owners or the Trustee under the Applicable Resolutions (for the Series 2026 Notes, as though such provisions related to Series 2026 Notes rather than Bonds), other than the right (which is hereby abrogated solely as to the Issuer’s failure to observe, or refusal to comply with the above covenant) to declare the principal of all Obligations then Outstanding, and the interest accrued thereon, to be due and payable pursuant to Section 567 of the Issuer Act, and (b) neither the Owners of the Obligations or notes of any Series or holders of any Parity Debt (other than the Owners of the Series 2026 Obligations or the Trustee acting on their behalf), nor the Trustee acting on their behalf, shall be entitled to exercise any right or remedy provided to the Owners, the Parity Debt holders or the Trustee or Noteholders under the Applicable Resolution based upon the Issuer’s failure to observe, or refusal to comply with, the above covenant.

The provisions of the foregoing covenants set forth in this Section shall not apply to any Series 2026 Refunding Obligations, including any subseries thereof, which the Issuer determines pursuant to the applicable Certificate of Determination to issue as Taxable Obligations.

Section 4.02 Additional Covenants.

1. The Issuer covenants and agrees that it will not issue any Obligations under the Senior Resolution (other than pursuant to Section 205 thereof) unless in addition to satisfying the requirements of the Senior Resolution, an Authorized Officer delivers to the trustee under the Senior Resolution a certificate demonstrating that for any period of 12 consecutive calendar months out of the 18 complete calendar months next preceding the date of authentication and delivery of such issue of Senior Obligations, Net Revenues are at least equal to 1.10 times the Combined Maximum Annual Calculated Debt Service for all Obligations, and Parity Debt under each of the Senior Resolution and Subordinate Resolution.

2. The Issuer covenants and agrees that in addition to complying with the provisions of Section 6.04 of the Subordinate Resolution, the Issuer shall at all times establish, levy, maintain and collect, or cause to be established, levied, maintained and collected, such tolls, rentals and other charges in connection with the TBTA Facilities as shall always be sufficient, together with other money available therefor (including the anticipated receipt of proceeds of sale of Obligations or other bonds, notes or other obligations or evidences of indebtedness of the Issuer that will be used to pay the principal of Obligations issued in anticipation of such receipt, but not including any anticipated or actual proceeds from the sale of TBTA Facilities), to equal or exceed in each calendar year the greater of (a) an amount equal to the sum of amounts necessary in such

calendar year (i) to pay all Operating Expenses of the Issuer, plus (ii) to pay the sum of Calculated Debt Service as defined in the Subordinate Resolution and Calculated Debt Service as defined in the Senior Resolution, plus (iii) to maintain any reserve established by the Issuer pursuant to the Senior Resolution, in such amount as may be determined from time to time by an Authorized Officer in his or her judgment, or (b) an amount such that Revenues less Operating Expenses shall equal at least 1.10 times the sum of Calculated Debt Service as defined in the Senior Resolution and Calculated Debt Service as defined in the Subordinate Resolution for such calendar year.

Section 4.03 Defeasance. In the event the Issuer shall seek, prior to the maturity or redemption date thereof, to pay or cause to be paid, within the meaning and with the effect expressed in the Applicable Resolution, all or less than all Outstanding Series 2026 Obligations issued as Tax-Exempt Obligations and the provisions of Section 4.01 hereof shall then be of any force or effect, then, notwithstanding the provisions of this Supplemental Resolution or the defeasance provisions of the Applicable Resolutions, the Series 2026 Obligations issued as Tax-Exempt Obligations which the Issuer then seeks to pay or cause to be paid shall not be deemed to have been paid within the meaning and with the effect expressed in this Supplemental Resolution or the defeasance provisions of the Applicable Resolutions unless (i) the Issuer has confirmed in writing that the Owners or Holders of the Series 2026 Obligations issued as Tax-Exempt Obligations which the Issuer then seeks to pay or cause to be paid will continue, after such action, to have the benefit of a covenant to the effect of the covenant of the Issuer contained in Section 4.01 hereof or (ii) there shall have been delivered to the related Trustee an Opinion of Bond Counsel to the effect that non-compliance thereafter with the applicable provisions of the Code will not affect the then current treatment of interest on the Series 2026 Obligations issued as Tax-Exempt Obligations in determining gross income for Federal income tax purposes.

ARTICLE V

REIMBURSEMENT

Section 5.01 Capital Program Reimbursement.

(a) The Issuer intends to finance Applicable Transit and Commuter Project expenditures and Applicable Bridge and Tunnel Project expenditures in 2026 (together, the “Capital Project”) (whether directly or as a reimbursement) consisting of capital assets, whether in the nature of personal or real property, as more fully described in the capital programs (the “Capital Programs”) adopted by the Issuer or by the Metropolitan Transportation Authority (“MTA”).

(b) The Issuer desires to finance the Capital Project through the issuance of tax-exempt debt or tax-advantaged debt, if available, and other available sources, including moneys derived from the Issuer or MTA and its affiliates and subsidiaries, and expects to reimburse expenditures made from such other sources with proceeds of such tax-exempt or tax-advantaged debt.

(c) The statements contained in this Section 5.01 with respect to the reimbursement of the expenditures described in this Supplemental Resolution are intended to be statements of official intent as required by, and in conformance with, the provisions of Treasury Regulation Section 1.150-2(e).

(d) The expenditures in connection with the Capital Project to be reimbursed pursuant to this Supplemental Resolution have been incurred and paid not more than 60 days prior to the date this Supplemental Resolution (or any amendment of or supplement to this Supplemental Resolution, as applicable) is adopted or will be incurred and paid after the date this Supplemental Resolution (or any amendment of or supplement to this Supplemental Resolution, as applicable) is adopted in connection with the Capital Project. The reimbursement of such expenditures with proceeds of tax-exempt or tax-advantaged debt will be made in compliance with Treasury Regulation Section 1.150-2(d).

(e) The Issuer reasonably expects that the maximum principal amount of tax-exempt or tax-advantaged debt (including bonds, commercial paper and bond anticipation notes) to be issued by the Issuer and/or by MTA pursuant to the MTA Multiple Credit and Series 2026 Supplemental Resolution subsequent to the date hereof to pay the Capital Project consisting of Applicable Transit and Commuter Project expenditures, in 2026 (whether directly or as a reimbursement), in addition to amounts previously authorized by other resolutions intended to be statements of official intent as required by, and in conformance with, the provisions of Treasury Regulation Section 1.150-2(e), is \$7 billion, which is the amount set forth in Section 2.01(a) of this Supplemental Resolution (plus associated financing costs).

(f) The Issuer reasonably expects that the maximum principal amount of tax-exempt or tax-advantaged debt (including bonds, commercial paper and bond anticipation notes) to be issued by the Issuer to pay the Capital Projects consisting of Applicable Bridge and Tunnel Project expenditures in 2026 (whether directly or as a reimbursement), in addition to amounts previously authorized by other resolutions intended to be statements of official intent as required by, and in conformance with, the provisions of Treasury Regulation Section 1.150-2(e), are \$700 million, which is the amount set forth in Section 2.01(b) of this Supplemental Resolution (plus associated financing costs).

(g) This Section shall take effect immediately.

DECEMBER 2025**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL****Procurements Requiring Majority Vote:****H. Modification to Personal and Miscellaneous Service Contracts Awarded as Contracts for Services**
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- | | | |
|---|---------------------|--------------------------------------|
| 1. Metropolitan Life Insurance Company | \$16,950,000 | <i>Staff Summary Attached</i> |
| Five Years | | |
| Contract # 0000015524-0100.3 | | |
| Contract for the provision of life/accidental death and dismemberment (“Life/AD&D”), long-term, and short-term disability benefits for non-represented employees and certain represented and retired employees: Modification to increase funding. | | |

Item Number: 1

Vendor Name (Location) Metropolitan Life Insurance Company (New York, New York)	Contract Number 0000015524-0100	AWO/Mod. # 3
Description: Life/AD&D, Long-term and Short-term Disability Benefits Insurance	Original Amount:	\$ 55,511,837
Contract Term (including Options, if any) January 1, 2021–December 31, 2026	Prior Modifications:	\$ 14,140,000
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	Prior Budgetary Increases:	1
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	Current Amount:	\$ 69,651,837
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification	This Request:	\$ 16,950,000
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	24.0%
Requesting Department: Deputy Chief Benefits Administration Officer, Stephen Scholl	% of Modifications (including This Request) to Original Amount:	56.0%

Discussion:

MTA Headquarters is seeking Board approval to increase the funding for a competitively negotiated personal services contract awarded to Metropolitan Life Insurance Company (“MetLife”) to continue providing life/accidental death and dismemberment (“Life/AD&D”), long-term (“LTD”), and short-term disability (“STD”) benefits for non-represented employees and certain represented and retired employees in the amount of \$16,950,000. In September 2020, the Board approved the five-year contract for a projected amount of \$55,511,837 for the term from January 1, 2021, to December 31, 2025. In January 2025, incremental funding in the amount of \$14,140,000 was added to the contract. At that time, the Board was advised that in the event a successor contract is not awarded in time to provide coverage commencing 2026, the Board may be requested to approve an extension to this contract. During this contract extension, a replacement RFP is estimated to be released in Q1 2026.

In all, over 88,000 employees and retirees are eligible for the current coverage offerings. The MTA pays the full premiums for the basic Life/AD&D and Disability benefits insurance programs without any premium contribution from participating employees, retirees, or their dependents. Certain MTA employees are offered additional voluntary life insurance programs, which the employee pays for through payroll deductions.

The \$16,950,000 additional 2026 funding requested is itemized below:

- Basic Life & AD&D – \$8,940,000
- Voluntary Life & AD&D – \$4,040,000
- STD – \$970,000
- LTD – \$3,000,000

To arrive at the 2026 premium rates, a loss ratio analysis (the difference between the ratios of premiums paid to MetLife and MTA’s claims experience) was performed. The loss ratio analysis was conducted on a combined basis for Life/AD&D, LTD and STD. As a result of the loss ratio analysis and negotiations, MetLife’s total projected annual 2026 costs are expected to increase 20 percent based on current enrollment and wage increases over the current 2025 annual amount. This is primarily driven by a 65 percent increase in basic life insurance rates, while optional life and LTD rates remained unchanged and STD rates decreased by 15 percent compared to rates charged for 2025.

Negotiations for Basic Life resulted in savings of \$500,000, which is the difference in its initial and final proposal, and a \$150,000 reduction for STD. For all coverages, the rates are considered fair and reasonable from an underwriting perspective.

The contract resulting from this procurement is currently being evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. The MTA will be working with MetLife and Dentcare to include applicable cybersecurity requirements prior to issuance of the notice of award.

MetLife has certified that pursuant to EO 16 it is not doing business in Russia.

A responsibility review was conducted for MetLife pursuant to the All-Agency Responsibility Guidelines (“Guidelines”). In connection with a previous contract awarded to MetLife, MetLife was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the Guidelines, and such responsibility finding was approved by the MTA Interim Executive Director with the concurrence of the MTA General Counsel in March 2017. No new SAI has been found relating to MetLife and MetLife has been found to be responsible.

Impact on Funding

The contract is funded by the MTA’s operating budget and employee contributions for the optional insurance programs.

DECEMBER 2025
MTA REAL ESTATE
MTA C&D TRANSIT ORIENTED DEVELOPMENT
FINANCE COMMITTEE AGENDA ITEMS

1. TRANSACTIONAL ACTION ITEMS

Metropolitan Transportation Authority

- a. Acquisition of a permanent easement and construction license from RLF Bassett II LLC in support of the Penn Station Access Project, Bronx NY

MTA Metro-North Railroad

- b. Lease with Azor Bake Shop Inc dba Zaro's Family Bakery for retail space in Grand Central Terminal
- c. Lease with Bien Cuit LLC for retail space in Grand Central Terminal

2. INFORMATION ITEMS

- a. Report on agreements entered into directly by the Real Estate Department pursuant to board policy

<u>Legal Name</u>	<u>Popular Name</u>	<u>Abbreviation</u>
<u>New York City Transit Authority</u>	<u>MTA New York City Transit</u>	<u>NYC Transit</u>
<u>The Long Island Rail Road Company</u>	<u>MTA Long Island Rail Road</u>	<u>LIRR</u>
<u>Metro-North Commuter Railroad Company</u>	<u>MTA Metro-North Railroad</u>	<u>MNR</u>
<u>Triborough Bridge and Tunnel Authority</u>	<u>MTA Bridges and Tunnels</u>	<u>MTA B&T</u>
<u>MTA Construction and Development Company</u>	<u>MTA Construction and Development</u>	<u>MTA C&D</u>
<u>MTA Bus Company</u>	<u>MTA Bus Company</u>	<u>MTA Bus</u>
<u>MTA Grand Central Madison Operating Company</u>	<u>Grand Central Madison</u>	<u>GCMC</u>

Staten Island Rapid Transit Operating Authority is a subsidiary of the Metropolitan Transportation Authority. Its popular name is MTA Staten Island Railway (abbreviated as SIR).

Manhattan and Bronx Surface Transit Operating Authority is a subsidiary of the New York City Transit Authority (abbreviated as MaBSTOA).

METROPOLITAN TRANSPORTATION AUTHORITY

Staff Summary

Subject ACQUISITION OF PERMANENT EASEMENT AND CONSTRUCTION LICENSE FROM RLF BASSETT II LLC IN THE BRONX, NEW YORK IN SUPPORT OF THE PENN ACCESS PROJECT	Date DECEMBER 17, 2025
Department TRANSIT ORIENTED DEVELOPMENT	Vendor Name
Department Head Name MIRIAM G. HARRIS	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name NICHOLAS ROBERTS	Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	12/15/25	X		
2	Board	12/17/25	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Development Officer		
3	Chief Financial Officer		

AGENCY: Metropolitan Transportation Authority ("MTA") and MTA Construction & Development Company ("C&D")

GRANTOR: RLF II BASSETT LLC (the "Grantor")

LOCATION: 1502 Bassett Avenue, Bronx, New York (the "Property")

ACTIVITY: Acquisition of a permanent easement and construction license for a pedestrian overpass at the south entrance of Metro-North Railroad's new Morris Park Station as part of the Penn Access Project (the "Property Interest")

ACTION REQUIRED: Authorization to acquire the Property Interest, construct a new entrance to the Grantor's Property, and enter into the Pedestrian Overpass Agreements (as defined below)

EASEMENT AREA: 2,203 square feet

LICENSED AREA: Private Bassett Avenue between Eastchester Road and Metro Atrium Drive

COMPENSATION: \$1,000,000.00, plus construction of a new entrance to the Grantor's Property.

COMMENTS:

Penn Station Access ("PSA") is a new Metro-North Railroad ("MNR") link to Penn Station that will provide one-seat passenger rail service to Penn Station for MNR's New Haven Line customers. In October 2021, the MTA Board authorized MTA Real Estate to proceed with property acquisitions in support of PSA by negotiated agreement or condemnation, with the terms of any negotiated agreement subject to further MTA Board approval.

The Property is in the Morris Park section of the Bronx and is improved with a 367,000 square foot last-mile distribution facility that is leased by the Grantor to Amazon. The Property is further improved by a private road known as Bassett Avenue ("Bassett Avenue") that is adjacent to Amtrak's right of way for the Hell Gate Line (the "Hell Gate ROW") which will serve as the trackage for the PSA project. Bassett Avenue is the sole means of ingress and egress to the Property. The platform for the future Morris Park Station (the "Station Platform") will be sited within the Hell Gate ROW while its south entrance (the "South Station Entrance") will be sited on separate privately owned property adjacent to Bassett

FINANCE COMMITTEE MEETING

ACQUISITION OF PERMANENT EASEMENT AND CONSTRUCTION LICENSE FROM RLF BASSETT II LLC IN THE BRONX, NEW YORK IN SUPPORT OF THE PENN ACCESS PROJECT (Cont'd.)

Page 2 of 2

Avenue. A pedestrian overpass (the "Pedestrian Overpass") will be constructed to connect the Station Platform with the South Station Entrance. The only viable location for the Pedestrian Overpass is above Bassett Avenue.

To construct the Pedestrian Overpass and to allow for its eventual use by MNR customers, MTA will be required to enter into a permanent easement agreement and a construction license with the Grantor (collectively, the "Pedestrian Overpass Agreements"). The Grantor has conditioned its willingness to enter into the Pedestrian Overpass Agreements on receipt of a one-time, lump sum payment of \$1M from the MTA and the MTA's willingness to construct at its own expense a new entrance to the Property from an adjacent public street (the "New Property Entrance").

MTA Transit Oriented Development ("TOD") has concluded, based on the recommendation of legal counsel and an independent appraisal of the Property Interest, that the payment of the \$1M and the cost of constructing the New Property Entrance, estimated at \$310,943, is materially less expensive than condemning the Property Interest and avoids the litigation risk and associated costs associated that may otherwise be incurred by the MTA. Further, the Pedestrian Overpass is critical to the design and use of the future Station; it is not feasible to construct the Station without it.

Based on the foregoing, TOD requests authorization for the MTA to acquire the Property Interest from the Grantor on the above-described terms and conditions, including payment of the \$1M compensation to the Grantor and the construction of the New Property Entrance at the MTA's expense.

MTA METRO-NORTH RAILROAD

Staff Summary

Subject LEASE WITH AZOR BAKE SHOP INC. DBA ZARO'S FAMILY BAKERY FOR RETAIL SPACE AT GRAND CENTRAL TERMINAL
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name KIM TREVISAN

Date DECEMBER 17, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	12/15/25		X	
2	Finance Committee	12/15/25	X		
3	Board	12/17/25	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY: Metropolitan Transportation Agency ("MTA") and MTA Metro-North Railroad ("MNR")
 LESSEE: Azor Bake Shop Inc dba Zaro's Family Bakery ("Zaro's")
 LOCATION: Grand Central Terminal ("GCT") Main Concourse
 PREMISES: MC-31: Approximately 480 sq. ft.
 USE: Retail sale of baked goods
 ACTION REQUESTED: Authorization to enter into a lease agreement
 TERM: 10 years
 CAM: \$11,040 per annum with 3% annual escalations
 LESSEE WORK: Complete renovation including replacing existing storefront, new showcases, track lighting, and signage

BASE RENT:	<u>Guaranteed Annual Minimum Rent</u>		<u>Percentage Rent</u>
	<u>Year</u>	<u>Rent</u>	
	1	\$360,000.00	8% of gross sales over breakpoint of \$3,200,000
	2	\$365,400.00	8% of gross sales over breakpoint of \$3,248,000
	3	\$376,362.00	8% of gross sales over breakpoint of \$3,296,720
	4	\$387,652.86	8% of gross sales over breakpoint of \$3,351,116
	5	\$399,282.45	8% of gross sales over breakpoint of \$3,409,760
	6	\$411,260.92	8% of gross sales over breakpoint of \$3,472,760
	7	\$423,598.75	8% of gross sales over breakpoint of \$3,540,561
	8	\$436,306.71	8% of gross sales over breakpoint of \$3,611,372
	9	\$449,395.91	8% of gross sales over breakpoint of \$3,689,017
	10	\$462,877.79	8% of gross sales over breakpoint of \$3,781,242

FINANCE COMMITTEE MEETING

LEASE AGREEMENT WITH AZOR BAKE SHOP INC. DBA ZARO'S FAMILY BAKERY AT GRAND CENTRAL TERMINAL (Cont'd)

Page 1 of 2

COMMENTS:

A publicly offered Request for Proposals ("RFP") was issued on April 15, 2025, seeking a single-use retail operator for space MC-31 located on the Main Concourse of Grand Central Terminal.

Two (2) proposals were received on May 28, 2025, and are summarized below:

Proposer	Term	Use	Yr 1 MAG / % Rent	% Rent	NPV (MAG & % Rent)
Zaro's	10 years	Bakery	\$360,000 with 3% annual escalations	8% over \$3,200,000 escalating 3% annually	\$2,980,548.75
Eli Zabar	10 years	Bakery	\$250,000 with 3% annual escalations	12% over \$2,500,000 escalating 3% annually	\$2,370,712.40

After reviewing and evaluating all proposals, MTA Real Estate determined that Zaro's proposal was the highest and best use offer. Zaro's has been operating in space MC-31 since 2012 and is currently operating month-to-month as their license agreement expired on May 31, 2025.

The owner/operators of Zaro's are fourth generation operators and are in good standing for over 45 years, operating spaces on the Main Concourse and the Dining Concourse.

Zaro's will be investing \$234,000 to renovate the entire Premises, including replacement of all interior finishes, installing new, first-class quality trade fixtures, equipment, lighting throughout, and replacing the current storefront.

Based on the foregoing, MTA Real Estate requests authorization to enter a lease on behalf of MTA and MNR with Azor Bake Shop Inc dba Zaro's Family Bakery under the above-described terms and conditions.

Staff Summary

Subject LEASE WITH BIEN CUIT LLC FOR RETAIL SPACE AT GRAND CENTRAL TERMINAL
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name KIM TREVISAN

Date DECEMBER 17, 2025
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	12/15/25		X	
2	Finance Committee	12/15/25	X		
3	Board	12/17/25	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY: Metropolitan Transportation Agency ("MTA") and MTA Metro-North Railroad ("MNR")
 LESSEE: Bien Cuit LLC ("Bien Cuit")
 LOCATION: Grand Central Terminal ("GCT") Market
 PREMISES: MKT-20: Approximately 197 sq. ft.
 USE: Retail sale of baked goods
 ACTION REQUESTED: Authorization to enter into a lease agreement
 TERM: 10 years
 CAM: \$4,531 per annum with 3% annual escalations
 LESSEE WORK: Update display cases and track lighting

BASE RENT:	<u>Guaranteed</u>		<u>Percentage Rent</u>
	<u>Year</u>	<u>Annual Minimum Rent</u>	
	1	\$186,000.00	15% of gross sales over breakpoint of \$1,240,000
	2	\$191,580.00	15% of gross sales over breakpoint of \$1,227,200
	3	\$197,327.40	15% of gross sales over breakpoint of \$1,315,513
	4	\$203,247.22	15% of gross sales over breakpoint of \$1,354,981
	5	\$209,344.64	15% of gross sales over breakpoint of \$1,395,630
	6	\$215,624.98	15% of gross sales over breakpoint of \$1,437,499
	7	\$222,093.73	15% of gross sales over breakpoint of \$1,480,624
	8	\$228,756.54	15% of gross sales over breakpoint of \$1,525,043
	9	\$235,619.24	15% of gross sales over breakpoint of \$1,507,794
	10	\$242,678.81	15% of gross sales over breakpoint of \$1,617,918

Staff Summary

FINANCE COMMITTEE MEETING

LEASE WITH BIEN CUIT LLC FOR RETAIL SPACE AT GRAND CENTRAL TERMINAL (Cont'd.)

Page 2 of 2

COMMENTS:

A publicly offered Request for Proposals ("RFP") was issued on July 21, 2025, seeking a single-use retail operator for space MKT-20 located in Grand Central Terminal's Grand Central Market.

Two (2) proposals were received on August 8, 2025 and are summarized below:

Proposer	Term	Use	Yr 1 MAG / % Rent	% Rent	NPV (MAG & % Rent)
Bien Cuit	10 years	Bakery Goods	\$186,000 with 3% annual escalations	15% over \$1,240,000 escalating 3% annually	\$1,547,297
Whoops	10 years	Retail Sale of Macaroons	\$46,150 with 3% annual escalations	7% over \$667,823 escalating 3% annually	\$388,884.29

After reviewing and evaluation of all proposals, MTA Real Estate determined that Bien Cuit's proposal was the highest and best use offer. Bien Cuit has been operating in MKT-20 since 2016 and is a tenant in good standing operating on a month-to-month basis, as their license agreement expired on August 31, 2025.

Bien Cuit will be investing \$34,500 to refresh their space, including replacement of their pastry cases with first-class quality trade fixtures and upgrading electricity and lighting throughout the Premises.

Based on the foregoing, MTA Real Estate requests authorization to enter a lease on behalf of MTA and MNR with Bien Cuit LLC under the above-described terms and conditions.