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Metropolitan Transportation Authority

(A Component Unit of the State of New York)

Independent Auditor’s Review Report

Interim Financial Statements as of and for the Nine-Month Period Ended September 30, 2025

Table of Contents

(A Component Unit of the State of New York)

MANAGEMENT'S DISCUSSION AND ANALYSIS

AS OF SEPTEMBER 30, 2025 AND DECEMBER 31, 2024 AND FOR THE NINE-MONTH PERIODS ENDED SEPTEMBER 30, 2025 AND 2024

($ In Millions, except as noted)

FINANCIAL REPORTING ENTITY

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

The Reporting entity includes the MTA agencies and Fiduciary Funds:

(1) the MTA is comprised of the following:

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

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

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

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

- Manhattan and Bronx Surface Transit Operating Authority ("MaBSTOA Plan")
- Metro-North Commuter Railroad Cash Balance Plan ("MNR Cash Balance Plan")

● Other Employee Benefit Trust Funds

- MTA Other Postemployment Benefits Plan ("OPEB Plan")

OVERVIEW OF THE CONSOLIDATED INTERIM FINANCIAL STATEMENTS

Introduction

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

Management's Discussion and Analysis

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

The Consolidated Interim Financial Statements

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

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

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

The Fiduciary Funds Financial Statements

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

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

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

Notes to the Consolidated Interim Financial Statements

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

Required Supplementary Information

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

Supplementary Information - Combining Fiduciary Funds Financial Statements

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

Supplementary Information

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

CONDENSED CONSOLIDATED INTERIM FINANCIAL INFORMATION

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

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

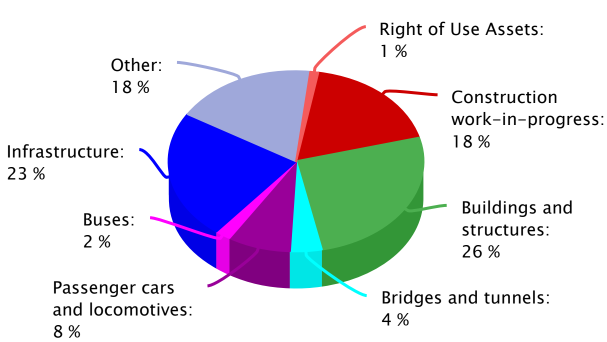
Capital assets include, but are not limited to: bridges, structures, tunnels, construction of buildings and the acquisition of buses, equipment, passenger cars, locomotives, right-of-use assets for leases on building, office space, storage space, equipment and vehicles and intangible right-to-use assets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

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

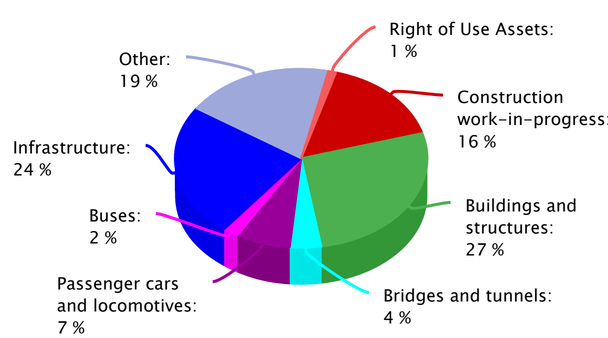
Deferred outflows of resources reflect: changes in fair values of hedging derivative instruments that are determined to be effective, unamortized loss on debt refunding and deferred outflows from pension and OPEB.

(In millions)	September 30, 2025	December 31, 2024	Increase / (Decrease)
Capital assets — net (see Note 6)	$ 96,765	$ 94,353	$ 2,412
Other assets	24,403	17,537	6,866
Total Assets	121,168	111,890	9,278
Deferred outflows of resources	8,188	8,343	(155)
Total assets and deferred outflows of resources	$ 129,356	$ 120,233	$ 9,123

Capital Assets, Net – September 30, 2025



Capital Assets, Net – December 31, 2024



Significant Changes in Assets and Deferred Outflows of Resources Include:

<u>September 30, 2025 versus December 31, 2024</u>

- Net capital assets increased by $2,412, or 2.6%. This change includes:
  - A net increase in construction in progress of $2,835.

- An increase in other assets of $2,492.
- An increase in right-of-use assets of $39.
- These increases were offset by an increase in accumulated depreciation and amortization of $2,858 and $96, respectively.

See Note 6 to the MTA's Consolidated Interim Financial Statements for further information. Some of the more significant projects contributing to the increase were:

- Continued network expansion work for Penn Station Access.
- Repairs and improvements of all MTA Bridge and Tunnels' facilities.
- Construction of a third track between Floral Park and Hicksville by MTA Long Island Railroad.
- Major safety and LIRR-infrastructure improvements including new track interlockings, five full station rehabilitations, four full bridge replacements and three bridge modifications.
- Continued improvements at MTA Metro-North Railroad primarily for station rehabilitation and construction work for various projects relating to signals, depots and yards, and track and structures.
- Subway and bus real-time customer information and communications systems.
- Continued structural rehabilitation and repairs of the ventilation system at various facilities.
- Ongoing work by MTA New York City Transit to make stations fully accessible and structurally reconfigured in accordance with the Americans with Disability Act ("ADA") standards.

● Other assets increased by $6,866, or 39.2%. The major items contributing to this change include:

- An increase in investments of $7,292, primarily due to TBTA's new bond issuances for Real Estate Transfer Tax Revenue bonds, General Revenue Bonds, PMT and Subordinate Revenue Bond Anticipation Notes in addition to issuance of MTA's Transportation Refunding Green bonds.

Offsetting the increase were:

- A net decrease in various current, non-current receivables, and other non-current assets of $305, mainly due to accruals and timing of receipts of federal and state subsidies.
- A net decrease in restricted and unrestricted cash of $121 mainly from capital grants, revenue from Central Business District Tolling Program ("CBDTP") and proceeds from mansion and internet tax.

● Deferred outflows of resources decreased by $155, or 1.9%, primarily attributed to decreases in the amortization of loss on debt refunding of $162 and net decrease in deferred outflows related to pensions and other post-employment benefits of $18, offset by increases in the fair value of derivative instruments of $25 as a result of market movements.

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

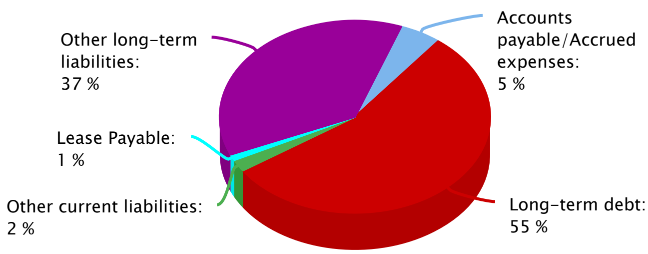
Current liabilities include: accounts payable, accrued expenses including current portion of compensated absences, current portion of long-term debt, pollution remediation liabilities, unredeemed fares and tolls, the current portion of long-term lease liability, and other current liabilities.

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

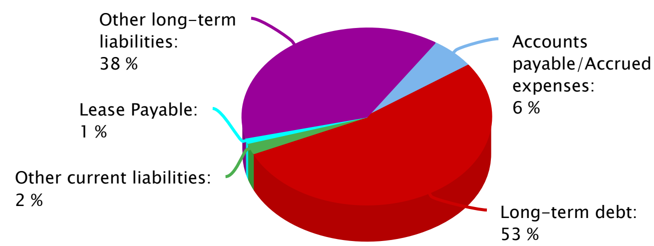
Deferred inflows of resources reflect unamortized gains on debt refunding and deferred inflows related to leases, pensions, and OPEB.

(In millions)	September 30, 2025	December 31, 2024	Increase / (Decrease)
Current liabilities	$ 8,676	$ 8,060	$ 616
Non-current liabilities	86,555	82,996	3,559
Total liabilities	95,231	91,056	4,175
Deferred inflows of resources	9,247	8,983	264
Total liabilities and deferred inflows of resources	$ 104,478	$ 100,039	$ 4,439

Total Liabilities - September 30, 2025



Total Liabilities - December 31, 2024



Significant Changes in Liabilities and Deferred Inflows of Resources Include:

September 30, 2025 versus December 31, 2024

- Current liabilities increased by $616, or 7.6%. The increase was primarily due to:
  - An increase in the current portion of long-term debt of $632 as a result of early redemptions.
  - An increase in accrued interest of $575, primarily due to additional bond issuances and a longer accrual period.
  - An increase in loans payable of $497 primarily due to $500 loan to finance transit and commuter capital projects. The loan is secured by a lien on CBDTP revenues.
  - An increase in accrued expenses of $84.

  Offsetting the increases were:
  - A decrease in unearned revenues of $396 primarily because of increased capital programs activity.
  - .A decrease in capital accruals of $335.
  - A decrease in the current portion of estimated liability from injuries to persons of $182.
  - A decrease in accounts payable of $138.
  - A decrease in other accrued expenses of $100.
  - A net decrease in employee-related accruals of $13.
  - A decrease in derivative fuel hedge liability of $8.
- Non-current liabilities increased by $3,559, or 4.3%. This increase was mainly due to:
  - An increase in the non-current portion of long-term debt of $3,357 mainly as a result of issuances of Payroll Mobility Tax Bond Anticipation Notes, Subordinate Revenue Bond Anticipation Notes and Real Estate Transfer Tax Revenue Bonds.
  - An increase of $146 in estimated liability arising from injuries to persons.
  - An increase of $61 in contract retainage payable.
  - An increase in derivative liabilities of $20.
  - An increase in compensated absences of $17.
  - An increase in other long-term liabilities of $8.
  - An increase in financed purchases and pollution remediation projects of $3 and $3, respectively.

  Offsetting the increases were:
  - A decrease in subscription-based information technology arrangements of $35.
  - A decrease in leases payable of $9.
  - A decrease in derivative liabilities with off-market elements of $7.
  - A decrease in loans payable of $5.

- Deferred inflows of resources increased by $264, or 2.9% primarily attributed to increases in deferred inflows from leases.

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

(In millions)	September 30, 2025	December 31, 2024	Increase / (Decrease)
Net investment in capital assets	$ 42,576	$ 43,847	$ (1,271)
Restricted for debt service	1,543	709	834
Restricted for claims	287	192	95
Restricted for other purposes	2,554	2,222	332
Unrestricted	(22,082)	(26,776)	4,694
Total Net Position	$ 24,878	$ 20,194	$ 4,684

Significant Changes in Net Position Include:

September 30, 2025 versus December 31, 2024

On September 30, 2025, total net position increased by $4,684, or 23.2%, when compared with December 31, 2024. This change is a result of net non-operating revenues of $9,709, appropriations, grants and other receipts externally restricted for capital projects of $3,472, which was offset by operating losses of $8,497.

The net investment in capital assets decreased by $1,271, or 2.9%. Funds restricted for debt service, claims and other purposes increased by $1,261, or 40.4% in the aggregate, mainly due to scheduled debt service payments. Unrestricted net position increased by $4,694, or 17.5%.

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

(In millions)	Nine-Month Period Ended September 30, 2025	2024	Increase / (Decrease)
Operating revenues			
Passenger and tolls	$ 6,317	$ 5,561	$ 756
Other	799	696	103
Total operating revenues	7,116	6,257	859
Non-operating revenues			
Grants, appropriations and taxes	6,908	6,189	719
Other	4,264	3,334	930
Total non-operating revenues	11,172	9,523	1,649
Total revenues	18,288	15,780	2,508
Operating expenses			
Salaries and wages	5,630	5,346	284
Retirement and other employee benefits	2,921	2,708	213
Postemployment benefits other than pensions	672	648	24
Depreciation and amortization	3,000	2,899	101
Other expenses	3,390	3,073	317
Total operating expenses	15,613	14,674	939
Non-operating expenses			
Interest on long-term debt	1,459	1,425	34
Other net non-operating expenses	4	4	-
Total non-operating expenses	1,463	1,429	34
Total expenses	17,076	16,103	973
Income (loss) before appropriations, grants and other receipts externally restricted for capital projects	1,212	(323)	1,535
Appropriations, grants and other receipts externally restricted for capital projects	3,472	2,919	553
Change in net position	4,684	2,596	2,088
Net position, beginning of period	20,194	17,247	2,947
Net position, end of period	$ 24,878	$ 19,843	$ 5,035

Revenues and Expenses, by Major Source:

Period ended September 30, 2025 versus 2024

- Total operating revenues increased by $859, or 13.7%. The increase was mainly due to increased ridership on trains and subways, as well as increased tolls from vehicle crossings. Fare and toll revenues increased by $240 and $516, respectively. Other operating revenues increased by $103 when compared with the same period in 2024 due to higher advertising revenues and higher paratransit reimbursement subsidy.
- Total non-operating revenues increased by $1,649, or 17.3%.
  - Grants, appropriations, and taxes increased by $719 primarily due to increases in Payroll Mobility Tax subsidies of $401, Urban Tax subsidies of $75, Metropolitan Mass Transportation Operating Assistance subsidies of $70, Mortgage Recording Tax subsidies of $70, NYC Assistance Fund of $61, Mansion Tax of $39, MTA Aid Trust Account subsidies of $14 and Internet Sales Tax of $10. These increases were offset by decreases in Build America Bond subsidy of $12 and Mass Transportation Trust Fund subsidies of $9.
  - Other non-operating revenues increased by $930, primarily due to an increase in FTA reimbursement for preventive maintenance for NYCT of $755, other net non-operating expenses of $162, a subsidy increase from Connecticut Department of Transportation of $8, an increase in station maintenance, operation and use assessments of $6 and a change in fair value of derivative instruments of $2. Offsetting these increases was a decrease in operating subsidies recoverable from NYC of $3.
- Labor costs increased by $521, or 6.0% due to a $284 increase in salaries and wages and a net increase of $237 in employee benefits, including post-retirement benefits.
- Non-labor operating costs increased by $418, or 7.0%. The variance was primarily due to:
  - An increase in depreciation and amortization of $101 primarily due to new assets placed into service.
  - An increase in electric power of $78.
  - An increase in paratransit service contracts of $76.
  - An increase in maintenance and other operating contracts of $67.
  - An increase in professional maintenance contracts of $64.
  - An increase in other operating expenses of $42.
  - An increase in material and supplies of $31.
  - An increase in insurance of $14.

  These increases were offset by the following decreases:
  - A decrease in claims of $52.
  - A decrease in fuel and pollution remediation projects of $2 and $1, respectively.
- Total net non-operating expenses increased by $34, or 2.4%, primarily due to a decrease in interest on long-term debt.
- Appropriations, grants and other receipts externally restricted for capital projects increased by $553, or 18.9% mainly due to timing of requisitioning for Federal and State grants.

OVERALL FINANCIAL POSITION AND RESULTS OF OPERATIONS AND IMPORTANT ECONOMIC CONDITIONS

Economic Conditions

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

Preliminary MTA system-wide ridership for third quarter 2025 remained below the pre-pandemic level, with paid ridership down 178 million trips (-37.7%) below 2019 fourth quarter ridership. The third quarter of 2025 exceeded the paid ridership during the third quarter of 2024 by 44 million (10.2%). For the third quarter of 2025 compared with the third quarter of 2024, MTA New York City Transit subway paid ridership increased by 28 million trips (9.7%), MTA New York City Transit bus paid ridership increased by 10 million trips (12.8%), MTA Long Island Rail Road paid ridership increased by 2 million trips (7.4%), MTA Metro-North Railroad paid ridership increased by 1 million trips (11.1%), MTA Bus paid ridership increased by 2 million trips (1.8%), and MTA Staten Island Railway paid ridership increased by 41 thousand trips (7.6%). Paid vehicle traffic at MTA Bridges and Tunnels facilities for the third quarter of 2025 was above 2019 levels by 7 million crossings (7.7%), and B&T traffic in the third quarter, compared with the third quarter of 2024, was up 2 million crossings (1.8%).

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

Due to the federal government shutdown, the 3rd Quarter Employment data will be held until publishing of the 4th Quarter results. In addition, GDP reporting for the third quarter of 2025 is being held and is expected to be released with the GDP for the fourth quarter.

The New York City metropolitan area's price inflation rate, as measured by the Consumer Price Index for All Urban Consumers ("CPI-U"), was above the national average in the third quarter of 2025, with the metropolitan area index increasing 3.1% while the national index increased 2.9% when compared with the third quarter of 2024. Regional prices for energy products increased 4.9% while national prices for energy products was 3.1%. In the metropolitan area, the CPI-U exclusive of energy products increased by 3.0%, while nationally, inflation exclusive of energy products increased 3.1%. The New York Harbor spot price for conventional gasoline decreased by 8.3% from an average price of $2.29 per gallon to an average price of $2.10 per gallon between the third quarters of 2024 and 2025.

In its announcement on October 29, 2025, the Federal Open Market Committee ("FOMC") set its target for the [DK1] Federal Funds rate at the 3.75% to 4% range. The Federal Funds rate target had been in the 0.00% to 0.25% range from March 15, 2020 through March 16, 2022, when the FOMC increased the target to the 0.25% to 0.50% range. The target was further increased to the 0.75% to 1.00% range on May 4, 2022, to the 1.50% to 1.75% range on June 15, 2022, to the 2.25% to 2.50% range on July 27, 2022, to the 3.00% to 3.25% range on September 21, 2022, to the 3.75% to 4.00% range on November 2,2022, to the 4.25% to 4.50% range on December 14, 2022, to the 4.5% to 4.75% range on February 1, 2023, to the 5.00% to 5.25% range on May 3, 2023, to 5.25% to 5.50% range on July 26, 2023, decreased the range to 4.75% to 5% on September 18, 2024, decreased the range to 4.5% to 4.75% range on November 7, 2024, decreased the range to 4.25% to 4.5% on December 18, 2024, decreased the range to 4.0% to 4.25% on September 17, 2025 and most recently decreased the range to 3.75% to 4% on October 29, 2025. In assessing the appropriate stance of monetary policy, the FOMC will continue to monitor the implications of incoming information for the economic outlook. The FOMC will continue to reduce its holdings of Treasury securities and agency debt and agency mortgage-backed securities. The FOMC would be prepared to adjust the stance of monetary policy as appropriate if risks emerge that could impede the attainment of the FOMC's goals. The FOMC's assessments will take into account a wide range of information, including readings on labor market conditions, inflation pressures and inflation expectations, and financial and international developments.

MRT collections in the third quarter of 2025 were higher than the third quarter of 2024 by $19.6 million (20.7%). Average monthly receipts in the third quarter of 2025 were $28.5 million (-44.8%) lower than the monthly average for 2006, just prior to the steep decline in Mortgage Recording Tax revenues during the Great Recession. MTA's Urban Tax receipts during the third quarter of 2025—which are derived from commercial real estate transactions and mortgage recording activity within New York City and can vary significantly from quarter to quarter based on the timing of exceptionally high-priced transactions—were $5.5 million (5.1%) higher than receipts during the third quarter of 2024. Average monthly receipts in the third quarter of 2025 were $35.8 million (-48.7%) lower than the monthly average for 2007, just prior to the steep decline in Urban Tax revenues during the Great Recession.

Results of Operations

MTA Bridges and Tunnels – For the nine months ended September 30, 2025, operating revenue from tolls totaled $2,442.0, which was $517.0, or 26.9%, higher than the nine months of 2024. Paid traffic for the third quarter of 2025 totaled 253.5 million crossings, which was 1.1 million, or 0.4 % higher than the third quarter of 2024. Gradual increasing traffic volumes from July to September follow regular patterns as we peak into the warmer months.

MTA New York City Transit – For the nine months ended September 30, 2025, revenue from fares was $2,734, an increase of $168, or 6.5%, compared to September 30, 2024. For the same comparative period, total operating expenses were higher by $698, or 7.8%, totaling $9,700 for the nine months ended September 30, 2025.

MTA Long Island Rail Road – Total operating revenue for the nine months ended September 30, 2025 was $556, which was higher by $48, or 9.4%, compared to nine months ended September 30, 2024. For the same comparative period, operating expenses were higher by $69, or 3.7%, totaling $1,914 for the nine months ended September 30, 2025.

MTA Metro-North Railroad – For the nine months ended September 30, 2025, operating revenues totaled $532, an increase of $46, or 9.5%, compared to September 30, 2024. During the same period, operating expenses decreased by $3, or 0.2%, to $1,465. For the nine months ended September 30, 2025, fare revenue increased by 6.2%, to $485, compared to the six months ended September 30, 2024. Passenger fares accounted for 91.17% and 94.03% of operating revenues in 2025 and 2024, respectively. The remaining revenue represents collection of rental income from stores in and around passenger stations and revenue generated from advertising.

The MTA receives the equivalent of four quarters of Metropolitan Mass Transportation Operating Assistance ("MMTOA") receipts each year, with the state advancing the first quarter of each succeeding calendar year's receipts in the fourth quarter of the current year. This results in little or no Metropolitan Mass Transportation Operating Assistance receipts being received during the first quarter of each calendar year. The MTA has made other provisions to provide for cash liquidity during this period. During April 2024, the State appropriated $2.99 billion in MMTOA funds. There has been no change in the timing of the State's payment of, or MTA's receipt of, Dedicated Mass Transportation Trust Fund ("MTTF") receipts, which MTA anticipates will be sufficient to make monthly principal and interest deposits into the Debt Service Fund for the Dedicated Tax Fund Bonds. The total MRT for the period ended September 30, 2025 was $324 compared to $254 at September 30, 2024.

Capital Programs

At September 30, 2025, $2,165 had been committed and $112 expended for the combined 2025-2029 Capital Programs and the 2025-2029 MTA Bridges and Tunnels Capital Program, and $35,456 had been committed and $16,859 had been expended for the combined 2020-2024 Capital Programs and the 2020-2024 MTA Bridges and Tunnels Capital Program.

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

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

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

2020-2024 Capital Program – Capital programs totaling $54,799 covering the years 2020-2024 for: (1) the commuter railroad operations of the MTA conducted by MTA Long Island Rail Road and MTA Metro-North Railroad (the "2020–2024 Commuter Capital Program"), (2) the transit system operated by MTA New York City Transit and its subsidiary, MaBSTOA, the MTA Bus Company, and the rail system operated by MTA Staten Island Railway (the "2020–2024 Transit Capital Program") were originally approved by the MTA Board on September 25, 2019. The capital programs were subsequently submitted to the Capital Program Review Board ("CPRB") on October 1, 2019 and approved on January 1, 2020. The capital program for the toll bridges and tunnels operated by MTA Bridges and Tunnels (the "2020–2024 MTA Bridges and Tunnels Capital Program") was approved by the MTA Board on September 25, 2019 and was not subject to CPRB approval. On December 15, 2021, the MTA Board approved an amendment to increase the 2020-2024 Capital Program by $535 million to support the Penn Station Access project. On July 27, 2022 the MTA Board approved an amendment to increase the 2020-2024 Capital Program by $108 million to reflect addition of new projects, additional support for existing projects and changes to existing project budgets. The capital programs were subsequently submitted to the CPRB on August 1, 2022 and approved on August 30, 2022. On June 27, 2023, the MTA Board approved an amendment primarily to reflect $678 million in budget transfers from the core agencies to support Network Expansion's Penn Station Access project. The amendment to the capital programs was subsequently submitted to the CPRB, and deemed approved on July 31, 2023. The revised 2020-2024 MTA Bridges and Tunnels Capital Program totaling $3,327 as last approved by the MTA Board on July 27, 2022, remains unchanged and is not subject to CPRB approval. On October 30, 2024, the MTA Board approved an amendment to increase the 2020-2024 Capital Program by $120.9 million received from MTA's capital funding partners to support Penn Station reconstruction, Interborough Express project, and Second Avenue Subway West. This amendment was submitted to the CPRB and deemed approved on December 9, 2024.

The last approved 2020-2024 Capital Programs provided $55,563 in capital expenditures. The combined funding sources for the 2020–2024 MTA Capital Programs and the 2020-2024 MTA Bridges and Tunnels Capital Program, include $15,000 in Central Business District tolling sources, $10,000 in new revenue sources, $7,385 in MTA bonds and PAYGO, $3,327 in MTA Bridges and Tunnels dedicated funds, $13,087 in Federal funds, $3,169 in State of New York funding, $3,007 in City of New York funding, and $589 in other contributions.

CURRENTLY KNOWN FACTS, DECISIONS, OR CONDITIONS

The 2026 MTA Final Proposed Budget - November Financial Plan

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

Risks to MTA's Financial Future Risks to the November Plan include:

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

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

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.

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

From 2009 through 2022, the MTA identified and captured about $3.2 billion in annually recurring savings. In 2023, the MTA committed to achieving an additional $500 million in annually recurring cost savings through operating efficiencies, which was attained by the end of 2025 with initiatives I-1 ranging from insourcing functions like cleaning, using reliability data to tailor maintenance frequencies, and standardizing work practices to improve productivity.

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 MTA New York City Transit, MTA Long Island Rail Road, MTA Metro-North Railroad and MTA Bridges and Tunnels, new operating efficiencies will also include MTA Headquarters as shared services have recently been centralized as part of the MTA consolidation efforts to standardize practices and seize economies of scale. Initiatives have been identified to capture $75 million in savings for 2026 and subsequent years.

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

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

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

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

Tolling through the Central Business District Tolling Program ("CBDTP") began in January 2025. CBDTP net revenue, dedicated to the 2020-2024 MTA Capital Program, is deposited into the Capital Lockbox Fund.

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

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 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.

New York 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 New York City ('City") Subsidy for Paratransit, continues to increase. Under current State law, the City's responsibility for reimbursing paratransit expenses reduces from a cap of 50 percent plus $165 million to 50 percent in July 2027 through June 2030, when the State law requiring City contribution expires. Beginning in July 2030, City reimbursement would revert to City reimbursement being the lesser of one-third of net costs or twenty percent more than the prior year's reimbursement. The Plan assumes a continuation of an 80 percent contribution from the City, and without an extension of State law maintaining the 80 percent reimbursement, deficits will increase.

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

Tropical Storm Sandy Update

The total allocation of emergency relief funding from the Federal Transit Administration ("FTA") to MTA in connection with Superstorm Sandy to date is $5.90 billion, including $1.599 billion allocated on September 22, 2014, through a competitive resiliency program. A total of $5.90 billion in FTA Emergency Relief Funding has been executed: seven repair/local priority resiliency grants totaling $4.55 billion and seventeen competitive resiliency grants totaling $1.26 billion. As of September 30, 2025, MTA has drawn down a total of $4.53 billion in grant reimbursement for eligible operating and capital expenses. The balance of funds to be drawn down from all twenty-four grants is available to MTA for reimbursement of eligible expenses as requisitions are submitted by MTA and approved by FTA. Additional requisitions are in process. At MTA and Amtrak's request, in April 2018, FTA transferred $13.5 million of MTA's emergency relief allocation to the Federal Railroad Administration ("FRA") to allow Amtrak to execute a portion of MTA Long Island Rail Road's Competitive Resilience scope.

Labor Update

As of September 30, 2025, the MTA employs approximately 76,106 people, more than 90% of whom are represented by labor unions. Throughout the first three quarters of 2025, labor negotiations continued with unsettled bargaining groups and, in the third quarter, seven new labor agreements were ratified by the MTA Board. The ensuing paragraphs will highlight the terms of these agreements and will describe the overall status of collective bargaining at MTA agencies through September 30, 2025.

MTA Long Island Rail Road – At the end of the third quarter of 2025, MTA Long Island Rail Road has approximately 7,551 employees. Approximately 6,830 of these employees are represented by 10 different unions in 18 bargaining units.

On June 15, 2023, all labor agreements at MTA Long Island Rail Road became amendable and, shortly afterwards, the railroad commenced negotiations towards successor agreements. In December 2023, the MTA Board approved a 38-month labor agreement with MTA Long Island Rail Road's largest labor union, the Sheet Metal, Air and Rail Transportation Union, which represents 2,970 employees in the Transportation Division. Several other virtually identical agreements have since been reached with other unions at MTA Long Island Rail Road[1], and, through the third quarter of 2025, approximately 50% of the railroad's represented population is covered by these currently effective agreements.

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

The other five unsettled unions at the MTA Long Island Rail Road did not accept the above-referenced proposal and continued collective bargaining pursuant to the Railway Labor Act ("RLA").[2] Each of the unions filed for mediation under the authority of the National Mediation Board ("NMB") in January and February 2024. While in mediation, the parties are required to maintain the *status quo* and all terms and conditions of the collective bargaining agreements have remained in effect.

Mediation sessions were conducted by the NMB mediators in the third quarter of 2024, and again in the third quarter in 2025. The unsettled unions maintained a proposal that includes an additional year of contract term, with an added 6.5% gross wage increase in 2026, beyond the net going out costs in the agreements reached with other MTA Long Island Rail Road unions and the Financial Plan. The MTA Long Island Rail Road has proposed terms to each union that include valuable work rule changes and productivity measures, while ensuring that the net going-out costs of the proposals remain consistent with the other agreements reached at the MTA Long Island Rail Road and the Financial Plan.

In August of 2025, the NMB released the MTA Long Island Rail Road and unsettled unions from mediation, finding that continued mediation efforts by the NMB were unlikely to result in voluntary agreements. Although the MTA Long Island Rail Road accepted the NMB's offer to submit the dispute to arbitration, the unions did not accept the option to arbitrate. As such and pursuant to the RLA, the MTA Long Island Rail Road and these unions were then subject to a subsequent thirty (30) day "*cooling off*" period following the NMB release. Unlike the New York Taylor Law that covers all other public sector unions, the RLA allows the railroad employers and unions to resort to "*self-help*" (i.e. lock-out or strike) if an agreement is not reached by the expiration of the thirty (30) day "*cooling off*" period, unless a Presidential Emergency Board ("PEB") is empaneled by the President of the United States by unilateral Presidential action, or at the request of either party or the Governor of New York. The establishment of a PEB preserves the *status quo* and delays "*self-help*" for an additional one hundred and twenty (120) days to allow for the PEB to investigate the dispute, make non-binding recommendations for settlement, and allow the parties to continue negotiations.

The unions requested a PEB on September 15, 2025. The MTA Long Island Rail Road and the unions presented the dispute to the PEB, and a hearing was conducted from October 5-8, 2025. In accordance with the procedural requirements of the RLA, the PEB issued a written report and recommendation for settlement on October 17, 2025. The PEB recommendations included the LIRR's proposal for pattern terms that align with the Financial Plan but also included an additional year of contract duration and a gross wage increase of 4.5% in 2026. The MTA has rejected the recommendations of the PEB report.

Following issuance of the PEB report, the RLA requires an additional "*cooling off*" period of ninety (90) days in which the parties resume negotiations in an effort to reach voluntary agreements. If an agreement is not reached during this period, the RLA has special statutes governing commuter railroads that allow for either party (MTA Long Island Rail Road or each union), or the Governor to request the President of the United States to establish a second PEB, which would further maintain the *status quo* and delay any *self-help* (i.e. lock out or strike) through May of 2026. If established, the MTA Long Island Rail Road and the unions are required to submit last and best final offers for consideration to the second PEB, which must issue a report and non-binding recommendation for settlement based on the PEB's selection of which party's offer is the most reasonable. Again, the second PEB report is non-binding, but is intended to encourage a settlement to prevent a strike.

Although the statutory process of the RLA is currently underway between the MTA Long Island Rail Road and the five unsettled unions, there are additional procedural requirements and continued negotiations that will occur through May 2026 – at the latest. The MTA and MTA Long Island Rail Road remain committed to negotiating productivity and work rule changes with the unions that advance the agency's mission to deliver safe and efficient service and ensure that financial obligations are met.

MTA Metro-North Railroad – As of September 30, 2025, MTA Metro-North Railroad employs approximately 6,434 people. Among these are approximately 5,516 employees represented by ten different unions. Through the third quarter of 2025, Metro-North has reached labor agreements with approximately 57% of its represented workforce.

The first agreements reached with unions at MTA Metro-North Railroad for the current round of collective bargaining were approved by the MTA Board in the final quarter of 2024. The two agreements will cover Conductors and Assistant Conductors represented by the Association of Commuter Rail Employees, Division 1 ("ACRE 1") through May 1, 2027; and Locomotive

Engineers covered by the Association of Commuter Rail Employees, Division 9 through February 28, 2027 ("ACRE 9"). In January 2025, a similar agreement between the railroad and the International Brotherhood of Electrical Workers ("IBEW") was approved by the MTA Board and will run through June 21, 2027.

Each of these agreements covers an unsettled portion of the 2019-2023 bargaining round, providing wage increases for that unsettled period that are identical to the wages received by all other railroad unions over the same time span. Going forward from 2023, the agreements include annual wage increases of 4.0%, 4.0% and 4.2% annual increase, compounding to 12.70% above 2023 levels. While these increases exceed the wage rises anticipated by the MTA Financial Plan for the current bargaining round, the unanticipated cost will be fully offset by the recurring savings from the agreements' other new provisions; and the net going-out cost will thereby remain consistent with Plan expectations. Important savings will derive from an increase in all employees' health care contributions from the current 2% of regular wages to 3%; from additional contract extensions; and from a set of new work rules, long sought by MTA management both to reduce overtime costs and to contribute to operational efficiencies, especially by allowing greater flexibility in the deployment of labor.

In April 2025, MTA Metro-North Railroad entered new agreement terms with the Transport Workers Union, Locals 2001 and 2055, covering approximately 605 members. The agreement, spanning the three-year period from November 1, 2023, through October 31, 2026 provides wage increases of 3.0% for the first year, 3.0% for the second year and 3.5% for the third year. These increases and the net costs of the agreement's other provisions are consistent with the 2023-2026 labor agreements that were passed last year with five MTA Long Island Rail Road unions, and that now cover 50% of MTA Long Island Rail Road's represented population. For MTA Metro-North Railroad, this agreement reiterates the 3%, 3%, 3.5% as a recognized wage pattern for bargaining units that are unwilling or unable to negotiate significant work rule savings to offset the excess financial cost of the higher (4.0%, 4.0%, 4.5%) wage pattern.

In July, the MTA Board ratified two additional labor agreements like the MNR Transit Workers Union ("TWU") agreements ratified in April. The agreements, covering approximately 24 Power Directors in the ACRE-37 and approximately 80 Rail Traffic Controllers in ACRE 113, are both 36 months long and provide wage increases of 3.0%, 3.0%, and 3.5%.

Two other labor agreements at MTA Metro-North Railroad were ratified in September—one with approximately 91 members of the National Conference of Firemen and Oilers; and one with approximately 186 members of the Sheet Metal, Air, Rail and Transportation Union. Both agreements are 41 months long and provide wage increases of 4.0% in the first contract year, 4.0% in the second contract year, and 4.2% in the third contract year. These agreements have been structured after those reached with ACRE-1, ACRE-9 and IBEW. That is, for the current bargaining round, they provide higher wage increases than anticipated in the MTA Financial Plan; but they fully finance this excess cost through significant work rule changes, increased employee contributions and contract extension.

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

MTA Headquarters – As of September 30, 2025, MTA Headquarters employs approximately 5,613 people, of whom 3,317 are union members[3]. Most existing agreements with unions at MTA Headquarters have now expired. Both agreements with the MTA Police unions-- the Police Benevolent Association (with more than 1,100 members) and the Commanding Officers Association (with 33 members) expired on April 15, 2024; and all three bargaining units of the Transportation Communications Union, which cover IT titles, Business Service Center ("BSC") titles and Procurement titles expired earlier this year (with the BSC and Procurement titles having expired on May 31, 2024; and the IT titles on February 29, 2024). Discussions towards new agreement terms continued throughout the third quarter.

MTA New York City Transit/Manhattan and Bronx Surface Transit Operating Authority – As of September 30, 2025, MTA New York City Transit and MaBSTOA employs approximately 49,650 people, 48,017 of whom are represented by 14 unions with 23 bargaining units.

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

Since the ratification of the TWU Local 100 agreement, several other unions at New York City Transit and MaBSTOA have been approved by the MTA Board, including agreements with other bargaining units of TWU Local 100 (covering Career and Salary employees, Computer and Telecommunications titles, and Staff Analysts). In the third quarter of 2025, two new labor agreements were reached with bargaining units of the Amalgamated Transit Union ("ATU"). These agreements cover 1,805 Bus Operators, Maintainers and Cleaners represented by ATU-Local 1056; and 1,681 Bus Operators, Mechanics and Operators represented by ATU-Local 726. Like the agreement reached with the operating hourly members of TWU Local 100, these agreements are both 36 months long, expiring May 15, 2026. Both provide wage increases of 3.0% for 2023, 3.0% for 2024 and 3.5% for 2025, and both include an Essential Worker lump-sum bonus of $3,000 and a Supplementary lump sum bonus of $1,000. The agreements' other benefits and provisions are in line with those present in the TWU Local 100 agreement. To partly offset these costs, savings will be forthcoming through changes to the active and retiree prescription drug program, which will now include a formulary for Non-Specialty medications, as well as an advanced formulary for Specialty medications. These changes to the prescription drug program will achieve savings on a similar scale (relative to base labor costs) as the health and welfare savings generated under the TWU Local 100 Agreement without reducing the quality or scope of coverage.

MTA Bus Company – As of September 30, 2025, MTA Bus Company has 4,003 employees, approximately 3,863 of whom are represented by five different unions (now including the United Transit Leadership Organization) and six bargaining units. The largest of these is TWU Local 100, whose more than 2,000 members were co-parties to the agreement approved by the MTA Board in July 2023 and whose current agreement will run through May 15, 2026. In June 2024, the MTA Bus Company also entered into an agreement with its TWU Local 100 bargaining unit that represents Administrative, Professional and Technical titles. During the third quarter of 2025, a new labor agreement, covering 245 Bus Operators, Cleaners, Maintainers and other titles, was reached with ATU Local 1181, one of the two ATU bargaining units at MTA Bus Company. The terms are very similar to the agreements ratified this quarter with the ATU units at New York City Transit: the three-year agreement will expire on October 31, 2026 and will include wage increases of 3.0% for 2023, 3.0% for 2024 and 3.5% for 2025, and it includes an Essential Worker lump-sum bonus of $3,000 and a Supplementary lump sum bonus of $1,000. These increases and the costs of other benefits provided in the agreement maintain consistency with Financial Plan expectations primarily by the same mechanism as in the NYCT ATU agreements (i.e., through changes in the prescription drug plan for retired and active employees).

The agreement with employees of the agency's other large bargaining unit—the Amalgamated Transit union, Local 1179--remains unsettled at the end of the third quarter.

MTA Bridges and Tunnels – As of September 30, 2025, MTA Bridges and Tunnels (the Triborough Bridge and Tunnel Authority, or TBTA) has 787 employees, approximately 570 of whom are represented by three different labor unions (four bargaining units). No new agreements with MTA Bridges and Tunnels unions were reached in the first three quarters of 2025. Agreements with the Superior Officers Benevolent Association (representing around 100 active employees) and with AFSCME DC 37 Local 1655 (with an active membership of around 20) remain in effect, with both agreements expiring in November 2026; meanwhile, agreements with the the Authority's other two bargaining groups—District Council 37 Local 1931 (AFSCME DC 37-Local 1931), representing Maintainers and City Custodial Assistants; and Bridge and Tunnel Officers, represented by the Bridge and Tunnel Officers Benevolent Association ("BTOBA"), have expired, and their membership will be seeking new agreement terms going forward.

MTA Staten Island Railway – As of September 30, 2025, MTA Staten Island Railway had 422 employees, approximately 394 of whom are represented by five different unions (six bargaining units). No new labor agreements have been reached this year, and by the end of the third quarter, all agreements (which covered the 2019-2023 period) have expired. Going forward, the unions will therefore be looking for new agreement terms.

[1] These unions are: the Independent Railway Supervisors Association (IRSA); the National Conference of Firemen and Oilers (NCFO); the Sheet Metal Workers International Association (SMART-SMW); and the Sheet Metal, Air, Rail and Transportation Workers Union – Yardmasters (SMART-Y);

[2] The Transportation Communications Union, the Brotherhood of Railroad Signalmen, the International Brotherhood of Electrical Workers, the Brotherhood of Locomotive Engineers and Trainmen and the International Association of Machinists.

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

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(A Component Unit of the State of New York)

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

($ In millions)

	Business-Type Activities	
	September 30, 2025	**December 31, 2024**
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
ASSETS		
CURRENT ASSETS:		
Cash unrestricted (Note 3)	$ 1,122	$ 1,029
Cash restricted (Note 3)	537	751
Unrestricted investments (Note 3)	10,200	7,359
Restricted investments (Note 3)	4,983	2,495
Restricted investments held under financed purchase obligations (Notes 3 and 10)	98	95
Receivables:		
Station maintenance, operation, and use assessments	107	154
State and regional mass transit taxes	441	192
Mortgage Recording Tax receivable	40	32
State and local operating assistance	41	40
Other receivable from New York City and New York State	161	249
Due from Build America Bonds	1	-
Receivable from federal and state government	252	363
Other	1,345	1,127
Less allowance for doubtful accounts	(779)	(544)
Total receivables — net	1,609	1,613
Materials and supplies	793	788
Prepaid expenses and other current assets (Note 2)	291	805
Total current assets	19,633	14,935
NON-CURRENT ASSETS:		
Capital assets (Note 6):		
Land and construction work-in-progress	17,907	15,072
Other capital assets (net of accumulated depreciation and amortization)	78,858	79,281
Unrestricted investments (Note 3)	2,899	920
Restricted investments (Note 3)	1,103	1,139
Restricted investments held under financed purchase obligations (Notes 3 and 10)	308	291
Other non-current receivables	426	211
Other non-current assets	34	41
Total non-current assets	101,535	96,955
TOTAL ASSETS	121,168	111,890
DEFERRED OUTFLOWS OF RESOURCES:		
Accumulated decreases in fair value of derivative instruments (Note 7)	87	62
Loss on debt refunding (Note 7)	128	290
Deferred outflows related to pensions (Note 4)	2,146	2,165
Deferred outflows related to OPEB (Note 5)	5,827	5,826
TOTAL DEFERRED OUTFLOWS OF RESOURCES	8,188	8,343
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	$ 129,356	$ 120,233

See notes to the basic interim financial statements.

(Continued)

(A Component Unit of the State of New York)

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

($ In millions)

	Business-Type Activities	
	September 30, 2025	December 31, 2024
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
LIABILITIES:		
CURRENT LIABILITIES:		
Accounts payable	$ 563	$ 701
Accrued expenses:		
Interest	859	284
Salaries, wages and payroll taxes	487	544
Current portion - compensated absences	764	745
Current portion — retirement and death benefits	57	32
Current portion — estimated liability from injuries to persons (Note 12)	855	1,037
Capital accruals	366	701
Other accrued expenses	1,044	1,060
Total accrued expenses	4,432	4,403
Current portion — loan payable (Note 7)	508	11
Current portion — long-term debt (Note 7)	2,104	1,472
Current portion — pollution remediation projects (Note 15)	35	35
Derivative fuel hedge liability (Note 17)	1	9
Unearned revenues	1,033	1,429
Total current liabilities	8,676	8,060
NON-CURRENT LIABILITIES:		
Net pension liability (Note 4)	6,755	6,755
Estimated liability arising from injuries to persons (Note 13)	5,935	5,789
Net OPEB liability (Note 5)	20,229	20,229
Loan payable (Note 7)	46	51
Long-term debt (Note 7)	50,589	47,232
Lease payable (Note 8)	859	868
Subscription-Based Information Technology Arrangements (Note 9)	83	118
Financed purchase (Note 10)	186	183
Compensated absences	766	749
Pollution remediation projects (Note 15)	169	166
Contract retainage payable (Note 16)	561	500
Derivative liabilities (Note 7)	102	89
Other long-term liabilities (Note 16)	275	267
Total non-current liabilities	86,555	82,996
TOTAL LIABILITIES	95,231	91,056
DEFERRED INFLOWS OF RESOURCES:		
Deferred inflows related to leases (Note 8)	473	209
Deferred inflows related to pensions (Note 4)	335	335
Deferred inflows related to OPEB (Note 5)	8,439	8,439
TOTAL DEFERRED INFLOWS OF RESOURCES	9,247	8,983
NET POSITION:		
Net investment in capital assets	42,576	43,847
Restricted for debt service	1,543	709
Restricted for claims	287	192
Restricted for other purposes	2,554	2,222
Unrestricted	(22,082)	(26,776)
TOTAL NET POSITION	24,878	20,194
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	$ 129,356	$ 120,233

See notes to the basic interim financial statements. (Concluded)

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

NINE-MONTH PERIODS ENDED SEPTEMBER 30, 2025 AND 2024

($ In millions)

	Business-Type Activities	
	September 30, 2025	**September 30, 2024**
OPERATING REVENUES:		
Fare revenue	$ 3,882	$ 3,642
Vehicle toll revenue	2,435	1,919
Rents, freight, and other revenue	799	696
Total operating revenues	7,116	6,257
OPERATING EXPENSES:		
Salaries and wages	5,630	5,346
Retirement and other employee benefits	2,921	2,708
Postemployment benefits other than pensions (Note 5)	672	648
Electric power	481	403
Fuel	154	156
Insurance	30	16
Claims	286	338
Paratransit service contracts	528	452
Maintenance and other operating contracts	686	619
Professional service contracts	442	378
Pollution remediation projects (Note 15)	6	7
Materials and supplies	523	492
Depreciation and amortization (Note 2 and Note 6)	3,000	2,899
Other	254	212
Total operating expenses	15,613	14,674
OPERATING INCOME (LOSS)	(8,497)	(8,417)
NON-OPERATING REVENUES (EXPENSES):		
Grants, appropriations and taxes:		
Tax-supported subsidies — NYS:		
Mass Transportation Trust Fund subsidies	454	463
Metropolitan Mass Transportation Operating Assistance subsidies	1,462	1,392
Payroll Mobility Tax subsidies	2,918	2,517
MTA Aid Trust Account subsidies	213	199
Internet sales tax subsidies	254	244
Tax-supported subsidies — NYC and Local:		
Mortgage Recording Tax subsidies	324	254
Urban Tax subsidies	356	281
Mansion Tax	283	244
Other subsidies:		
Operating Assistance - 18-B program	275	275
Build America Bond subsidy	31	43
New York City Assistance Fund	338	277
Total grants, appropriations and taxes	$ 6,908	$ 6,189

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
NINE-MONTH PERIODS ENDED SEPTEMBER 30, 2025 AND 2024

($ In millions)

	Business-Type Activities	
	September 30, 2025	**September 30, 2024**
Connecticut Department of Transportation	189	181
Subsidies paid to Dutchess, Orange, and Rockland Counties	(4)	(4)
Interest on long-term debt (Note 2)	(1,459)	(1,425)
Station maintenance, operation and use assessments	166	160
Operating subsidies recoverable from NYC	423	426
Federal Transit Administration reimbursement	3,060	2,305
Other net non-operating revenues	426	262
Net non-operating revenues	9,709	8,094
(LOSS) / GAIN BEFORE APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS	1,212	(323)
APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS	3,472	2,919
CHANGE IN NET POSITION	4,684	2,596
NET POSITION— Beginning of period	20,194	17,247
NET POSITION — End of period	$ 24,878	$ 19,843

See notes to the basic interim financial statements.

(Concluded)

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENTS OF CASH FLOWS
NINE-MONTH PERIODS ENDED SEPTEMBER 30, 2025 AND 2024

($ In millions)

	Business-Type Activities	
	September 30, 2025	**September 30, 2024**
CASH FLOWS FROM OPERATING ACTIVITIES:		
Passenger receipts/tolls	$ 6,270	$ 5,581
Rents and other receipts	1,083	811
Payroll and related fringe benefits	(9,101)	(8,583)
Other operating expenses	(3,760)	(3,135)
Net cash used by operating activities	(5,508)	(5,326)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Grants, appropriations, and taxes	8,210	5,310
Operating subsidies from CDOT	182	162
Subsidies paid to Dutchess, Orange, and Rockland Counties	(10)	(10)
Other non-capital financing activities	10	7
Net cash provided by noncapital financing activities	8,392	5,469
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
MTA bond proceeds	2,457	2,318
MTA Bridges and Tunnels bond proceeds	4,281	3,852
MTA bonds refunded/reissued	(2,075)	(3,040)
MTA Bridges and Tunnels bonds refunded/reissued	(246)	(1,516)
MTA anticipation notes proceeds	-	500
Federal and local grants	6,135	4,616
Other capital financing activities	(1,488)	77
Payment for capital assets	(5,435)	(4,792)
Debt service payments	(1,159)	(1,322)
Internet and Mansion Tax	567	487
Receipts from leases	37	33
Payments related to leases	(81)	(69)
Net cash provided by capital and related financing activities	2,993	1,144
CASH FLOWS FROM INVESTING ACTIVITIES:		
Purchase of long-term securities	(15,898)	(2,946)
Sales or maturities of long-term securities	9,341	1,774
Net sales (purchases) or maturities of short-term securities	259	(379)
Earnings on investments	300	209
Net cash used by investing activities	(5,998)	(1,342)
NET DECREASE IN CASH	(121)	(55)
CASH — Beginning of period	1,780	1,588
CASH — End of period	$ 1,659	$ 1,533

See notes to the basic interim financial statements.

(Continued)

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENTS OF CASH FLOWS
NINE-MONTH PERIODS ENDED SEPTEMBER 30, 2025 AND 2024

($ In millions)

	Business-Type Activities	
	September 30, 2025	**September 30, 2024**
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES:		
Operating loss (Note 2)	$ (8,497)	$ (8,425)
Adjustments to reconcile to net cash used in operating activities:		
Depreciation and amortization	3,000	2,908
Net (decrease) / increase in payables, accrued expenses, and other liabilities	(266)	243
Net decrease in receivables	(238)	(29)
Net increase / (decrease) in materials and supplies and prepaid expenses	493	(23)
NET CASH USED BY OPERATING ACTIVITIES	$ (5,508)	$ (5,326)
NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES:		
Noncash investing activities:		
Interest expense includes amortization of net (premium) / discount (Note 2)	$ (71)	$ (244)
Total Noncash investing activities	(71)	(244)
Noncash capital and related financing activities:		
Capital assets related liabilities	1,426	1,187
Interest expense for leases	46	45
Interest income from leases	8	5
Total Noncash capital and related financing activities	1,480	1,237
TOTAL NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES	$ 1,409	$ 993

See notes to the basic interim financial statements. (Concluded)

(A Component Unit of the State of New York)

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

AS OF DECEMBER 31, 2024 AND 2023

($ In thousands)

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

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

See notes to the basic interim financial statements.

(A Component Unit of the State of New York)

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

FOR THE YEARS ENDED DECEMBER 31, 2024 AND 2023

($ In thousands)

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

See notes to the basic financial statements.

(A Component Unit of the State of New York)

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

($ In millions, except as noted)

1. BASIS OF PRESENTATION

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

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

Metropolitan Transportation Authority and Related Groups (Component Units)

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

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

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

Although the MTA Group collects fares for the transit and commuter service, they provide and receive revenues from other sources, such as the leasing out of real property assets, and the licensing of advertising. Such revenues, including anticipated revenues from fare increases, are not sufficient to cover all operating expenses associated with such services. Therefore, to maintain a balanced budget, the members of the MTA Group providing transit and commuter service rely on operating surpluses transferred from MTA Bridges and Tunnels, operating subsidies provided by NYS and certain local governmental entities in the MTA commuter district, and service reimbursements from certain local governmental entities in the MTA commuter district and from the State of Connecticut. Non-operating subsidies to the MTA Group for transit and commuter service for the period ended September 30, 2025 and 2024 totaled $6.9 billion and $6.2 billion, respectively.

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

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

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

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

2. SIGNIFICANT ACCOUNTING POLICIES

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

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

Accounting Standards Issued but Not Yet Adopted

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

GASB Statement No.	GASB Accounting Standard	Required Year of Adoption
102	*Certain Risk Disclosures*	2025
103	*Financial Reporting Model Improvements*	2026
104	*Disclosure of Certain Capital Assets*	2026
105	*Subsequent Events*	2027

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

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

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

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

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

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

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

Materials and Supplies — Materials and supplies are valued at average cost, net of obsolescence reserve at September 30, 2025 and December 31, 2024 of $285 and $273, respectively.

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

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

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

Subscription-Based Information Technology Arrangements ("SBITA") - Per GASB 96, subscriptions to certain information technology ("IT") software, alone or in combination with tangible capital assets (the underlying IT assets) are recognized as an intangible right-to-use subscription asset with a corresponding subscription liability at the commencement of the subscription term. The subscription liability is initially measured at the present value of subscription payments expected to be made during the subscription term. Future subscription payments are discounted using the rate charged by the vendor, which may be implicit, or MTA's incremental borrowing rate if the interest rate is not readily determinable. The amortization of the subscription asset and discount on the subscription liability are both recognized as outflow of resources over the subscription term.

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

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

Pollution remediation projects — Pollution remediation costs have been expensed in accordance with the provisions of GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations* (See Note 15). An operating expense provision and corresponding liability measured at current value using the expected cash flow method has been recognized for certain pollution remediation obligations, which previously may not have been required to be recognized, have been recognized earlier than in the past or are no longer able to be capitalized as a component of a capital project. Pollution remediation obligations occur when any one of the following obligating events takes place: the MTA is in violation of a pollution prevention-related permit or license; an imminent threat to public health due to pollution exists; the MTA is named by a regulator as a responsible or potentially responsible party to participate in remediation; the MTA voluntarily commences or legally obligates itself to commence remediation efforts; or the MTA is named or there is evidence to indicate that it will be named in a lawsuit that compels participation in remediation activities.

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

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

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

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

Non-operating Revenues

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

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

- MRT-1 proceeds are initially used to pay MTAHQ's operating expenses. Remaining funds, if any, are allocated 55% to certain transit operations and 45% to the commuter railroads operations. The commuter railroad portion is first used to fund the New York State Suburban Highway Transportation Fund in an amount not to exceed $20 annually (subject to the monies being returned under the conditions set forth in the governing statute if the Commuter

Railroads are operating at a deficit).

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

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

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

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

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

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

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

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

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

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

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

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

The enacted State Budget also included provisions for a new Real Property Transfer Tax Surcharge (referred to as the "Mansion Tax") on high-priced residential property sales in New York City and an Internet Marketplace Sales Tax. The Mansion Tax went into effect on July 1, 2019 and increases the transfer tax on a sliding scale by a quarter percent starting at $2, with a combined top rate of 4.15%, on the sale of New York City residential properties valued at $25 or above. The Internet Marketplace Sales Tax went into effect on June 1, 2019 and requires internet marketplace providers to collect and remit sales tax from out of state retailers on their sites that have gross receipts exceeding $500,000 (dollars) and delivering more than one hundred sales into New York State in the previous four quarters. The sales tax will be collected at the normal rate of 4% plus local sales tax.

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

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

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

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

In 1995, New York City ceased reimbursing the MTA for the full costs of the free/reduced fare program for students. Beginning in 1996, the State and New York City each began paying $45 per annum to the MTA toward the cost of the program. In 2009, the State reduced their $45 reimbursement to $6.3. Beginning in 2010, the State increased their annual commitment to $25.3 while New York City's annual commitment remained at $45. These commitments have been met by both the State and New York City for both 2023 and 2024. For the year ended December 31, 2024, the MTA received $70.3 from the State and New York City combined, which include $30.0 prepayment for the year 2024 from New York City and the remaining outstanding balance of $15.0 million for 2024 was received in June 2025.

Prior to April 1995, New York City was obligated to reimburse MTA New York City Transit for the transit police force. As a result of the April 1995 merger of the transit police force into the New York City Police Department, New York City no longer reimburses MTA New York City Transit for the costs of policing the Transit System on an ongoing basis since policing of the Transit System is being carried out by the New York City Police Department at New York City's expense. MTA New York City Transit continues to be responsible for certain capital costs and support services related to such police activities, a portion of which is reimbursed by New York City. MTA New York City Transit received approximately $8.2 in the nine months ended September 30, 2025 and $1.9 in the nine months ended September 30, 2024 from New York City for the reimbursement of transit police costs.

MTAHQ bills MTA Metro-North Railroad through its consolidated services for MTA police costs in the New Haven line of which MTA Metro-North Railroad recovers approximately 65% from CDOT. The amounts billed for the periods ended September 30, 2025 and 2024 were $23.4 and $25.3, respectively. The amounts recovered for the periods ended September 30, 2025 and 2024 were approximately $15.2 and $16.4, respectively.

Federal law and regulations require a paratransit system for passengers who are not able to ride the buses and trains because of their disabilities. Pursuant to an agreement between New York City and the MTA, MTA New York City Transit, effective July 1, 1993, assumed operating responsibility for all paratransit service required by the Americans with Disability Act of 1990. Services are provided by private vendors under contract with MTA New York City Transit. New York City reimburses MTA New York City Transit for the lesser of 33% of net paratransit operating expenses defined as labor, transportation, and administrative costs less fare revenues and 6% of gross urban tax proceeds as described above or, an amount that is 20% greater than the amount paid by New York City for the preceding calendar year. Fare revenues and New York City's reimbursement aggregated approximately $434.7 for the nine months ended September 30, 2025 and $406.2 for the nine months ended September 30, 2024.

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

Operating and Non-operating Expenses

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

Liability Insurance — FMTAC, an insurance captive subsidiary of MTA, provides a liability insurance program (referred to as "ELF") that insures certain claims in excess of the agencies self-insured retention. Effective October 31, 2024, the self-insured retention limit for MTA New York City Transit, MaBSTOA, MTA Bus, MTA Long Island Rail Road, and MTA Metro-North Railroad remained $11; the self-insured retention limit for MTAHQ and MTA Bridges and Tunnels remained $3.2. MTA Staten Island Railway's self-insured retention limit was increased from $3.2 to $11. The maximum amount that the ELF is responsible for arising out of any one occurrence and in the aggregate is the total assets of the ELF program available for claims, but in no event greater than $50 for all agencies and an additional $10 for MTA New York City Transit. FMTAC charges appropriate annual premiums based on loss experience and exposure analysis to maintain the fiscal viability of the program. On September 30, 2025, the balance of the assets in this program was $228.63.

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

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

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

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

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

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

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

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

To supplement the reinsurance to FMTAC through the TRIPRA, MTA obtained an additional commercial reinsurance policy with various reinsurance carriers in the domestic, London and European marketplaces. That policy provides coverage for

(1) 20% of any "certified" act of terrorism up to a maximum recovery of $215 for any one occurrence and in the annual aggregate (2) the TRIPRA FMTAC captive deductible (per occurrence and on an aggregated basis) that applies when recovering under the "certified" acts of terrorism insurance, but not to exceed $40 for any one occurrence, or (3) 100% of any "certified" terrorism loss which exceeds $5 and less than the $200 TRIPRA trigger up to a maximum recovery of $200 for any one occurrence and in the annual aggregate.

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

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

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

Postemployment Benefits Other Than Pensions — In accordance with the provisions of GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other than Pensions* ("GASB 75") and GASB Statement No. 85*, Omnibus,* for the OPEB Plan, the MTA recognizes a net OPEB liability, which represents the excess of the total OPEB liability over the fiduciary net position of the OPEB Plan, measured as of the measurement date of the plan.

Changes in the net OPEB liability during the year are recorded as OPEB expense, or as deferred outflows of resources or deferred inflows of resources relating to OPEB depending on the nature of the change, in the year incurred. Changes in net OPEB liability that are recorded as deferred outflows of resources or deferred inflows of resources that arise from changes in actuarial assumptions and differences between expected or actual experience are amortized over the weighted average remaining service life of all participants in the OPEB plan and recorded as a component of OPEB expense beginning with the year in which they are incurred. Projected earnings on qualified OPEB plan investments are recognized as a component of OPEB expenses. Differences between projected and actual investment earnings are reported as deferred outflows of resources or deferred inflow of resources as a component of OPEB expense on a closed basis over a five-year period beginning with the year in which the difference occurred.

3. CASH AND INVESTMENTS

Cash - The bank balances are insured up to $250 thousand in the aggregate by the Federal Deposit Insurance Corporation ("FDIC") for each bank in which funds are deposited. As of September 30, 2025, restricted cash, primarily for capital projects, totaled $537.

Cash, including deposits in transit, consists of the following at September 30, 2025 and December 31, 2024 (in millions):

	September 30, 2025		December 31, 2024	
	Carrying Amount	Bank Balance	Carrying Amount	Bank Balance
FDIC insured or collateralized deposits	$ 399	$ 399	$ 319	$ 317
Uninsured and not collateralized	1,260	1,230	1,461	1,443
Total Balance	$ 1,659	$ 1,629	$ 1,780	$ 1,760

All collateralized deposits are held by the MTA or its agent in the MTA's name.

The MTA, on behalf of itself, its affiliates and subsidiaries, invests funds which are not immediately required for the MTA's operations in securities permitted by the New York State Public Authorities Law, including repurchase agreements collateralized by U.S. Treasury securities, U.S. Treasury notes, and U.S. Treasury zero coupon bonds.

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the MTA will not be able to recover the value of its deposits. While the MTA does not have a formal deposit policy for custodial credit risk, New York State statues govern the MTA's investment policies. The MTA's uninsured and uncollateralized deposits are primarily held by commercial banks in the metropolitan New York area and are subject to the credit risks of those institutions.

Investments - MTA holds most of its investments at a custodian bank. The custodian must meet certain banking institution criteria enumerated in MTA's Investment Guidelines. The Investment Guidelines also require the Treasury Division to hold at least $100 of its portfolio with a separate emergency custodian bank. The purpose of this deposit is in the event that the MTA's main custodian cannot execute transactions due to an emergency outside of the custodian's control, the MTA has an immediate alternate source of liquidity.

The MTA categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The MTA had the following recurring fair value measurements as of September 30, 2025 and December 31, 2024 (in millions):

Investments by fair value level	**September 30, 2025**			**December 31, 2024**		
	Total	**Level 1**	**Level 2**	**Total**	**Level 1**	**Level 2**
Debt Securities:						
U.S. treasury securities	$ 18,350	$ 17,003	$ 1,347	$ 10,806	$ 9,674	$ 1,132
U.S. government agency	216	-	216	278	-	278
Asset-backed securities	71	-	71	61	-	61
Commercial mortgage-backed securities	188	-	188	183	-	183
Foreign bonds	19	19	-	10	10	-
Corporate bonds	135	135	-	116	116	-
Tax Benefit Lease Investments:						
U.S. treasury securities	152	152	-	145	145	-
U.S. government agency	133	73	60	123	69	54
Repurchase agreements	206	206	-	459	459	-
Total investments by fair value level	19,470	$ 17,588	$ 1,882	12,181	$ 10,473	$ 1,708
Financed Purchases	121			118		
Total Investments	$ 19,591			$ 12,299		

Investments classified as Level 1 of the fair value hierarchy, totaling $17,588 and $10,473 as of September 30, 2025 and December 31, 2024, respectively, are valued using quoted prices in active markets. Fair values include accrued interest to the extent that interest is included in the carrying amounts. Accrued interest on investments other than Treasury bills and coupons is included in other receivables on the statement of net position. The MTA's investment policy states that securities underlying repurchase agreements must have a fair value at least equal to the cost of the investment.

U.S. Government agency securities totaling $276 and $332, U.S, treasury securities totaling $1,347 and $1,132, asset-backed securities totaling $71 and $61, and commercial mortgage-backed securities totaling $188 and $183 as of September 30, 2025 and December 31, 2024, respectively, classified in Level 2 of the fair value hierarchy, are valued using matrix pricing techniques maintained by a third-party pricing service. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices and indices. Fair value is defined as the quoted fair value on the last trading day of the period. These prices are obtained from a third-party pricing service or our custodian bank.

In connection with certain financed purchases transactions described in Note 10, the MTA has purchased securities or entered into payment undertaking, letter of credit, or similar type agreements or instruments (guaranteed investment contracts) with financial institutions, which generate sufficient proceeds to make basic rent and purchase option payments under the terms of the leases. If the obligors do not perform, the MTA may have an obligation to make the related rent payments.

All investments, other than the investments restricted for financed purchase obligations, are either insured or registered and held by the MTA or its agent in the MTA's name. Investments restricted for financed purchases are either held by MTA or its agent in the MTA's name or held by a custodian as collateral for MTA's obligation to make rent payments under financed purchase obligations. Investments had weighted average yields of 4.08% and 4.49% for the nine months ended September 30, 2025 and year ended December 31, 2024, respectively.

Credit Risk — At September 30, 2025 and December 31, 2024, the following credit quality rating has been assigned to MTA investments by a nationally recognized rating organization (in millions):

Quality Rating Standard & Poor's	September 30, 2025	Percent of Portfolio	December 31, 2024	Percent of Portfolio
A-1+	$ 26	0%	$ 80	1%
AAA	123	1%	309	3%
AA+	60	0%	55	0%
AA	231	1%	19	0%
A	91	0%	73	1%
A-	59	0%	73	1%
BBB	48	0%	44	0%
Not Rated	257	1%	505	4%
U.S. Government	18,575	96%	11,023	90%
Total	19,470	99%	12,181	100%
Financed Purchases	121		118	
Total investment	$ 19,591		$ 12,299	

Interest Rate Risk — Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of the investment. Duration is a measure of interest rate risk. The greater the duration of a bond or portfolio of bonds, the greater its price volatility will be in response to a change in interest rate risk and vice versa. Duration is an indicator of bond price's sensitivity to a 100 basis point change in interest rates.

	September 30, 2025		December 31, 2024	
	Fair Value	Duration	Fair Value	Duration
(In millions)		**(in years)**		**(in years)**
U.S. treasury securities	$ 18,350	5.10	$ 10,806	4.73
U.S. government agency	216	5.32	278	5.68
Tax benefit financed purchase investments	285	4.38	268	4.69
Repurchase agreement	206	-	459	-
Asset-backed securities [(1)]	71	2.75	61	2.77
Commercial mortgage-backed securities [(1)]	188	4.52	183	4.70
Foreign bonds [(1)]	19	5.58	10	6.51
Corporates [(1)]	135	5.59	116	5.49
Total fair value	19,470		12,181	
Modified duration		5.02		4.58
Investments with no duration reported	121		118	
Total investments	$ 19,591		$ 12,299	

[(1)] These securities are only included in the FMTAC portfolio.

MTA is a public benefit corporation established under the New York Public Authorities Law. MTA's Treasury Division is responsible for the investment management of the funds of the component units. The investment activity covers all operating and capital funds, including bond proceeds, and the activity is governed by State statutes, bond resolutions and the Board-adopted investment guidelines (the "Investment Guidelines"). The MTA Act currently permits the Related Entities to invest in the following general types of obligations:

- obligations of the State or the United States Government;
- obligations of which the principal and interest are guaranteed by the State or the United States government;
- obligations issued or guaranteed by certain Federal agencies;
- repurchase agreements fully collateralized by the obligations of the foregoing United States Government and Federal agencies;
- certain certificates of deposit of banks or trust companies in the State;
- certain banker's acceptances with a maturity of 90 days or less;
- certain commercial paper;
- certain municipal obligations; and

- certain mutual funds up to $10 in the aggregate.

The MTA adopted NYS Statutory Requirements with respect to credit risk of its investments, which include, but are not limited to the following sections:

i. Public Authorities Law Sections 1265(4) (MTA), 1204(19) (MTA New York City Transit Authority) and 553(21) (MTA Bridges and Tunnels);

ii. Public Authorities Law Section 2925 Investment of funds by public authorities and public benefit corporations; general provisions; and

iii. State Finance Law Article 15 – EXCELSIOR LINKED DEPOSIT ACT.

MTA Investment Guidelines limit the dollar amount invested in banker acceptances, commercial paper, and obligations issued or guaranteed by certain Federal agencies to $250 at cost. There are no dollar limits on the purchase of obligations of the United States government, the State or obligations the principal and interest of which are guaranteed by the State or the United States government. Investments in collateralized repurchase agreements are limited by dealer or bank's capital. MTA can invest no greater than $300 with a bank or dealer rated in Tier 1 (e.g., $1 billion or more of capital).

FMTAC is created as a MTA subsidiary and is licensed as a captive direct insurer and reinsurer by the New York State Department of Insurance. As such, FMTAC is responsible for the investment management of its funds. The investment activity is governed by State statutes and the FMTAC Board adopted investment guidelines. The minimum surplus to policyholders and reserve instruments are invested in the following investments:

- obligations of the United States or any agency thereof provided such agency obligations are guaranteed as to principal and interest by the United States;
- direct obligations of the State or of any county, district or municipality thereof;
- any state, territory, possession or any other governmental unit of the United States;
- certain bonds of agencies or instrumentalities of any state, territory, possession or any other governmental unit of the United States;
- the obligations of a solvent American institution which are rated investment grade or higher (or the equivalent thereto) by a securities rating agency; and
- certain mortgage backed securities in amounts no greater than five percent of FMTAC's admitted assets.

FMTAC may also invest non-reserve instruments in a broader range of investments including the following general types of obligations:

- certain equities; and
- certain mutual funds.

FMTAC is prohibited from making the following investments:

- investment in an insolvent entity;
- any investment as a general partner; and
- any investment found to be against public policy.

FMTAC investment guidelines do include other investments, but FMTAC has limited itself to the above permissible investments at this time.

4. EMPLOYEE BENEFITS

Pensions — The MTA Group sponsor and participate in several defined benefit pension plans for their employees, the Long Island Railroad Company Plan for Additional Pensions (the "LIRR Additional Plan"), the Manhattan and Bronx Surface Transit Operating Authority Pension Plan (the "MaBSTOA Pension Plan"), the Metro-North Commuter Railroad Company Cash Balance Plan (the "MNR Cash Balance Plan"), the Metropolitan Transportation Authority Defined Benefit Plan (the "MTA Defined Benefit Pension Plan"), the New York City Employees' Retirement System ("NYCERS"), and the New York State and Local Employees' Retirement System ("NYSLERS"). A brief description of each of these pension plans follows:

Plan Descriptions

1. LIRR Additional Plan —

The LIRR Additional Plan is a single-employer defined benefit pension plan that provides retirement, disability and survivor benefits to members and beneficiaries. The LIRR Additional Plan covers MTA Long Island Rail Road employees hired effective July 1, 1971 and prior to January 1, 1988. The LIRR Additional Plan's activities, including establishing and amending contributions and benefits are administered by the Board of Managers of Pensions. The LIRR Additional Plan is a governmental plan and accordingly, is not subject to the funding and other requirements of the Employee Retirement Income Security Act of 1974 ("ERISA"). The LIRR Additional Plan is a closed plan.

The Board of Managers of Pensions is composed of the Chairman of the MTA, MTA Chief Financial Officer, MTA Director of Labor Relations and the agency head of each participating Employer or the designee of a member of the Board of Managers. The LIRR Additional Plan may be amended by action of the MTA Board. The LIRR Additional Plan is a fiduciary component unit of the MTA and is reflected in the Pension and Other Employee Benefit Trust Funds section of the MTA's basic financial statements.

The pension plan has a separately issued financial statement that is publicly available and contains required descriptions and supplemental information regarding the employee benefit plan. The financial statements may be obtained at www.mta.info or by writing to, MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor New York, NY 10004 or at www.mta.info.

2. MaBSTOA Pension Plan —

The MaBSTOA Pension Plan is a cost-sharing multiple-employer defined benefit plan administered by MTA Headquarters and funded by MTA New York City Transit covering employees of MaBSTOA and certain employees of MTAHQ. Prior to January 1, 2020, this was a single employer defined benefit retirement plan covering only MaBSTOA employees. Employees of MaBSTOA and MTAHQ are specifically excluded from participating in the New York City Employees' Retirement System ("NYCERS"). The Plan provides retirement as well as death, accident and disability benefits. Effective January 1, 1999, in order to afford managerial and non-represented MaBSTOA employees the same pension rights as like title employees in the MTA New York City Transit, membership in the MaBSTOA Pension Plan is mandatory.

The Board of Administration, established in 1963, determines the eligibility of employees and beneficiaries for retirement and death benefits. The MaBSTOA Pension Plan assigns authority to the MaBSTOA Board to modify, amend or restrict the MaBSTOA Pension Plan or to discontinue it altogether, subject, however, to the obligations under its collective bargaining agreements. The Board is composed of five members: two representatives from the Transport Workers Union, Local 100 ("TWU") and three employer representatives. The MaBSTOA Pension Plan is a fiduciary component unit of the MTA and is reflected in the Pension and Other Employee Benefit Trust Funds section of the MTA's basic financial statements.

The pension plan issues a publicly available financial report that includes financial statements and required supplementary information. This report may be obtained by writing to, MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor, New York, NY 10004 or at www.mta.info.

3. MNR Cash Balance Plan —

The MNR Cash Balance Plan is a single employer, defined benefit pension plan administered by MTA Headquarters and funded by MTA Metro-North Railroad. The MNR Cash Balance Plan covers non-collectively bargained employees formerly employed by Conrail, who joined MTA Metro-North Railroad as management employees between January 1 and June 30, 1983, and were still employed as of December 31, 1988. Effective January 1, 1989, these management employees were covered under the Metro-North Commuter Railroad Defined Contribution Plan for Management Employees (the "Management Plan") and the MNR Cash Balance Plan was closed to new participants. The MNR Cash Balance Plan is designed to satisfy the applicable requirements for governmental plans under Section 401(a) and 501(a) of the Internal Revenue Code. Accordingly, the MNR Cash Balance Plan is tax-exempt.

Further information about the MNR Cash Balance Plan is more fully described in the separately issued financial statements that can be obtained by writing to, MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor, New York, NY 10004 or at www.mta.info.

4. MTA Defined Benefit Pension Plan —

The MTA Defined Benefit Pension Plan is a cost sharing, multiple-employer defined benefit pension plan. The MTA Defined Benefit Pension Plan covers certain MTA Long Island Railroad non-represented employees hired after January 1, 1988, MTA Metro-North Railroad non-represented employees, certain employees of the former MTA Long Island Bus hired prior to January 24, 1983, MTA Police, MTA Long Island Railroad represented employees hired after December 31, 1987, certain MTA Metro-North Railroad represented employees, MTA Staten Island Railway represented and non-represented employees and certain employees of the MTA Bus Company. The MTA, MTA Long Island Railroad, MTA Metro-North Railroad, MTA Staten Island Railway and MTA Bus contribute to the MTA Defined Benefit Pension Plan, which offers distinct retirement, disability retirement, and death benefit programs for their covered employees and beneficiaries.

The MTA Defined Benefit Pension Plan is administered by the Board of Managers of Pensions. The MTA Defined Benefit Pension Plan, including benefits and contributions, may be amended by action of the MTA Board. The MTA Defined Benefit Pension Plan is a fiduciary component unit of the MTA and is reflected in the Pension and Other Employee Benefit Trust Funds section of the MTA's basic financial statements.

The pension plan issues a publicly available financial report that includes financial statements and required supplementary information. This report may be obtained by writing to the MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor, New York, NY 10004 or at www.mta.info.

5. NYCERS —

NYCERS is a cost-sharing, multiple-employer retirement system for employees of The City of New York ("The City") and certain other governmental units whose employees are not otherwise members of The City's four other pension systems. NYCERS administers the New York City Employees Retirement System qualified pension plan. This plan covers employees of MTA New York City Transit and MTA Bridges and Tunnels.

NYCERS was established by an act of the Legislature of the State of New York under Chapter 427 of the Laws of 1920. NYCERS functions in accordance with the governing statutes contained in the New York State Retirement and Social Security Law ("RSSL"), and the Administrative Code of the City of New York ("ACNY"), which are the basis by which benefit terms and employer and member contribution requirements are established and amended. The head of the retirement system is the Board of Trustees. NYCERS is a fiduciary component unit of The City and is in the Pension and Other Employee Benefit Trust Funds section of The City's Annual Comprehensive Financial Report ("ACFR").

NYCERS issues a publicly available comprehensive annual financial. This report may be obtained by writing to the New York City Employees' Retirement System at 335 Adams Street, Suite 2300, Brooklyn, NY 11201-3724 or at www.nycers.org.

All employees of the Related Group holding permanent civil service positions in the competitive or labor class are required to become members of NYCERS six months after their date of appointment, but may voluntarily elect to join NYCERS prior to their mandated membership date. All other eligible employees have the option of joining NYCERS upon appointment or anytime thereafter. NYCERS members are assigned to a "tier" depending on the date of their membership.

Tier 1	All members who joined prior to July 1, 1973.
Tier 2	All members who joined on or after July 1, 1973 and before July 27, 1976.
Tier 3	Only certain members who joined on or after July 27, 1976 and prior to April 1, 2012.
Tier 4	All members (with certain member exceptions) who joined on or after July 27, 1976 but prior to April 1, 2012. Members who joined on or after July 27, 1976 but prior to September 1, 1983 retain all rights and benefits of Tier 3 membership.
Tier 6	Members who joined on or after April 1, 2012.

6. NYSLERS —

NYSLERS is a cost-sharing, multiple-employer defined benefit retirement system. The New York State Comptroller's Office administers the NYSLERS' plan. The net position of NYSLERS is held in the New York State Common Retirement Fund (the "Fund"), which was established to hold all assets and record changes in fiduciary net position allocated to the plan. The Comptroller of the State of New York serves as the trustee of the Fund and is the administrative head of NYSLERS. NYSLERS' benefits are established under the provisions of the New York State RSSL. Once a public employer elects to participate in NYSLERS, the election is irrevocable. The New York State Constitution provides that pension membership is a contractual relationship and plan benefits cannot be diminished or impaired. Benefits can be changed for future members only by enactment of a State statute. This plan covers nonrepresented MTAHQ employees earning less than $70,000 per year, those nonrepresented MTAHQ employees that do not choose the Voluntary Defined Contribution Plan provided for under RSSL Tier 6 legislation, and employees represented by the International Brotherhood of Teamsters.

NYSLERS is included in New York State's financial report as a pension trust fund. The report can be accessed on the New York State Comptroller's website at: www.osc.state.ny.us/retire/about_us/financial_statements_index.php or obtained by writing to the New York State and Local Retirement System, 110 State Street, Albany, NY 12244-001.

Pension legislation enacted in 1973, 1976, 1983, 2009 and 2012 established distinct classes of tier membership.

Tier 1	All members who joined prior to July 1, 1973.

Tier 2	All members who joined on or after July 1, 1973 and before July 27, 1976.
Tier 3	Generally, certain members who joined on or after July 27, 1976 but before January 1, 2010 and all other members who joined on or after July 27, 1976, but before September 1, 1983.
Tier 4	Generally, members (with certain member exceptions) who joined on or after September 1, 1983, but before January 1, 2010.
Tier 5	Members who joined on or after January 1, 2010, but before April 1, 2012.
Tier 6	Members who joined on or after April 1, 2012.

Benefits Provided

1. LIRR Additional Plan —

Pension Benefits — An eligible MTA Long Island Rail Road employee who retires under the LIRR Additional Plan, either: (a) after completing at least 20 years of credited service, or (b) after both attaining age 65 while in service and completing at least five years of credited service, or in the case of those who were active employees on January 1, 1988, after completing at least 10 years of credited service, is entitled to an annual retirement benefit, payable monthly for life. Payments commence to an employee referred to in: (a) only after attaining age 50, or (b) only after attaining age 65.

Benefit and contribution provisions, which are based on the point in time at which participants last entered qualifying service and their length of credited service, are established by, and may only be amended by the MTA Long Island Rail Road, subject to the obligations of the MTA Long Island Rail Road under its collective bargaining agreements.

The LIRR Additional Plan has both contributory and non-contributory requirements, with retirement ages varying from 50 to 65 depending upon a participant's length of credited service. Pension benefits payable to age 65, where eligible, are calculated as 2% of the employee's applicable final average earnings for each year of qualifying service up to 25 years plus 1.5% of applicable final average earnings for each year of qualifying service in excess of 25 years. For pension benefits payable at and after age 65, regardless of whether benefits commenced before or after the employee attained age 65, benefits are calculated in the same manner as pension benefits payable prior to age 65 except that the amount so determined is reduced by a percentage of the employee's annuity (not including any supplemental annuity) value at age 65 under the Federal Railroad Retirement Act.

Participants who entered qualifying service before July 1, 1978 are not required to contribute. Participants who entered qualifying service on or after July 1, 1978, are required to contribute 3% of their wages. The MTA Long Island Railroad contributes additional amounts based on actuarially determined amounts that are designed to accumulate sufficient assets to pay benefits when due.

Death Benefits — Survivorship benefits are paid to the participant's spouse when a survivorship option is elected or when an active participant has not divested his or her spouse of benefits. The survivorship benefit is payable at the time of death or when the vested participant would have attained an eligible age. The amount payable is in the form of an annuity. A lump sum death benefit no greater than five thousand dollars is payable upon death on behalf of a non-vested participant or vested participant whose pension rights were waived.

Retirement benefits establishment and changes for representative employees are collectively bargained and must be ratified by the respective union and the MTA Board. For non-represented employees, amendments must be approved by the MTA Board.

2. MaBSTOA Pension Plan —

The MaBSTOA Pension Plan provides retirement as well as death, accident, and disability benefits. The benefits provided by the MaBSTOA Pension Plan are generally similar to the benefits provided to MTA New York City Transit participants in NYCERS. Benefits vest after either 5, 10, or 20 years of credited service, depending on the date of membership.

In 2008, NYCERS had determined that Tier 4 employees are and have been eligible for a post retirement death benefit retroactive to 1986. In June 2012, the MTA Board approved an amendment to the MaBSTOA Pension Plan to provide for incorporation of this benefit.

Chapter 716 of the Laws of 2023 enacted in December 2023 modified the pre-retirement and postretirement ordinary death benefits applicable to Tier 2, 3, 4 and 6 members effective July 1, 2021. This affects the benefits payable after the death of a member who is over age 60. The law lowers the existing age-based reductions, resulting in an increased benefit for eligible beneficiaries.

Chapter 55 of the Laws of 2024, Part KK, extends until December 31, 2026 the exclusion of pensionable earnings above the annual base wages of Tier 6 members for purposes of calculating Basic Member Contributions.

Chapter 56 of the Laws of 2024, Part QQ, reduces the number of years used to calculate the Final Average Salary ("FAS") from five years to three years for certain Tier 6 members.

Tier 1 —

Eligibility and Benefit Calculation: Tier 1 members must be at least age 50 with the completion of 20 years of service to be eligible to collect a service retirement benefit. Generally, the benefit is 1.50% for service before March 1, 1962, plus 2.0% for service from March 1, 1962 to June 30, 1970, plus 2.5% for service after June 30, 1970. The accumulated percentage, up to a maximum of 50%, is multiplied by the member's compensation, which is the greater of earned salary during the year prior to retirement. Once the accumulated reaches 50%, the percentage for each further year of service reverts back to 1.5%. The percentage in excess of 50% is multiplied by the final compensation, which is the highest average earnings over five consecutive years.

Ordinary Disability Benefits — Generally, ordinary disability benefits are provided to eligible Tier 1 members after ten years of service with the benefit equal to the greater of the service retirement percentages or 25% multiplied by final compensation.

Accidental Disability Benefits — The accidental disability benefit to eligible Tier 1 members is equal to 75% of final compensation reduced by 100% of any worker's compensation payments.

Ordinary Death Benefits — For Tier 1 members the amount of the death benefit is a lump sum equal to six months' pay for members with less than 10 years of service; a lump sum equal to a 12 months of pay for members with more than 10 but less than 20 years of service, and a lump sum equal to two times 12 months of pay for members with more than 20 years of service.

Tier 2 —

Eligibility and Benefit Calculation: Tier 2 members must be at least age 55 with the completion of 25 years of service to be eligible to collect a service retirement benefit. Generally, the benefit equals 50% of final 3-year average compensation, defined as the highest average earnings over three consecutive years, plus 1% of final 5-year average compensation, defined as the highest average earnings over five consecutive years, per year of credited service in excess of 20 years. For early retirement, members must be at least age 50 with the completion of at least 20 years of service. The benefit is determined in the same manner as the service retirement but not greater than 2.0% of final 3-year average compensation per year of service.

Ordinary Disability Benefits — Generally, ordinary disability benefits are provided to eligible Tier 2 members after ten years of service with the benefit equal to the greater of the service retirement percentages or 25% multiplied by the final 5-year average compensation.

Accidental Disability Benefits — The accidental disability benefit to eligible Tier 2 members is equal to 75% of the final 5-year average compensation reduced by any worker's compensation payments.

Ordinary Death Benefits — Tier 2 members require the completion of 90 days of service to receive a lump sum equal to 3 times salary, raised to the next multiple of $1,000 dollars.

Tiers 3, 4 —

Eligibility and Benefit Calculation: Tier 3 and 4 members in the Regular 62 and 5 Plan must be at least age 62 with the completion of at least 5 years of service to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 20 years of service, is equal to 2.0% of Final Average Compensation ("FAC") for the first 30 years of service plus 1.5% of FAC for years of service in excess of 30. FAC is defined as the highest average earnings over three consecutive years, of which earnings in a year cannot exceed 110% of the average of the two preceding years. If the member completes less than 20 years of credited service, the benefit equals 1-2/3% of FAC multiplied by years of service. For early retirement, members must be at least age 55 with the completion of at least 5 years of service. The benefit equals the service retirement benefit reduced by 6% for each of the first two years prior to age 62, and by 3% for years prior to age 60.

Tier 3 and 4 members in the basic 55/25 Plan must be at least age 55 with the completion of at least 25 years of service, or be at least age 62 with the completion of at least 5 years of service, to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 25 years of service, is equal to 2.0% of FAC for the first 30 years of service plus 1.5% of FAC for years of service in excess of 30. If the member completes less than 25 years of credited service, the benefit equals 1-2/3% of FAC multiplied by years of service.

Tier 4 members in the 57/5 Plan must be at least age 57 with the completion of at least 5 years of service to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 20 years of service, is equal to 2.0% of FAC for the first 30 years of service plus 1.5% of FAC for years of service in excess of 30. If the member completes less than 20 years of credited service, the benefit equals 1-2/3% of FAC multiplied by years of service.

Ordinary and Accidental Disability Benefits — For eligible members of the Regular 62/5 Plan, 57/25 Plan and 57/5 Plan, ordinary and accidental disability benefits are provided after 10 years of service for ordinary and no service required for accidental disability benefit. The benefit equals the greater of 1-2/3% of FAC per year of service and 1/3 of FAC.

Ordinary Death Benefits — For eligible members of the Regular 62/5 Plan, 55/25 Plan, 57/5 Plan, the pre-retirement ordinary death benefit is equal to a lump sum of annual salary times the lesser of completed years of service and 3. After age 60, the benefit is reduced 5% per year, to a maximum reduction of 50%. Accumulated regular member contributions with interest and one-half of accumulated additional member contributions with interest are also payable. Upon retirement, the post-retirement benefit is reduced by 50% and reduced an additional 25% after completion of one year of retirement. After completion of two years of retirement, the benefit equals 10% of the pre-retirement benefit in force at age 60.

Tier 6 —

Eligibility and Benefit Calculation: Chapter 56 of the Laws of 2022 enacted in April 2022 reduced the Tier 6 vesting requirement from 10 years to 5 years of service. Tier 6 members in the 55/25 Special Plan must be at least age 55 with the completion of at least 25 years, or at least age 63 with the completion of at least 5 years of service, to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 25 years of service, is equal to 2.0% of FAS for the first 30 years of service plus 1.5% of FAS for years of service in excess of 30. If the member completes less than 20 years of credited service, the benefit equals 1- 2/3% of FAS multiplied by years of service. FAS is defined as the highest average pensionable compensation over five consecutive years.

Tier 6 members in the Basic 63/10 Plan to be referred as the 63/5 Plan going forward, must be at least age 63 with the completion of at least 5 years to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 20 years of service, is equal to 35% of FAS plus 2.0% of FAS for years of service in excess of 20. If the member completes less than 20 years of credited service, the benefit equals 1-2/3% of FAS multiplied by years of service. FAS is defined as the highest average pensionable earnings over five consecutive years. For early retirement, members must be at least age 55 with the completion of at least 10 years of service. The benefit equals the service retirement benefit reduced by 6.5% for each year early retirement precedes age 63.

Ordinary and Accidental Disability Benefits — For eligible members of the 55/25 Special Plan and the Basic 63/5 Plan, ordinary and accidental disability benefits are provided after 10 years of credited service for ordinary. There is no service requirement for accidental disability benefit. The benefit equals the greater of 1-2/3% of FAS per year of service and 1/3 of FAS.

Ordinary Death Benefits — For eligible members of the 55/25 Special Plan and the Basic 63/5 Plan, the pre-retirement ordinary death benefit is equal to a lump sum of annual salary times the lesser of completed years of service and 3. After age 60, the benefit is reduced 5% per year, to a maximum reduction of 50%. Accumulated regular member contributions with interest are also payable. Upon retirement, the post-retirement benefit is reduced by 50% and reduced an additional 25% after completion of one year of retirement. After completion of two years of retirement, the benefit equals 10% of the pre-retirement benefit in force at age 60.

3. MNR Cash Balance Plan —

Pension Benefits — Participants of the MNR Cash Balance Plan are vested in their benefit upon the earlier of (a) the completion of 5 years of service with MTA Metro-North Railroad or (b) the attainment of age 62. The accrued benefit is a participant's Initial Account Balance increased each month by the benefit escalator. The benefit escalator is defined as the Pension Benefit Guaranty Corporation ("PBGC") immediate annuity rate in effect for December of the year preceding the year for which the determination is being made divided by 180. The accrued benefit is paid as an escalating annuity. Vested participants are entitled to receive pension benefits commencing at age sixty-five. Participants may elect to receive the value of their accumulated plan benefits as a lump-sum distribution upon retirement or they may elect a monthly life annuity. Participants may elect to receive their pension in the form of a joint and survivor annuity.

Participants of the MNR Cash Balance Plan are eligible for early retirement benefits upon termination of employment, the attainment of age 62, or age 60 and completion of 15 years of service, or age 55 and the completion of 30 years of service. The early retirement benefits paid is the normal retirement pension deferred to age 65 or an immediate pension equal to the life annuity actuarial equivalent of a participant's escalating annuity at normal retirement date indexed by the Initial Benefit Escalator from early retirement date to normal retirement date and reduced by 5/9 of 1% for each month retirement precedes age 65 up to 60 months and 5/18 of 1% for each month after 60 months.

For members with cash balances who are currently members of the MTA Defined Benefit Pension Plan, an additional benefit is provided equal to the amount needed to bring their total benefits (i.e., Railroad Retirement Tier I and II benefits, Conrail Plan benefits, Cash Balance Plan benefits, and MTA Defined Benefit Pension Plan benefits) up to a minimum of 65% of their 3-year final average pay under the MTA Defined Benefit Pension Plan. In no event will the Additional Benefit exceed 2% of 3-year final average pay multiplied by the Conrail Management Service prior to July

1, 1983. This benefit is payable as a life annuity and is reduced for commencement prior to age 65 in the same manner as the regular cash balance benefit. This additional benefit is payable only in the form of a life annuity or 100% or 50% contingent annuity.

Death Benefits — Benefits are paid to vested participants' beneficiaries in the event of a participants' death. The amount of benefits payable is the participant's account balance at the date of his or her death. Pre-retirement death benefits paid for a participant's death after 55 is equal to the amount the spouse would have received had the participant elected retirement under the normal form of payment on the day preceding his death. Pre-retirement death benefits paid for a participant's death before 55 is equal to the amount the spouse would have received had the participant survived to age 55 and retired under the normal form of payment on that date. The benefit is based on service to the participant's date of death and is payable beginning on the date the participant would have attained age 55.

In lieu of the above benefit, the surviving spouse can elect to receive the participant's account balance in a single lump sum payment immediately. If the participant was not married, the participant's beneficiary is entitled to receive the participant's Account Balance as of the participant's date of death in a single lump sum payment.

4. *MTA Defined Benefit Pension Plan —*

Pension Benefits — Retirement benefits are paid from the MTA Defined Benefit Pension Plan to covered MTA Metro-North Railroad, MTA Staten Island Railway and post-1987 MTA Long Island Rail Road employees as service retirement allowances or early retirement allowances. A participant is eligible for a service retirement allowance upon termination if the participant satisfied both age and service requirements. A participant is eligible for an early retirement allowance if the participant has attained age 55 and completed at least 10 years of credited service. Terminated participants with 5 or more years of credited service are eligible for a deferred vested benefit. Deferred vested benefits are payable on an unreduced basis on the first day of the month following the participant's 62nd birthday.

Certain represented employees of the MTA Long Island Rail Road and the MTA Metro-North Railroad continue to make contributions to the Plan for 10 or 15 years, depending on Date of Hire and Collective Bargaining Agreement. Certain represented employees of the MTA Long Island Rail Road and the MTA Metro-North Railroad are eligible for an early retirement allowance if the participant has attained age 60 or 62 and completed at least 5 years of credited service, or has attained age 55 and completed at least 30 years of credited service for unreduced benefit. The early retirement allowance is reduced one-quarter of 1% per month for each full month that retirement predates age 60 for certain represented employees of the MTA Long Island Rail Road and the MTA Metro-North Railroad, and one-half of 1% per month for each full month that retirement predates age 62 until age 60, for certain represented employees of the MTA Long Island Rail Road and MTA Metro-North Railroad.

Effective in 2007, members and certain former members who become (or became) employed by another MTA agency which does not participate in the Plan continue to accrue service credit based on such other employment. Upon retirement, the member's vested retirement benefit from the Plan will be calculated on the FAS of the subsequent MTA agency, if higher. Moreover, the Plan benefit will be reduced by the benefit, if any, payable by the other plan based on such MTA agency employment. Such member's disability and ordinary death benefit will be determined in the same way.

Retirement benefits are paid from the MTA Defined Benefit Pension Plan under the MTA 20-Year Police Retirement Program. A participant is eligible for service retirement at the earlier of completing twenty years of credited police service or attainment of age 62. Terminated participants with five years of credited police service, who are not eligible for retirement, are eligible for a deferred benefit. Deferred vested benefits are payable on the first of the month following the participant's attainment of age 55 or age 63 for a participant who first joins the MTA 20-Year Police Retirement Program on or after April 1, 2012.

Retirement benefits paid from the MTA Defined Benefit Pension Plan to covered represented MTA Bus employees include service retirement allowances or early retirement allowances. Under the programs covering all represented employees at Baisley Park, Eastchester, La Guardia, Spring Creek, and Yonkers Depots and the represented employees at College Point Depot, JFK, and Far Rockaway, a participant is eligible for a service retirement allowance upon termination if the participant has attained age sixty-five and completed at least five years of credited service or if the participant has attained age 57 and completed at least 20 years of credited service. A participant hired prior to June 2009 from Baisley Park, College Point, and La Guardia Depots is eligible for an early retirement allowance if the participant has attained age 55 and completed 20 years of credited service. Terminated participants with five or more years of credited service who are not eligible to receive a service retirement allowance or early retirement allowance are eligible for a deferred vested benefit. Deferred vested benefits are payable on an unreduced basis on or after the participant attains age 65.

At Baisley Park, Far Rockaway, JFK, La Guardia and Spring Creek Depots, a participant who is a non-represented employee is eligible for an early retirement allowance upon termination if the participant has attained age 55 and completed 15 years of service. Terminated participants with five or more years of credited service who are not eligible to receive a service retirement allowance or early retirement allowance are eligible for a deferred vested benefit. Deferred vested benefits are payable on an unreduced basis on or after the participant attains age 62.

The MTA Bus retirement programs covering represented and non-represented employees at Eastchester and Yonkers and covering the represented employees at Baisley Park, College Point, Far Rockaway, JFK, La Guardia and Spring Creek are fixed dollar plans, i.e., the benefits are a product of credited service and a specific dollar amount.

The retirement benefits for certain non-represented employees at Baisley Park, Far Rockaway, JFK, La Guardia and Spring Creek are based on FAS. Certain participants may elect to receive the retirement benefit as a single life annuity or in the form of an unreduced 75% joint and survivor benefit.

Pre-1988 MTA Long Island Rail Road participants are eligible for a service retirement allowance upon termination if the participants has either: (a) attained age sixty-five and completed at least five years of credited service, or if an employee on January 1, 1988 completed at least 10 years of credited service, or (b) attained age fifty and has completed at least 20 years of credited service. Terminated participants who were not employees on January 1, 1988 with five or more years of credited service are eligible for a deferred vested benefit. Pension benefits payable to age 65, where eligible, are calculated as 2% of the employee's applicable final average earnings for each year of qualifying service up to 25 years plus 1.5% of applicable final average earnings of each year of qualifying service in excess of 25 years. For pension benefits payable at and after age 65 regardless of whether benefits commenced before or after the employee attained age 65, benefits are calculated in the same manner as pension benefits payable prior to age 65 except that the amount so determined is reduced by a percentage of the employee's annuity (not including supplemental annuity) value at age 65 under the Federal Railroad Retirement Act. The reduction of pension benefits for amounts payable under the Federal Railroad Retirement Act is 50%.

Death and Disability Benefits — In addition to service retirement benefits, participants of the Plan are eligible to receive disability retirement allowances and death benefits. Participants who become disabled may be eligible to receive disability retirement allowances after 10 years of covered MTA Bus service; 10 years of credited service for covered MTA Metro-North Railroad and MTA Long Island Rail Road management and represented employees, covered MTA Staten Island Railway employees and covered MTA police participants.

The disability retirement allowance for covered MTA Metro-North Railroad and MTA Long Island Rail Road management and represented covered MTA Staten Island Railway employees is calculated based on the participant's credited service and FAS but not less than ⅓ of FAS. Under the MTA 20 Year Police Retirement Program, a disabled participant may be eligible for one of three forms of disability retirement: (a) ordinary disability which is payable if a participant has ten years of credited Police service and is calculated based on the participant's credited Police service and FAS but not less than ⅓ of FAS; (b) performance of duty, which is payable if a participant is disabled in the performance of duty and is ½ of FAS, and (c) accidental disability, which is payable if a participant is disabled as the result of an on-the-job accidental injury and is ¾ of FAS subject to an offset of Workers' Compensation benefits. Pursuant to the MTA Bus programs, the disability benefit is the same as the service retirement benefit.

Survivorship benefits for pre-1988 MTA Long Island Rail Road participants are paid to the spouse when a survivorship option is elected or when an active participant has not divested their spouse of benefits. The survivorship benefit is payable at the time of death or when the vested participant would have attained an eligible age. The amount payable is in the form of an annuity. A lump sum death benefit no greater than $5,000 (whole dollars) is payable upon death on behalf of a non-vested participant or vested participant whose pension rights were waived.

Death benefits are paid to the participant's beneficiary in the event of the death of a covered MTA Metro-North Railroad, post-1987 MTA Long Island Rail Road or MTA Staten Island Railway employee after completion of one year of credited service. The death benefit payable is calculated based on a multiple of a participant's salary based on years of credited service up to three years and is reduced beginning at age 61. There is also a post-retirement death benefit which, in the 1st year of retirement, is equal to 50% of the pre-retirement death benefit amount, whichever is greater, 25% the 2nd year and 10% of the death benefit payable at age 60 for the 3rd and later years. For the Police 20 Year Retirement Program, the death benefit is payable after ninety days of credited MTA police service, and is equal to three times their salary. For non-Police groups, this death benefit is payable in a lump sum distribution while for Police, the member or the beneficiary can elect to have it paid as an annuity. The MTA police do not have a post retirement benefit.

In the MSBA Employees' Pension Plan, there are special spousal benefits payable upon the death of a participant who is eligible for an early retirement benefit, or a normal service retirement benefit, or who is a vested participant or vested former participant. To be eligible, the spouse and participant must have been married at least one year at the time of death. Where the participant was eligible for an early service retirement benefit or was a vested participant or former participant, the benefit is a pension equal to 40% of the benefit payable to the participant as if the participant retired on the date of death. Where the participant was eligible for a normal service retirement benefit, the eligible spouse can elect either the benefit payable as a pension, as described in the prior sentence, or a lump sum payment based on an actuarially determined pension reserve. If there is no eligible spouse for this pension reserve benefit, a benefit is payable to the participant's beneficiary or estate.

Moreover, an accidental death benefit is payable for the death of a participant who is a covered MTA Metro-North Railroad or post-1987 MTA Long Island Rail Road employee, a covered MTA Staten Island Railway employee or a covered MTA Police member and dies as the result of an on-the-job accidental injury. This death benefit is paid as a pension equal to 50% of the participant's salary and is payable to the spouse for life, or, if none, to children until age eighteen (or twenty-three, if a student), or if none, to a dependent parent.

For MTA Bus employees, there is varied death benefit coverage under the Plan. For all represented and non-represented MTA Bus employees at Eastchester and Yonkers Depots and represented MTA Bus employees at Baisley Park, College Point, Far Rockaway, JFK, La Guardia and Spring Creek Depots, if a participant dies prior to being eligible for a retirement benefit, the participant's beneficiary may elect to receive a refund of the participant's contributions plus interest.

Moreover, the spouses of the above employees who are vested are entitled to a presumed retirement survivor annuity which is based on a 50% Joint and Survivor annuity. The date as of which such annuity is determined and on which it commences varies among the different programs depending on whether the participants are eligible for retirement and for payment of retirement benefits.

In addition, the spouse of a non-represented MTA Bus employee at Spring Creek, JFK, La Guardia, Baisley Park and Far Rockaway, if such employee is age 55 and has 15 years of service and is a terminated member with a vested benefit which is not yet payable, may elect the presumed retirement survivor annuity or 1/2 the participant's accrued benefit paid monthly and terminating on the 60th payment or the spouse's death. The spouse of a non-represented MTA Bus employee at Yonkers Depot may also receive a pre-retirement survivor annuity from the supplemental plan. If there is no such spouse, the actuarial equivalent of such annuity is payable.

Dependent children of MTA Bus employees are also entitled to an annuity based on the spouse's pre-retirement survivor annuity (1/2 of the spouse's annuity is payable to each child, but no more than 100% of the spouse's annuity is payable). In addition, the dependent children of retirees who were MTA Bus employees at these Depots are entitled to an annuity based on the presumed retirement survivor's annuity (25% of the spouse's annuity; but no more than 50% of the spouse's annuity is payable).

Retirement benefits establishment and changes for represented employees are collectively bargained and must be ratified by the respective union and the MTA Board. For non-represented employees, retirement benefits establishment and changes are presented to the MTA Board and must be accepted and approved by the MTA Board.

5. NYCERS —

NYCERS provides three main types of retirement benefits: Service Retirements, Ordinary Disability Retirements (non-job-related disabilities) and Accident Disability Retirements (job-related disabilities) to participants generally based on salary, length of service, and member Tiers.

The Service Retirement benefits provided to Tier 1 participants fall into four categories according to the level of benefits provided and the years of service required. Three of the four categories provide annual benefits of 50% to 55% of final salary after 20 or 25 years of service, with additional benefits equal to a specified percentage per year of service (currently 1.2% to 1.7%) of final salary. The fourth category has no minimum service requirement and instead provides an annual benefit for each year of service equal to a specified percentage (currently 0.7% to 1.53%) of final salary.

Tier 2 participants have provisions similar to Tier 1, except that the eligibility for retirement and the salary base for benefits are different and there is a limitation on the maximum benefit.

Tier 3 participants were later mandated into Tier 4, but could retain their Tier 3 rights. The benefits for Tier 3 participants are reduced by one half of the primary Social Security benefit attributable to service, and provides for an automatic annual cost-of-living escalator in pension benefits of not more than 3.0%.

Tier 4 participants upon satisfying applicable eligibility requirements may be mandated or elected, as applicable, into the Basic 62/5 Retirement Plan, the 57/5 Plan, the 55/25 Plan, the Transit 55/25 Plan, the MTA Triborough Bridge and Tunnel Authority 50/20 Plan, and the Automotive Member 25/50 Plan. These plans provide annual benefits of 40% to 50% of final salary after 20 or 25 years of service, with additional benefits equal to a specified percentage per year of service (currently 1.5% to 2%) of final salary.

Chapter 18 of the Laws of 2012 created Tier 6. These changes increase the retirement age to 63, require member contributions for all years of service, institute progressive member contributions, and lengthen the FAS period from 3 to 5 years.

Chapter 693 of the Laws of 2023 removes the age 50 requirement from the MTA Bridges and Tunnels 50/20 plan for Tier 4 and Tier 6 members.

Chapter 716 of the Laws of 2023 enacted in December 2023 modified the pre-retirement and postretirement ordinary death benefits applicable to Tier 2, 3, 4 and 6 members effective July 1, 2021. This affects the benefits payable after the death of a member who is over age 60. The law lowers the existing age-based reductions, resulting in an increased benefit for eligible beneficiaries.

Chapter 55 of the Laws of 2024, Part KK, extends until December 31, 2026 the exclusion of pensionable earnings above the annual base wages of Tier 6 members for purposes of calculating Basic Member Contributions.

Chapter 56 of the Laws of 2024, Part QQ, reduces the number of years used to calculate the FAS from five years to three years for certain Tier 3 and Tier 6 members.

NYCERS also provides automatic Cost-of-Living Adjustments ("COLA") for certain retirees and beneficiaries, death benefits; and certain retirees also receive supplemental benefits. Subject to certain conditions, members generally become fully vested as to benefits upon the completion of 5 years of service.

6. NYSLERS —

NYSLERS provides retirement benefits as well as death and disability benefits. Members who joined prior to January 1, 2010 need 5 years of service to be fully vested. Members who joined on or after January 1, 2010 need 10 years of service to be fully vested. Subsequent to March 31, 2022, legislation was passed that reduced the number of years of service credit from ten years to five years. Therefore, all Members are vested when they reach five years of service credit.

Tiers 1 and 2 —

Eligibility: Tier 1 members generally must be at least age 55 to be eligible for a retirement benefit. There is no minimum service requirement for Tier 1 members. Generally, Tier 2 members must have 5 years of service and be at least age 55 to be eligible for a retirement benefit. The age at which full benefits may be collected for Tier 1 is 55, and the full benefit age for Tier 2 is 62.

Benefit Calculation: Generally, the benefit is 1.67% of FAS for each year of service if the member retires with less than 20 years. If the member retires with 20 or more years of service, the benefit is 2 percent of FAS for each year of service. Tier 2 members with five or more years of service can retire as early as age 55 with reduced benefits. Tier 2 members age 55 or older with 30 or more years of service can retire with no reduction in benefits. As a result of Article 19 of the RSSL, Tier 1 and Tier 2 members who worked continuously from April 1, 1999 through October 1, 2000 received an additional month of service credit for each year of credited service they have at retirement, up to a maximum of 24 additional months. FAS is the average of the wages earned in the three highest consecutive years of employment. For Tier 1 members who joined on or after June 17, 1971, each year's compensation used in the FAS calculation is limited to no more than 20 percent greater than the previous year. For Tier 2 members, each year of FAS is limited to no more than 20 percent greater than the average of the previous two years.

Tiers 3, 4, and 5 —

Eligibility: Most Tier 3 and 4 members must have 5 years of service and be at least age 55 to be eligible for a retirement benefit. Tier 5 members must have 10 years of service and be at least age 55 to be eligible to collect a retirement benefit. The full benefit age for Tiers 3, 4 and 5 is 62.

Benefit Calculation: Generally, the benefit is 1.67% of FAS for each year of service if the member retires with less than 20 years. If a member retires with between 20 and 30 years of service, the benefit is 2 percent of FAS for each year of service. If a member retires with more than 30 years of service, an additional benefit of 1.5% of FAS is applied for each year of service over 30 years. Tier 3 and 4 members with five or more years of service and Tier 5 members with 10 or more years of service can retire as early as age 55 with reduced benefits. Tier 3 and 4 members age 55 or older with 30 or more years of service can retire with no reduction in benefits. FAS is the average of the wages earned in the three highest consecutive years of employment. For Tier 3, 4 and 5 members, each year's compensation used in the FAS calculation is limited to no more than 10% greater than the average of the previous two years.

Tier 6 —

Eligibility: Generally, Tier 6 members must have 10 years of service and be at least age 55 to be eligible to collect a retirement benefit. The full benefit age for Tier 6 is 63.

Benefit Calculation: Generally, the benefit is 1.67% of FAS for each year of service if the member retires with less than 20 years. If a member retires with 20 years of service, the benefit is 1.75% of FAS for each year of service. If a member retires with more than 20 years of service, an additional benefit of 2% of FAS is applied for each year of service over 20 years. Tier 6 members with 10 or more years of service can retire as early as age 55 with reduced benefits. FAS is the average of the wages earned, limited by overtime caps, in the three highest consecutive years of employment. For Tier 6 members, each year's compensation used in the FAS calculation is limited to no more than 10% greater than the average of the previous four years.

Chapter 55 of the Laws of 2024, Part KK, extends until December 31, 2026 the exclusion of pensionable earnings above the annual base wages of Tier 6 members for purposes of calculating Basic Member Contributions.

Chapter 56 of the Laws of 2024, Part QQ, reduces the number of years used to calculate the FAS from five years to three years for certain Tier 6 members.

Disability Benefits— Generally, disability retirement benefits are available to members unable to perform their job duties because of permanent physical or mental incapacity. Eligibility, benefit amounts, and other rules such as any offsets of other benefits depend on a member's tier, years of service, and plan. Civilian MTAHQ employees get either Ordinary Disability or Accidental Disability. Ordinary Disability benefits, pay no less than one-third of salary, and are provided to eligible members after ten years of service. The Accidental Disability benefit for eligible Tier 3, 4, 5 and 6 members is the ordinary disability benefit with the years-of-service eligibility requirement dropped.

Ordinary Death Benefits — Death benefits are payable upon the death, before retirement, of a member who meets eligibility requirements as set forth by law. The first $50,000 (whole dollars) of an ordinary death benefit is paid in the form of group term life insurance. The benefit is generally three times the member's annual salary. For most members, there is also a reduced post-retirement ordinary death benefit available.

Post-Retirement Benefit Increases — A COLA is provided annually to: (i) all retirees who have attained age 62 and have been retired for five years; (ii) all retirees who have attained age 55 and have been retired for ten years; (iii) all disability retirees, regardless of age, who have been retired for five years; (iv) recipients of an accidental death benefit, regardless of age, who have been receiving such benefit for five years and (v) the spouse of a deceased retiree receiving a lifetime benefit under an option elected by the retiree at retirement. An eligible spouse is entitled to one-half the COLA amount that would have been paid to the retiree when the retiree would have met the eligibility criteria. This COLA is a percentage of the annual retirement benefit of the eligible member as computed on a base benefit amount not to exceed $18,000 (whole dollars) of the annual retirement benefit. The COLA percentage shall be 50 percent of the annual Consumer Price Index as published by the U.S. Bureau of Labor, but cannot be less than 1 percent or exceed 3 percent.

Membership

As of January 1, 2023 and January 1, 2022, the dates of the most recent actuarial valuations, membership data for the following pension plans are as follows:

Membership at:	**January 1, 2023**				
	MNR Cash Balance Plan	**LIRR Additional Plan**	**MaBSTOA Pension Plan**	**MTA Defined Benefit Pension Plan**	**TOTAL**
Active Plan Members	-	14	8,393	19,071	27,478
Retirees and beneficiaries receiving benefits	20	4,962	6,307	12,141	23,430
Vested formerly active members not yet receiving benefits	5	13	1,230	1,867	3,115
Total	25	4,989	15,930	33,079	54,023

Membership at:	**January 1, 2022**				
	MNR Cash Balance Plan	**LIRR Additional Plan**	**MaBSTOA Pension Plan**	**MTA Defined Benefit Pension Plan**	**TOTAL**
Active Plan Members	-	15	8,363	18,394	26,772
Retirees and beneficiaries receiving benefits	22	5,122	6,192	12,060	23,396
Vested formerly active members not yet receiving benefits	5	15	1,172	1,670	2,862
Total	27	5,152	15,727	32,124	53,030

Contributions and Funding Policy

1. LIRR Additional Plan —

Employer contributions are actuarially determined on an annual basis and are recognized when due. The LIRR Additional Plan is a defined benefit plan administered by the Board of Pension Managers and is a governmental plan and accordingly, is not subject to the funding and other requirements of ERISA.

Upon termination of employment before retirement, vested participants who have been required to contribute must choose to: (1) receive a refund of their own contributions, including accumulated interest at rates established by the MTA Long Island Railroad's Board of Managers of Pensions (1.5% in 2023 and 2022), or (2) leave their contributions in the LIRR Additional Plan until they retire and become entitled to the pension benefits. Non-vested participants who have been required to contribute will receive a refund of their own contributions, including accumulated interest at rates established by the MTA Long Island Railroad's Board of Managers of Pensions (1.5% in 2023 and 2022).

Funding for the LIRR Additional Plan by the MTA Long Island Railroad is provided by MTA. Certain funding by MTA is made to the MTA Long Island Railroad on a discretionary basis. The continuance of the MTA Long Island Railroad's funding for the LIRR Additional Plan has been, and will continue to be, dependent upon the receipt of adequate funds.

2. MaBSTOA Pension Plan —

The contribution requirements of MaBSTOA Pension Plan members are established and may be amended only by the MaBSTOA Board in accordance with Sections 10.01 and 12.08 of the MaBSTOA Pension Plan. MaBSTOA's funding policy for periodic employer contributions is to provide for actuarially determined amounts that are designed to accumulate sufficient assets to pay benefits when due. It is MaBSTOA's policy to fund, at a minimum, the current year's normal pension cost plus amortization of the unfunded actuarial accrued liability.

The MaBSTOA Pension Plan includes the following plans, including the 2000 amendments which are all under the same terms and conditions as NYCERS:

- Tier 1 – 50 and 20 Plan
- Tier 2 – 55 and 25 Plan
- Tier 4 – 62 and 5 Plan (with Tier III Supplement)
- Tier 4 – 55 and 25 Plan (operating employees only)
- Tier 4 – 55 and 25 Plan (administrative employees only)
- Tier 4 – 57 and 5 Plan
- Tier 6 – 55 and 25 Plan (operating employees only)
- Tier 6 – 63 and 5 Plan (administrative employees only)

For employees, the MaBSTOA Pension Plan has both contributory and noncontributory requirements depending on the date of entry into service. Employees entering qualifying service on or before July 26, 1976, are non-contributing (Tiers 1 and 2). Certain employees entering qualifying service on or after July 27, 1976, are required to contribute 3% of their salary (Tiers 3 and 4).

In March 2012, pursuant to Chapter 18 of the Laws of 2012, individuals joining NYCERS or the MaBSTOA Pension Plan on or after April 1, 2012 are subject to the provisions of Tier 6. The new law increased the employee contribution rates which varies depending on salary, ranging from 3% to 6% of gross wages. Contributions are made until retirement or separation from service.

Pursuant to Section 7.03 of the MaBSTOA Pension Plan, active plan members are permitted to borrow up to 75% of their contributions with interest. Their total contributions and interest remain intact and interest continues to accrue on the full balance. The participant's accumulated contribution account is used as collateral against the loan.

3. MNR Cash Balance Plan —

Funding for the MNR Cash Balance Plan is provided by MTA Metro-North Railroad, a public benefit corporation that receives funding for its operations and capital needs from the MTA and the Connecticut Department of Transportation ("CDOT"). Certain funding by MTA is made to the MTA Metro-North Railroad on a discretionary basis. The continuance of funding for the MNR Cash Balance Plan has been, and will continue to be, dependent upon the receipt of adequate funds.

MTA Metro-North Railroad's funding policy with respect to the MNR Cash Balance Plan was to contribute the full amount of the pension benefit obligation ("PBO") of approximately $2.977 to the trust fund in 1989. As participants retire, the Trustee has made distributions from the MNR Cash Balance Plan. MTA Metro-North Railroad anticipated that no further contributions would be made to the MNR Cash Balance Plan. However, due to changes in actuarial assumptions and market performance, additional contributions were made to the MNR Cash Balance Plan in several subsequent years. Per the January 1, 2022 valuation, there is no unfunded accrued liability and the actuarially determined contribution is $0. Per the January 1, 2023 valuation, there is no unfunded accrued liability and the actuarially determined contribution is $0. Actual employer contributions for the years ended December 31, 2024 and 2023 were $22,354 (whole dollars) and $12,589 (whole dollars) respectively.

4. MTA Defined Benefit Pension Plan —

Employer contributions are actuarially determined on an annual basis. Amounts recognized as receivables for contributions include only those due pursuant to legal requirements. Employee contributions to the MTA Defined Benefit Pension Plan are recognized in the period in which the contributions are due. There are no contributions required under the Metropolitan Suburban Bus Authority Employee's Pension Plan.

The following summarizes the employee contributions made to the MTA Defined Benefit Pension Plan:

Effective January 1, 1994, covered MTA Metro-North Railroad and MTA Long Island Railroad non-represented employees are required to contribute to the MTA Plan to the extent that their Railroad Retirement Tier II employee contribution is less than the pre-tax cost of the 3% employee contributions. Effective October 1, 2000, employee contributions, if any, were eliminated after ten years of making contributions to the MTA Plan. MTA Metro-North Railroad employees may purchase prior service from January 1, 1983 through December 31, 1993 and MTA Long Island Railroad employees may purchase prior service from January 1, 1988 through December 31, 1993 by paying the contributions that would have been required of that employee for the years in question, calculated as described in the first sentence, had the MTA Defined Benefit Pension Plan been in effect for those years.

Police Officers who become participants of the MTA Police Program prior to January 9, 2010 contribute to that program at various rates. Police Officers who become participants on or after January 9, 2010, but before April 1, 2012 contribute 3% up to the completion of 32 years of service, the maximum amount of service credit allowed. Police Officers who become participants on or after April 1, 2012 contribute 3%, with additional new rates starting April 2013, ranging from 3.5%, 4.5%, 5.75%, to 6%, depending on salary level, for their remaining years of service.

Covered MTA Metro-North Railroad represented employees and MTA Long Island Railroad represented employees who first became eligible to be MTA Defined Benefit Pension Plan participants prior to January 30, 2008 contribute 3% of salary. MTA Staten Island Railway employees contribute 3% of salary except for represented employees hired on or after June 1, 2010 who contribute 4%. MTA Staten Island Railway represented and non-represented employees hired before 6/1/2010 contribute 3%. represented and non-represented employees hired on and after 6/1/2010 contribute 4%. MTA Staten Island Railway employees hired after various contract dates in 2015 are required to contribute 4% for 15 years of service. MTA Long Island Railroad represented employees who became participants after January 30, 2008 contribute 4% of salary. For the MTA Staten Island Railway employees, contributions are not required after the completion of ten years of credited service. MTA Long Island Railroad represented employees are required to make the employee contributions for ten years, or fifteen years if hired after certain dates in 2014 as per collective bargaining agreements. Certain Metro-North represented employees hired after various contract dates in 2014 and 2015 are required to contribute for 15 years of service depending on their collective bargaining agreements. Certain Metro-North employees hired prior to 2014 are required to make the employee contributions until January 1, 2014, January 1, 2017, June 30, 2017, or the completion of required years of credited service as per the relevant collective bargaining agreements.

Covered MTA Bus represented employees and certain non-represented employees are required to contribute a fixed dollar amount, which varies, by depot. Nonrepresented MTA Bus employees contribute a percentage of pensionable earnings ranging from 3%, 3.5%, 4.5%, 5.75% and 6%. Represented employees contribute a fixed dollar ranging from $83.03 to $85.52 bi-weekly. Currently, non-represented employees at certain Depots, contribute $21.50 (whole dollars) per week. Non-represented employees at Eastchester hired prior to 2007 contribute $25 (whole dollars) per week. Certain limited number of represented employees promoted prior to the resolution of a bargaining impasse continue to participate in the MTA Defined Benefit Pension Plan that was in effect before their promotion. Certain MTA Bus non-represented employees who are formerly employed by the private bus companies (Jamaica, Green, Triboro and Command) at Baisley Park, Far Rockaway, JFK, LaGuardia and Spring Creek Depots who are in the pension program covering only such employees make no contributions to the program.

5. NYCERS —

NYCERS funding policy is to contribute statutorily-required contributions ("Statutory Contributions"), determined by the Chief Actuary for the New York City Retirement Systems, in accordance with State statutes and City laws, and are generally funded by employers within the appropriate Fiscal Year. The Statutory Contributions are determined under the One-Year Lag Methodology ("OYLM"). Under OYLM, the actuarial valuation date is used for calculating the Employer Contributions for the second following Fiscal Year. Statutory Contributions are determined annually to be an amount that, together with member contributions and investment income, provides for NYCERS' assets to be sufficient to pay benefits when due.

Member contributions are established by law. NYCERS has both contributory and noncontributory requirements, with retirement age varying from 55 to 70 depending upon when an employee last entered qualifying service.

In general, Tier 1 and Tier 2 member contribution rates are dependent upon the employee's age at membership and retirement plan election. In general, Tier 3 and Tier 4 members make basic contributions of 3.0% of salary, regardless of age at membership. Effective October 1, 2000, in accordance with Chapter 126 of the Laws of 2000, these members, except for certain MTA New York City Transit employees enrolled in the Transit 20-Year Plan, are not required to make basic contributions after the 10th anniversary of their membership date or completion of ten years of credited service, whichever is earlier. In addition, members who meet certain eligibility requirements will receive one month's additional service credit for each completed year of service up to a maximum of two additional years of service credit. Effective December 2000, certain MTA New York City Transit Tier 3 and Tier 4 members make basic member contributions of 2.0% of salary, in accordance with Chapter 10 of the Laws of 2000. Certain Tier 2, Tier 3 and Tier 4 members who are participants in special retirement plans are required to make additional member contributions of 1.85%, in addition to their base membership contribution. Tier 6 members are mandated to contribute between 3.0% and 6.0% of salary, depending on salary level, until they separate from City service or until they retire.

NYCERS established a "special program" for employees hired on or after July 26, 1976. A plan for employees, who have worked 20 years, and reached age 50, is provided to Bridge and Tunnel Officers, Sergeants and Lieutenants and Maintainers. Also, an age 57 retirement plan is available for all other such MTA Bridges and Tunnels employees. Both these plans required increased employee contributions. Chapter 56 of the Laws of 2022 enacted in April 2022 excludes certain forms of overtime and extracurricular compensation from the salary used to determine Tier 6 Basic Member Contribution rates during the specified period from 2022 to 2024.

Certain retirees also receive supplemental benefits from MTA Bridges and Tunnels. Certain participants are permitted to borrow up to 75% of their own contributions including accumulated interest. These loans are accounted for as reductions in such participants' contribution accounts. Upon termination of employment before retirement, certain members are entitled to refunds of their own contributions, including accumulated interest, less any outstanding loan balances.

MTA New York City Transit and MTA Bridges and Tunnels are required to contribute at an actuarially determined rate. The contribution requirements of plan members, MTA New York City Transit and MTA Bridges and Tunnels are established and amended by law.

6. NYSLERS —

Employer Contributions - Under the authority of the RSSL, the Comptroller annually certifies the actuarially determined rates expressly used in computing the employers' contributions based on salaries paid during the NYSLERS fiscal year ending June 30.

Member Contributions - NYSLERS is noncontributory except for employers who joined the plan after July 27, 1976. Generally, Tier 3, 4, and 5 members must contribute 3% of their salary to NYSLERS. As a result of Article 19 of the RSSL, eligible Tier 3 and 4 employees, with a membership date on or after July 27, 1976, who have ten or more years of membership or credited service with NYSLERS, are not required to contribute. Members cannot be required to begin making contributions or to make increased contributions beyond what was required when membership began. For Tier 6 members, the contribution rate varies from 3% to 6% depending on salary. Generally, Tier 5 and 6 members are required to contribute for all years of service.

MTAHQ, MTA Construction and Development and MTA Long Island Bus are required to contribute at an actuarially determined rate.

A summary of the aggregate actual contributions made to each pension plan for the years ended December 31, 2024 and 2023 are as follows:

Year ended December 31,	**2024**	**2023**
($ in millions)	Actual Employer Contributions	Actual Employer Contributions
Additional Plan	$ 75.0	$ 140.4
MaBSTOA Plan	188.5	328.5
MNR Cash Balance Plan	0.0 *	0.0*
MTA Defined Benefit Plan	355.3	829.7
NYCERS	785.1	763.9
NYSLERS	22.2	14.1
Total	$ 1,426.1	$ 2,076.6

*MNR Cash Balance Plan's actual employer contributions for the periods ended December 31, 2024 and 2023 were $22,354 (whole dollars) and $12,589 (whole dollars), respectively.

Net Pension Liability

The MTA's net pension liabilities for each of the pension plans reported at December 31, 2024 and 2023 were measured as of the fiscal year-end dates for each respective pension plan. The total pension liabilities used to calculate those net pension liabilities were determined by actuarial valuations as of each pension plan's valuation date, and rolled forward to the respective year-ends for each pension plan. Information about the fiduciary net position of each qualified pension plan's fiduciary net position has been determined on the same basis as reported by each respective qualified pension plan. For this purpose, benefits and refunds are recognized when due and payable in accordance with the terms of the respective qualified pension plan, and investments are reported at fair value. The following table provides the measurement and valuation dates used by each pension plan to calculate the MTA's aggregate net pension liability.

Year ended December 31,	**2024**		**2023**	
Pension Plan	**Measurement Date**	**Plan Valuation Date**	**Measurement Date**	**Plan Valuation Date**
LIRR Additional Plan	December 31, 2023	January 1, 2023	December 31, 2022	January 1, 2022
MaBSTOA Pension Plan	December 31, 2023	January 1, 2023	December 31, 2022	January 1, 2022
MNR Cash Balance Plan	December 31, 2023	January 1, 2023	December 31, 2022	January 1, 2022
MTA Defined Benefit Pension Plan	December 31, 2023	January 1, 2023	December 31, 2022	January 1, 2022
NYCERS	June 30, 2024	June 30, 2023	June 30, 2023	June 30, 2022
NYSLERS	March 31, 2024	April 1, 2023	March 31, 2023	April 1, 2022

Actuarial Assumptions

The total pension liabilities in each pension plan's actuarial valuation dates were determined using the following actuarial assumptions for each pension plan, applied to all periods included in the measurement date:

	LIRR Additional Plan		MaBSTOA Pension Plan		MNR Cash Balance Plan	
Valuation Date:	**January 1, 2023**	**January 1, 2022**	**January 1, 2023**	**January 1, 2022**	**January 1, 2023**	**January 1, 2022**
Investment Rate of Return	6.50%, net of investment expenses.	6.50%, net of investment expenses.	6.50%, net of investment expenses.	6.50%, net of investment expenses.	4.00%, net of investment expenses.	4.00%, net of investment expenses.
Salary Increases	3.00%	3.00%	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Not applicable	Not applicable
Inflation	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%	2.25%	2.32%	2.40%
Cost-of-Living Adjustments	Not applicable	Not applicable	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	Not applicable	Not applicable

	MTA Defined Benefit Pension Plan		NYCERS		NYSLERS	
Valuation Date:	**January 1, 2023**	**January 1, 2022**	**June 30, 2023**	**June 30, 2022**	**April 1, 2023**	**April 1, 2022**
Investment Rate of Return	6.50%, net of investment expenses	6.50%, net of investment expenses	7.0% per annum, net of Investment Expenses	7.0% per annum, net of Investment Expenses	5.90% per annum, including inflation, net of investment expenses.	5.90% per annum, including inflation, net of investment expenses.
Salary Increases	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	Varies by years of employment, and employee group; 2.75%. GWI increases for MTA Bus hourly employees.	In general, merit and promotion increases plus assumed General Wage Increases of 3.0% per annum.	In general, merit and promotion increases plus assumed General Wage Increases of 3.0% per annum.	4.3% in ERS, 6.2 % in PFRS	4.4% in ERS, 6.2 % in PFRS
Inflation	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%; 3.25% for Railroad Retirement Wage Base.	2.50%	2.50%	2.90%	2.90%
Cost-of-Living Adjustments	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	AutoCOLA – 1.5% per annum Escalation – 2.5% per annum	AutoCOLA – 1.5% per annum Escalation – 2.5% per annum	1.50% per annum.	1.50% per annum.

Mortality

LIRR Additional Plan / MaBSTOA Pension Plan/ MNR Cash Balance Plan and MTA Defined Benefit Pension Plan:

The actuarial assumptions used in the January 1, 2023 and 2022 valuations for the MTA plans are based on an experience study dated October 4, 2019 covering the period from January 1, 2012 - December 31, 2017, with certain assumptions modified subsequently. The mortality assumption used in the January 1, 2023 and 2022 valuations are based on an experience study for all MTA plans covering the period from January 1, 2015 to December 31, 2020. The pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA, as recommended by the Society of Actuaries Retirement Plans Experience Committee. As generational tables, they reflect mortality improvements both before and after the measurement date.

Pre-retirement: Pri-2012 Employee mortality table with blue collar adjustments multiplied by 97% for rail males, 92% for MTA Bus and MaBSTOA males and 100% for females. For Police, the Mortality Rates for NYC Active Members of MTA New York City Transit and MTA Bridges and Tunnels Ordinary and Accidental Death (no projection scale is applied to the Accidental Death table).

Post-retirement Healthy Lives: Assumption utilized 95% of RP-2000 Healthy Annuitant mortality table for males with Blue Collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.

Post-retirement Disabled Lives: Assumption utilized in the January 1, 2023 and 2022 valuation was the RP-2014 Disabled Annuitant mortality table for males and females. This assumption was not applicable for the LIRR Additional Plan and the MNR Cash Balance Plan.

NYCERS:

Pursuant to Section 96 of the New York City Charter, an independent actuarial firm conducts studies of the actuarial assumptions used to value liabilities of the NYCERS pension plan every two years. In accordance, with the Administrative Code of the City of New York (“ACNY”), the Board of Trustees of NYCERS are to periodically review and adopt actuarial assumptions as proposed by the Actuary for use in the determination of Employer Contributions, which are also generally used to determine the total pension liability, as applicable.

Mortality tables for service and disability pensioners were developed from experience studies of the NYCERS Plan. The mortality tables for beneficiaries were developed from an experience review.

The actuarial assumptions used in the June 2023 valuation is based on the most recent actuarial experience study and recommendations prepared by Bolton, Inc. for the four-year and ten-year periods ended June 30, 2017. Based, in part, on this report issued in June 2019, the Actuary proposed and the Board of Trustees of NYCERS adopted changes in actuarial assumptions including a change to Mortality Improvement Scale MP-2020 beginning in Fiscal Year 2019. The actuarial assumptions used in the June 2018 valuation was based on the previous study by Gabriel, Roeder, Smith & Company (‘GRS”) published in October 2015 for the four-year and ten-year periods ended June 30, 2013. Based, in part, on the GRS Report, the Actuary proposed, and the Boards of Trustees of the NYCERS adopted, new post-retirement mortality tables including the application of Mortality Improvement Scale MP-2015 for use in determining employer contributions beginning in Fiscal Year 2016. Scale MP-2015 replaced Mortality Improvement Scale AA.

NYSLERS:

The actuarial assumptions used in the April 1, 2023 valuation are based on the results of an actuarial experience study completed April 1, 2020. Annuitant mortality rates are based on April 1, 2015 – March 31, 2020 System experience with adjustments for mortality improvements based on the Society of Actuaries’ Scale MP-2021. The previous actuarial valuation as of April 1, 2022 used the same assumptions for the measure of total pension liability.

Expected Rate of Return on Investments

The long-term expected rate of return on pension plan investments for each pension plan is presented in the following table.

Pension Plan	Plan Measurement Date	Rate
LIRR Additional Plan	December 31, 2023	6.50%
MaBSTOA Pension Plan	December 31, 2023	6.50%
MNR Cash Balance Plan	December 31, 2023	4.00%
MTA Defined Benefit Pension Plan	December 31, 2023	6.50%
NYCERS	June 30, 2024	7.00%
NYSLERS	March 31, 2024	5.90%

For the LIRR Additional Plan, MaBSTOA Pension Plan, MNR Cash Balance Plan, MTA Defined Benefit Pension Plan, NYCERS plan and NYSLERS plan, the long-term expected rate of return on investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

The target asset allocation of each of the funds and the expected real rate of returns ("RROR") for each of the asset classes are summarized in the following tables for each of the pension plans:

	LIRR Additional Plan		MaBSTOA Pension Plan	
Asset Class	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**
US Core Fixed Income	10.50%	2.21%	10.50%	2.21%
US Long Bonds	2.00%	2.65%	2.00%	2.65%
US Bank / Leveraged Loans	1.50%	3.55%	1.50%	3.55%
US Inflation-Indexed Bonds	2.00%	1.82%	2.00%	1.82%
US High Yield Bonds	3.00%	4.02%	3.00%	4.02%
Emerging Markets Bonds	2.00%	4.81%	2.00%	4.81%
US Large Caps	18.00%	5.38%	18.00%	5.38%
US Small Caps	7.00%	6.94%	7.00%	6.94%
Foreign Developed Equity	12.00%	6.92%	12.00%	6.92%
Emerging Markets Equity	4.50%	9.59%	4.50%	9.59%
Emerging Markets Small Cap Equity	1.50%	9.78%	1.50%	9.78%
US REITs	1.00%	6.63%	1.00%	6.63%
Private Real Estate Property	4.00%	5.14%	4.00%	5.14%
Private Equity	7.00%	10.46%	7.00%	10.46%
Private Credit	7.00%	6.64%	7.00%	6.64%
Commodities	4.00%	3.11%	4.00%	3.11%
Hedge Funds - MultiStrategy	13.00%	4.39%	13.00%	4.39%
	100.00%		100.00%	
Assumed Inflation - Mean		2.31%		2.31%
Assumed Inflation - Standard Deviation		1.44%		1.44%
Portfolio Nominal Mean Return		7.92%		7.92%
Portfolio Standard Deviation		12.47%		12.47%
Long Term Expected Rate of Return selected by MTA		**6.50%**		**6.50%**

	MTA Defined Benefit Pension Plan		MNR Cash Balance Plan	
Asset Class	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**
US Core Fixed Income	10.50%	2.21%	100.00%	2.14%
US Long Bonds	2.00%	2.65%	-	-
US Bank / Leveraged Loans	1.50%	3.55%	-	-
US Inflation-Indexed Bonds	2.00%	1.82%	-	-
US High Yield Bonds	3.00%	4.02%	-	-
Emerging Markets Bonds	2.00%	4.81%	-	-
US Large Caps	18.00%	5.38%	-	-
US Small Caps	7.00%	6.94%	-	-
Foreign Developed Equity	12.00%	6.92%	-	-
Emerging Markets Equity	4.50%	9.59%	-	-
Emerging Markets Small Cap Equity	1.50%	9.78%	-	-
US REITs	1.00%	6.63%	-	-
Private Real Estate Property	4.00%	5.14%	-	-
Private Equity	7.00%	10.46%		
Private Credit	7.00%	6.64%	-	-
Commodities	4.00%	3.11%	-	-
Hedge Funds - MultiStrategy	13.00%	4.39%	-	-
	100.00%		100.00%	
Assumed Inflation - Mean		2.31%		2.32%
Assumed Inflation - Standard Deviation		1.44%		1.44%
Portfolio Nominal Mean Return		7.92%		4.45%
Portfolio Standard Deviation		12.47%		4.30%
Long Term Expected Rate of Return selected by MTA		**6.50%**		**4.00%**

	NYCERS		NYSLERS	
Asset Class	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**
U.S. Public Market Equities	23.50%	6.80%	32.00%	4.00%
International Public Market Equities	0.00%	0.00%	15.00%	6.65%
Developed Public Market Equities	11.60%	7.20%	0.00%	0.00%
Emerging Public Market Equities	4.90%	8.60%	0.00%	0.00%
Fixed Income	31.00%	3.30%	23.00%	1.50%
Private Equities	10.00%	11.60%	10.00%	7.25%
Alternatives (Real Assets, Hedge Funds)	0.00%	0.00%	3.00%	5.79%
Real Estate	8.00%	7.00%	9.00%	4.60%
Infrastructure	4.50%	6.30%	0.00%	0.00%
Absolute Return Strategies	0.00%	0.00%	0.00%	0.00%
Opportunistic Portfolio	6.50%	8.50%	3.00%	5.25%
Cash	0.00%	0.00%	1.00%	0.25%
Credit	0.00%	0.00%	4.00%	5.40%
	100.00%		100.00%	
Assumed Inflation - Mean		2.50%		2.90%
Long Term Expected Rate of Return		**7.00%**		**5.90%**

Discount rate

The discount rate used to measure the total pension liability of each pension plan is presented in the following table:

Year ended December 31,	2024		2023	
Pension Plan	**Measurement Date**	**Rate**	**Measurement Date**	**Rate**
LIRR Additional Plan	December 31, 2023	6.50%	December 31, 2022	6.50%
MaBSTOA Pension Plan	December 31, 2023	6.50%	December 31, 2022	6.50%
MNR Cash Balance Plan	December 31, 2023	4.00%	December 31, 2022	4.00%
MTA Defined Benefit Pension Plan	December 31, 2023	6.50%	December 31, 2022	6.50%
NYCERS	June 30, 2024	7.00%	June 30, 2023	7.00%
NYSLERS	March 31, 2024	5.90%	March 31, 2023	5.90%

The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the rates applicable for each pension plan and that employer contributions will be made at the rates determined by each pension plan's actuary. Based on those assumptions, each pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current and inactive plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Changes in Net Pension Liability – LIRR Additional Plan, MaBSTOA Pension Plan, MNR Cash Balance Plan and the MTA Defined Benefit Pension Plan

Changes in the MTA's net pension liability for the LIRR Additional Plan, MaBSTOA Pension Plan, MNR Cash Balance Plan and the MTA Defined Benefit Pension Plan for the year ended December 31, 2024, based on the December 31, 2023 measurement date, and for the year ended December 31, 2023, based on the December 31, 2022 measurement date, were as follows:

	LIRR Additional Plan			MaBSTOA Pension Plan		
	Total Pension Liability	**Plan Fiduciary Net Position**	**Net Pension Liability**	**Total Pension Liability**	**Plan Fiduciary Net Position**	**Net Pension Liability**
			(in thousands)			
Balance as of December 31, 2022	$ 1,258,877	$ 652,398	$ 606,479	$ 4,526,353	$ 3,310,111	$ 1,216,242
Changes for fiscal year 2023:						
Service Cost	81	-	81	99,603	-	99,603
Interest on total pension liability	77,391	-	77,391	292,158	-	292,158
Effect of plan changes	-	-	-	2,586	-	2,586
Effect of economic / demographic (gains) or losses	3,362	-	3,362	30,977	-	30,977
Benefit payments	(138,824)	(138,824)	-	(266,622)	(266,622)	-
Administrative expense	-	(546)	546	-	(567)	567
Member contributions	-	50	(50)	-	25,389	(25,389)
Net investment income	-	58,303	(58,303)	-	413,734	(413,734)
Employer contributions	-	140,400	(140,400)	-	328,430	(328,430)
Balance as of December 31, 2023	$ 1,200,887	$ 711,781	$ 489,106	$ 4,685,055	$ 3,810,475	$ 874,580

	LIRR Additional Plan			MaBSTOA Pension Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
Balance as of December 31, 2021	$ 1,322,471	$ 777,323	$ 545,148	$ 4,422,017	$ 3,658,350	$ 763,667
Changes for fiscal year 2022:						
Service Cost	146	-	146	95,860	-	95,860
Interest on total pension liability	81,371	-	81,371	285,410	-	285,410
Effect of plan changes	-	-	-	1,760	-	1,760
Effect of economic / demographic (gains) or losses	(1,347)	-	(1,347)	(20,721)	-	(20,721)
Benefit payments	(143,764)	(143,764)	-	(257,973)	(257,973)	-
Administrative expense	-	(761)	761	-	(806)	806
Member contributions	-	51	(51)	-	25,548	(25,548)
Net investment income	-	(51,214)	51,214	-	(273,627)	273,627
Employer contributions	-	70,763	(70,763)	-	158,619	(158,619)
Balance as of December 31, 2022	$ 1,258,877	$ 652,398	$ 606,479	$ 4,526,353	$ 3,310,111	$ 1,216,242

	MNR Cash Balance Plan			MTA Defined Benefit Pension Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
Balance as of December 31, 2022	$ 310	$ 279	$ 31	$ 7,877,401	$ 5,368,034	$ 2,509,367
Changes for fiscal year 2023:						
Service Cost	-	-	-	230,704	-	230,704
Interest on total pension liability	12	-	12	515,016	-	515,016
Effect of plan changes	-	-	-	349	-	349
Effect of economic / demographic (gains) or losses	(19)	-	(19)	23,934	-	23,934
Effect of assumption changes or inputs	-	-	-	5,490	-	5,490
Benefit payments	(41)	(41)	-	(375,485)	(375,485)	-
Administrative expense	-	-	-	-	(4,660)	4,660
Member contributions	-	-	-	-	38,304	(38,304)
Net investment income	-	2	(2)	-	695,942	(695,942)
Employer contributions	-	13	(13)	-	831,320	(831,320)
Balance as of December 31, 2023	$ 262	$ 253	$ 9	$ 8,277,409	$ 6,553,455	$ 1,723,954

	MNR Cash Balance Plan			MTA Defined Benefit Pension Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
Balance as of December 31, 2021	$ 355	$ 351	$ 4	$ 7,427,785	$ 5,753,129	$ 1,674,656
Changes for fiscal year 2022:						
Service Cost	-	-	-	220,423	-	220,423
Interest on total pension liability	10	-	10	485,878	-	485,878
Effect of economic / demographic (gains) or losses	(6)	-	(6)	95,172	-	95,172
Effect of assumption changes or inputs	(16)	-	(16)	-	-	-
Benefit payments	(33)	(33)	-	(351,857)	(351,857)	-
Administrative expense	-	-	-	-	(4,334)	4,334
Member contributions	-	-	-	-	34,471	(34,471)
Net investment income	-	(43)	43	-	(464,023)	464,023
Employer contributions	-	4	(4)	-	400,648	(400,648)
Balance as of December 31, 2022	$ 310	$ 279	$ 31	$ 7,877,401	$ 5,368,034	$ 2,509,367

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the MTA's net pension liability calculated for the LIRR Additional Plan, MaBSTOA Pension Plan, MNR Cash Balance Plan and the MTA Defined Benefit Pension Plan using the discount rate as of each measurement date, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the actual discount rate used for each measurement date:

Measurement Date:	**December 31, 2023**			**December 31, 2022**		
	1% Decrease (5.5%)	Discount Rate (6.5%)	1% Increase (7.5%)	1% Decrease (5.5%)	Discount Rate (6.5%)	1% Increase (7.5%)
		(in thousands)			(in thousands)	
LIRR Additional Plan	$ 579,748	$ 489,106	$ 409,805	$ 703,189	$ 606,479	$ 522,065
MaBSTOA Pension Plan	1,403,484	874,580	426,535	1,729,789	1,216,242	781,313
MTA Defined Benefit Pension Plan	2,758,448	1,723,954	855,028	3,499,092	2,509,367	1,678,112

Measurement Date:	**December 31, 2023**			**December 31, 2022**		
	1% Decrease (3.0%)	Discount Rate (4.0%)	1% Increase (5.0%)	1% Decrease (3.0%)	Discount Rate (4.0%)	1% Increase (5.0%)
		(in whole dollars)			(in whole dollars)	
MNR Cash Balance Plan	$ 24,680	$ 9,226	$ (4,479)	$ 49,069	$ 30,726	$ 14,453

The MTA's Proportion of Net Pension Liability – NYCERS and NYSLERS

The following table presents the MTA's proportionate share of the net pension liability of NYCERS based on the June 30, 2023 and June 30, 2022 actuarial valuations, rolled forward to June 30, 2024 and June 30, 2023, respectively, and the proportion percentage of the aggregate net pension liability allocated to the MTA:

	NYCERS	
	June 30, 2024	June 30, 2023
	($ in thousands)	
MTA's proportion of the net pension liability	21.980%	22.075%
MTA's proportionate share of the net pension liability	$3,615,094	$3,938,599

The following table presents the MTA's proportionate share of the net pension liability of NYSLERS based on the April 1, 2023 and April 1, 2022 actuarial valuations, rolled forward to March 31, 2024 and March 31, 2023, respectively, and the proportion percentage of the aggregate net pension liability allocated to the MTA:

	NYSLERS	
	March 31, 2024	March 31, 2023
	($ in thousands)	
MTA's proportion of the net pension liability	0.355%	0.299%
MTA's proportionate share of the net pension liability	$52,271	$64,289

The MTA's proportion of each respective Plan's net pension liability was based on the MTA's actual required contributions made to NYCERS for the plan's fiscal year-end June 30, 2024 and 2023 and to NYSLERS for the plan's fiscal year-end March 31, 2024 and 2023, relative to the contributions of all employers in each plan.

Sensitivity of the MTA's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents the MTA's proportionate share of the net pension liability for NYCERS and NYSLERS calculated using the discount rate as of each measurement date, as well as what the proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the actual discount rate used as of each measurement date ($ in thousands):

Measurement Date:	**June 30, 2024**			**June 30, 2023**		
	1% Decrease (6.0%)	Discount Rate (7.0%)	1% Increase (8.0%)	1% Decrease (6.0%)	Discount Rate (7.0%)	1% Increase (8.0%)
NYCERS	$6,138,640	$3,615,094	$1,483,419	$6,382,217	$3,938,599	$1,876,193

Measurement Date:	**March 31, 2024**			**March 31, 2023**		
	1% Decrease (4.9%)	Discount Rate (5.9%)	1% Increase (6.9%)	1% Decrease (4.9%)	Discount Rate (5.9%)	1% Increase (6.9%)
NYSLERS	$164,345	$52,271	$(41,334)	$155,359	$64,289	$(11,810)

Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the nine months ended September 30, 2025 and year ended December 31, 2024, the MTA recognized pension expense related to each pension plan as follows (in $ thousands):

Pension Plan	**September 30, 2025**	**December 31, 2024**
LIRR Additional Plan	$55,041	$39,628
MaBSTOA Plan	134,442	185,108
MNR Cash Balance plan	0	(10)
MTA Defined Benefit Plan	192,839	483,522
NYCERS	667,614	745,503
NYSLERS	16,756	23,939
Total	**$1,066,692**	**$1,477,690**

For the nine-month period ended September 30, 2025 and year ended December 31, 2024, the MTA reported deferred outflow of resources and deferred inflow of resources for each pension plan as follows (in $ thousands):

For the Year Ended September 30, 2025	LIRR Additional Plan Deferred Outflows of Resources	LIRR Additional Plan Deferred Inflows of Resources	MaBSTOA Plan Deferred Outflows of Resources	MaBSTOA Plan Deferred Inflows of Resources	MNR Cash Balance Plan Deferred Outflows of Resources	MNR Cash Balance Plan Deferred Inflows of Resources	MTA Defined Benefit Plan Deferred Outflows of Resources	MTA Defined Benefit Plan Deferred Inflows of Resources
Differences between expected and actual experience	$ -	$ -	$ 28,782	$ 24,509	$ -	$ -	$ 191,569	$ 3,680
Changes in assumptions	-	-	82,937	-	-	-	368,103	-
Net difference between projected and actual earnings on pension plan investments	40,273	-	105,830	-	41	-	176,302	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	-	-	-	-	46,843	46,843
Employer contributions to the plan subsequent to the measurement of net pension liability	2,003	-	15,755	-	22	-	735	-
Total	$ 42,276	$ -	$ 233,304	$ 24,509	$ 63	$ -	$ 783,552	$ 50,523

For the Year Ended September 30, 2025	NYCERS Deferred Outflows of Resources	NYCERS Deferred Inflows of Resources	NYSLERS Deferred Outflows of Resources	NYSLERS Deferred Inflows of Resources	Total Deferred Outflows of Resources	Total Deferred Inflows of Resources
Differences between expected and actual experience	$ 509,585	$ 11,291	$ 16,836	$ 1,425	$ 746,772	$ 40,905
Changes in assumptions	-	32,134	19,763	-	470,803	32,134
Net difference between projected and actual earnings on pension plan investments	47,145	-	-	25,534	369,591	25,534
Changes in proportion and differences between contributions and proportionate share of contributions	23,832	187,855	6,479	1,237	77,154	235,935
Employer contributions to the plan subsequent to the measurement of net pension liability	440,951	-	22,194	-	481,660	-
Total	$ 1,021,513	$ 231,280	$ 65,272	$ 28,196	$ 2,145,980	$ 334,508

For the Year Ended December 31, 2024	LIRR Additional Plan		MaBSTOA Plan		MNR Cash Balance Plan		MTA Defined Benefit Plan	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ -	$ -	$ 28,782	$ 24,509	$ -	$ -	$ 191,569	$ 3,680
Changes in assumptions	-	-	82,937	-	-	-	368,103	-
Net difference between projected and actual earnings on pension plan investments	40,273	-	105,830	-	41	-	176,302	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	-	-	-	-	46,843	46,843
Employer contributions to the plan subsequent to the measurement of net pension liability	2,003	-	15,755	-	22	-	735	-
Total	$ 42,276	$ -	$ 233,304	$ 24,509	$ 63	$ -	$ 783,552	$ 50,523

For the Year Ended December 31, 2024	NYCERS		NYSLERS		TOTAL	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 509,585	$ 11,291	$ 16,836	$ 1,425	$ 746,772	$ 40,905
Changes in assumptions	-	32,134	19,763	-	470,803	32,134
Net difference between projected and actual earnings on pension plan investments	47,145	-	-	25,534	369,591	25,534
Changes in proportion and differences between contributions and proportionate share of contributions	23,832	187,855	6,479	1,237	77,154	235,935
Employer contributions to the plan subsequent to the measurement of net pension liability	459,921	-	22,194	-	500,630	-
Total	$ 1,040,483	$ 231,280	$ 65,272	$ 28,196	$ 2,164,950	$ 334,508

The annual differences between the projected and actual earnings on investments are amortized over a five-year closed period beginning the year in which the difference occurs.

The following table presents the recognition periods used by each pension plan to amortize the annual differences between expected and actual experience, changes in proportion and differences between employer contributions and proportionate share of contributions, and changes in actuarial assumptions, beginning the year in which the deferred amount occurs.

	Recognition Period (in years)		
Pension Plan	**Differences between expected and actual experience**	**Changes in proportion and differences between employer contributions and proportionate share of contributions**	**Changes in actuarial assumptions**
Additional Plan	1.00	N/A	N/A
MaBSTOA Plan	6.20	N/A	6.20
MNR Cash Balance Plan	1.00	N/A	1.00
MTA Defined Benefit Plan	8.10	8.10	8.10
NYCERS	5.55	5.55	5.55
NYSLERS	5.00	5.00	5.00

For the nine-month period ended September 30, 2025 and year ended December 31, 2024, $481.7 and $500.6 were reported as deferred outflows of resources related to pensions resulting from the MTA's contributions subsequent to the measurement date which will be recognized as a reduction of the net pension liability in the year ending December 31, 2025 and December 31, 2024, respectively. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions at December 31, 2024 will be recognized as pension expense as follows:

Year Ending December 31:	LIRR Additional Plan	MaBSTOA Pension Plan	MNR Cash Balance plan	MTA Defined Benefit Plan	NYCERS	NYSLERS	Total
	(in thousands)						
2025	$ 17,318	$ 90,949	$ 12	$ 222,322	$ (89,859)	$ (8,415)	$ 232,327
2026	7,794	54,614	15	180,037	459,601	11,535	713,596
2027	17,507	74,419	12	234,904	(27,475)	16,275	315,642
2028	(2,346)	(32,269)	2	31,201	(18,412)	(4,513)	(26,337)
2029	-	4,328	-	37,898	25,426	-	67,652
Thereafter	-	999	-	25,933	-	-	26,932
	$ 40,273	$ 193,040	$ 41	$ 732,295	$ 349,281	$ 14,882	$ 1,329,812

Deferred Compensation Program

Description - The Deferred Compensation Program consists of two defined contribution plans that provide benefits based solely on the amount contributed to each participant's account(s), plus or minus any income, expenses and gains/losses. The Deferred Compensation Program is comprised of the Deferred Compensation Plan For Employees of the MTA ("457 Plan") and the Thrift Plan For Employees of the MTA ("401(k) Plan"). Certain MTA Group employees are eligible to participate in both deferred compensation plans. Both Plans are designed to have participant charges, including investment and other fees, cover the costs of administering the Deferred Compensation Program.

Participation in the 401(k) Plan is now available to non-represented employees and, after collective bargaining, most represented employees. All amounts of compensation deferred under the 401(k) Plan, and all income attributable to such compensation, less expenses and fees, are held in trust for the exclusive benefit of the participants and their beneficiaries. Accordingly, the 401(k) Plan is not reflected in the accompanying consolidated statements of net position.

The Deferred Compensation Program is administered and may be amended by the Deferred Compensation Committee.

As the Deferred Compensation Program's asset base and contribution flow increased, participants' investment options were expanded by the Deferred Compensation Committee with the advice of its Financial Advisor to provide greater diversification and flexibility. In 1988, after receiving an IRS determination letter for the 401(k) Plan, the MTA offered its managers the choice of either participating in the 457 Plan or the 401(k) Plan. By 1993, the MTA offered eight investment funds: a Guaranteed Interest Account Fund, a Money Market Fund, a Common Stock Fund, a Managed Fund, a Stock Index Fund, a Government Income Fund, an International Fund and a Growth Fund.

In 1998, the Deferred Compensation Committee approved the unbundling of the Plans. In 2008, the Plans' investment choices were restructured to set up a four-tier strategy:

- Tier 1 – The MTA Asset Allocation Programs offer two options for those participants who would like to make retirement investing easy – the MTA Target Year Funds and Goal maker. Investments will be automatically diversified among a range of investment options.
- Tier 2 – The MTA Index Funds offer a tier of index funds, which invest in the securities of companies that are included in a selected index, such as the Standard & Poor's 500 (large cap) Index or Barclays Capital U.S. Aggregate (bond) index. The typical objective of an index fund is to achieve approximately the same return as that specific market index. Index funds provide investors with lower-cost investments because they are less expensive to administer than actively managed funds.
- Tier 3 – The MTA Actively Managed Portfolios, which are comprised of actively managed portfolios that are directed by one or a team of professional managers who buy and sell a variety of holdings in an effort to outperform selected indices. The funds provide a diversified array of distinct asset classes, with a single option in each class. They combine the value and growth disciplines to create a "core" portfolio for the mid-cap and international categories.
- Tier 4 – The Self-Directed Mutual Fund Option is designed for the more experienced investors. The fund offers access to an expanded universe of mutual funds from hundreds of well-known mutual fund families. Participants may invest only a portion of their account balances in this Tier.

In 2011, the Deferred Compensation Program began offering Roth contributions. Employees can elect after-tax Roth contributions and before-tax contributions in both the 401(k) Plan and the 457 Plan. The total combination of Roth after-tax contributions and regular before-tax contributions cannot exceed the IRS maximum of $22,500 dollars or $30,000 dollars for those over age 50 for the year ended December 31, 2023. The total combination of Roth after-tax contributions and regular before-tax contributions cannot exceed the IRS maximum of $23,000 dollars or $30,500 dollars for those over age 50 for the year ended December 31, 2024.

The two Plans offer the same array of investment options to participants. Eligible participants in the Deferred Compensation Program include employees (and in the case of MTA Long Island Bus, former employees) of:

- MTA
- MTA Long Island Rail Road
- MTA Bridges and Tunnels
- MTA Long Island Bus
- MTA Metro-North Railroad
- MTA New York City Transit
- MTA Staten Island Rapid Transit
- MTA Construction and Development
- MTA Bus

Employer Contributions - MTA Bus on behalf of certain MTA Bus employees, MTA Metro-North Railroad on behalf of certain MTA Metro-North employees who opted-out of participation in the MTA Defined Benefit Pension Plan, and MTA on behalf of certain represented MTA Business Service Center employees and certain MTA Police Officers, make contributions to the 401(k) Plan. The rate for the employer contribution varies.

MTA Bus – Effective in 2019, there are no employees receiving these employer contributions. Prior to 2019, certain members who were employed by Queens Surface Corporation on February 26, 2005, and who became employees of MTA Bus on February 27, 2005, receive a matching contribution equal to 50% of member's before-tax contributions provided that the maximum matching contribution shall not exceed 3% of the member's base pay. MTA Bus also makes a basic contribution equal to 2% of the member's compensation. These contributions vest as follows:

Years of Service	Vested Percentage
Less than 2	0%
2	20%
3	40%
4	60%
5	80%
6 or more	100%

MTA Metro-North Railroad – MTA Metro-North Railroad employees represented by certain unions and who elected to opt-out of participation in the MTA Defined Benefit Pension Plan receive an annual employer contribution equal to 4% of the member's compensation. Effective on the first full pay period following the nineteenth anniversary date of an eligible MNR member's continuous employment, MTA Metro-North Railroad contributes an amount equal to 7% of the member's compensation. Eligible MTA Metro-North Railroad members vest in these employer contributions as set forth below:

Years of Service	Vested Percentage
Less than 5	0%
5 or more	100%

MTAHQ - Police - For each plan year, the MTA shall make contributions to the account of each eligible MTA Police Benevolent Association member in the amounts required by the collective bargaining agreement ("CBA") and subject to the contribution limits set forth in the CBA. These contributions shall be made monthly and shall be considered MTA Police contributions. Members are immediately 100% vested in these employer contributions.

MTAHQ – Commanding Officers - In addition, for each plan year, the MTA shall make contributions to the account of each eligible MTA Police Department Commanding Officers Benevolent Association member in the amounts required by the CBA and subject to the contribution limits set forth in the CBA. These contributions shall be made monthly and shall be considered MTA Police contributions. These members are immediately 100% vested in these employer contributions.

MTAHQ – Business Services - Effective January 1, 2011, all newly hired MTA Business Services Center employees represented by the Transportation Communications Union are eligible to receive a matching contribution up to a maximum of 3% of the participant's compensation. A participant's right to the balance in his or her matching contributions shall vest upon the first of the following to occur:

i. Completing 5 years of service,

ii. Attaining the Normal Retirement Age of 62 while in continuous employment, or

iii. Death while in continuous employment.

Additional Deposits (Incoming Rollover or Transfers) - Participants in the Deferred Compensation Program are eligible to roll over both their before-tax and Roth assets from other eligible retirement plans into the 401(k) and 457 Plans. Under certain conditions, both Plans accept rollovers from all eligible retirement plans (as defined by the Code), including 401(a), 457, 401(k), 403(b), and rollover IRAs.

Forfeitures – Non vested contributions are forfeited upon termination of employment. Such forfeitures are used to cover a portion of the pension plan's administrative expenses.

	2024	**2023**
	(In thousands)	
Employer 401K contributions	$ 3,894	$ 3,936

5. OTHER POSTEMPLOYMENT BENEFITS

The MTA participates in a defined benefit other postemployment benefits ("OPEB") plan for its employees, the Metropolitan Transportation Authority Retiree Welfare Benefits Plan ("OPEB Plan"). A description of the Plan follows:

(1) Plan Description

The OPEB Plan and the related Trust Fund ("Trust") was established on January 1, 2009 for the exclusive benefit of MTA retired employees and their eligible spouses and dependents, to fund some of the OPEB provided in accordance with the MTA's various collective bargaining agreements. Postemployment benefits are part of an exchange of salaries and benefits for employee services rendered. Amounts contributed to the OPEB Plan are held in an irrevocable trust and may not be used for any other purpose than to fund the costs of health and welfare benefits of its eligible participants.

The OPEB Plan and the Trust are exempt from federal income taxation under Section 115(1) of the Internal Revenue Code. The OPEB Plan is classified as a single-employer plan.

The OPEB Plan Board of Managers, composed of the MTA Chairman, MTA Chief Financial Officer and MTA Director of Labor Relations, are the administrators of the OPEB Plan. The MTA Board has the right to amend, suspend or terminate the OPEB Plan. The OPEB Plan is a fiduciary component unit of the MTA and is in the Pension and Other Employee Benefit Trust Funds section of the MTA's basic financial statements.

The separate annual financial statements of the OPEB Plan may be obtained by writing to MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor, New York, NY 10004 or at www.mta.info.

Benefits Provided — The benefits provided by the OPEB Plan include medical, pharmacy, dental, vision, life insurance and a Medicare supplemental plan. The different types of benefits provided vary by agency, employee type (represented employees versus non-represented) and the relevant collective bargaining agreements. Pension benefits are provided upon retirement as defined in the applicable pension plan. Certain agencies provide benefits to certain former employees if separated from service within 5 years of attaining retirement eligibility. Employees of the MTA are members of the following pension plans: the MTA Defined Benefit Pension Plan, the LIRR Additional Plan, the MNR Cash Balance Plan, the MaBSTOA Pension Plan, NYCERS, and NYSLERS. Certain represented employees of MTA Metro-North Railroad participate in the 401(k) Plan. Eligible employees of the MTA may elect to join the New York State Voluntary Defined Contribution Plan ("VDC").

The MTA participates in the New York State Health Insurance Program ("NYSHIP") and provides medical and prescription drug benefits, including Medicare Part B reimbursements, to many of its retirees. NYSHIP offers a Preferred Provider Organization ("PPO") plan and several Health Maintenance Organization ("HMO") plans. Represented MTA New York City Transit employees, other MTA New York City Transit former employees who retired prior to January 1, 1996 or January 1, 2001, MTA Staten Island Railway represented employees as of March 1, 2010, June 1, 2010 or January 1, 2013 depending on the union and MTA Bus retirees do not participate in NYSHIP. These benefits are provided either through a self-insured health plan, a fully insured health plan or an HMO.

The NYSHIP financial report can be obtained by writing to NYS Department of Civil Service, Employee Benefits Division, Alfred E. Smith Office Building, 805 Swan Street, Albany, NY 12239.

OPEB Plan Eligibility — To qualify for benefits under the OPEB Plan, a former employee of the MTA must:

i. have retired;

ii. be receiving a pension (except in the case of the 401(k) Plan and the VDC);

iii. have at least 10 years of credited service as a member of NYCERS, NYSLERS, the MTA Defined Benefit Pension Plan, the LIRR Additional Plan, the MaBSTOA Pension Plan, the MNR Cash Balance Plan, the 401(k) Plan or the VDC; and

iv. have attained the minimum age requirement (unless within 5 years of commencing retirement for certain members). A represented retired employee may be eligible only pursuant to the relevant collective bargaining agreement.

Surviving Spouse and Other Dependents —

- Lifetime coverage is provided to the surviving spouse (not remarried) or domestic partner and surviving dependent children to age 26 of retired managers and certain non-represented retired employees.
- Represented retired employees must follow the guidelines of their collective bargaining agreements regarding continued health coverage for a surviving spouse or domestic partner and surviving dependents. The surviving spouse coverage continues until spouse is eligible for Medicare for represented employees of MTA New York City Transit and MTA Staten Island Railway, retiring on or after:
  - May 21, 2014 for TWU Local 100;
  - September 24, 2014 for Amalgamated Transit Union ("ATU") Local 726;
  - October 29, 2014 for ATU Local 1056;
  - March 25, 2015 for Transportation Communication Union ("TCU"); and
  - December 16, 2015 for United Transportation Union ("UTU") and American Train Dispatchers Association ("ATDA").
- Lifetime coverage is provided to the surviving spouse (not remarried) or domestic partner and surviving dependents of retired uniform members of the MTA Police Department.

- Lifetime coverage is provided to the surviving spouse (not remarried) or domestic partner and surviving dependent children to age 26 of uniformed members of the MTA Police Department whose death was sustained while in performance of duty.

The OPEB Plan Board of Managers has the authority to establish and amend the benefits that will be covered under the OPEB Plan, except to the extent that they have been established by collective bargaining agreement.

Employees Covered by Benefit Terms — As of July 1, 2023 and July 1, 2021, the date of the most recent actuarial valuation, the following classes of employees were covered by the benefit terms:

	Number of Participants	
	July 1, 2023	**July 1, 2021**
Active plan members	71,454	68,672
Inactive plan members currently receiving benefit payments	51,123	48,888
Inactive plan members entitled to but not yet receiving benefit payments	55	131
Total	122,632	117,691

Contributions — The MTA is not required by law or contractual agreement to provide funding for the OPEB Plan, other than the "pay-as-you-go" ("PAYGO") amounts. PAYGO is the cost of benefits necessary to provide the current benefits to retirees and eligible beneficiaries and dependents. Employees are not required to contribute to the OPEB Plan. The OPEB Plan Board has the authority for establishing and amending the funding policy. For the years ended December 31, 2024 and 2023, the MTA paid $944 and $882 of PAYGO to the OPEB Plan, respectively. The PAYGO amounts include an implicit rate subsidy adjustment of $67 and $62 for the years ended December 31, 2024 and 2023, respectively. There were no additional prior year implicit rate subsidy adjustments for the year ended December 31, 2023. The advance contributions to the OPEB Trust in 2023 for a total of $1,319 have been proportionately allocated to all agencies for use in future years.

The discount rate estimates investment earnings for assets earmarked to cover retiree health benefits. Under GASB 75, the discount rate depends on the nature of underlying assets for funded plans. Since the amount of benefits paid in 2020 exceeded the current fair value of the assets, a depletion date is assumed to occur immediately. Therefore, the discount rate is set equal to the municipal bond index. The MTA elected the Bond Buyer General Obligation 20-Bond Municipal Bond Index. As a result, the discount rates as of December 31, 2023 and December 31, 2022, the measurement dates, are 3.26% and 3.72%, respectively.

Employer contributions include the implicit subsidy, or age-related subsidy inherent in the healthcare premiums structure. The implicit subsidy arises when an employer allows a retiree and their dependents to continue on the active plans and pay the active premiums. Retirees are not paying the true cost of their benefits because they have higher utilization rates than actives and therefore, are partially subsidized by the active employees. As shown in the following table, for the years ended December 31, 2023 and 2022, the employer made a cash payment for retiree healthcare of $62,445 and $57,989, respectively, as part of the employer's payment for active-employee healthcare benefits. For purposes of GASB 75, this payment made on behalf of the active employees should be reclassified as benefit payments for retiree health care to reflect the retirees' underlying age-adjusted, retiree benefit costs.

Blended and Age-adjusted Premium (in thousands)	**2023 Retirees**	**2022 Retirees**
Total blended premiums	$ 819,815	$ 788,310
Employment payment for retiree healthcare	62,445	57,989
Net Payments	$ 882,260	$ 846,299

(2) Actuarial Assumptions

Actuarial valuation involves estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future, such as future employment, mortality and health care cost trend. Actuarially determined amounts are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.

Projections of benefits for financial reporting purposes are based on the substantive plan, which refers to the plan terms as understood by the employer and the plan members at the time of the valuation, including only changes to plan terms that have been made and communicated to employees. The projections include the types of benefits provided at the time of each valuation and the historical pattern of sharing benefit costs between the employer and plan members at that time. The MTA may not be obligated to provide the same types or levels of benefits to retirees in the future.

The total OPEB liability was determined by an actuarial valuation performed on July 1, 2023 and July 1, 2021. Update procedures were used to roll forward the total OPEB liability to the measurement dates of December 31, 2023, and December 31, 2022, respectively. The actuarial valuations were performed using the following actuarial assumptions, applied to all periods included in the measurement, unless specified:

Valuation date	July 1, 2023	July 1, 2021
Measurement date	December 31, 2023	December 31, 2022
Discount rate	3.26%, net of expenses	3.72%, net of expenses
Inflation	2.31%	2.33%
Actuarial cost method	Entry Age Normal	Entry Age Normal
Amortization method	Level percentage of payroll	Level percentage of payroll
Normal cost increase factor	4.25%	4.25%
Salary increases	Varies by years of service and differs for members of the various pension plans	Varies by years of service and differs for members of the various pension plans
Investment rate of return	4.25%	3.72%

Healthcare Cost Trend — The Society of Actuaries developed and regularly updates a long-term medical trend model based on detailed research performed by a committee of economists and actuaries, which included a representative from Milliman. Milliman uses this model as the foundation for the trend that it recommends to our clients for postretirement healthcare valuations, with certain adjustments designed to produce trends that are appropriate for employer plans. These adjustments include incorporating assumed administrative cost trend where applicable and removing the impact of age-related morbidity (since age-related morbidity assumptions are applied separately in the valuation when applicable). Trend rates also reflect the expected impact of short-term inflation.

Healthcare Cost Trend Rates — Trend rates were developed separately for NYSHIP benefits and self-insured plans administered by New York City Transit ("Union Health Plans"). The following lists illustrative rates for the NYSHIP benefits and associated Medicare Part B reimbursements, as well as for dental and vision benefits (all amounts are in percentages).

	NYSHIP Trend		TBTA No Rx Trend		Medicare	Dental/ Vision
Fiscal Year	< 65	> = 65	< 65	> = 65	Part B Trend	Trend
2023	6.70%	5.90%	7.00%	4.90%	7.00%	4.00%
2024	7.00%	6.60%	7.20%	6.10%	7.30%	4.00%
2025	6.40%	6.40%	6.40%	6.40%	7.20%	4.00%
2026	5.80%	5.80%	5.80%	5.80%	7.70%	4.00%
2027	5.10%	5.10%	5.10%	5.10%	6.50%	4.00%
2028	4.90%	4.90%	4.90%	4.90%	7.00%	4.00%
2029	4.70%	4.70%	4.70%	4.70%	5.50%	4.00%
2030	4.50%	4.50%	4.50%	4.50%	6.10%	4.00%
2031	4.30%	4.30%	4.30%	4.30%	6.20%	4.00%
2032 - 2039	4.10%	4.10%	4.10%	4.10%	5.60%	4.00%
2040 - 2049	4.10%	4.10%	4.10%	4.10%	4.20%	4.00%
2050	4.10%	4.10%	4.10%	4.10%	3.80%	4.00%
2051 - 2064	4.20%	4.20%	4.20%	4.20%	3.80%	4.00%
2065 - 2066	4.10%	4.10%	4.10%	4.10%	3.80%	4.00%
2067 - 2068	4.00%	4.00%	4.00%	4.00%	3.80%	4.00%
2069 - 2070	3.90%	3.90%	3.90%	3.90%	3.80%	3.90%
2071 - 2073	3.80%	3.80%	3.80%	3.80%	3.80%	3.80%
2074 - 2089	3.70%	3.70%	3.70%	3.70%	3.80%	3.70%
2090+	3.70%	3.70%	3.70%	3.70%	3.60%	3.70%

The trends for the Union Health Plans for post-65 retirees were developed separately for medical and Rx benefits by plan type using a weighted average of actual medical and prescription drug cost experience by plan and the Aetna Medicare Advantage and EGWP premium rates. These trends apply to the benefit plans for applicable represented employees of MTA New York City Transit, MTA Staten Island Railway and MTA Bus Company. For TWU Local 100 members of MTA New York City Transit and MTA Bus Company, the post-65 trends reflect the Medicare Advantage and EGWP Option 1 and Option 2 plans only.

The following table provides the healthcare trend assumptions for the Union Health Plans. The trends shown above for Medicare Part B reimbursements and dental and vision benefits also apply to members receiving the Union Health Plans, if applicable (all amounts are in percentages).

	Union Health Plans Medical Trend			Union Health Plans Rx Trend		
Fiscal Year	< 65	> = 65	TWU MA Trend	< 65	> = 65	TWU MA Trend
2023	7.20%	4.70%	0.00%	5.80%	6.70%	6.40%
2024	7.40%	6.40%	12.50%	6.70%	7.10%	6.90%
2025	6.60%	6.40%	6.50%	6.60%	6.60%	6.50%
2026	5.90%	5.80%	5.80%	5.90%	5.90%	5.80%
2027	5.20%	5.10%	5.10%	5.20%	5.20%	5.10%
2028	5.00%	4.90%	4.90%	5.00%	5.00%	4.90%
2029	4.80%	4.70%	4.70%	4.80%	4.80%	4.70%
2030	4.60%	4.50%	4.50%	4.60%	4.60%	4.50%
2031	4.40%	4.30%	4.30%	4.40%	4.40%	4.30%
2032	4.20%	4.10%	4.20%	4.20%	4.20%	4.20%
2033 - 2034	4.20%	4.10%	4.10%	4.20%	4.20%	4.20%
2035 - 2046	4.20%	4.10%	4.10%	4.20%	4.20%	4.10%
2047 - 2048	4.20%	4.10%	4.10%	4.20%	4.20%	4.20%
2049 - 2050	4.20%	4.10%	4.20%	4.20%	4.20%	4.20%
2051 - 2064	4.20%	4.20%	4.20%	4.20%	4.20%	4.20%
2065 - 2066	4.10%	4.10%	4.10%	4.10%	4.10%	4.10%
2067	4.00%	4.00%	4.00%	4.10%	4.00%	4.00%
2068	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
2069	4.00%	3.90%	3.90%	4.00%	3.90%	3.90%
2070	3.90%	3.90%	3.90%	3.90%	3.90%	3.90%
2071	3.90%	3.80%	3.80%	3.90%	3.90%	3.80%
2072 - 2073	3.80%	3.80%	3.80%	3.80%	3.80%	3.80%
2074+	3.70%	3.70%	3.70%	3.70%	3.70%	3.70%

For purposes of applying the Entry Age Normal cost method, the healthcare trend prior to the valuation date is based on the ultimate rates, which are 3.7% for NYSHIP costs, 3.7% for self-insured medical and pharmacy costs, and 3.6% for Medicare Part B costs.

Mortality — All mortality rates (except accidental death for active police members) are projected on a generational basis using the Society of Actuaries Mortality Improvement Scale MP-2021. As generational tables, they reflect mortality improvement both before and after the measurement date. The post-retirement mortality assumption is based on an experience analysis covering the period from January 1, 2015 to December 31, 2020 for the MTA-sponsored pension plans. The mortality rates vary by employee type:

- Headquarters Non-Police Members: PubG.H-2010 Mortality Table, headcount weighted for general employees for males and females with separate rates for employees, healthy annuitants and disabled annuitants.
- Headquarters Police Members: Rates from the June 30, 2021 (Lag) Actuarial Valuation for NYCERS dated October 2, 2023 as follows: Service Retirees for Housing Police and Transit Police (Table XII-5), Disabled Retirees for Housing Police and Transit Police (Table XII-6) and Active Members for MTA New York City Transit and MTA Bridges and Tunnels Ordinary Death and Accidental Death (Table XII-4). No adjustments were made to convert from lives-weighted to amounts-weighted. Base year is 2012 for mortality improvement purposes.
- Rail Members (Long Island Bus, MTA Long Island Rail Road, MTA Metro-North Railroad, and MTA Staten Island Railway: Pri.H-2012(BC) Mortality Table, headcount weighted with blue collar adjustments for males and females with separate rates for employees, healthy annuitants and disabled annuitants. Employee and healthy annuitant male rates are multiplied by 97%.
- Transit Members (MTA Bridges and Tunnels, MTA Bus, and MTA New York City Transit): Pri.H-2012(BC) Mortality Table, headcount weighted with blue collar adjustments for males and females with separate rates for employees, healthy annuitants and disabled annuitants. Employee and healthy annuitant male rates are multiplied by 92%.

(3) Net OPEB Liability

At December 31, 2024 and 2023, the MTA reported a net OPEB liability of $20,229 and $22,435, respectively. The MTA's net OPEB liability was measured as of December 31, 2023 and December 31, 2022, respectively. The total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation date of July 1, 2023 and July 1, 2021 and rolled forward to December 31, 2023 and December 31, 2022, respectively.

OPEB Plan Fiduciary Net Position — The fiduciary net position has been determined on the same basis used by the OPEB plan. The OPEB plan uses the accrual basis of accounting under which contributions from the employer are recognized when paid. Benefits and refunds are recognized when due and payable in accordance with the terms of the Plan. Investments are reported at fair value based on quoted market prices or Net Asset Value. Detailed information about the OPEB plan's fiduciary net position is available in the separately issued financial report or at www.mta.info.

Expected Rate of Return on Investments — The best-estimate range for the long-term expected rate of return was determined by adding expected inflation to expected long-term real returns and reflecting expected volatility and correlation. The capital market assumptions are as of December 31, 2023.

Asset Class	Index	Target Allocation	Long-Term Expected Arithmetic Real Rate of Return
US Cash	BAML 3-Mon Tbill	1.50%	3.07%
US Short (1-3 Yr) Govt/Credit Bonds	Bloomberg US Govt/Credit 1-3 Yr TR	98.50%	4.39%
Assumed Inflation - Mean			2.31%
Assumed Inflation - Standard Deviation			1.44%
Portfolio Nominal Mean return			4.37%
Portfolio Standard Deviation			0.49%
Long Term Expected Rate of Return selected by MTA			**4.25%**

Discount Rate — The discount rate used in this valuation to measure the total OPEB liability was updated to incorporate GASB 75 guidance.

The plan's fiduciary net position was not projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total OPEB liability is equal to the single equivalent rate that results in the same actuarial present value as the long-term expected rate of return applied to benefit payments, to the extent that the plan's fiduciary net position is projected to be sufficient to make projected benefit payments, and the municipal bond rate applied to benefit payments, to the extent that the plan's fiduciary net position is not projected to be sufficient. Therefore, the discount rate is set equal to the Bond Buyer General Obligation 20-Bond Municipal Bond Index as of December 31, 2023 of 3.26% and as of December 31, 2022 of 3.72%.

Changes in Net OPEB Liability — Changes in the MTA's net OPEB liability for the year ended December 31, 2024 based on the December 31, 2023 measurement date, and for the year ended December 31, 2023, based on the December 31, 2022 measurement date, were as follows ($ in thousands):

	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance as of December 31, 2022	$ 22,446,401	$ 11,736	$ 22,434,665
Changes for the year:			
Service Cost	991,091	-	991,091
Interest on total OPEB liability	855,614	-	855,614
Effect of plan changes	74,166	-	74,166
Effect of economic/demographic gains or losses	(3,036,310)	-	(3,036,310)
Effect of assumptions changes or inputs	1,154,349	-	1,154,349
Benefit payments	(882,260)	(882,260)	-
Employer contributions	-	2,201,541	(2,201,541)
Net investment income	-	43,031	(43,031)
Administrative expenses	-	(143)	143
Net changes	(843,350)	1,362,169	(2,205,519)
Balance as of December 31, 2023	$ 21,603,051	$ 1,373,905	$ 20,229,146

	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance as of December 31, 2021	$ 24,956,514	$ 84	$ 24,956,430
Changes for the year:			
Service Cost	1,240,342	-	1,240,342
Interest on total OPEB liability	530,983	-	530,983
Effect of economic/demographic gains or losses	14,299	-	14,299
Effect of assumptions changes or inputs	(3,449,438)	-	(3,449,438)
Benefit payments	(846,299)	(846,299)	-
Employer contributions	-	846,299	(846,299)
Net investment income	-	11,828	(11,828)
Administrative expenses	-	(176)	176
Net changes	(2,510,113)	11,652	(2,521,765)
Balance as of December 31, 2022	$ 22,446,401	$ 11,736	$ 22,434,665

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate — The following presents the net OPEB liability of the MTA, calculated using the discount rate as of each measurement date, as well as what the MTA's net OPEB liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the actual discount rate used for the measurement date:

Measurement Date:		**December 31, 2023**	
	1% Decrease (2.26%)	**Discount Rate (3.26%)**	**1% Increase (4.26%)**
Net OPEB liability	$23,153,304	$20,229,146	$17,810,727

Measurement Date:		**December 31, 2022**	
	1% Decrease (2.72%)	**Discount Rate (3.72%)**	**1% Increase (4.72%)**
Net OPEB liability	$25,527,146	$22,434,665	$19,880,016

Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates — The following presents the net OPEB liability of the MTA, calculated using the healthcare cost trend rates as of each measurement date, as well as what the MTA's net OPEB liability would be if it were calculated using trend rates that are 1-percentage point lower or 1-percentage point higher than the actual healthcare trend rate used for the measurement date:

Measurement Date:	**December 31, 2023**		
	1% Decrease	**Healthcare Cost Current Trend Rate***	**1% Increase**
Net OPEB liability	$17,310,279	$20,229,146	$23,893,435

Measurement Date:	**December 31, 2022**		
	1% Decrease	**Healthcare Cost Current Trend Rate***	**1% Increase**
Net OPEB liability	$19,236,719	$22,434,665	$26,461,562

*For further details, refer to the Health Care Cost Trend Rates tables in the Actuarial Assumptions section of this Note Disclosure

(4) OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the years ended December 31, 2024 and 2023, the MTA recognized OPEB expense of $1.32 billion and $1.46 billion, respectively.

At December 31 2024 and 2023, the MTA reported deferred outflows of resources and deferred inflows of resources related to OPEB as follows ($ in thousands):

	September 30, 2025		**December 31, 2024**	
	Deferred Outflows of Resources	**Deferred Inflows of Resources**	**Deferred Outflows of Resources**	**Deferred Inflows of Resources**
Differences between expected and actual experience	$ 282,966	$ 2,672,926	$ 282,966	$ 2,672,926
Changes of assumptions	2,156,494	3,329,443	2,156,494	3,329,443
Net difference between projected and actual earnings on OPEB plan investments	5,658	-	5,658	-
Changes in proportion and differences between contributions and proportionate share of contributions	2,437,101	2,437,101	2,437,101	2,437,101
Employer contributions to the plan subsequent to the measurement of net OPEB liability	944,296	-	944,296	-
Total	**$ 5,826,515**	**$ 8,439,470**	**$ 5,826,515**	**$ 8,439,470**

The annual differences between the projected and actual earnings on investments are amortized over a 5-year closed period beginning the year in which the difference occurs. The annual differences between expected and actual experience and changes in assumptions are amortized over a 7.8-year closed period, beginning the year in which the deferred amount occurs.

For the years ended December 31, 2024 and 2023, $944.3 and $2,201.5 were reported as employer contributions subsequent to measurement date. The current year contributions included MTA's contributions subsequent to the measurement date and an implicit rate subsidy adjustment that will be recognized as a reduction of the net OPEB liability in the year ending December 31, 2025 and December 31, 2024, respectively. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB at December 31, 2024 will be recognized in OPEB expense as follows:

Year ending December 31:	2025	$ (630,327)
	2026	(551,081)
	2027	(452,728)
	2028	(512,491)
	2029	(705,130)
	Thereafter	(705,493)
		$ (3,557,250)

6. CAPITAL ASSETS

Capital assets and improvements include all land, buildings, equipment, and infrastructure of the MTA having a minimum useful life of two years and having a cost of more than $25 thousand. Capital assets are stated at historical cost, or at estimated historical cost based on appraisals, or on other acceptable methods when historical cost is not available. GASB 87 Leases are classified as right-of-use assets and measured at the present value of the initial measurement of the lease liability, plus any payments made to the lessor at or before the commencement of the lease term and certain direct costs. GASB 96, Subscription-Based Information Technology Arrangements are classified as right-to-use assets measured at the present value of subscription payments expected to be made during the subscription term, including any payments made before the commencement of the subscription term, and capitalizable implementation costs, less any incentives received.

Accumulated depreciation and amortization are reported as reductions of fixed assets and right-of-use assets. Depreciation is computed using the straight-line method based upon estimated useful lives of 25 to 50 years for buildings, 2 to 40 years for equipment, and 25 to 100 years for infrastructure. Right-of-use assets and leasehold improvements are amortized over the term of the lease or the life of the asset whichever is less. Right-to-use SBITA assets are amortized over the subscription term. Capital and right-of-use assets consist of the following at December 31, 2023, December 31, 2024 and September 30, 2025 (in millions):

	Balance December 31, 2023	Additions / Reclassifications	Deletions / Reclassifications	Balance December 31, 2024	Additions / Reclassifications	Deletions / Reclassifications	Balance September 30, 2025
Capital assets not being depreciated:							
Land	$ 331	$ -	$ -	$ 331	$ -	$ -	$ 331
Construction work-in-progress	13,835	7,534	6,628	14,741	4,180	1,345	17,576
Total capital assets not being depreciated	14,166	7,534	6,628	15,072	4,180	1,345	17,907
Capital assets being depreciated:							
Buildings and structures	35,047	2,095	124	37,018	290	-	37,308
Bridges and tunnels	4,649	122	-	4,771	19	-	4,790
Equipment:							
Passenger cars and locomotives	14,815	1,115	25	15,905	966	-	16,871
Buses	3,952	354	158	4,148	43	3	4,188
Infrastructure	36,077	1,743	10	37,810	474	-	38,284
Other	31,507	1,309	106	32,710	738	35	33,413
Total capital assets being depreciated	126,047	6,738	423	132,362	2,530	38	134,854
Less accumulated depreciation:							
Buildings and structures	10,540	727	103	11,164	861	-	12,025
Bridges and tunnels	895	181	1	1,075	38	195	918
Equipment:							
Passenger cars and locomotives	8,854	391	24	9,221	307	-	9,528
Buses	2,341	263	158	2,446	192	3	2,635
Infrastructure	14,539	1,069	5	15,603	822	-	16,425
Other	13,385	1,154	92	14,447	870	34	15,283
Total accumulated depreciation	50,554	3,785	383	53,956	3,090	232	56,814
Total capital assets being depreciated - net	75,493	2,953	40	78,406	(560)	(194)	78,040
Capital assets - net	$ 89,659	$ 10,487	$ 6,668	$ 93,478	$ 3,620	$ 1,151	$ 95,947

	Balance December 31, 2023	Additions / Reclassifications	Deletions / Reclassifications	Balance December 31, 2024	Additions / Reclassifications	Deletions / Reclassifications	Balance September 30, 2025
Right of Use Assets being amortized:							
Leased buildings and structures	$ 843	$ 13	$ -	$ 856	$ 18	$ -	$ 874
Leased equipment and vehicles	48	4	-	52	-	-	52
Leased other	10	-	-	10	1	-	11
Subscription-based IT arrangements	325	119	6	438	20	-	$ 458
Total Right-of-Use Assets being amortized	1,226	136	6	1,356	39	-	1,395
Less accumulated amortization:							
Leased buildings and structures	156	55	-	211	39	-	250
Leased equipment and vehicles	39	7	-	46	3	-	49
Leased other	3	3	-	6	3	-	9
Subscription-based IT arrangements	134	91	7	218	51		269
Total accumulated amortization	332	156	7	481	96	-	577
Right-of-Use Assets being amortized – net	894	(20)	(1)	875	(57)	-	818
Total Capital Assets, including Right-of-Use Assets, net of depreciation and amortization	$ 90,553	$ 10,467	$ 6,667	$ 94,353	$ 3,563	$ 1,151	$ 96,765

Capital assets acquired prior to April 1982 for MTA New York City Transit were funded primarily by New York City with capital grants made available to MTA New York City Transit. New York City has title to a substantial portion of such assets and, accordingly, these assets are not recorded on the books of the MTA. Subsequent acquisitions, which are part of the MTA Capital Program, are recorded at cost by MTA New York City Transit. In certain instances, title to MTA Bridges and Tunnels' real property may revert to New York City in the event the MTA determines such property is unnecessary for its corporate purpose. With respect to MTA Metro-North Rail Road, capital assets completely funded by CDOT are not reflected in MTA's financial statements, as ownership is retained by CDOT.

For certain construction projects, the MTA holds in a trust account marketable securities pledged by third-party contractors in lieu of cash retainages. On September 30, 2025 and December 31, 2024 , these securities, which are not included in these interim financial statements, had a fair value of $130.7 and $101.2.

As of September 30, 2025, $115.5 billion is unexpended from the MTA's Capital Program (2005-2029) and $26.5 billion has been committed.

As of December 31, 2024, $53.0 billion is unexpended from the MTA's Capital Program (2005-2024) and $22.4 billion has been committed.

7. LONG-TERM DEBT

(In millions)	Original Issuance	December 31, 2024	Issued	Retired	September 30, 2025
MTA:					
Transportation Revenue Bonds					
1.43%–5.15% due through 2057	$46,395	$17,189	$2,250	$1,888	$17,551
Dedicated Tax Fund Bonds					
1.86%–5.00% due through 2057	12,780	4,733	-	45	4,688
	59,175	21,922	2,250	1,933	22,239
Net unamortized bond premium	-	614	199	210	603
	59,175	**22,536**	**2,449**	**2,143**	**22,842**
TBTA:					
General Revenue Bonds					
1.00%–5.5% due through 2057	12,211	8,530	728	266	8,992
Payroll Mobility Tax Senior Lien Obligations					
2.00%-5.5% due through 2057	13,000	10,546	1,200	144	11,602
Subordinate BAN	500	-	500	-	500
Subordinate Revenue Bonds					
1.00%–5.5% due through 2032	1,832	242	-	-	242
Sales Tax Revenue Bonds					
3.73%-5.5% due through 2057	3,604	3,604	-	2	3,602
Real Estate Transfer Tax Revenue Bond	1,600	-	1,600	-	1,600
Second Subordinate BAN					
5.0% due through 2025	379	379	-	-	379
	33,126	23,301	4,028	412	26,917
Net unamortized bond premium	-	2,027	268	185	2,110
	33,126	**25,328**	**4,296**	**597**	**29,027**
MTA Hudson Rail Yards Trust:					
MTA Hudson Rail Yards Trust Obligations					
1.88%–2.65% due through 2056	1,220	756	-	15	741
Net unamortized bond premium	-	84	-	1	83
	1,220	**840**	**-**	**16**	**824**
Total	**$93,521**	**$48,704**	**$6,745**	**$2,756**	**$52,693**
Current portion		$1,472			$2,104
Long-term portion		$47,232			$50,589

Details of the current portion of Long-Term debt at December 31, 2024 and September 30, 2025 are as follows:

Current Portion - MTA	**December 31, 2024**	**September 30, 2025**
Transportation Revenue Bonds	$505	$883
Dedicated Tax Fund Bonds	111	111
	616	**994**
Current Portion - TBTA		
General Revenue Bonds	366	367
PMT Bonds/ BAN	470	710
Sales Tax Revenue Bonds	2	2
Real Estate Transfer Tax Revenue Bonds		13
Subordinate Revenue Bonds	18	18
	856	**1,110**
Total	**$1,472**	**$2,104**

(In millions)	**Original Issuance**	**December 31, 2023**	**Issued**	**Retired**	**December 31, 2024**
MTA:					
Transportation Revenue Bonds					
1.43%-5.15% due through 2057	$46,395	$18,794	$2,315	$3,920	$17,189
Bond Anticipation Notes					
1.33% due through 2024	24,135	0	500	500	-
Dedicated Tax Fund Bonds					
1.86%-5.00% due through 2057	12,780	4,122	1,253	642	4,733
	83,310	22,916	4,068	5,062	21,922
Net unamortized bond premium	-	613	276	275	614
	83,310	**23,529**	**4,344**	**5,337**	**22,536**
TBTA:					
General Revenue Bonds					
1%–5.5% due through 2057	12,211	8,553	699	722	8,530
Payroll Mobility Tax Senior Lien Obligations					
2%-5.5% due through 2057	6,917	10,623	1,958	2,035	10,546
Subordinate Revenue Bonds					
1%-5.5% due through 2032	1,832	259	-	17	242
Sales Tax Revenue Bonds					
3.73%-5.5% due through 2064	3,604	1,954	1,650	-	3,604
Bond Anticipation Notes					
5.0% due through 2025	379	193	186	-	379
	24,943	21,582	4,493	2,774	23,301
Net unamortized bond premium	-	1,798	441	212	2,027
	24,943	**23,380**	**4,934**	**2,986**	**25,328**
MTA Hudson Rail Yards Trust:					
MTA Hudson Rail Yards Trust Obligations					
1.88%–2.65% due through 2056	1,220	796	-	40	756
Net unamortized bond premium	-	85	-	1	84
	1,220	**881**	**-**	**41**	**840**
Total	**$109,473**	**$47,790**	**$9,278**	**$8,364**	**$48,704**
Current portion		$2,678			$1,472
Long-term portion		$45,112			$47,232

Details of the current portion of Long-Term debt at December 31, 2023 and December 31, 2024 are as follows:

Current Portion - MTA	**December 31, 2023**	**December 31, 2024**
Transportation Revenue Bonds	$856	$505
Dedicated Tax Fund Bonds	132	111
	988	**616**
Current Portion - TBTA		
General Revenue Bonds	282	366
PMT Bonds/ BAN	1,391	470
Sales Tax Revenue Bonds	-	2
Subordinate Revenue Bonds	17	18
	1,690	**856**
Total	**$2,678**	**$1,472**

MTA Transportation Revenue Bonds - MTA Transportation Revenue Bonds are secured under MTA's General Resolution Authorizing Transportation Revenue Obligations adopted on March 26, 2002. The Transportation Revenue Bonds are MTA's special obligations payable solely from transit and commuter systems revenues, surplus toll revenues and certain state and local operating subsidies.

On March 11, 2025, MTA redeemed $7.220 Transportation Revenue Variable Rate Refunding Bonds, Series 2020B.

On March 27, 2025, MTA issued $847.785 Transportation Revenue Refunding Fund Green Bonds, Series 2025A. Proceeds from the transaction were used to lock in a net present value savings of $29.426 and refund $201.355 bonds issued as Build America Bonds (BAB) and $693.190 non-BAB Transportation Revenue Bonds. The Series 2025A Bonds were issued as fixed rate tax-exempt bonds with a final maturity of November 15, 2055.

On June 4, 2025, MTA redeemed $7.175 Transportation Revenue Variable Rate Refunding Bonds, Series 2020B.

On June 13, 2025, Moody's Ratings upgraded to A2 from A3 the rating on the $17,100 of outstanding Transportation Revenue Bonds and revised the outlook to stable from positive.

On July 29, 2025, MTA extended its irrevocable direct-pay LOC issued by Barclays Bank PLC, associated with Transportation Revenue Variable Rate Bonds, Subseries 2005E-1, for two years to August 18, 2027.

On July 29, 2025, MTA extended its irrevocable direct-pay LOC issued by Barclays Bank PLC, associated with Transportation Revenue Variable Rate Bonds, Subseries 2015E-1, for two years to August 18, 2027.

On August 12, 2025, S&P Global Ratings upgraded the MTA's Transportation Revenue Bonds to 'A' from 'A-' and revised the outlook to Stable from Positive. S&P also took related rating actions on certain variable-rate Transportation Revenue Bonds supported by bank letters of credit, including upgrades to long-term ratings.

On September 24, 2025, MTA issued $1,401.785 Transportation Revenue Refunding Green Bonds, Series 2025B. Proceeds from the transaction were used to refund $1,390.115 TRB bonds, $44.740 Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008B-3c, and $112.545 Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Green Bonds, Subseries 2024B-3 and to lock in a net present value savings of $90.8. The Series 2025B Bonds were issued as fixed rate tax-exempt bonds with a final maturity of November 15, 2043.

MTA Transportation Revenue Bond Anticipation Notes — From time to time, MTA issues Transportation Revenue Bond Anticipation Notes (BANs) in accordance with the terms and provisions of the General Resolution described above to fund its transit and commuter capital needs. The interest rate payable on the notes depends on the maturity and market conditions at the time of issuance. The MTA Act requires MTA to refund its bond anticipation notes with bonds no later than five years from the issuance of the notes. As of September 30, 2025, MTA has not issued any Transportation Revenue BANs in 2025.

MTA Revenue Anticipation Notes - MTA Revenue Anticipation Notes are secured by a lien on Operating Subsidies (as defined in the Transportation Resolution) prior to the lien in favor of the owners of Transportation Revenue Bonds, Subordinated Contract Obligations, and Subordinated Indebtedness issued under the Transportation Resolution. The maturity on such Revenue Anticipation Notes (RANs) may not exceed 18 months. While such notes can be rolled over, the final maturity cannot exceed five years from the date of their original issuance. From time to time, MTA enters into Revolving Credit Agreements pursuant to the Transportation RAN Resolution. Draws under such agreements are evidenced by RANs.

On August 2, 2022, MTA entered into revolving credit agreements for $800 and $400 with JP Morgan Chase Bank, National Association and Bank of America, National Association, respectively.

On February 4, 2025, MTA entered into a new taxable Revolving Credit Agreement for $300 with Wells Fargo Bank, National Association. Unless renewed, the agreement is set to expire under its own terms on February 4, 2028.

MTA Dedicated Tax Fund Bonds - MTA Dedicated Tax Fund Bonds are secured under MTA's Dedicated Tax Fund Obligation Resolution adopted on March 26, 2002. The Dedicated Tax Fund Bonds are MTA's special obligations payable solely from monies held in the Pledged Amounts Account of the MTA Dedicated Tax Fund. State law requires that the MTTF revenues and MMTOA revenues (described above in Note 2 under "Nonoperating Revenues") be deposited, subject to appropriation by the State Legislature, into the MTA Dedicated Tax Fund. As of September 30, 2025, MTA has not issued any Dedicated Tax Fund Bonds in 2025.

On June 9, 2025, MTA extended its irrevocable direct-pay LOC issued by TD Bank, N.A. associated with Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-1 for three years to June 2, 2028.

2 Broadway CoP Swap Payments - MTA (solely on behalf of MTA Long Island Rail Road and MTA Metro-North Railroad), MTA New York City Transit and MTA Bridges and Tunnels executed and delivered three Series of Certificates of Participation in the aggregate principal amount of $807 to finance certain building and leasehold improvements to an office building at Two Broadway in Manhattan occupied principally by MTA New York City Transit, MTA Bridges and Tunnels, MTA Construction and Development, and MTAHQ. At the same time, MTA entered into a swap agreement.

The Certificates of Participation have been paid off in 2016 and are no longer outstanding. As of September 30, 2025, there were $0.303 of expenses related to the interest rate swap associated with the issuance, in 2025. The swap will mature in 2029.

MTA Bridges and Tunnels General Revenue Bonds - MTA Bridges and Tunnels General Revenue Bonds are secured under TBTA's General Resolution Authorizing General Revenue Obligations adopted on March 26, 2002. The General Revenue Bonds are MTA Bridges and Tunnels' general obligations payable generally from the net revenues collected on the bridges and tunnels operated by MTA Bridges and Tunnels.

On January 8, 2025, MTA extended its irrevocable direct-pay LOC issued by U.S. Bank National Association associated with TBTA General Revenue Variable Rate Bonds, Subseries 2003B-1 for three years to January 7, 2028.

On January 8, 2025, MTA extended its irrevocable direct-pay LOC issued by U.S. Bank National Association associated with TBTA General Revenue Variable Rate Refunding Bonds, Subseries 2005B-4c to January 7, 2028.

On August 20, 2025, MTA issued $728.305 Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2025A. Proceeds from the transaction were used to provide $521 in new funding for approved bridge and tunnel capital projects and to lock in net present value savings of $19.6 or 7.97% of refunded par. The Series 2025A Bonds were issued as fixed rate tax-exempt bonds with a final maturity of November 15, 2055.

MTA Bridges and Tunnels Subordinate Revenue Bonds - MTA Bridges and Tunnels Subordinate Revenue Bonds are secured under its 2001 Subordinate Revenue Resolution Authorizing Subordinate Revenue Obligations adopted on March 26, 2002. The Subordinate Revenue Bonds are MTA Bridges and Tunnels' special obligations payable generally from the net revenues collected on the bridges and tunnels operated by MTA Bridges and Tunnels after the payment of debt service on the MTA Bridges and Tunnels General Revenue Bonds described in the preceding paragraph. As of September 30, 2025, there have been no MTA Bridges and Tunnels Subordinate Revenue Bonds issued in 2025.

MTA Bridges and Tunnels Subordinate Revenue Bond Anticipation Notes - MTA Bridges and Tunnels Subordinate Revenue Bond Anticipation Notes are issued in accordance with the terms and provisions of the 2001 Subordinate Revenue Resolution Authorizing Subordinate Revenue Obligations of MTA Bridges and Tunnels adopted on March 26, 2002, as supplemented, including as supplemented by the Multiple Credit and Series 2025 Supplemental Resolution Authorizing Obligations, Obligation Anticipation Notes and Refunding Obligations adopted by MTA Bridges and Tunnels on December 18, 2024. The purpose of the issuance of BANs or bonds under the aforementioned supplemental resolutions, in one or more series from time to time, as necessary is to finance: TBTA capital projects, or to retire such obligations when due, plus accrued interest, applicable issuance costs and any original issue discount; MTA transit or commuter capital programs (less amounts issued for such purposes under the MTA multiple credit supplemental resolution referenced above), or to retire such obligations when due, plus accrued interest, applicable issuance costs and any original issue discount; or refinance the costs of the CBDTP pursuant to a previously approved resolution of TBTA.

On February 6, 2025, MTA issued $500 Triborough Bridge and Tunnel Authority Subordinate Revenue BANs, Series 2025A. Proceeds from the transaction will be used to finance existing approved 2020-2024 Capital Program transit and commuter projects and fund capitalized interest payments through May 15, 2026. The Series 2025A Notes were issued as fixed rate tax-exempt notes with a final maturity of February 1, 2028.

MTA Bridges and Tunnels Second Subordinate Bond Anticipation Notes - MTA Bridges and Tunnels Second Subordinate Bond Anticipation Notes are issued in accordance with the terms and provisions of the CBDTP Second Subordinate Revenue

Resolution authorizing CBDTP Second Subordinate Revenue Obligations. The purpose of the issuance of BANs or bonds under the CBDTP Second Subordinate Revenue Resolution, in one or more series from time to time, is to provide funds in an amount not to exceed $506 million to finance costs of the CBD Tolling Program infrastructure, tolling systems, and allowable implementation expenses or to retire any such BANs when due. As of September 30, 2025, there have been no MTA Bridges and Tunnels Second Subordinate Bonds Anticipation Notes issued in 2025.

MTA and TBTA Payroll Mobility Tax Senior Lien Bonds - MTA and TBTA Payroll Mobility Tax Senior Lien Bonds are secured under both the MTA Payroll Mobility Tax Obligation Resolution (MTA PMT Resolution), adopted by the Board on November 18, 2020, and the TBTA Payroll Mobility Tax Obligation Resolution (TBTA PMT Resolution) adopted by the Board on March 17, 2021. Each of the MTA PMT Senior Lien Obligations and any TBTA PMT Senior Lien Obligations are secured by a first lien on, and parity pledge of, the PMT Receipts, consisting of two distinct revenue streams: Mobility Tax Receipts and MTA Aid Trust Account Receipts (also referred to as "ATA Receipts"). MTA and MTA Bridges and Tunnels have entered into the Financing Agreement, dated as of April 9, 2021, to provide the mechanism by which MTA and MTA Bridges and Tunnels share PMT Receipts on a parity basis (i) first with respect to the PMT Senior Lien and then (ii) with respect to PMT Second Lien. Under State law, the MTA PMT Senior Lien Indebtedness and the MTA Bridges and Tunnels PMT Senior Lien Indebtedness are special obligations of MTA and MTA Bridges and Tunnels, respectively, which means that they are payable solely from a gross lien on the money pledged for payment under the MTA PMT Resolution and the TBTA PMT Resolution. Such bonds are not general obligations of MTA or MTA Bridges and Tunnels. As of September 30, 2025, there have been no MTA or TBTA Payroll Mobility Tax Senior Lien Bonds issued in 2025.

MTA and TBTA Payroll Mobility Tax Bond Anticipation Notes - MTA and TBTA Payroll Mobility Tax Bond Anticipation Notes are issued pursuant to the MTA and TBTA PMT Resolutions, respectively.

On March 19, 2025, MTA issued $400 TBTA Payroll Mobility Tax Bond Anticipation Notes, Series 2025A. Proceeds from the transaction were used to finance existing approved 2020-2024 Capital Program transit and commuter projects and fund capitalized interest payments through March 1, 2028. The Series 2025A Notes were issued as fixed-rate tax-exempt notes with a final maturity of March 1, 2028.

On April 9, 2025, MTA issued $800 TBTA Payroll Mobility Tax Bond Anticipation Notes, Subseries 2025B-1 & 2025B-2. Proceeds from the transaction will be used to finance existing approved transit and commuter projects and fund capitalized interest payments through November 15, 2027. The Subseries 2025B-1 Notes were issued as fixed-rate tax-exempt notes with a final maturity of March 15, 2027. The Subseries 2025B-2 Notes were issued as a fixed-rate tax-exempt notes with a final maturity of March 15, 2029.

MTA Bridges and Tunnels Sales Tax Revenue Bonds (TBTA Capital Lockbox – City Sales Tax) - MTA Bridges and Tunnels Sales Tax Revenue Bonds are secured under TBTA's 2021 TBTA Special Obligation Resolution Authorizing Sales Tax Revenue Obligation (TBTA Capital Lockbox-City Sales Tax) adopted on September 15, 2021. The Sales Tax Revenue Bonds are MTA Bridges and Tunnels' special, not general, obligations, payable solely from monies in the Obligations Trust Estate pledged by the TBTA Sales Tax Resolution derived primarily from the Sales Tax Receipts paid from the Central Business District Tolling Capital Lockbox Fund and deposited into the Revenue Fund. As of September 30, 2025, there have been no MTA Bridges and Tunnels Sales Tax Revenue Bonds issued in 2025.

Real Estate Transfer Tax Revenue Bonds (TBTA Capital Lockbox Fund) - Real Estate Transfer Tax Revenue Bonds are issued under the Triborough Bridge and Tunnel Authority Special Obligation Resolution Authorizing Real Estate Transfer Tax Revenue Obligations (TBTA Capital Lockbox Fund) (TBTA RETT Resolution) adopted on December 18, 2024. The Real Estate Transfer Tax Revenue Bonds are MTA Bridges and Tunnels' special, not general, obligations, payable solely from monies pledged therefor under the Obligations Trust Estate under the TBTA RETT Resolution derived primarily from Transfer Tax Receipts deposited into the Central Business District Tolling Capital Lockbox Fund and thereafter deposited into the Revenue Fund, and certain of the funds and accounts established under the TBTA RETT Resolution, including the Senior Lien Debt Service Reserve Fund.

On January 23, 2025, MTA launched its second Capital Lockbox credit with the inaugural issuance of $1,600 of its Real Estate Transfer Tax Revenue Bonds, Series 2025A (TBTA Capital Lockbox Fund). Proceeds from the transaction are expected to be used to finance approved 2020-2024 Capital Program transit and commuter projects, to fund the debt service reserve fund and to pay for cost of issuance. The Series 2025A Bonds were issued as fixed rate tax-exempt bonds with a final maturity of December 1, 2059.

Central Business District Tolling Program Obligations – On May 2, 2025, Triborough Bridge and Tunnel Authority entered into a loan agreement with a custodian on behalf of a lender. Pursuant to the loan agreement, the lender provided a term loan to the Authority in the amount of $500 and the maturity date of May 1, 2026. The repayment of the principal of and interest on the loan is secured by a lien on Central Business District Tolling Program revenues collected on and after May 1, 2025 net of operating expenses and certain other costs. The Authority is using the loan proceeds to finance transit and commuter projects in the 2020-2024 Capital Program.

MTA Hudson Rail Yards Trust Obligations — The Hudson Rail Yard Trust Obligations and Hudson Rail Yard Refunding

Trust Obligations (together, the "HRY Trust Obligations") were issued pursuant to the MTA Hudson Rail Yards Trust Agreement, dated as of September 1, 2016 (the "Original HRY Trust Agreement"), as supplemented by the MTA Hudson Rail Yards First Supplemental Trust Agreement, dated as of March 1, 2020 (the "Supplemental HRY Trust Agreement" and, together with the Original HRY Trust Agreement, the "HRY Trust Agreement"), each by and between MTA and Wells Fargo Bank, National Association, as trustee. The HRY Trust Obligations are payable solely from and secured by certain payments made by MTA under the Financing Agreement referred to in the HRY Trust Agreement.

On February 15, 2025, MTA effectuated the early mandatory redemption of a portion of the MTA Hudson Rail Yard Trust Obligations, Series 2020A maturing November 15, 2046 in the Principal Component of $7.220.

On May 15, 2025, MTA effectuated the early mandatory redemption of a portion of the MTA Hudson Rail Yard Trust Obligations, Series 2020A maturing November 15, 2046 in the Principal Component of $7.175.

There have been no HRY Trust Obligations issued since the 2020 refunding issuance.

Refer to Note 8 for further information on Leases.

Debt Limitation — The New York State Legislature has imposed limitations on the aggregate amount of debt that the MTA and MTA Bridges and Tunnels can issue to fund the approved transit and commuter capital programs. The current aggregate ceiling, subject to certain exclusions, is $115,500 compared with issuances totaling approximately $50,037 as of September 30, 2025. The MTA expects that the current statutory ceiling will allow it to fulfill the bonding requirements of the approved Capital Programs.

Bond Refundings — From time to time, the MTA and MTA Bridges and Tunnels issue refunding bonds to achieve debt service savings or other benefits. The proceeds of refunding bonds are generally used to purchase U.S. Treasury obligations that are placed in irrevocable trusts. The principal and interest within the trusts will be used to repay the refunded debt. The trust account assets and the refunded debt are excluded from the consolidated statements of net position.

For the nine months ended September 30, 2025, MTA refunding transactions decreased aggregate debt service payments by $153 and provided an economic gain of $140. For the nine months ended September 30, 2024, MTA refunding transactions decreased aggregate debt service payments by $205 and provided an economic gain of $120. Details of bond refunding savings for the period ended September 30, 2025 and for the year ended December 31, 2024 are as follows (in millions):

Refunding Bonds Issued in 2025	**Series**	**Date issued**	**Par value Refunded**	**Debt Service Savings (Increase)**	**Net Present Value of Savings**
MTA Transportation Revenue Refunding Green Bonds	2025A	3/27/2025	$ 895	$ 32	$ 29
TBTA General Revenue Refunding Bonds	2025A-2	8/20/2025	228	23	20
MTA Transportation Revenue Refunding Green Bonds	2025B	9/24/2025	1,547	98	91
Total Bond Refunding Savings			$ 2,670	$ 153	$ 140

Refunding Bonds Issued in 2024	**Series**	**Date issued**	**Par value Refunded**	**Debt Service Savings (Increase)**	**Net Present Value of Savings**
Metropolitan Transportation Authority Transportation Revenue Refunding Bonds	2024A	3/27/2024	$ 1,094	$ 200	$ 99
Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Refunding Bonds	2024C	7/10/2024	835	(17)	2
Triborough Bridge and Tunnel Authority General Revenue Refunding Bonds	2024A-2	8/21/2024	439	22	19
Metropolitan Transportation Authority Dedicated Tax Fund Refunding Green Bonds	2024B-2	10/9/2024	191	47	24
Metropolitan Transportation Authority Transportation Revenue Refunding Bonds	2024B	10/29/2024	524	75	59
Total Bond Refunding Savings			$ 3,083	$ 327	$ 203

Unamortized losses related to bond refundings were as follows:

	December 31, 2023	(Gain)/ loss on refunding	2024 amortization	December 31, 2024	(Gain)/ loss on refunding	Current year amortization	September 30, 2025
MTA:							
Transportation Revenue Bonds	$ 196	$ (125)	$ 34	$ 105	$ (111)	$ (10)	$ (16)
Dedicated Tax Fund Bonds	126	31	(36)	121	-	(8)	113
	322	(94)	(2)	226	(111)	(18)	97
TBTA:							
General Revenue Bonds	78	-	(13)	65	(29)	(6)	30
Subordinate Revenue Bonds	(2)	-	1	(1)	-	1	-
	76	-	(12)	64	(29)	(5)	30
Total	$ 398	$ (94)	$ (14)	$ 290	$ (140)	$ (23)	$ 127

Debt Service Payments — Future principal and interest debt service payments at September 30, 2025 are as follows:

	MTA		MTA BRIDGES AND TUNNELS		Debt Service	
	Principal	Interest	Principal	Interest	Principal	Interest
2025	$ 995	$ 950	$ 1,109	$ 842	$ 2,104	$ 1,792
2026	717	941	470	1,192	1,187	2,133
2027	663	885	1,649	1,137	2,312	2,022
2028	740	820	1,790	1,059	2,530	1,879
2029	777	789	1,174	999	1,951	1,788
2030-2034	4,893	3,508	4,155	4,545	9,048	8,053
2035-2039	4,077	2,840	3,301	3,797	7,378	6,637
2040-2044	3,356	1,998	3,207	2,917	6,563	4,915
2045-2049	3,841	1,050	3,673	2,104	7,514	3,154
2050-2054	2,268	320	3,657	1,204	5,925	1,524
2055-2059	656	21	1,623	505	2,279	526
2060-2064	-	-	1,110	141	1,110	141
	$ 22,983	$ 14,122	$ 26,918	$ 20,442	$ 49,901	$ 34,564

The above interest amounts include both fixed-rate and variable-rate calculations. The interest rate assumptions for variable rate bonds are as follows:

- *Transportation Revenue Refunding Bonds, Series 2002D* — 4.45% per annum taking into account the interest rate swap plus the current fixed floating rate note spread.
- *Transportation Revenue Refunding Bonds, Series 2002G* — 3.542% per annum taking into account the interest rate swap plus the current fixed floating rate note spread; and 4.00% per annum plus the current fixed floating rate note spread on the unhedged portion.
- *Transportation Revenue Bonds, Series 2005D* — 3.561% per annum taking into account the interest rate swaps.
- *Transportation Revenue Bonds, Series 2005E* — 3.561% per annum taking into account the interest rate swaps and 4.00% per annum on the unhedged portion.
- *Transportation Revenue Bonds, Series 2012G* — 3.563% per annum taking into account the interest rate swaps plus the current fixed floating rate note spread.
- *Transportation Revenue Bonds, Series 2015E* — 4.00% per annum.
- *Dedicated Tax Fund Variable Rate Refunding Bonds, Series 2008A* — 3.316% per annum taking into account the interest rate swaps plus the current fixed floating rate note spread; and 4.00% per annum plus the current fixed floating rate note spread on the unhedged portion.
- *Dedicated Tax Fund Refunding Bonds, Subseries 2008B-3c*— 4.00% per annum plus the current fixed floating rate note spread.
- *MTA Bridges and Tunnels General Revenue Refunding Bonds, Series 2001C* — 4.00% per annum.
- *MTA Bridges and Tunnels General Revenue Bonds, Series 2003B* — 4.00% per annum; and 4.00% per annum plus the current fixed floating rate note spread on Subseries 2003B-2.

- *MTA Bridges and Tunnels General Revenue Bonds, Series 2005A* — 4.00% per annum except from November 1, 2027 through November 1, 2030, 3.076% per annum taking into account the interest rate swap.
- *MTA Bridges and Tunnels General Revenue Refunding Bonds, Series 2005B* — 3.076% per annum based on the Initial Interest Rate Swaps plus the current fixed floating rate note spread.
- MTA Bridges and Tunnels General Revenue Bonds, Series 2018E — 4.00% per annum.

Loans Payable – The MTA and the New York Power Authority ("NYPA") entered into an updated Energy Services Program Agreement ("ESP Agreement"). The ESP Agreement authorized MTA affiliates and subsidiaries to enter into a Customer Installation Commitment ("CIC") with NYPA for turn-key, energy efficiency projects, which would usually be long-term funded and constructed by NYPA. The repayment period for the NYPA loan can be up to 20 years but can be repaid at any time without penalty.

The Loans Payable debt service requirements at September 30, 2025 are as follows (in millions):

Year	Principal	Interest	Total
2025	$ 7	$ 3	$ 10
2026	8	2	10
2027	8	2	10
2028	8	1	9
2029	6	1	7
2030-2034	15	2	17
2035-2039	2	-	2
Total	$ 54	$ 11	$ 65

Current portion - NYPA Loan	$ 8
Current portion - CBDTP Loan	500*
Subtotal - Current Portion	508
Long-term portion - NYPA Loan	46
Total - Loans Payable	$ 554

The above interest amounts include both fixed and variable rate calculations. Interest on the variable-rate loan is paid at the Securities Industry and Financial Markets Association Municipal Swap Index ("SIFMA") rate and is reset annually.

* On May 2, 2025, MTA TBTA entered into a loan agreement with a custodian on behalf of a lender for a term loan in the amount of $500 with a maturity date of May 1, 2026. The repayment of the principal of and interest on the loan is secured by a lien on Central Business District Tolling Program revenues collected on and after May 1, 2025 net of operating expenses and certain other costs. MTA TBTA expects to use the loan proceeds to finance transit and commuter projects in the 2020-2024 Capital Program.

Tax Rebate Liability — Under the Internal Revenue Code of 1986, the MTA may accrue a liability for an amount of rebateable arbitrage resulting from investing low-yielding, tax-exempt bond proceeds in higher-yielding, taxable securities. The arbitrage liability is payable to the federal government every five years. There was a payment of $0.340 made during the period ended September 30, 2025. No payments were made for the year ended December 31, 2024.

Liquidity Facility — MTA and MTA Bridges and Tunnels have entered into several Standby Bond Purchase Agreements ("SBPA") and Letter of Credit Agreements ("LOC") as listed on the table below. In the event an LOC is scheduled to expire without being further extended or substituted with another Credit Facility, the bonds are subject to mandatory purchase by the LOC. The obligation to repay the LOC is secured by Bank Bonds. Currently, the terms of the LOC reimbursement agreements require repayment of Bank Bonds in 10 equal semi-annual installments beginning 180 days after the incurrence of Bank Bonds.

Resolution	Series	Provider (Insurer)	Type of Facility	Exp. Date
Transportation Revenue	2002D-2a-1	Truist Bank, N.A.	LOC	3/28/2029
Transportation Revenue	2005D-2b	Truist Bank, N.A.	LOC	3/28/2029
Transportation Revenue	2002G-1g	TD Bank, N.A.	LOC	11/1/2026
Transportation Revenue	2005D-1	Truist Bank, N.A.	LOC	3/28/2029
Transportation Revenue	2005D-2	Bank of America, N.A.	LOC	11/12/2027
Transportation Revenue	2005E-1	Barclays Bank	LOC	8/18/2027
Transportation Revenue	2005E-2	Bank of America, N.A.	LOC	12/8/2026
Transportation Revenue	2012G-1	Barclays Bank	LOC	7/17/2026
Transportation Revenue	2012G-2	TD Bank, N.A.	LOC	7/16/2029
Transportation Revenue	2012G-3	Royal Bank of Canada	LOC	12/10/2027
Transportation Revenue	2012G-4	Bank of America, N.A.	LOC	11/12/2027
Transportation Revenue	2015E-1	Barclays Bank	LOC	8/18/2027
Transportation Revenue	2015E-3	Bank of America, N.A.	LOC	11/5/2027
Transportation Revenue	2020B	Royal Bank of Canada	LOC	3/19/2027
Dedicated Tax Fund	2008A-1	TD Bank, N.A.	LOC	6/2/2028
Dedicated Tax Fund	2008A-2a	TD Bank, N.A.	LOC	11/1/2026
Dedicated Tax Fund	2008A-2b	Bank of America, N.A.	LOC	10/2/2030
MTA Bridges and Tunnels General Revenue	2001C	Barclays Bank	LOC	6/22/2028
MTA Bridges and Tunnels General Revenue	2003B-1	U.S. Bank National Association	LOC	1/7/2028
MTA Bridges and Tunnels General Revenue	2003B-2	TD Bank, N.A.	LOC	7/18/2029
MTA Bridges and Tunnels General Revenue	2005A	Barclays Bank	LOC	7/19/2028
MTA Bridges and Tunnels General Revenue	2005B-2a	State Street	LOC	1/21/2026
MTA Bridges and Tunnels General Revenue	2005B-2b	State Street	LOC	1/21/2026
MTA Bridges and Tunnels General Revenue	2005B-3	Bank of America, N.A	LOC	6/22/2027
MTA Bridges and Tunnels General Revenue	2005B-4a	TD Bank, N.A.	LOC	12/13/2028
MTA Bridges and Tunnels General Revenue	2005B-4c	U.S. Bank National Association	LOC	1/7/2028
MTA Bridges and Tunnels General Revenue	2018E	Royal Bank of Canada	LOC	11/20/2028

Derivative Instruments — Fair value for the swaps is calculated in accordance with GASB Statement No. 72, utilizing the income approach and Level 2 inputs. It incorporates the mid-market valuation, nonperformance risk of either MTA/ MTA Bridges and Tunnels or the counterparty, as well as bid/offer. The fair values were estimated using the zero-coupon method. This method calculates the future net settlement payments required by the swap, assuming that the current forward rates implied by the yield curve correctly anticipate future spot interest rates. These payments are then discounted using the spot rates implied by the current yield curve for hypothetical zero-coupon bonds due on the date of each future net settlement on the swap.

The fair value balances and notional amounts of derivative instruments outstanding at September 30, 2025 and December 31, 2024, classified by type, and the changes in fair value of such derivative instruments from the year ended December 31, 2024 are as follows (in $ millions):

Derivative Instruments - Summary Information as of September 30, 2025

Bond Resolution Credit	Underlying Bond Series	Type of Derivative	Hedge Type	Effective Methodology	Trade/Hedge Association Date	Notional Amount	Fair Value
MTA Bridges and Tunnels Senior Revenue Bonds	2018E & 2003B (Citi 2005B)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument / Dollar Offset	6/2/2005	$ 173.700	$ (5.661)
MTA Bridges and Tunnels Senior Revenue Bonds	2005B-2,3,4	SOFR Fixed Payer	Cash Flow	Synthetic Instrument/ Regression	6/2/2005	521.100	(16.882)
MTA Bridges and Tunnels Senior Revenue Bonds	2005A (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	10.915	(0.235)
MTA Bridges and Tunnels Senior Revenue Bonds	2001C (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Regression	12/5/2016	5.000	(0.125)
MTA Dedicated Tax Fund Bonds	2008A	SOFR Fixed Payer	Cash Flow	Regression	3/8/2005	207.025	(6.171)
MTA Transportation Revenue Bonds	2002D-2	SOFR Fixed Payer	Cash Flow	Regression	7/11/2002	200.000	(22.417)
MTA Transportation Revenue Bonds	2005D & 2005E	SOFR Fixed Payer	Cash Flow	Regression/Synthetic Instrument	9/10/2004	263.460	(14.648)
MTA Transportation Revenue Bonds	2012G	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	12/12/2007	354.100	(23.129)
MTA Transportation Revenue Bonds	2002G-1 (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Regression	4/1/2016	9.755	(0.022)
MTA Bridges and Tunnels Payroll Mobility Tax Senior Lien Bonds	2022E	SOFR Fixed Payer	Cash Flow	Regression	4/1/2016	85.305	(2.022)
					Total	**$ 1,830.360**	**$ (91.312)**

Derivative Instruments - Summary Information as of December 31, 2024

Bond Resolution Credit - Cashflow Hedges	Underlying Bond Series	Type of Derivative	Cash Flow or Fair Value Hedge	Effective Methodology	Trade/Hedge Association Date	Notional Amount	Fair Value
MTA Bridges and Tunnels Senior Revenue Bonds	2018E & 2003B (Citi 2005B)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument/Dollar Offset	6/2/2005	$ 174.700	$ (2.876)
MTA Bridges and Tunnels Senior Revenue Bonds	2005B-[2,3,4]	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	6/2/2005	524.100	(8.628)
MTA Bridges and Tunnels Senior Revenue Bonds	2005A (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	13.260	(0.202)
MTA Bridges and Tunnels Senior Revenue Bonds	2001C (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	12/5/2016	6.000	(0.103)
MTA Dedicated Tax Fund Bonds	2008A	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	3/8/2005	207.025	(4.335)
MTA Transportation Revenue Bonds	2002D-[2]	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	7/11/2002	200.000	(19.676)
MTA Transportation Revenue Bonds	2005D & 2005E	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	9/10/2004	263.460	(11.371)
MTA Transportation Revenue Bonds	2012G	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	12/12/2007	354.100	(17.212)
MTA Transportation Revenue Bonds	2002G-1 (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	28.645	(0.069)
MTA Bridges and Tunnels Payroll Mobility Tax Senior Lien Bonds	2022E	SOFR Fixed Payer	Cash Flow	Regression	4/1/2016	86.845	(1.691)
					Total	**$ 1,858.135**	**$ (66.163)**

	Changes In Fair Value		Fair Value at September 30, 2025		
	Classification	Amount (in millions)	Classification	Amount (in millions)	Notional (in millions)
Government activities					
Cash Flow hedges:					
Pay-fixed interest rate swaps	Deferred outflow of resources	$(25.149)	Debt	$(91.312)	$1,830.360

Swap Agreements Relating to Synthetic Fixed Rate Debt

Board-adopted Guidelines. The Related Entities adopted guidelines governing the use of swap contracts on March 26, 2002. The guidelines were amended and approved by the MTA Board on March 13, 2013. The guidelines establish limits on the amount of interest rate derivatives that may be outstanding and specific requirements that must be satisfied for a Related Entity to enter into a swap contract, such as suggested swap terms and objectives, retention of a swap advisor, credit ratings of the counterparties, collateralization requirements and reporting requirements.

Objectives of synthetic fixed rate debt. To achieve cash flow savings through a synthetic fixed rate, MTA and MTA Bridges and Tunnels have entered into separate pay-fixed, receive-variable interest rate swaps at a cost anticipated to be less than what MTA and MTA Bridges and Tunnels would have paid to issue fixed-rate debt, and in some cases where Federal tax law prohibits an advance refunding to synthetically refund debt on a forward basis.

Terms and Fair Values. The terms, fair values and counterparties of the outstanding swaps of MTA and MTA Bridges and Tunnels are reflected in the following tables (as of September 30, 2025).

Metropolitan Transportation Authority						
Related Bonds	**Notional Amount as of September 30, 2025**	**Effective Date**	**Maturity Date**	**Terms**	**Counterparty and Ratings(S&P / Moody's / Fitch)**	**Fair Value as of September 30, 2025**
TRB 2002D-2	$ 200.000	01/01/07	11/01/32	Pay 4.45%; receive 69% SOFR + 0.079%	JPMorgan Chase Bank, NA (AA- / Aa2 / AA)	$ (22.417)
TRB 2005D & 2005E	197.595	11/02/05	11/01/35	Pay 3.561%; receive 67% SOFR + 0.076%	UBS AG (A+ / Aa2 / A+)	(10.986)
TRB 2005E	65.865	11/02/05	11/01/35	Pay 3.561%; receive 67% SOFR + 0.076%	AIG Financial Products [(1)] (A- / Baa1 / BBB+)	(3.662)
TRB 2012G	354.100	11/15/12	11/01/32	Pay 3.563%; receive 67% SOFR + 0.076%	JPMorgan Chase Bank, NA (AA- / Aa2 / AA)	(23.129)
DTF 2008A	207.025	03/24/05	11/01/31	Pay 3.3156%; receive 67% SOFR + 0.076%	Bank of New York Mellon (AA- / Aa2 / AA)	(6.171)
Total	$ 1,024.585					$ (66.365)

1 Guarantor: American International Group, Inc., parent of AIG Financial Products.

MTA Bridges and Tunnels						
Related Bonds	Notional Amount as of September 30, 2025	Effective Date	Maturity Date	Terms	Counterparty and Ratings (S&P / Moody's / Fitch)	Fair Value as of September 30, 2025
TBTA 2018E & 2003B (4)	$ 173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	Citibank, N.A. (A+ / Aa3/ A+)	$ (5.661)
TBTA 2005B-2	173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	JPMorgan Chase Bank, NA (AA- / Aa2 / AA)	(5.661)
TBTA 2005B-3	173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	BNP Paribas North America (1) (A+ / A1 / AA-)	(5.561)
TBTA 2005B-4	173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	UBS AG (A+ / Aa2/ A+)	(5.661)
TRB 2002G-1, PMT 2022E, TBTA 2005A & 2001C (2),(5)	55.487 (3)	04/01/16	01/01/30	Pay 3.52%; receive 67% SOFR + 0.076%	U.S. Bank N.A. (A+ / A2/ A+)	(1.202)
TRB 2002G-1, PMT 2022E, TBTA 2005A & 2001C (2),(5)	55.487 (3)	04/01/16	01/01/30	Pay 3.52%; receive 67% SOFR + 0.076%	Wells Fargo Bank, N.A. (A+ / Aa2 / AA-)	(1.202)
Total	**$ 805.774**					**$ (24.948)**

1 Guarantor: BNP Paribas.

2 Between November 22, 2016 and December 5, 2016, the Variable Rate Certificates of Participation, Series 2004A were redeemed. Corresponding notional amounts from the Series 2004A COPs were reassigned to MTA Bridges and Tunnels General Revenue Variable Rate Bonds, Series 2001C.

3 Pursuant to an Interagency Agreement (following novations from UBS in April 2016), MTA New York City Transit is responsible for 68.7%, MTA is responsible for 21.0%, and TBTA is responsible for 10.3% of the transaction.

4 On October 27, 2021 the 2002F bonds were changed to fixed-rate mode and a portion of the Citi swap was reassigned to the 2018E bonds.

5 On November 1, 2022 the TRB Series 2011B bonds were refunded with the PMT Series 2022E-2a bonds, and the portion of the U.S. Bank and Wells Fargo swaps associated with the 2011B bonds were allocated to the PMT 2022E bonds.

SOFR: Secured Overnight Financing Rate

TRB: Transportation Revenue Bonds

DTF: Dedicated Tax Fund Bonds

Risks Associated with the Swap Agreements

From MTA's and MTA Bridges and Tunnels' perspective, the following risks are generally associated with swap agreements:

Credit Risk. The risk that a counterparty becomes insolvent or is otherwise not able to perform its financial obligations. To mitigate the exposure to credit risk, the swap agreements include collateral provisions in the event of downgrades to the swap counterparties' credit ratings. Generally, MTA and MTA Bridges and Tunnels' swap agreements contain netting provisions under which transactions executed with a single counterparty are netted to determine collateral amounts. Collateral may be posted with a third-party custodian in the form of cash, U.S. Treasury securities, or certain Federal agency securities. MTA and MTA Bridges and Tunnels require its counterparties to fully collateralize if ratings fall below certain levels (in general, at the Baa1/BBB+ or Baa2/BBB levels), with partial posting requirements at higher rating levels (details on collateral posting discussed further under "Collateralization/Contingencies"). As of September 30, 2025, all of the valuations were in liability positions to MTA and MTA Bridges and Tunnels; accordingly, no collateral was posted by any of the counterparties.

The following table shows, as of September 30, 2025, the diversification, by percentage of notional amount, among the various counterparties that have entered into ISDA Master Agreements with MTA and/or MTA Bridges and Tunnels. The notional amount totals below include all swaps.

Counterparty	S&P	Moody's	Fitch	Notional Amount (in thousands)	% of Total Notional Amount
JPMorgan Chase Bank, NA	AA-	Aa2	AA	$727,800	39.74%
UBS AG	A+	Aa2	A+	372,295	20.33%
The Bank of New York Mellon	AA-	Aa2	AA	207,025	11.30%
Citibank, N.A.	A+	Aa3	A+	173,700	9.48%
BNP Paribas US Wholesale Holdings, Corp.	A+	A1	AA-	173,700	9.48%
U.S. Bank National Association	A+	A2	A+	55,487	3.03%
Wells Fargo Bank, N.A.	A+	Aa2	AA-	55,487	3.03%
AIG Financial Products Corp.	A-	Baa1	BBB+	65,866	3.60%
Total				**$1,831,360**	**99.99%**

Interest Rate Risk. MTA and MTA Bridges and Tunnels are exposed to interest rate risk on the interest rate swaps. On the pay-fixed, receive variable interest rate swaps, as LIBOR or SIFMA (as applicable) decreases, MTA and MTA Bridges and Tunnels' net payments on the swaps increase.

Basis Risk. The risk that the variable rate of interest paid by the counterparty under the swap and the variable interest rate paid by MTA or MTA Bridges and Tunnels on the associated bonds may not be the same. If the counterparty's rate under the swap is lower than the bond interest rate, then the counterparty's payment under the swap agreement does not fully reimburse MTA or MTA Bridges and Tunnels for its interest payment on the associated bonds. Conversely, if the bond interest rate is lower than the counterparty's rate on the swap, there is a net benefit to MTA or MTA Bridges and Tunnels.

Termination Risk. The risk that a swap agreement will be terminated and MTA or MTA Bridges and Tunnels will be required to make a swap termination payment to the counterparty and, in the case of a swap agreement which was entered into for the purpose of creating a synthetic fixed rate for an advance refunding transaction may also be required to take action to protect the tax-exempt status of the related refunding bonds.

The ISDA Master Agreement sets forth certain termination events applicable to all swaps entered into by the parties to that ISDA Master Agreement. MTA and MTA Bridges and Tunnels have entered into separate ISDA Master Agreements with each counterparty that govern the terms of each swap with that counterparty, subject to individual terms negotiated in a confirmation. MTA and MTA Bridges and Tunnels are subject to termination risk if its credit ratings fall below certain specified thresholds or if MTA/MTA Bridges and Tunnels commits a specified event of default or other specified event of termination. If, at the time of termination, a swap were in a liability position to MTA or MTA Bridges and Tunnels, a termination payment would be owed by MTA or MTA Bridges and Tunnels to the counterparty, subject to applicable netting arrangements.

The following tables set forth the Additional Termination Events for MTA/MTA Bridges and Tunnels and its counterparties:

MTA Transportation Revenue		
Counterparty Name	**MTA**	**Counterparty**
AIG Financial Products Corp.; JPMorgan Chase Bank, NA; UBS AG	Below Baa3 (Moody's) or BBB- (S&P)*	Below Baa3 (Moody's) or BBB- (S&P)*

**Note: Equivalent Fitch rating is replacement for Moody's or S&P.*

MTA Dedicated Tax Fund		
Counterparty Name	**MTA**	**Counterparty**
Bank of New York Mellon	Below BBB (S&P) or BBB (Fitch)*	Below A3 (Moody's) or A- (S&P)**

**Note: Equivalent Moody's rating is replacement for S&P or Fitch.*
***Note: Equivalent Fitch rating is replacement for Moody's or S&P.*

MTA Bridges and Tunnels Senior Lien		
Counterparty Name	**MTA Bridges and Tunnels**	**Counterparty**
BNP Paribas US Wholesale Holdings, Corp.; Citibank, N.A.; JPMorgan Chase Bank, NA; UBS AG	Below Baa2 (Moody's) or BBB (S&P)*	Below Baa1 (Moody's) or BBB+ (S&P)*

**Note: Equivalent Fitch rating is replacement for Moody's or S&P.*

MTA Bridges and Tunnels Subordinate Lien		
Counterparty Name	**MTA Bridges and Tunnels**	**Counterparty**
U.S. Bank National Association; Wells Fargo Bank, N.A.	BelowBaa2 (Moody's) or BBB (S&P)*	Below Baa2 (Moody's) or BBB (S&P)**

**Note: Equivalent Fitch rating is replacement for Moody's or S&P. If not below Investment Grade, MTA Bridges and Tunnels may cure such Termination Event by posting collateral at a Zero threshold.*

***Note: Equivalent Fitch rating is replacement for Moody's or S&P.*

MTA and MTA Bridges and Tunnels' ISDA Master Agreements provide that the payments under one transaction will be netted against other transactions entered into under the same ISDA Master Agreement. Under the terms of these agreements, should one party become insolvent or otherwise default on its obligations, close-out netting provisions permit the non-defaulting party to accelerate and terminate all outstanding transactions and net the amounts so that a single sum will be owed by, or owed to, the non-defaulting party.

Rollover Risk. The risk that the swap agreement matures or may be terminated prior to the final maturity of the associated bonds on a variable rate bond issuance, and MTA or MTA Bridges and Tunnels may be exposed to the market rates and cease to receive the benefit of the synthetic fixed rate for the duration of the bond issue. The following debt is exposed to rollover risk:

Associated Bond Issue	Bond Maturity Date	Swap Termination Date
MTA Bridges and Tunnels General Revenue Variable Rate Bonds, Series 2001C (swaps with U.S. Bank/Wells Fargo)	January 1, 2032	January 1, 2030
MTA Bridges and Tunnels General Revenue Variable Rate Refunding Bonds, Series 2018E (swap with Citibank, N.A.)	November 15, 2032	January 1, 2032
MTA Bridges and Tunnels General Revenue Variable Rate Bonds, Series 2003B (swap with Citibank, N.A.)	January 1, 2033	January 1, 2032
MTA Bridges and Tunnels General Revenue Variable Rate Bonds, Series 2005A (swaps with U.S. Bank/Wells Fargo and Citibank, N.A.)	November 1, 2041	January 1, 2030 (U.S. Bank/Wells Fargo) January 1, 2032 (Citibank)
MTA Transportation Revenue Variable Rate Bonds, PMT Series 2022E (swaps with U.S. Bank/Wells Fargo)	November 1, 2032	January 1, 2030

Collateralization/Contingencies. Under the majority of the swap agreements, MTA and/or MTA Bridges and Tunnels is required to post collateral in the event its credit rating falls below certain specified levels. The collateral posted is to be in the form of cash, U.S. Treasury securities, or certain Federal agency securities, based on the valuations of the swap agreements in liability positions and net of the effect of applicable netting arrangements. If MTA and/or MTA Bridges and Tunnels do not post collateral, the swap(s) may be terminated by the counterparty(ies).

As of September 30, 2025 , the aggregate mid-market valuation of the MTA's swaps subject to collateral posting agreements was $67.43 million; as of this date, the MTA was not subject to collateral posting based on its credit ratings (see further details below).

As of September 30, 2025, the aggregate mid-market valuation of MTA Bridges and Tunnels' swaps subject to collateral posting agreements was $25.00 million; as of this date, MTA Bridges and Tunnels was not subject to collateral posting based on its credit ratings (see further details below).

The following tables set forth the ratings criteria and threshold amounts applicable to MTA/MTA Bridges and Tunnels and its counterparties:

MTA Transportation Revenue		
Counterparty	**MTA Collateral Thresholds (based on highest rating)**	**Counterparty Collateral Thresholds (based on highest rating)**
AIG Financial Products Corp.; JPMorgan Chase Bank, NA; UBS AG	Baa1/BBB+: $10 million Baa2/BBB & below: Zero	Baa1/BBB+: $10 million Baa2/BBB & below: Zero

Note: Based on Moody's and S&P ratings. In all cases except JPMorgan counterparty thresholds, Fitch rating is replacement for either Moody's or S&P, at which point threshold is based on lowest rating.

MTA Dedicated Tax Fund		
Counterparty	**MTA Collateral Thresholds**	**Counterparty Collateral Thresholds (based on lowest rating)**
Bank of New York Mellon	N/A–MTA does not post collateral	Aa3/AA- & above: $10 million A1/A+: $5 million A2/A: $2 million A3/A-: $1 million Baa1/BBB+ & below: Zero

Note: Counterparty thresholds based on Moody's and S&P ratings. Fitch rating is replacement for either Moody's or S&P.

MTA Bridges and Tunnels Senior Lien		
Counterparty	**MTA Bridges and Tunnels Collateral Thresholds (based on highest rating)**	**Counterparty Collateral Thresholds (based on highest rating)**
BNP Paribas US Wholesale Holdings, Corp.; Citibank, N.A.; JPMorgan Chase Bank, NA; UBS AG	Baa1/BBB+: $30 million Baa2/BBB: $15 million Baa3/BBB- & below: Zero	A3/A-: $10 million Baa1/BBB+ & below: Zero

Note: MTA Bridges and Tunnels thresholds based on Moody's, S&P, and Fitch ratings. Counterparty thresholds based on Moody's and S&P ratings; Fitch rating is replacement for Moody's or S&P.

MTA Bridges and Tunnels Subordinate Lien		
Counterparty	**MTA Bridges and Tunnels Collateral Thresholds (based on lowest rating)**	**Counterparty Collateral Thresholds (based on lowest rating)**
U.S. Bank National Association; Wells Fargo Bank, N.A.	Baa3/BBB- & below: Zero (*note: only applicable as cure for Termination Event*)	Aa3/AA- & above: $15 million A1/A+ to A3/A-: $5 million Baa1/BBB+ & below: Zero

Note: Thresholds based on Moody's and S&P ratings. Fitch rating is replacement for Moody's or S&P.

Swap payments and Associated Debt. The following tables contain the aggregate amount of estimated variable- rate bond debt service and net swap payments during certain years that such swaps were entered into in order to: protect against the potential of rising interest rates; achieve a lower net cost of borrowing; reduce exposure to changing interest rates on a related bond issue; or, in some cases where Federal tax law prohibits an advance refunding, achieve debt service savings through a synthetic fixed rate. As rates vary, variable-rate bond interest payments and net swap payments will vary. Using the following assumptions, debt service requirements of MTA's and MTA Bridges and Tunnels' outstanding variable-rate debt and net swap payments are estimated to be as follows:

- It is assumed that the variable-rate bonds would bear interest at a rate of 4.0% per annum.
- The net swap payments were calculated using the actual fixed interest rate on the swap agreements.

MTA (in millions)				
Period Ended	Variable-Rate Bonds			
September 30, 2025	Principal	Interest	Net Swap Payments	Total
2025	$ 70.8	$ 34.8	$ (3.4)	$ 102.2
2026	63.6	32.1	(3.1)	92.6
2027	55.9	29.6	(2.8)	82.7
2028	70.2	39.5	(2.5)	107.2
2029	95.9	37.8	(2.1)	131.6
2030-2034	729.7	391.9	(4.8)	1,116.8
2035-2039	93.5	18.5	(0.6)	111.4
2040-2041	42.2	2.2	-	44.4

MTA Bridges and Tunnels (in millions)				
Period Ended September 30, 2025	Variable-Rate Bonds		Net Swap Payments	Total
	Principal	Interest		
2025	$ 30.4	$ 30.3	$ (6.4)	$ 54.3
2026	31.5	29.1	(6.3)	54.2
2027	32.9	27.8	(6.5)	54.2
2028	50.0	25.8	(6.4)	69.4
2029	144.5	20.1	(4.9)	159.7
2030-2034	499.7	23.6	(5.2)	518.1
2035-2039	-	2.0	-	2.0

8. LEASES

MTA entered into various lease agreements that convey control of the right to use other entities' nonfinancial assets. Lease receivables and lease liabilities are measured at the present value of payments expected to be received during the lease term, using MTA's incremental borrowing rate at the time of valuation ranging from 0.97% to 9.11% if an applicable stated or implicit rate is not available.

The lease liability was reduced as payments were made, and an outflow of resources for interest on the liability was recognized. The lease asset is amortized on a straight-line basis over the shorter of the lease term or the useful life of the underlying asset.

Interest revenues are recognized on the lease receivable and an inflow of resources from the deferred inflow of resources are recognized on a straight-line basis over the term of the lease.

As Lessor

MTA leases its land, buildings, station space, equipment, and right of way to other entities. These leases have terms between 1 year to 90 years, with payments required monthly, quarterly, semi-annually, or annually. As of September 30, 2025, the remaining lease terms are between 1 year to 86 years. In addition, MTA also receives payments for variable leases and operating expenses associated with spaces that are not included in the measurement of lease receivable.

The total amount of inflows of resources recognized for the periods ended September 30, 2025 and December 31, 2024 is presented below (in thousands):

	September 30, 2025	December 31, 2024
Lease Revenue	$ 32,319	$ 37,902
Interest Revenue	8,069	7,413
Other Variable Revenue	17,093	17,580

A summary of activity in lease receivable for the period ended September 30, 2025 and December 31, 2024 is presented below (in thousands):

	September 30, 2025	December 31, 2024
Balance – beginning of year	$ 240,814	$ 264,051
Additions/remeasurements	294,054	15,144
Receipts/Interest	(79,275)	(38,381)
Balance – end of year	455,593	240,814
Less current portion	42,211	40,104
Lease receivable noncurrent	$ 413,382	$ 200,710

MTA recognized revenue of $4,481 and $1,369 associated with residual value guarantees and termination penalties for periods ended September 30, 2025 and December 31, 2024, respectively.

The principal and interest requirements to maturity for the lease receivable subsequent to September 30, 2025, are as follows (in thousands):

September 30, 2025	Principal	Interest	Total
2025	$227,142	$902	$228,044
2026	44,707	7,068	51,775
2027	36,801	5,787	42,588
2028	30,861	4,770	35,631
2029	15,730	4,118	19,848
2030 - 2034	31,534	15,720	47,254
2035 - 2039	7,951	12,081	20,032
2040 - 2044	4,178	11,088	15,266
Thereafter	56,689	60,644	117,333
Total	$455,593	$122,178	$577,771

As Lessee

MTA leases buildings, office space, storage space, equipment, vehicles, and cell tower space from other entities. These leases have terms between 1 year to 74 years, with payments required monthly, quarterly, or annually. As of September 30, 2025, the remaining lease terms are between 1 year to 69 years.

The amount of lease expense recognized for variable payments not included in the measurement of lease liability were $13,961 and $15,360 for September 30, 2025 and December 31, 2024, respectively. MTA did not recognize any expenses attributable to residual value guarantees and termination penalties for the nine months ended September 30, 2025 and for the year ended December 31, 2024, respectively.

A summary of activity in lease liability for September 30, 2025 and December 31, 2024 is presented below (in thousands):

	September 30, 2025	December 31, 2024
Balance – beginning of year	$911,629	$941,036
Additions/remeasurements	18,292	14,978
Receipts/Interest	(33,911)	(44,385)
Balance – end of year	896,010	911,629
Less current portion	36,550	43,501
Lease liability noncurrent	$859,460	$868,128

The principal and interest requirements to maturity for the lease liability subsequent to September 30, 2025, are as follows (in thousands):

September 30, 2025	Principal	Interest	Total
2025	$8,570	$14,038	$22,608
2026	38,407	57,202	95,609
2027	33,354	58,622	91,976
2028	31,487	56,391	87,878
2029	36,459	54,581	91,040
2030 - 2034	211,386	258,982	470,368
2035 - 2039	156,130	188,360	344,490
2040 - 2044	155,173	116,105	271,278
Thereafter	225,044	88,616	313,660
Total	$896,010	$892,897	$1,788,907

Significant Lease Transactions - On July 29, 1998, the MTA, (solely on behalf of MTA Long Island Rail Road and MTA Metro-North Railroad, MTA New York City Transit, and MTA Bridges and Tunnels) entered into a lease and related agreements whereby each agency, as sublessee, will rent an office building at Two Broadway in lower Manhattan. The triple-net-lease has an initial stated term of approximately 50 years, with the right to extend the lease for two successive 15-year periods at a rental of at least 95% of fair market rent. Remaining payments under the lease approximate $937 million. Under the subleases, the lease is apportioned as follows: MTA New York City Transit, 68.7%, MTA, 21%; and MTA Bridges and Tunnels, 10.3%. However, the involved agencies have agreed to sub-sublease space from one another as necessary to satisfy actual occupancy needs. The agencies will be responsible for obligations under the lease based on such actual occupancy percentages. Actual occupancy percentages at December 31, 2024, for the MTA New York City Transit, MTA Bridges and Tunnels and MTA (including MTA Bus, MTA Construction and Development and MTA Business Service Center) were 48.40%, 7.36% and 44.24%, respectively. MTAs' sublease is for a year-to-year term, automatically extended, except upon the giving of a non-extension notice by MTA. The total annual rental payments over the initial lease term were $1,602 with rent being abated from the commencement date through June 30, 1999. The office building at 2 Broadway, is principally occupied by MTA New York City Transit, MTA Bridges and Tunnels, MTA Construction and Development, MTAHQ, and MTA Bus.

MTA pays the lease payments on behalf of MTA New York City Transit and MTA Bridges and Tunnels, and subsequently makes monthly chargebacks in the form of rental payments treated as management fees.

9. SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS

MTA entered into various SBITA that convey control of the right to use another party's information technology software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time. A right-to-use intangible subscription asset is set up with a corresponding subscription liability measured at the present value of payments during the subscription term, using MTA's incremental borrowing rate at the time of valuation ranging from 1.33% to 5.38% if an applicable stated or implicit rate is not available.

The initial measurement of MTA's subscription asset and lease liability was as of January 1, 2022. The subscription liability was reduced as payments were made, and an outflow of resources for interest on the liability was recognized. The subscription asset is amortized on a straight-line basis over the subscription term.

MTA's SBITA include software licenses, cloud data storage, hosting applications, security platforms and others. These subscriptions have terms between 2 years to 12 years, with payments required monthly, quarterly, or annually. As of September 30, 2025, the remaining subscription terms are between 3 years to 11 years. The amount of subscription expense recognized for variable payments not included in the measurement of lease liability were $9,556 and $12,770 for the period ended September 30, 2025 and year ended December 31, 2024, respectively. MTA recognized $509 and $3,959 expense attributable to termination penalties and impairment for the period ended September 30, 2025 and year ended December 31, 2024, respectively.

A summary of activity in SBITA liability for the period ended September 30, 2025 and year ended December 31, 2024 is presented below (in thousands):

	September 30, 2025	December 31, 2024
Balance – beginning of year	$ 176,635	$ 138,110
Additions / remeasurements	21,038	113,874
Payments/Interest	(33,066)	(75,349)
Balance – end of year	164,607	176,635
Less current portion	81,551	58,940
SBITA liability noncurrent	$ 83,056	$ 117,695

The principal and interest requirements to maturity for the Subscription-Based Information Technology Arrangements liability subsequent to September 30, 2025, are as follows:

September 30, 2025	Principal	Interest	Total
2025	$ 46,611	$ 1,732	$ 48,343
2026	46,587	5,063	51,650
2027	34,648	3,084	37,732
2028	3,492	1,760	5,252
2029	4,565	1,620	6,185
2030 - 2034	22,831	4,662	27,493
2035 - 2036	5,873	182	6,055
Total	$ 164,607	$ 18,103	$ 182,710

10. FINANCED PURCHASES

MTA made an assessment of its existing sale/leaseback transactions and determined that these transactions are not eligible to be treated as leases but as financed purchases under GASB 87. Accordingly, under GASB Statement No. 62, Codification of Accounting and Financial Reporting Guidance, a sale-leaseback is required to include a transaction that qualifies as a sale under the guidance for sales of real estate. The sales-of-real estate criteria include the provision that an option or requirement for a seller to repurchase the asset would preclude a sale treatment. Furthermore, a qualifying sale should occur for a transaction to be accounted for as a sale-leaseback and that the sales-of-real-estate criteria should be used to determine whether a sale has occurred, regardless of whether a leaseback is involved. The transaction should be accounted for as financing, leasing or profit-sharing arrangement rather than a sale when the seller has an obligation to repurchase the property, or the terms of the transaction allow the buyer to compel the seller or give an option to the seller to repurchase the property.

Subway Cars — On September 3, 2003, the MTA entered into a sale/leaseback transaction whereby MTA New York City Transit transferred ownership of certain MTA New York City Transit subway cars to the MTA, the MTA sold those cars to a third party, and the MTA leased those cars back from such third party. The MTA subleased the cars to MTA New York City Transit. The lease expires in 2033. At the lease expiration, the MTA has the option of either exercising a fixed-price purchase option for the cars or returning the cars to the third-party owner.

Under the terms of the sale/leaseback agreement, the MTA initially received $168.1, which was utilized as follows: The MTA paid $126.3 to an affiliate of one of the lenders to the third party, which affiliate has the obligation to pay to the MTA an amount equal to the rent obligations under the lease attributable to the debt service on such loan from such third party's lender. The obligations of the affiliate of the third party's lender are guaranteed by American International Group, Inc. The MTA also purchased the Federal National Mortgage Association ("FNMA") and U.S. Treasury securities in amounts and with maturities which are sufficient to make the lease rent payments equal to the debt service on the loans from the other lender to the third party and to pay the remainder of the regularly scheduled rent due under that lease and the purchase price due upon exercise by the MTA of the fixed price purchase option if exercised. The amount remaining after payment of transaction expenses, $7.4, was the MTA's benefit from the transaction.

Subway Cars — On September 25, 2003 and September 29, 2003, the MTA entered into two sale/leaseback transactions whereby MTA New York City Transit transferred ownership of certain MTA New York City Transit subway cars to the MTA, the MTA sold those cars to third parties, and the MTA leased those cars back from such third parties. The MTA subleased the cars to MTA New York City Transit. Both leases expire in 2033. At the lease expiration, MTA has the option of either exercising a fixed-price purchase option for the cars or returning the cars to the third-party owner.

Under the terms of the sale/leaseback agreements, the MTA initially received $294, which was utilized as follows: In the case of one of the leases, the MTA paid $97 to an affiliate of one of the lenders to the third party, which affiliate has the obligation to pay to the MTA an amount equal to the rent obligations under the lease attributable to the debt service on the loan from such third party's lender. The obligations of the affiliate of such third party's lender are guaranteed by American International Group, Inc. In the case of the other lease, the MTA purchased US Treasury debt securities in amounts and with maturities, which are sufficient for the MTA to make the lease rent payments equal to the debt service on the loan from the lender to that third party. In the case of both of the leases, the MTA also purchased Resolution Funding Corporation ("REFCO") debt securities that mature in 2030. Under an agreement with AIG Matched Funding Corp (guaranteed by American International Group, Inc.), AIG Matched Funding Corp. receives the proceeds from the REFCO debt securities at maturity and is obligated to pay to the MTA amounts sufficient for the MTA to pay the remainder of the regularly scheduled lease rent payments under those leases and the purchase price due upon exercise by the MTA of the purchase options if exercised. The amount remaining after payment of transaction expenses, $24, was the MTA's net benefit from these two transactions.

On December 17, 2008, MTA terminated the Ambac Assurance Corp. surety bond for the lease transaction that closed on September 25, 2003 and since then MTA has provided short-term U.S. Treasury debt obligations as replacement collateral. As of December 31, 2024, the fair value of total collateral funds was $39.5.

On January 12, 2009, MTA provided a short-term U.S.Treasury debt obligation as additional collateral in addition to the Ambac Assurance Corp. surety bond for the lease transaction that closed on September 29, 2003. As of December 31, 2024, the fair value of total collateral funds was $55.7.

As a result of the implementation of GASB 87, the Two Broadway office building lease has been reclassified as a right-of-use asset with its corresponding lease liability and excluded from the schedule below. See footnote 8 for additional information.

Financed Purchases Schedule

Description	For the period ended September 30, 2025			
	December 31, 2024	Increase	Decrease	September 30, 2025
Met Life	$ 8	$ -	$ -	$ 8
Met Life Equity	19	-	-	19
Bank of New York	22	-	-	22
Bank of America	43	3		46
Bank of America Equity	16	-	-	16
Met Life Equity	75	-	-	75
Total MTA Financed Purchase	$ 183	$ 3	$ -	$ 186
Long Term Portion Financed Purchase	$ 183			$ 186

Financed Purchases Schedule

Description	For the Year Ended December 31, 2024			
	December 31, 2023	Increase	Decrease	December 31, 2024
Met Life	$ 8	$ -	$ -	$ 8
Met Life Equity	19	-	-	19
Bank of New York	22	-	-	22
Bank of America	41	2	-	43
Bank of America Equity	16	-	-	16
Met Life Equity	70	5	-	75
Total MTA Financed Purchase	$ 176	$ 7	$ -	$ 183
Long Term Portion Financed Purchase	$ 176			$ 183

MTA Hudson Rail Yards Air Rights Leases – MTA assessed the MTA Hudson Rail Yards Leases and associated air rights and determined that these are intangible assets and excluded as leases under GASB 87.

In the 1980's, the MTA developed a portion of the Hudson Rail Yards as a storage yard, car wash and repair facility for the Long Island Railroad Company ("LIRR") rail cars entering Manhattan. It was anticipated that, eventually, the air rights above the Hudson Rail Yards would be developed to meet the evolving needs for high-quality commercial, retail, residential and public space in Manhattan.

To undertake the development of the Hudson Rail Yards, the MTA entered into two 99-year leases for the airspace within the boundary of the Hudson Rail Yards, one for the Eastern Rail Yards ("ERY") beginning December 3, 2012, and the other for the Western Rail Yards ("WRY") beginning December 3, 2013.

As of April 10, 2013, the ERY Lease was terminated and substituted with separate Severed Parcel Leases. Several Tenants under the Severed Parcel Leases have exercised their options to purchase fee title, as well as numerous condominium owners in residential buildings. The WRY Lease is also expected to be severed into separate parcels as development progresses.

The Severed Parcel Leases in the ERY, fee title for which has not been purchased, and the WRY Lease (until any severed parcel leases are purchased) are pledged as security for the Series 2016A Hudson Yards Trust Obligations.

Minimum rent receipts for ERY and WRY Ground Leases are as follows as of September 30, 2025:

Year	ERY	WRY	Total
2025	$ 6	$ 36	$ 42
2026	6	36	42
2027	6	36	42
2028	6	37	43
2029	6	40	46
Thereafter	2,307	14,131	16,438
Total	**$ 2,337**	**$ 14,316**	**$ 16,653**

11. FUTURE OPTION

In 2010, MTA and MTA Long Island Railroad entered into an Air Space Parcel Purchase and Sale Agreement ("Agreement") with Atlantic Yards Development Company, LLC ("AADC") pursuant to which AADC has obtained an exclusive right to purchase fee title to a parcel (subdivided into six sub-parcels) of air space above the MTA Long Island Railroad Vanderbilt Yard in Brooklyn, New York. Initial annual payments of $2 (covering all six sub-parcels) commenced on June 1, 2012 and were paid on the following three anniversaries of that date. Starting on June 1, 2016, and continuing on each anniversary thereof through and including June 1, 2031, an annual option payment in the amount of $11 is due. The Agreement provides that all such payments are (i) fully earned by MTA as of the date due in consideration of the continuing grant to AADC of the rights to purchase the air space sub-parcels, (ii) are non-refundable except under certain limited circumstances and (iii) shall be deemed to be payments on account of successive annual options granted to AADC.

After AADC and its affiliates have completed the new yard and transit improvements to be constructed by them at and in the vicinity of the site, AADC has the right from time to time until June 1, 2031, to close on the purchase of any or all of the six air rights sub-parcels. The purchase price for the six sub-parcels is an amount, when discounted at 6.5% per annum from the date of each applicable payment that equals a present value of $80 as of January 1, 2010. The purchase price of any particular air space sub-parcel is equal to a net present value as of January 1, 2010 (calculated based on each applicable payment) of the product of that sub-parcel's percentage of the total gross square footage of permissible development on all six air space sub-parcels multiplied by $80.

12. COMPENSATED ABSENCES

MTA provides employee benefits for vacation, compensatory time, sick, and other leave days. Certain leave that has not been used are recorded as compensated absences liabilities when the leave is attributable to services already rendered, the leave accumulates, and the leave is more likely than not to be used for time off or otherwise paid in cash or settled through non cash means.

Short-term liability is recorded based on average usage or applicable leave expiration, while long-term liability is recorded for leave that accumulates and is carried forward to a future reporting period during which it may be used for time off or otherwise paid or settled at separation of service, or according to timing as provided for in the policy or collective bargaining agreement.

A summary of activity indicated as net increase or decrease in compensated absences liability for the nine-month period ended September 30, 2025 and year ended December 31, 2024 is presented below (in thousands):

	September 30, 2025	December 31, 2024
Balance - beginning of year	$1,493,904	$1,451,404
Net adjustment	35,383	42,500
Balance - end of year	1,529,287	1,493,904
Less: current portion	763,517	745,036
Compensated absences liability - noncurrent	$765,769	$748,868

13. ESTIMATED LIABILITY ARISING FROM INJURIES TO PERSONS

A summary of activity in estimated liability as computed by actuaries arising from injuries to persons, including employees, and damage to third-party property for the period ended September 30, 2025 and year ended December 31, 2024 is presented below (in millions):

	September 30, 2025	**December 31, 2024**
Balance - beginning of year	$ 6,826	$ 5,754
Activity during the year:		
Current year claims and changes in estimates	709	1,721
Claims paid	(745)	(649)
Balance - end of year	6,790	6,826
Less current portion	(855)	(1,037)
Long-term liability	$ 5,935	$ 5,789

See Note 2 for additional information on MTA's liability and property disclosures.

14. COMMITMENTS AND CONTINGENCIES

Financial Guarantee — *Moynihan Station Development Project* - On May 22, 2017, the MTA Board approved entering into various agreements, including a Joint Services Agreement ("JSA"), necessary to effectuate Phase 2 of the Moynihan Station Development Project (the "Project"), which entailed the redevelopment of the James A. Farley Post Office Building to include a new world-class train hall to be shared by National Railroad Passenger Corporation ("Amtrak"), MTA Long Island Rail Road and MTA Metro-North Railroad, as well as retail and commercial space (the "Retail and Commercial Space").

On July 21, 2017, New York State Urban Development Corporation d/b/a Empire State Development ("ESD") executed a TIFIA Loan Agreement with the United States Department of Transportation (the "TIFIA Lender") in an amount of up to $526 (the "2017 TIFIA Loan"), to pay for costs of the construction of the Train Hall. The 2017 TIFIA Loan was amended and restated on November 18, 2021 in an amount up to $607 (the "2021 TIFIA Loan"), to lower the interest rate to 1.99% per annum and to provide additional capital financing for the train hall. The 2021 TIFIA Loan has a final maturity date of the earlier of (1) October 30, 2055 and (2) the last semi-annual payment date occurring no later than the date that is thirty-five (35) years following the date on which the train hall is substantially completed. The proceeds of the 2021 TIFIA Loan are being used to reimburse or pay for costs of the construction of the train hall. The 2021 TIFIA Loan is secured by mortgages on the train hall property. The principal and interest on the 2021 TIFIA Loan is payable from a pledged revenue stream that primarily consists of PILOT payments to be paid by certain tenants in the Retail and Commercial Space. The amount of the PILOT payments is fixed through June 2030 and is thereafter calculated based upon the assessed value of the properties as determined by New York City. The 2021 TIFIA Loan is further supported by a debt service reserve account, which is funded in an amount equal to the sum of the highest aggregate TIFIA Loan debt service amounts that will become due and payable on any two consecutive semi-annual payment dates in a five-year prospective period (the "TIFIA Debt Service Reserve Account").

Simultaneously with the execution of the 2017 TIFIA Loan, the JSA was entered into by and among the MTA, the TIFIA Lender, ESD, and Manufacturers and Traders Trust Company (as PILOT trustee). MTA ratified and confirmed its obligations under the JSA in connection with the closing of 2021 TIFIA Loan.

Under the JSA, MTA is obligated to satisfy semi-annual deficiencies in the TIFIA Debt Service Reserve Account. MTA's obligations under the JSA are secured by the same monies available to MTA for the payment of the operating and maintenance expenses of the operating agencies.

MTA's obligation under the JSA remains in effect until the earliest to occur of (a) the MTA JSA Release Date (as defined in the JSA and generally summarized below), (b) the date on which the 2021 TIFIA Loan has been paid in full and (c) foreclosure by the TIFIA Lender under the Mortgage (as defined in the 2021 TIFIA Loan).

The obligations of the MTA under the JSA will be terminated and released on the date (the "MTA JSA Release Date") on which each of the following conditions have been satisfied: (a) substantial completion of (1) the Train Hall Project and initiation by MTA Long Island Rail Road and Amtrak of transportation operations therein, and (2) the Retail and Commercial Space; (b) all material construction claims have been discharged or settled; (c) the PILOT payments have been calculated based upon assessed value for at least three years (i.e., 2033); (d) certain designated defaults or events of default under the 2021 TIFIA Loan have not occurred and are continuing; and (e) either of the following release tests shall have been satisfied:

- Release Test A: (a) certain debt service coverage ratios have equaled or exceeded levels set forth in the JSA, taking into consideration assessment appeals; (b) occupancy levels have equaled or exceeded levels set forth in the JSA; and (c) the 2021 TIFIA Loan is rated no lower than "BBB-" or "Baa3" by one rating agency, all as more fully described in the JSA; or

- Release Test B: the 2021 TIFIA Loan is rated no lower than "A-" or "A3" by two rating agencies, all as more fully described in the JSA. On the date the JSA was executed and delivered, MTA deposited $20 into an account, which MTA invests, to be used in accordance with the JSA to reimburse MTA in the event it is obligated under the JSA to make semi-annual deficiency payments to the TIFIA Debt Service Reserve Account.

On June 12, 2017, the MTA entered into a Memorandum of Understanding with ESD and the New York State Division of the Budget (the "Division"). Under the Memorandum of Understanding, which was updated in November 2020 to reflect the 2021 TIFIA Loan, the Division agreed that in the event in any given year during the term of the JSA (i) the MTA is required to make a semi-annual deficiency payment to the TIFIA Debt Service Reserve Account, and (ii) the Division has determined that the MTA has incurred an expense that would otherwise have been incurred by the State of New York (the "State Expense"), the Division will consider entering into a cost recovery agreement with the MTA pursuant to subdivision 4 of Section 2975 of the Public Authorities Law (the "PAL") for such year that will provide that in lieu of paying the full assessment pursuant to subdivisions 2 and 3 of Section 2975 of the PAL in any such year, any such assessment shall be reduced by the State Expense.

15. POLLUTION REMEDIATION COST

In accordance with GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*, an operating expense provision and corresponding liability measured at its current value using the expected cash flow method is recognized when an obligatory event occurs. Pollution remediation obligations are estimates and subject to changes resulting from price increase or reductions, technology, or changes in applicable laws or regulations. The MTA does not expect any recoveries of cost that would have a material effect on the recorded obligations.

The MTA recognized pollution remediation expenses of $7 and $6 for the periods ended September 30, 2025 and 2024, respectively. A summary of the activity in pollution remediation liability at September 30, 2025 and December 31, 2024 were as follows:

	September 30, 2025	December 31, 2024
Balance at beginning of year	$ 201	$ 182
Current year expenses/changes in estimates	7	52
Current year payments	(4)	(33)
Balance at end of year	204	201
Less current portion	35	35
Long-term liability	$ 169	$ 166

The MTA's pollution remediation liability primarily consists of future remediation activities associated with asbestos removal, lead abatement, ground water contamination, arsenic contamination and soil remediation.

16. NON-CURRENT LIABILITIES

Changes in the activity of non-current liabilities for the periods ended September 30, 2025 and December 31, 2024 are presented below:

	Balance December 31, 2023	Additions	Reductions	Balance December 31, 2024	Additions	Reductions	Balance September 30, 2025
Non-current liabilities:							
Contract retainage payable	$ 449	$ 51	$ -	$ 500	$ 61	$ -	$ 561
Other long-term liabilities	359	-	(92)	267	8	-	275
Total non-current liabilities	**$ 808**	**$ 51**	**$ (92)**	**$ 767**	**$ 69**	**$ -**	**$ 836**

17. FUEL HEDGE

MTA partially hedges its fuel cost exposure using financial hedges. All MTA fuel hedges provide for up to 24 monthly settlements. The table below summarizes twenty-four (24) active ultra-low sulfur diesel ("ULSD") hedges in whole dollars:

Counterparty	Cargill	BOA_ Merrill	Cargill	Cargill	Goldman Sachs	Cargill	Goldman Sachs	Cargill
Trade Date	10/30/2023	11/27/2023	12/27/2023	1/30/2024	2/28/2024	3/27/2024	4/29/2024	5/29/2024
Effective Date	10/1/2024	11/1/2024	12/1/2024	1/1/2025	8/1/2024	3/1/2025	2/1/2025	5/1/2025
Termination Date	9/30/2025	10/31/2025	11/30/2025	12/31/2025	1/31/2026	2/28/2026	3/31/2026	4/30/2026
Price/Gal	$2.5798	$2.4914	$2.4289	$2.4291	$2.3965	$2.4441	$2.4632	$2.4272
Original Notional Quantity	2,636,708	2,636,707	2,636,716	2,636,709	2,636,722	2,168,753	2,329,828	2,535,018

Counterparty	Cargill	Cargill	Cargill	Cargill	Goldman Sachs	Goldman Sachs	Goldman Sachs	Goldman Sachs
Trade Date	6/27/2024	7/30/2024	8/28/2024	9/26/2024	10/31/2024	11/26/2024	12/23/2024	1/28/2025
Effective Date	6/1/2025	7/1/2025	8/1/2025	9/1/2025	4/1/2025	10/1/2025	11/1/2025	12/1/2025
Termination Date	5/31/2026	6/30/2026	7/31/2026	8/31/2026	9/30/2026	10/31/2026	11/30/2026	12/31/2026
Price/Gal	$2.4759	$2.3380	$2.2900	$2.2105	$2.2460	$2.1952	$2.1568	$2.2255
Original Notional Quantity	2,535,006	2,535,001	2,535,006	2,535,002	2,535,017	2,535,018	2,535,019	2,535,012

Counterparty	BOA_ Merrill	Cargill	Cargill	BOA_ Merrill	BOA_ Merrill	Cargill	Goldman Sachs	BOA_ Merrill
Trade Date	2/24/2025	3/27/2025	4/29/2025	5/29/2025	6/25/2025	7/29/2025	8/28/2025	9/30/2025
Effective Date	2/1/2026	3/1/2026	4/1/2026	5/1/2026	6/1/2026	7/1/2026	1/1/2026	9/1/2026
Termination Date	1/31/2027	2/28/2027	3/31/2027	4/30/2027	5/31/2027	6/30/2027	7/31/2027	8/31/2027
Price/Gal	$2.2142	$2.1770	$2.0747	$2.0483	$2.1496	$2.2221	$2.1690	$2.1749
Original Notional Quantity	2,535,003	2,535,019	2,534,997	2,535,018	2,535,006	2,535,001	2,535,006	2,535,002

The monthly settlements are based on the daily prices of the respective commodities whereby MTA will either receive a payment, or make a payment to the various counterparties depending on the average monthly price of the commodities in relation to the contract prices. At a contract's termination date, the MTA will take delivery of the fuel. As of September 30, 2025, the total outstanding notional value of the ULSD contracts was 46.7 million gallons with a negative fair value of $0.9. The valuation of each trade was based on discounting future net cash flows to a single current amount (the income approach) using observable commodity futures prices (Level 2 inputs).

18. CONDENSED COMPONENT UNIT INFORMATION

The following tables present condensed financial information for MTA's component units (in millions).

September 30, 2025	MTA	Metro - North Railroad	Long Island Railroad	New York City Transit Authority	Triborough Bridge and Tunnel Authority	Eliminations	Consolidated Total
Current assets	$ 14,974	$ 470	$ 349	$ 809	$ 2,860	$ 171	$ 19,633
Capital assets	14,028	8,269	11,242	54,762	8,464	-	96,765
Other Assets	29,520	61	52	37	3,139	(28,039)	4,770
Intercompany receivables	(215)	320	249	5,105	12,899	(18,358)	-
Deferred outflows of resources	2,277	618	887	4,036	436	(66)	8,188
Total assets and deferred outflows of resources	**$ 60,584**	**$ 9,738**	**$ 12,779**	**$ 64,749**	**$ 27,798**	**$ (46,292)**	**$ 129,356**
Current liabilities	$ 3,313	$ 296	$ 323	$ 2,234	$ 2,645	$ (135)	$ 8,676
Non-current liabilities	27,562	2,559	3,701	23,641	29,121	(29)	86,555
Intercompany payables	17,178	143	27	489	493	(18,330)	-
Deferred inflows of resources	1,113	755	1,159	5,804	416	-	9,247
Total liabilities and deferred inflows of resources	**$ 49,166**	**$ 3,753**	**$ 5,210**	**$ 32,168**	**$ 32,675**	**$ (18,494)**	**$ 104,478**
Net investment in capital assets	$ (13,590)	$ 8,030	$ 11,163	$ 54,249	$ (16,785)	$ (491)	$ 42,576
Restricted	3,444	-	-	-	1,441	(501)	4,384
Unrestricted	21,564	(2,045)	(3,594)	(21,668)	10,467	(26,806)	(22,082)
Total net position	**$ 11,418**	**$ 5,985**	**$ 7,569**	**$ 32,581**	**$ (4,877)**	**$ (27,798)**	**$ 24,878**
For the period ended September 30, 2025							
Fare revenue	$ 146	$ 485	$ 517	$ 2,734	$ -	$ -	$ 3,882
Vehicle toll revenue	-	-	-	-	2,442	(7)	2,435
Rents, freight and other revenue	54	47	39	671	17	(29)	799
Total operating revenue	**200**	**532**	**556**	**3,405**	**2,459**	**(36)**	**7,116**
Total labor expenses	1,113	851	1,102	5,966	190	1	9,223
Total non-labor expenses	434	345	374	2,002	282	(47)	3,390
Depreciation and amortization	374	269	438	1,732	188	(1)	3,000
Total operating expenses	1,921	1,465	1,914	9,700	660	(47)	15,613
Operating (deficit) surplus	(1,721)	(933)	(1,358)	(6,295)	1,799	11	(8,497)
Subsidies and grants	514	-	-	500	3	(373)	644
Tax revenue	5,495	-	-	1,521	-	(752)	6,264
Interagency subsidy	1,080	547	655	381	-	(2,663)	-
Interest expense	(1,001)	(6)	(2)	(54)	(386)	(10)	(1,459)
Other	285	198	4	3,075	(544)	1,242	4,260
Total non-operating revenues (expenses)	**6,373**	**739**	**657**	**5,423**	**(927)**	**(2,556)**	**9,709**
Gain (Loss) before appropriations	4,652	(194)	(701)	(872)	872	(2,545)	1,212
Appropriations, grants and other receipts externally restricted for capital projects	(1,823)	679	753	2,674	(980)	2,169	3,472
Change in net position	2,829	485	52	1,802	(108)	(376)	4,684
Net position, beginning of period	8,589	5,500	7,517	30,779	(4,769)	(27,422)	20,194
Net position, end of period	**$ 11,418**	**$ 5,985**	**$ 7,569**	**$ 32,581**	**$ (4,877)**	**$ (27,798)**	**$ 24,878**
For the period ended September 30, 2025							
Net cash (used by) / provided by operating activities	$ (1,314)	$ (703)	$ (690)	$ (4,283)	$ 1,883	$ (401)	$ (5,508)
Net cash provided by / (used by) non-capital financing activities	6,396	737	740	5,607	1,065	(6,153)	8,392
Net cash (used by) / provided by capital and related financing activities	(1,617)	(40)	(34)	(362)	1,004	4,042	2,993
Net cash (used by) / provided by investing activities	(3,851)	-	-	(957)	(3,702)	2,512	(5,998)
Cash at beginning of period	1,482	26	6	66	200	-	1,780
Cash at end of period	**$ 1,096**	**$ 20**	**$ 22**	**$ 71**	**$ 450**	**$ -**	**$ 1,659**

December 31, 2024	MTA	Metro-North Railroad	Long Island Railroad	New York City Transit Authority	Triborough Bridge and Tunnel Authority	Eliminations	Consolidated Total
Current assets	$ 11,538	$ 580	$ 569	$ 998	$ 3,123	$ (1,873)	$ 14,935
Capital assets	13,916	7,843	11,006	53,277	8,311	-	94,353
Other Assets	28,933	57	61	38	94	(26,581)	2,602
Intercompany receivables	34	261	234	4,005	11,398	(15,932)	-
Deferred outflows of resources	2,379	618	888	4,036	477	(55)	8,343
Total assets and deferred outflows of resources	**$ 56,800**	**$ 9,359**	**$ 12,758**	**$ 62,354**	**$ 23,403**	**$ (44,441)**	**$ 120,233**
Current liabilities	$ 3,644	$ 398	$ 316	$ 2,335	$ 1,843	$ (476)	$ 8,060
Non-current liabilities	27,647	2,572	3,702	23,437	25,661	(23)	82,996
Intercompany payables	16,072	141	56	-	251	(16,520)	-
Deferred inflows of resources	848	748	1,167	5,803	417	-	8,983
Total liabilities and deferred inflows of resources	**$ 48,211**	**$ 3,859**	**$ 5,241**	**$ 31,575**	**$ 28,172**	**$ (17,019)**	**$ 100,039**
Net investment in capital assets	$ (13,682)	$ 7,601	$ 10,921	$ 52,792	$ 2,206	$ (15,991)	$ 43,847
Restricted	2,670	-	-	-	1,902	(1,449)	3,123
Unrestricted	19,601	(2,101)	(3,404)	(22,013)	(8,877)	(9,982)	(26,776)
Total net position	**$ 8,589**	**$ 5,500**	**$ 7,517**	**$ 30,779**	**$ (4,769)**	**$ (27,422)**	**$ 20,194**
For the period ended September 30, 2024							
Fare revenue	$ 92	$ 298	$ 309	$ 1,695	$ -	$ (1)	$ 2,393
Vehicle toll revenue	-	-	-	-	1,256	(4)	1,252
Rents, freight and other revenue	24	25	17	402	12	(20)	460
Total operating revenue	**116**	**323**	**326**	**2,097**	**1,268**	**(25)**	**4,105**
Total labor expenses	675	577	699	3,702	120	(1)	5,772
Total non-labor expenses	328	214	211	1,147	117	(29)	1,988
Depreciation and amortization	246	168	294	1,090	115	-	1,913
Total operating expenses	**1,249**	**959**	**1,204**	**5,939**	**352**	**(30)**	**9,673**
Operating (deficit) surplus	**(1,133)**	**(636)**	**(878)**	**(3,842)**	**916**	**5**	**(5,568)**
Subsidies and grants	284	-	-	216	4	(215)	289
Tax revenue	3,131		-	1,826	-	(1,572)	3,385
Interagency subsidy	769	386	615	261	-	(2,031)	-
Interest expense	(636)	(4)	(2)	(69)	(299)	(5)	(1,015)
Other	(443)	127	3	12	(556)	1,548	691
Total non-operating revenues (expenses)	**3,105**	**509**	**616**	**2,246**	**(851)**	**(2,275)**	**3,350**
Gain (Loss) before appropriations	1,972	(127)	(262)	(1,596)	65	(2,270)	(2,218)
Appropriations, grants and other receipts externally restricted for capital projects	(1,420)	267	400	1,088	(652)	2,185	1,868
Change in net position	552	140	138	(508)	(587)	(85)	(350)
Net position, beginning of the period	6,840	5,236	7,721	29,020	(3,950)	(27,620)	17,247
Net position, end of period	**$ 7,392**	**$ 5,376**	**$ 7,859**	**$ 28,512**	**$ (4,537)**	**$ (27,705)**	**$ 16,897**
For the period ended September 30, 2024							
Net cash (used in) / provided by operating activities	$ (212)	$ (474)	$ (686)	$ (2,763)	$ 977	$ -	$ (3,158)
Net cash provided by / (used in) non-capital financing activities	3,606	488	730	3,171	824	(5,781)	3,038
Net cash (used in) / provided by capital and related financing activities	(4,169)	(12)	(33)	(576)	(395)	4,119	(1,066)
Net cash provided by / (used in) investing activities	452	-	-	173	(1,394)	1,662	893
Cash at beginning of period	1,530	21	5	23	9	-	1,588
Cash at end of period	**$ 1,207**	**$ 23**	**$ 16**	**$ 28**	**$ 21**	**$ -**	**$ 1,295**

19. SUBSEQUENT EVENTS

On October 2, 2025, Fitch upgraded the short-term rating of Dedicated Tax Fund Bonds, Subseries 2008A-2b to F1+ from F1 and affirmed the long-term rating of AAA. The outlook remains stable.

On October 2, 2025, MTA's irrevocable direct-pay LOC issued by PNC Bank was replaced with a new irrevocable direct-pay LOC issued by Bank of America, N.A. The effectuated a mandatory tender and remarketed $84.855 of Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-2b as its respective irrevocable direct-pay LOC issued by PNC Bank, National Association was subseries of bonds were remarketed as VRDBs in Weekly Mode. The LOC for the subseries of bonds will expire on October 2, 2030.

On October 28, 2025, MTA issued $230 MTA Bridges and Tunnels Second Subordinate BANs, Series 2025A. Proceeds from the transaction were used to retire all outstanding MTA Bridges and Tunnels Second Subordinate BANs, Series 2021A and MTA Bridges and Tunnels Second Subordinate BANs, Series 2024A. The notes were issued as tax-exempt notes with a final maturity of May 15, 2026.

On October 29, 2025, MTA executed a 2,773,442 gallon ultra-low sulfur diesel fuel hedge at an all-in price of $2.191 (whole dollars) per gallon. The hedge covers the period from October 2026 through September 2027.

On November 20, 2025, the MTA Bridges and Tunnels effectuated a mandatory tender and remarketed $148.470 of General Revenue Variable Rate Refunding Bonds, Series 2018E. The Series 2018E Bonds will remain in the Weekly Rate Mode and will be supported with an irrevocable direct-pay letter of credit issued by Royal Bank of Canada which will expire on November 20, 2028. The Series 2018E Bonds final maturity is November 15, 2032.

On November 25, 2025, MTA executed a 2,563,808 gallon ultra-low sulfur diesel fuel hedge at an all-in price of $2.1058 (whole dollars) per gallon. The hedge covers the period from November 2026 through October 2027.

On December 15, 2025, the New York State Gaming Commission approved and issued Gaming Facility License Awards for three downstate casinos in New York City. Each license carried a fee of $500 which has been earmarked for the MTA in accordance with the New York State Enacted Budget provisions. The license fees were received on December 23, 2025, January 5, 2026 and January 14, 2026.

On December 30, 2025, MTA executed a 2,563,829 gallon ultra-low sulfur diesel fuel hedge at an all-in price of $2.0798 (whole dollars) per gallon. The hedge covers the period from December 2026 through November 2027.

On January 15, 2026, MTA Bridges and Tunnels remarketed the current outstanding bonds for Subseries 2005B-2a and 2b in the amount of $86.4 and $86.3, respectively, with a LOC substitution for the TBTA General Revenue Variable Rate Refunding Bonds, Subseries 2005B-2a and 2b.

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REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Changes in the MTA's Net Pension Liability and Related Ratios for Single Employer Pension Plans

($ in thousands)	Additional Plan									
Plan Measurement Date (December 31):	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**
Total pension liability:										
Service cost	$ 81	$ 146	$ 260	$ 453	$ 621	$ 1,057	$ 1,874	$ 2,752	$ 3,441	$ 3,813
Interest	77,391	81,371	83,489	86,918	93,413	97,611	101,477	104,093	106,987	110,036
Effect of economic / demographic (gains) or losses	3,362	(1,347)	3,729	10,428	13,455	213	1,890	15,801	6,735	-
Effect of assumption changes or inputs	-	-	26,300	-	50,191	-	-	-	-	-
Benefit payments and withdrawals	(138,824)	(143,764)	(148,630)	(152,046)	(157,254)	(159,565)	(159,717)	(158,593)	(157,071)	(156,974)
Net change in total pension liability	(57,990)	(63,594)	(34,852)	(54,247)	426	(60,684)	(54,476)	(35,947)	(39,908)	(43,125)
Total pension liability—beginning	1,258,877	1,322,471	1,357,323	1,411,570	1,411,144	1,471,828	1,526,304	1,562,251	1,602,159	1,645,284
Total pension liability—ending (a)	1,200,887	1,258,877	1,322,471	1,357,323	1,411,570	1,411,144	1,471,828	1,526,304	1,562,251	1,602,159
Plan fiduciary net position:										
Employer contributions	140,400	70,764	70,553	68,724	62,774	59,500	76,523	81,100	100,000	407,513
Nonemployer contributions	-	-	-	-	-	-	145,000	70,000	-	-
Member contributions	50	50	73	140	249	333	760	884	1,108	1,304
Net investment income	58,303	(51,214)	95,247	4,024	116,092	(31,098)	112,614	58,239	527	21,231
Benefit payments and withdrawals	(138,824)	(143,764)	(148,630)	(152,046)	(157,254)	(159,565)	(159,717)	(158,593)	(157,071)	(156,974)
Administrative expenses	(546)	(761)	(610)	(612)	(718)	(1,180)	(1,070)	(611)	(1,218)	(975)
Net change in plan fiduciary net position	59,383	(124,925)	16,633	(79,770)	21,143	(132,010)	174,110	51,019	(56,654)	272,099
Plan fiduciary net position—beginning	652,398	777,323	760,690	840,460	819,317	951,327	777,217	726,198	782,852	510,753
Plan fiduciary net position—ending (b)	711,781	652,398	777,323	760,690	840,460	819,317	951,327	777,217	726,198	782,852
Employer's net pension liability—ending (a)-(b)	$ 489,106	$ 606,479	$ 545,148	$ 596,633	$ 571,110	$ 591,827	$ 520,501	$ 749,087	$ 836,053	$ 819,307
Plan fiduciary net position as a percentage of the total pension liability	59.27%	51.82%	58.78%	56.04%	59.54%	58.06%	64.64%	50.92%	46.48%	48.86%
Covered payroll	$ 1,972	$ 2,043	$ 3,230	$ 5,174	$ 7,236	$ 13,076	$ 20,500	$ 29,312	$ 39,697	$ 43,267
Employer's net pension liability as a percentage of covered payroll	24802.54%	29685.71%	16877.65%	11531.37%	7892.62%	4526.06%	2539.03%	2555.56%	2106.09%	1893.61%

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Changes in the MTA's Net Pension Liability and Related Ratios for Single Employer Pension Plans (continued)

($ in thousands)	MaBSTOA Plan									
Plan Measurement Date (December 31):	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**
Total pension liability:										
Service cost	$ 99,603	$ 95,859	$ 93,934	$ 95,514	$ 89,814	$ 86,979	$ 84,394	$ 82,075	$ 77,045	$ 72,091
Interest	292,158	285,410	274,270	266,588	265,454	256,084	246,284	236,722	232,405	223,887
Effect of plan changes	2,586	1,760	-	-	-	-	-	-	-	-
Effect of economic / demographic (gains) or losses	30,977	(20,721)	(19,177)	(720)	9,011	5,412	11,826	13,784	(68,997)	-
Effect of assumption changes or inputs	-	-	72,032	-	168,752	-	6,347	-	-	-
Differences between expected and actual experience	-	-	-	-	-	-	-	-	-	(1,596)
Benefit payments and withdrawals	(266,622)	(257,973)	(245,427)	(237,930)	(221,221)	(213,827)	(209,122)	(187,823)	(179,928)	(175,447)
Net change in total pension liability	158,702	104,336	175,632	123,452	311,810	134,648	139,729	144,758	60,525	118,935
Total pension liability—beginning	4,526,353	4,422,018	4,246,386	4,122,934	3,811,124	3,676,476	3,536,747	3,391,989	3,331,464	3,212,529
Total pension liability—ending (a)	4,685,055	4,526,353	4,422,018	4,246,386	4,122,934	3,811,124	3,676,476	3,536,747	3,391,989	3,331,464
Plan fiduciary net position:										
Employer contributions	328,430	158,618	156,204	159,486	206,390	205,433	202,684	220,697	214,881	226,374
Member contributions	25,389	25,548	24,935	24,709	23,552	21,955	19,713	18,472	16,321	15,460
Net investment income	413,734	(273,627)	416,287	60,326	447,365	(87,952)	350,186	212,260	(24,163)	105,084
Benefit payments and withdrawals	(266,622)	(257,973)	(245,427)	(237,930)	(221,221)	(213,827)	(209,122)	(187,823)	(179,928)	(175,447)
Administrative expenses	(567)	(806)	(264)	(244)	(220)	(196)	(208)	(186)	(88)	(74)
Net change in plan fiduciary net position	500,364	(348,240)	351,735	6,347	455,866	(74,587)	363,253	263,420	27,023	171,397
Plan fiduciary net position—beginning	3,310,111	3,658,351	3,306,616	3,300,268	2,844,402	2,918,989	2,555,736	2,292,316	2,265,293	2,093,896
Plan fiduciary net position—ending (b)	3,810,475	3,310,111	3,658,351	3,306,616	3,300,268	2,844,402	2,918,989	2,555,736	2,292,316	2,265,293
Employer's net pension liability—ending (a)-(b)	$ 874,580	$1,216,242	$ 763,667	$ 939,770	$ 822,666	$ 966,722	$ 757,487	$ 981,011	$1,099,673	$1,066,171
Plan fiduciary net position as a percentage of the total pension liability	81.33%	73.13%	82.73%	77.87%	80.05%	74.63%	79.40%	72.26%	67.58%	68.00%
Covered payroll	$ 820,468	$ 775,512	$ 768,868	$ 802,100	$ 786,600	$ 776,200	$ 749,666	$ 716,527	$ 686,674	$ 653,287
Employer's net pension liability as a percentage of covered payroll	106.60%	156.83%	99.32%	117.16%	104.59%	124.55%	101.04%	136.91%	160.14%	163.20%

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Changes in the MTA's Net Pension Liability and Related Ratios for Single Employer Pension Plans (continued)

($ in thousands)	**MNR Cash Balance Plan**									
Plan Measurement Date (December 31):	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**
Total pension liability:										
Interest	$ 12	$ 10	$ 11	$ 14	$ 18	$ 20	$ 21	$ 24	$ 29	$ 32
Effect of economic / demographic (gains) or losses	(19)	(6)	(11)	10	4	(11)	12	(15)	(10)	-
Effect of assumption changes or inputs	-	(16)	15	11	-	-	-	-	18	-
Benefit payments and withdrawals	(41)	(33)	(38)	(105)	(53)	(58)	(71)	(77)	(113)	(88)
Net change in total pension liability	(48)	(45)	(23)	(70)	(31)	(49)	(38)	(68)	(76)	(56)
Total pension liability—beginning	310	355	378	448	479	528	566	634	710	766
Total pension liability—ending (a)	262	310	355	378	448	479	528	566	634	710
Plan fiduciary net position:										
Employer contributions	13	4	-	9	-	5	-	23	18	-
Net investment income	2	(43)	(5)	32	40	1	20	16	6	41
Benefit payments and withdrawals	(41)	(33)	(38)	(105)	(53)	(58)	(71)	(77)	(113)	(88)
Administrative expenses	-	-	-	3	(3)	-	-	-	3	(3)
Net change in plan fiduciary net position	(26)	(72)	(43)	(61)	(16)	(52)	(51)	(38)	(86)	(50)
Plan fiduciary net position—beginning	279	351	394	455	471	523	574	612	698	748
Plan fiduciary net position—ending (b)	253	279	351	394	455	471	523	574	612	698
Employer's net pension liability—ending (a)-(b)	$ 9	$ 31	$ 4	$ (16)	$ (7)	$ 8	$ 5	$ (8)	$ 22	$ 12
Plan fiduciary net position as a percentage of the total pension liability	96.48%	90.00%	98.87%	104.23%	101.45%	98.33%	99.05%	101.41%	96.53%	98.31%
Covered payroll	$ -	$ -	$ -	$ 277	$ 278	$ 268	$ 471	$ 846	$ 1,474	$ 2,274
Employer's net pension liability as a percentage of covered payroll	0.00%	0.00%	0.00%	-5.78%	-2.52%	2.99%	1.06%	-0.95%	1.49%	0.53%

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Changes in the MTA's Net Pension Liability and Related Ratios for Single Employer Pension Plans (continued)

($ in thousands)	**MTA Defined Benefit Plan**									
Plan Measurement Date (December 31):	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**	**2014**
Total pension liability:										
Service cost	$ 230,704	$ 220,423	$ 213,675	$ 213,494	$ 173,095	$ 162,273	$ 148,051	$ 138,215	$ 124,354	$ 121,079
Interest	515,016	485,878	455,230	427,672	387,193	358,118	335,679	308,009	288,820	274,411
Effect of economic / demographic (gains) or losses	23,934	95,172	20,656	92,019	35,935	75,744	(27,059)	86,809	121,556	2,322
Effect of assumption changes or inputs	5,490	-	113,662	-	690,958	-	10,731	-	(76,180)	-
Effect of plan changes	349	-	-	-	-	61,890	76,511	73,521	6,230	-
Benefit payments and withdrawals	(375,485)	(351,857)	(325,473)	(293,836)	(264,985)	(242,349)	(232,976)	(209,623)	(199,572)	(191,057)
Net change in total pension liability	400,008	449,616	477,750	439,349	1,022,196	415,676	310,937	396,931	265,208	206,755
Total pension liability—beginning	7,877,401	7,427,785	6,950,035	6,510,686	5,488,490	5,072,814	4,761,877	4,364,946	4,099,738	3,892,983
Total pension liability—ending (a)	8,277,409	7,877,401	7,427,785	6,950,035	6,510,686	5,488,490	5,072,814	4,761,877	4,364,946	4,099,738
Plan fiduciary net position:										
Employer contributions	831,320	400,648	396,144	394,986	344,714	338,967	321,861	280,768	221,694	331,259
Member contributions	38,304	34,471	33,832	32,006	31,504	29,902	31,027	29,392	34,519	26,006
Net investment income	695,942	(464,023)	639,374	99,045	651,919	(150,422)	516,153	247,708	(45,122)	102,245
Benefit payments and withdrawals	(375,485)	(351,857)	(325,473)	(293,836)	(264,985)	(242,349)	(232,976)	(209,623)	(199,572)	(191,057)
Administrative expenses	(4,660)	(4,334)	(3,513)	(3,660)	(3,408)	(3,152)	(4,502)	(3,051)	(1,962)	(9,600)
Net change in plan fiduciary net position	1,185,421	(385,095)	740,364	228,541	759,744	(27,054)	631,563	345,194	9,557	258,853
Plan fiduciary net position—beginning	5,368,034	5,753,129	5,012,765	4,784,224	4,024,480	4,051,534	3,419,971	3,074,777	3,065,220	2,806,367
Plan fiduciary net position—ending (b)	6,553,455	5,368,034	5,753,129	5,012,765	4,784,224	4,024,480	4,051,534	3,419,971	3,074,777	3,065,220
Employer's net pension liability—ending (a)-(b)	$ 1,723,954	$ 2,509,367	$ 1,674,656	$ 1,937,270	$ 1,726,462	$ 1,464,010	$ 1,021,280	$ 1,341,906	$ 1,290,169	$ 1,034,518
Plan fiduciary net position as a percentage of the total pension liability	79.17%	68.14%	77.45%	72.13%	73.48%	73.33%	79.87%	71.82%	70.44%	74.77%
Covered payroll	$ 2,347,700	$ 2,111,293	$ 2,028,938	$ 2,050,970	$ 2,052,657	$ 2,030,695	$ 1,857,026	$ 1,784,369	$ 1,773,274	$ 1,679,558
Employer's net pension liability as a percentage of covered payroll	73.43%	118.85%	82.54%	94.46%	84.11%	72.09%	55.00%	75.20%	72.76%	61.59%

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of the MTA's Proportionate Share of the Net Pension Liabilities of Cost-Sharing Multiple-Employer Pension Plans

($ in thousands)	**NYCERS Plan**									
Plan Measurement Date: June 30	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
MTA's proportion of the net pension liability	21.980%	22.075%	21.900%	22.218%	24.420%	24.493%	23.682%	24.096%	23.493%	23.585%
MTA's proportionate share of the net pension liability	$ 3,615,094	$ 3,938,599	$ 3,964,996	$ 1,424,952	$ 5,147,445	$ 4,536,510	$ 4,176,941	$ 5,003,811	$ 5,708,052	$ 4,773,787
MTA's actual covered payroll*	$ 3,470,339	$ 3,411,116	$ 3,479,187	$ 3,571,746	$ 3,514,665	$ 3,385,743	$ 3,216,837	$ 3,154,673	$ 3,064,007	$ 2,989,480
MTA's proportionate share of the net pension liability as a percentage of the MTA's covered payroll	104.171%	115.464%	113.963%	39.895%	146.456%	113.989%	129.846%	158.616%	186.294%	159.686%
Plan fiduciary net position as a percentage of the total pension liability	84.300%	82.200%	81.276%	77.000%	76.933%	78.836%	78.826%	74.805%	69.568%	73.125%

	NYSLERS Plan									
Plan Measurement Date: March 31	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
MTA's proportion of the net pension liability	0.355%	0.299%	0.310%	0.314%	0.346%	0.345%	0.327%	0.311%	0.303%	0.289%
MTA's proportionate share of the net pension liability	$ 52,271	$ 64,289	$ (25,856)	$ 313	$ 91,524	$ 24,472	$ 10,553	$ 29,239	$ 48,557	$ 9,768
MTA's actual covered payroll*	$ 160,810	$ 115,946	$ 101,385	$ 106,047	$ 105,457	$ 109,252	$ 105,269	$ 96,583	$ 87,670	$ 87,315
MTA's proportionate share of the net pension liability as a percentage of the MTA's covered payroll	32.505%	55.447%	-25.503%	0.295%	86.788%	22.400%	10.025%	30.273%	55.386%	11.187%
Plan fiduciary net position as a percentage of the total pension liability	93.880%	90.780%	103.650%	99.950%	86.392%	96.267%	98.240%	94.703%	90.685%	97.947%

Note: The data provided in this schedule is based on the measurement date used by NYCERS and NYSLERS for the net pension liability.

* MTA's actual covered payroll have been restated from 2021 to 2023 to represent the plan fiscal year.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of the MTA's Contributions for All Pension Plans for the Year Ended December 31,

($ in thousands)	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Additional Plan										
Actuarially Determined Contribution	$ 69,737	$ 72,666	$ 70,764	$ 70,553	$ 68,723	$ 62,774	$ 59,196	$ 76,523	$ 83,183	$ 82,382
Actual Employer Contribution	74,957	140,400	70,764	70,553	68,724	62,774	59,500	221,523	151,100	100,000
Contribution Deficiency (Excess)	$ (5,220)	$ (67,734)	$ -	$ -	$ (1)	$ -	$ (304)	$ (145,000)	$ (67,917)	$ (17,618)
Covered Payroll	$ 1,802	$ 1,972	$ 2,043	$ 3,230	$ 5,174	$ 7,236	$ 13,076	$ 20,500	$ 29,312	$ 39,697
Contributions as a % of Covered Payroll	4159.66%	7119.68%	3463.99%	2184.33%	1328.26%	867.54%	455.02%	1080.62%	515.49%	251.91%
MaBSTOA Plan										
Actuarially Determined Contribution	$ 174,151	$ 170,033	$ 158,618	$ 156,204	$ 159,486	$ 209,314	$ 202,509	$ 202,924	$ 220,697	$ 214,881
Actual Employer Contribution	189,884	328,430	158,618	156,204	159,486	206,390	205,434	202,684	220,697	214,881
Contribution Deficiency (Excess)	$ (15,733)	$ (158,397)	$ -	$ -	$ -	$ 2,924	$ (2,925)	$ 240	$ -	$ -
Covered Payroll	$ 870,820	$ 820,468	$ 775,512	$ 768,868	$ 802,100	$ 786,600	$ 776,200	$ 749,666	$ 716,527	$ 686,674
Contributions as a % of Covered Payroll	21.81%	40.03%	20.45%	20.32%	19.88%	26.24%	26.47%	27.04%	30.80%	31.29%
Metro-North Cash Balance Plan										
Actuarially Determined Contribution	$ 22	$ 13	$ 4	$ -	$ -	$ 8	$ 5	$ -	$ 23	$ -
Actual Employer Contribution	22	13	4	-	-	-	5	-	23	14
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (14)
Covered Payroll	$ -	$ -	$ -	$ -	$ 277	$ 278	$ 268	$ 471	$ 846	$ 1,474
Contributions as a % of Covered Payroll	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.87%	0.00%	2.68%	0.96%
MTA Defined Benefit Plan										
Actuarially Determined Contribution	$ 410,291	$ 416,538	$ 404,245	$ 392,547	$ 392,921	$ 349,928	$ 331,566	$ 316,916	$ 290,415	$ 273,700
Actual Employer Contribution	355,279	829,720	404,245	396,144	393,961	343,862	339,800	321,861	280,767	221,694
Contribution Deficiency (Excess)	$ 55,012	$ (413,182)	$ -	$ (3,597)	$ (1,040)	$ 6,066	$ (8,234)	$ (4,945)	$ 9,648	$ 52,006
Covered Payroll	$ 2,381,497	$ 2,347,700	$ 2,111,293	$ 2,028,938	$ 2,050,970	$ 2,052,657	$ 2,030,695	$ 1,857,026	$ 1,784,369	$ 1,773,274
Contributions as a % of Covered Payroll	14.92%	35.34%	19.15%	19.52%	19.21%	16.75%	16.73%	17.33%	15.73%	12.50%

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of the MTA's Contributions for All Pension Plans for the Year Ended December 31, **(continued)**

($ in thousands)	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
NYCERS										
Actuarially Determined Contribution	$ 785,121	$ 763,929	$ 797,299	$ 842,269	$ 882,690	$ 952,616	$ 807,097	$ 800,863	$ 797,845	$ 736,212
Actual Employer Contribution	785,121	763,929	797,299	842,269	882,690	952,616	807,097	800,863	797,845	736,212
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Covered Payroll	$ 4,211,013	$ 4,169,696	$ 3,848,798	$ 3,637,544	$ 3,771,595	$ 3,948,283	$ 3,974,494	$ 3,768,885	$ 3,523,993	$ 3,494,907
Contributions as a % of Covered Payroll	18.64%	18.32%	20.72%	23.15%	23.40%	24.13%	20.31%	21.25%	22.64%	21.07%
NYSLERS										
Actuarially Determined Contribution	$ 22,194	$ 14,125	$ 16,284	$ 16,284	$ 14,533	$ 14,851	$ 14,501	$ 13,969	$ 12,980	$ 15,792
Actual Employer Contribution	22,194	14,125	16,284	16,284	14,533	14,851	14,501	13,969	12,980	15,792
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Covered Payroll	$ 211,876	$ 150,682	$ 110,702	$ 99,129	$ 102,838	$ 106,913	$ 109,210	$ 103,787	$ 94,801	$ 86,322
Contributions as a % of Covered Payroll	10.47%	9.37%	14.71%	16.43%	14.13%	13.89%	13.28%	13.46%	13.69%	18.29%

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	Additional Plan		
Valuation Dates:	January 1, 2023	January 1, 2022	January 1, 2021
Measurement Date:	December 31, 2023	December 31, 2022	December 31, 2021
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Period specified in current valuation report (closed 10-year period from January 1, 2023) with level dollar payments.	Period specified in current valuation report (closed 11-year period from January 1, 2022) with level dollar payments.	Period specified in current valuation report (closed 12-year period from January 1, 2021) with level dollar payments.
Asset Valuation Method:	Actuarial value equals market value less unrecognized gains/ losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/ losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/ losses are based on fair value of assets.
Salary increases:	3.00%	3.00%	3.00%
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses	6.50%, net of investment expenses	6.50%, net of investment expenses
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 97% for males and 100% for females.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 97% for males and 100% for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.25%; 3.25%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	Additional Plan (continued)		
Valuation Dates:	January 1, 2020	January 1, 2019	January 1, 2018
Measurement Date:	December 31, 2020	December 31, 2019	December 31, 2018
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Period specified in current valuation report (closed 13 year period beginning January 1, 2020) with level dollar payments.	Period specified in current valuation report (closed 14 year period beginning January 1, 2019) with level dollar payments.	Period specified in current valuation report (closed 15 year period beginning January 1, 2018) with level dollar payments.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	3.00%	3.00%	3.00%
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	7.00%
Investment rate of return:	6.50%, net of investment expenses.	6.50%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.50%; 3.50%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	Additional Plan (continued)			
Valuation Dates:	January 1, 2017	January 1, 2016	January 1, 2015	January 1, 2014
Measurement Date:	December 31, 2017	December 31, 2016	December 31, 2015	December 31, 2014
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Period specified in current valuation report (closed 16 year period beginning January 1, 2017) with level dollar payments.	Period specified in current valuation report (closed 17 year period beginning January 1, 2016) with level dollar payments.	Period specified in current valuation report (closed 18 year period beginning January 1, 2015) with level dollar payments.	Period specified in current valuation report (closed 19 year period beginning January 1, 2014) with level dollar payments.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/ losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/ losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/ losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/ losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	3.00%	3.00%	3.00%	3.00%
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. As generational tables, they reflect mortality improvements both before and after the measurement date Mortality assumption is based on a 2012 experience study for all MTA plans
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%
Cost-of-Living Adjustments:	N/A	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MaBSTOA Plan		
Valuation Dates:	January 1, 2023	January 1, 2022	January 1, 2021
Measurement Date:	December 31, 2023	December 31, 2022	December 31, 2021
Actuarial cost method:	Frozen Initial Liability cost method	Frozen Initial Liability cost method	Frozen Initial Liability cost method
Amortization method:	For FIL bases, 15 years for Fresh Start base as of January 1, 2020 and subsequent changes in actuarial assumptions and plan provisions. Future gains/ losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, 15 years for Fresh Start base as of January 1, 2020, mortality change and recognition of Chapter 56 Laws of 2022. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, 15 years for Fresh Start base as of January 1, 2020 and period specified in current valuation report for specific assumption changes. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.
Asset Valuation Method:	Actuarial value equals market value less unrecognized gains/ losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/ losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/ losses are based on fair value of assets.
Salary increases:	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses	6.50%, net of investment expenses	6.50%, net of investment expenses.
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 92% for males and 100% for females.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 92% for males and 100% for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	Pri-2012 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.25%	2.25%	2.25%
Cost-of-Living Adjustments:	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35% per annum, if applicable

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MaBSTOA Plan (continued)		
Valuation Dates:	January 1, 2020	January 1, 2019	January 1, 2018
Measurement Date:	December 31, 2020	December 31, 2019	December 31, 2018
Actuarial cost method:	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)
Amortization method:	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/ losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/ losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/ losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/ losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/ losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/ losses are based on fair value of assets.
Salary increases:	Reflecting general wage, merit and promotion increases for operating employees and non-operating members. Varies by years of employment.	Reflecting general wage, merit, and promotion increases of 3.5% for operating employees and 4.0% for non-operating employees per year. Large increases are assumed in the first 5 years of a member's career.	Varies by years of employment and employment type.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	7.00%
Investment rate of return:	6.50%, net of investment expenses.	6.50%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.25%	2.25%	2.50%
Cost-of-Living Adjustments:	1.35% per annum	1.35% per annum	1.375% per annum

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MaBSTOA Plan (continued)		
Valuation Dates:	January 1, 2017	January 1, 2016	January 1, 2015
Measurement Date:	December 31, 2017	December 31, 2016	December 31, 2015
Actuarial cost method:	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)
Amortization method:	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment and employment type.	Varies by years of employment and employment type.	Varies by years of employment and employment type.
Actuarial assumptions:			
Discount Rate:	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females.	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females.	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.375% per annum	1.375% per annum	1.375% per annum

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MNR Cash Balance Plan		
Valuation Dates:	January 1, 2023	January 1, 2022	January 1, 2021
Measurement Date:	December 31, 2023	December 31, 2022	December 31, 2021
Actuarial cost method:	Unit Credit	Unit Credit	Unit Credit Cost
Amortization method:	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.
Asset Valuation Method:	Actuarial value equals fair value.	Actuarial value equals fair value.	Actuarial value equals fair value.
Salary increases:	N/A	N/A	N/A
Actuarial assumptions:			
Discount Rate:	4.00%	4.00%	3.00%
Investment rate of return:	4.00%, net of investment expenses	4.00%, net of investment expenses	3.00%, net of investment expenses.
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments, projected on a generational basis using Scale AA.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments, projected on a generational basis using Scale AA.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments, projected on a generational basis using Scale AA.
Post-retirement Healthy Lives:	97% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 100% of the rates from the RP-2000 Healthy Annuitant mortality table for females, noth projected on a generational basis using Scale AA.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females, noth projected on a generational basis using Scale AA.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females, noth projected on a generational basis using Scale AA.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.32%	2.40%	2.25%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MNR Cash Balance Plan (continued)		
Valuation Dates:	January 1, 2020	January 1, 2019	January 1, 2019
Measurement Date:	December 31, 2020	December 31, 2019	December 31, 2018
Actuarial cost method:	Unit Credit Cost	Unit Credit Cost	Unit Credit Cost
Amortization method:	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.
Asset Valuation Method:	Actuarial value equals fair value.	Actuarial value equals fair value.	Actuarial value equals fair value.
Salary increases:	N/A	N/A	N/A
Actuarial assumptions:			
Discount Rate:	3.00%	3.50%	4.00%
Investment rate of return:	3.00%, net of investment expenses.	3.50%, net of investment expenses.	4.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on an experience study for all MTA plans.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on an experience study for all MTA plans.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on a 2017 experience study for all MTA plans.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.25%	2.25%	2.50%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MNR Cash Balance Plan (continued)		
Valuation Dates:	January 1, 2018	January 1, 2017	January 1, 2016
Measurement Date:	December 31, 2017	December 31, 2016	December 31, 2015
Actuarial cost method:	Unit Credit Cost	Unit Credit Cost	Unit Credit Cost
Amortization method:	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.
Asset Valuation Method:	Actuarial value equals fair value.	Actuarial value equals fair value.	Actuarial value equals fair value.
Salary increases:	N/A	N/A	N/A
Actuarial assumptions:			
Discount Rate:	4.00%	4.00%	4.00%
Investment rate of return:	4.00%, net of investment expenses.	4.00%, net of investment expenses.	4.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on a 2017 experience study for all MTA plans.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on a 2012 experience study for all MTA plans.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on a 2012 experience study for all MTA plans.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.30%	2.30%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MTA Defined Benefit Plan		
Valuation Dates:	January 1, 2023	January 1, 2022	January 1, 2021
Measurement Date:	December 31, 2023	December 31, 2022	December 31, 2021
Actuarial cost method:	Frozen Initial Liability cost method	Frozen Initial Liability cost method	Entry Age Normal Cost
Amortization method:	For FIL bases, 15 years remaining for Fresh start base, including vacation pay adjustment base as of January 1, 2022; 15 years for other changes in actuarial assumptions and the period specified in current valuation report for specific plan change bases. All bases are determined on a closed basis. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.	For FIL bases, 16 years remaining for Fresh start base, including vacation pay adjustment base as of January 1, 2022, 15 years for the mortality change and the period specified in current valuation report for specific plan change bases. All bases are determined on a closed basis. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.	For FIL bases, 18 years for Fresh start base as of January 1, 2020 and period specified in current valuation report for specific assumption and plan change bases. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.
Asset Valuation Method:	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	Varies by years of employment, and employee group; 2.75% general wage increases increases for TWU Local 100 MTA Bus hourly employees.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses	6.50%, net of investment expenses	6.50%
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 97% for rail males, 92% for MTA Bus males and 100% for females. For Police, the Mortality Rates for NYC Active Members of Transit and TBTA Ordinary and Accidental Death (no projection scale is applied to the Accidental Death table).	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

MTA Defined Benefit Plan (continued from previous page)

Post-retirement Healthy Lives:	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 97% for rail males, 92% for MTA Bus males and 100% for females. For Police, the Mortality Rates for NYC Service Retirees for Housing Police and Transit Police.	95% of the RP-2000 Healthy Annuitant mortality table for males with Blue Collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the RP-2000 Healthy Annuitant mortality table for males with Blue Collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	PRI-2012 Disabled Annuitant mortality table for males and females. For Police, the Mortality Rates for NYC Disabled Retirees for Housing Police and Transit Police.	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.25%; 3.25%
Cost-of-Living Adjustments:	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MTA Defined Benefit Plan (continued)		
Valuation Dates:	January 1, 2020	January 1, 2019	January 1, 2018
Measurement Date:	December 31, 2020	December 31, 2019	December 31, 2018
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	For Frozen Initial Liability ("FIL") bases, 18 years for Fresh start base as of Jan 1, 2020 and period specified in current valuation report for specific plan change bases. Future gains/ losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment, and employee group. 2.75% general wage increases for TWU Local 100 MTA Bus hourly employees.	Varies by years of employment, and employee group. 2.75% general wage increases for TWU Local 100 MTA Bus hourly employees.	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	7.00%
Investment rate of return :	6.50%	6.50%	7.00%
Mortality:	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females	RP-2014 Disabled Annuitant mortality table for males and females	RP-2014 Disabled Annuitant mortality table for males and females
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.50%; 3.50%
Cost-of-Living Adjustments:	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	55% of inflation assumption or 1.375%, if applicable.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	MTA Defined Benefit Plan (continued)		
Valuation Dates:	January 1, 2017	January 1, 2016	January 1, 2015
Measurement Date:	December 31, 2017	December 31, 2016	December 31, 2015
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.
Actuarial assumptions:			
Discount Rate:	7.00%	7.00%	7.00%
Investment rate of return:	7.00%	7.00%	7.00%
Mortality:	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females. At age 85 and later for males and age 77 and later for females, the disability rates are set to the male and females healthy rates, respectively.	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females. At age 85 and later for males and age 77 and later for females, the disability rates are set to the male and females healthy rates, respectively.
Inflation/Railroad Retirement Wage Base:	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%
Cost-of-Living Adjustments:	55% of inflation assumption or 1.375%, if applicable.	55% of inflation assumption or 1.375%, if applicable.	55% of inflation assumption or 1.375%, if applicable.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	NYCERS Plan		
Valuation Dates:	June 30, 2023	June 30, 2022	June 30, 2021
Measurement Date:	June 30, 2024	June 30, 2023	June 30, 2022
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	N/A	N/A	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.
Asset Valuation Method:	The Plan Fiduciary Net Positions are based on the Market Values of Assets at the Measurement Dates with certain adjustments made to reflect the Actuary's understanding of the accruals within and the transfers between the QPP and the VSFs for NYCERS, POLICE, and FIRE.	The Plan Fiduciary Net Positions are based on the fair values of Assets at the Measurement Dates with certain adjustments made to reflect the Actuary's understanding of the accruals within and the transfers between the QPP and the VSFs for NYCERS, POLICE, and FIRE.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.
Salary increases:	3% per annum.	3% per annum.	3% per annum.
Actuarial assumptions:			
Discount Rate:	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses	7.00%, net of investment expenses	7.00%, net of investment expenses.
Mortality:	Tables adopted by the Boards of Trustees during Fiscal Year 2019. Applies mortality improvement scale MP-2020 published by the Society of Actuaries.	Tables adopted by the Boards of Trustees during Fiscal Year 2019. Applies mortality improvement scale MP-2020 published by the Society of Actuaries to active ordinary death mortality rates and pre-commencement mortality rates for deferred vesteds.	Tables adopted by the Boards of Trustees during Fiscal Yeat 2019. Applies mortality improvement scale MP-2020 published by the Society of Actuaries.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	NYCERS Plan (continued)		
Valuation Dates:	June 30, 2020	June 30, 2019	June 30, 2018
Measurement Date:	June 30, 2021	June 30, 2020	June 30, 2019
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.
Asset Valuation Method:	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.
Salary increases:	3% per annum.	3% per annum.	3% per annum.
Actuarial assumptions:			
Discount Rate:	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was prepared by Bolton, Inc. dated June 2019 analyzed the four-year and ten-year periods ended June 30, 2017.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was prepared by Bolton, Inc. dated June 2019 analyzed the four-year and ten-year periods ended June 30, 2017.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	NYCERS Plan (continued)			
Valuation Dates:	June 30, 2016	June 30, 2015	June 30, 2014	June 30, 2013
Measurement Date:	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.
Asset Valuation Method:	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.
Salary increases:	3% per annum.	3% per annum.	3% per annum.	3% per annum.
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.
Pre-retirement:	N/A	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	NYSLERS Plan		
Valuation Dates:	April 1, 2023	April 1, 2022	April 1, 2021
Measurement Date:	March 31, 2024	March 31, 2023	March 31, 2022
Actuarial cost method:	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
Amortization method:	N/A	N/A	Evenly over the remaining working lifetimes of the active membership.
Asset Valuation Method:	8-year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	Market restart	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.
Salary increases:	4.4% in ERS, 6.2% in PFRS	4.4% in ERS, 6.2% in PFRS	4.4% in ERS, 6.2% in PFRS
Actuarial assumptions:			
Discount Rate:	5.90%	5.90%	5.90%
Investment rate of return:	5.90%, net of investment expenses.	5.90%, net of investment expenses.	6.80%, net of investment expenses.
Mortality:	Annuitant mortality rates are adjusted to incorporate mortality improvements under the Society of actuaries's Scale MP-2021.	Annuitant mortality rates are adjusted to incorporate mortality improvements under the Society of actuaries's Scale MP-2021.	Annuitant mortality rates are based on April 1, 2015 – March 31, 2020 System experience with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2020.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.90%	2.70%	2.70%
Cost-of-Living Adjustments:	1.5% per annum.	1.4% per annum.	1.3% per annum.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

		NYSLERS Plan (continued)	
Valuation Dates:	April 1, 2020	April 1, 2019	April 1, 2018
Measurement Date:	March 31, 2021	March 31, 2020	March 31, 2019
Actuarial cost method:	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
Amortization method:	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.
Asset Valuation Method:	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.
Salary increases:	4.40% in ERS; 6.20% in PFRS	4.20% in ERS; 5.00% in PFRS	3.80%
Actuarial assumptions:			
Discount Rate:	5.90%	6.80%	7.00%
Investment rate of return:	5.90%, net of investment expenses.	6.80%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2015 through March 31, 2020 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2020.	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2010 through March 31, 2015 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2018.	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2010 through March 31, 2015 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.70%	2.50%	2.50%
Cost-of-Living Adjustments:	1.4% per annum.	1.3% per annum.	1.3% per annum.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions for All Pension Plans

	NYSLERS Plan (continued)			
Valuation Dates:	April 1, 2017	April 1, 2016	April 1, 2015	April 1, 2014
Measurement Date:	March 31, 2018	March 31, 2017	March 31, 2016	March 31, 2015
Actuarial cost method:	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
Amortization method:	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.
Asset Valuation Method:	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5-year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.
Salary increases:	3.80%	3.80%	3.80%	4.90%
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.50%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.50%, net of investment expenses.
Mortality:	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2010 through March 31, 2015 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.
Pre-retirement:	N/A	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%	2.70%
Cost-of-Living Adjustments:	1.3% per annum.	1.3% per annum.	1.3% per annum.	1.4% per annum.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of MTA's Contributions for All Pension Plans (concluded)

Significant methods and assumptions used in calculating the actuarially determined contributions of an employer's proportionate share in Cost Sharing, Multiple-Employer pension plans, the NYCERS plan and the NYSLERS plan, are presented as notes to the schedule.

Factors that significantly affect trends in the amounts reported are changes of benefit terms, changes in the size or composition of the population covered by the benefit terms, or the use of different assumptions. Following is a summary of such factors:

Changes of Benefit Terms:

Refer to Note 4 Employee Benefits.

Changes of Assumptions:

There were no significant changes in the economic and demographic used in the June 30, 2023 valuation for the NYCERS plan.

There were no significant changes in the economic and demographic assumptions used in the April 1, 2023 valuation for the NYSLERS plan.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of Changes in the MTA's Net OPEB Liability and Related Ratios and Notes to Schedule

($ in thousands)

Plan Measurement Date (December 31):	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**
Total OPEB liability:							
Service cost	$ 991,091	$ 1,240,342	$ 1,250,950	$ 1,097,051	$ 928,573	$ 1,002,930	$ 884,548
Interest on total OPEB liability	855,614	530,983	535,642	610,160	840,532	734,968	731,405
Effect of plan changes	74,166	-	-	-	-	1,580	27,785
Effect of economic/demographic (gains) or losses	(3,036,310)	14,299	292,154	(43,890)	247,871	(19,401)	13,605
Effect of assumption changes or inputs	1,154,349	(3,449,438)	(738,829)	1,939,528	311,286	(1,800,135)	911,465
Benefit payments	(882,260)	(846,299)	(792,984)	(724,741)	(730,677)	(691,122)	(650,994)
Net change in total OPEB liability	(843,350)	(2,510,113)	546,933	2,878,108	1,597,585	(771,180)	1,917,814
Total OPEB liability—beginning	22,446,401	24,956,514	24,409,581	21,531,473	19,933,888	20,705,068	18,787,254
Total OPEB liability—ending (a)	21,603,051	22,446,401	24,956,514	24,409,581	21,531,473	19,933,888	20,705,068
Plan fiduciary net position:							
Employer contributions	2,201,541	846,299	792,984	387,371	730,677	691,122	650,994
Net investment income	43,031	11,828	-	(77,118)	63,647	(18,916)	47,370
Benefit payments	(882,260)	(846,299)	(792,984)	(724,741)	(730,677)	(691,122)	(650,994)
Administrative expenses	(143)	(176)	(46)	(209)	(200)	(56)	-
Net change in plan fiduciary net position	1,362,169	11,652	(46)	(414,697)	63,447	(18,972)	47,370
Plan fiduciary net position—beginning	11,736	84	130	414,827	351,380	370,352	322,982
Plan fiduciary net position—ending (b)	1,373,905	11,736	84	130	414,827	351,380	370,352
Net OPEB liability—ending (a)-(b)	$ 20,229,146	$ 22,434,665	$ 24,956,430	$ 24,409,451	$ 21,116,646	$ 19,582,508	$ 20,334,716
Plan fiduciary net position as a percentage of the total OPEB liability	6.36%	0.05%	0.00%	0.00%	1.93%	1.76%	1.79%
Covered payroll	$ 7,490,519	$ 6,848,347	$ 6,537,709	$ 6,716,423	$ 6,901,690	$ 6,903,700	$ 5,394,332
Net OPEB liability as a percentage of covered payroll	270.06%	327.59%	381.73%	363.43%	305.96%	283.65%	376.96%

Notes to Schedule:

Changes of benefit terms:	In the July 1, 2023 actuarial valuation, there were no changes to the benefit terms.
Changes of assumptions:	In the July 1, 2023 actuarial valuation, there were updates to various healthcare assumptions including the per capita claim costs assumption and healthcare trend assumptions.

Note: This schedule is intended to show information for ten years. However, until a full 10-year trend has been compiled, information is presented only for the years for which the required supplementary information is available.

REQUIRED SUPPLEMENTARY INFORMATION

Schedule of the MTA's Contributions to the OPEB Plan for the years ended December 31:

($ in thousands)	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**
Actuarially Determined Contribution	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Actual Employer Contribution (1)	$ 944,296	$ 2,201,541	$ 846,299	$ 813,195	$ 391,529	$ 737,297	$ 691,122	$ 650,994
Contribution Deficiency (Excess)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Covered Payroll	$ 7,677,009	$ 7,490,519	$ 6,848,347	$ 6,537,709	$ 6,716,423	$ 6,901,690	$ 6,903,700	$ 5,394,200
Actual Contribution as a Percentage of Covered Payroll	12.30%	29.39%	12.36%	12.44%	5.83%	10.68%	10.01%	12.07%

(1) Actual employer contribution includes the implicit rate of subsidy adjustment of $62,445 and $57,989 for the years ended December 31, 2023 and 2022, respectively.

Note: This schedule is intended to show information for ten years. However, until a full 10-year trend has been compiled, information is presented only for the years for which the required supplementary information is available.

REQUIRED SUPPLEMENTARY INFORMATION

Notes to Schedule of the MTA's Contributions to the OPEB Plan:

Valuation date	July 1, 2023	July 1, 2021	July 1, 2021	July 1, 2019
Measurement date	December 31, 2023	December 31, 2022	December 31, 2021	December 31, 2020
Discount rate	3.26%, net of expenses	3.72%, net of expenses	2.06%, net of expenses	2.12%, net of expenses
Inflation	2.31%	2.33%	2.30%	2.25%
Actuarial cost method	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal
Amortization method	Level percentage of payroll	Level percentage of payroll	Level percentage of payroll	Level percentage of payroll
Normal cost increase factor	4.25%	4.25%	4.25%	4.25%
Investment rate of return	4.25%	3.72%	2.06%	2.12%
Salary increases	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.

Valuation date	July 1, 2019	July 1, 2017	July 1, 2017
Measurement date	December 31, 2019	December 31, 2018	December 31, 2017
Discount rate	2.74%, net of expenses	4.10%, net of expenses	3.44%, net of expenses
Inflation	2.25%	2.50%	2.50%
Actuarial cost method	Entry Age Normal	Entry Age Normal	Entry Age Normal
Amortization method	Level percentage of payroll	Level percentage of payroll	Level percentage of payroll
Normal cost increase factor	4.50%	4.50%	4.50%
Investment rate of return	5.75%	6.50%	6.50%
Salary increases	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.

Note: This schedule is intended to show information for ten years. However, until a full 10-year trend has been compiled, information is presented only for the years for which the required supplementary information is available.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

Pension And Other Employee Benefit Trust Funds
Combining Statement of Fiduciary Net Position as of December 31, 2024

($ in thousands)	Pension Funds			Other Employee Benefit Trust Fund	
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post-employment Benefits Plan	Total
ASSETS:					
Cash	$344	$31	$3,579	$-	$3,954
Receivables:					
Employee loans	-	-	30,500	-	30,500
Participant and union contributions	-	(4)	415	-	411
Investment securities sold	-	217	2,502	-	2,719
Accrued interest and dividends	10,800	960	5,361	12,262	29,383
Other receivables	4,232	66	-	-	4,298
Total receivables	15,032	1,239	38,778	12,262	67,311
Investments at fair value/NAV:					
Equity securities	3,405,531	302,598	1,941,601	-	5,649,730
Fixed income securities	1,880,732	167,112	1,028,649	1,420,535	4,497,028
Other Alternative investments*	1,898,348	240,398	1,118,717	-	3,257,463
Total Investments at fair value/NAV	7,184,611	710,108	4,088,967	1,420,535	13,404,221
Total assets	$7,199,987	$711,378	$4,131,324	$1,432,797	$13,475,486
LIABILITIES:					
Accounts payable and accrued liabilities	$6,435	$696	$2,144	$-	$9,275
Payable for investment securities purchased	11,512	1,023	8,098	-	20,633
Accrued benefits payable	-	-	21	215	236
Accrued postretirement death benefits (PRDB) payable	-	-	5,728	-	5,728
Accrued 55/25 Additional Members Contribution (AMC) payable	-	-	1,098	-	1,098
Other liabilities	371	33	450	-	854
Total liabilities	18,318	1,752	17,539	215	37,824
NET POSITION:					
Restricted for pensions	7,181,669	709,626	4,113,785	-	12,005,080
Restricted for postemployment benefits other than pensions	-	-	-	1,432,582	1,432,582
Total net position	7,181,669	709,626	4,113,785	1,432,582	13,437,662
Total liabilities and net position	$7,199,987	$711,378	$4,131,324	$1,432,797	$13,475,486

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

See Independent Auditor’s Review Report and notes to the basic interim financial statements.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

Pension And Other Employee Benefit Trust Funds
Combining Statement of Fiduciary Net Position as of December 31, 2023

($ in thousands)	Pension Funds			Other Employee Benefit Trust Fund	
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post-employment Benefits Plan	Total
ASSETS:					
Cash	$6,417	$625	$3,583	$-	$10,625
Receivables:					
Employee loans	-	-	28,016	-	28,016
Participant and union contributions	-	3	-	-	3
Investment securities sold	-	476	2,928	-	3,404
Accrued interest and dividends	5,727	558	2,996	11,707	20,988
Other receivables	6,591	73	-	-	6,664
Total receivables	12,318	1,110	33,940	11,707	59,075
Investments at fair value/NAV:					
Equity securities	3,014,156	293,666	1,732,373	-	5,040,195
Fixed income securities	1,689,979	164,653	861,680	1,341,188	4,057,500
Other Alternative investments*	1,853,708	253,586	1,196,195	21,603	3,325,092
Total Investments at fair value/NAV	6,557,843	711,905	3,790,248	1,362,791	12,422,787
Total assets	$6,576,578	$713,640	$3,827,771	$1,374,498	$12,492,487
LIABILITIES:					
Accounts payable and accrued liabilities	$6,143	$205	$317	$-	$6,665
Payable for investment securities purchased	16,485	1,606	9,290	-	27,381
Accrued benefits payable	-	-	21	594	615
Accrued postretirement death benefits (PRDB) payable	-	-	5,720	-	5,720
Accrued 55/25 Additional Members Contribution (AMC) payable	-	-	1,504	-	1,504
Other liabilities	496	48	443	-	987
Total liabilities	23,124	1,859	17,295	594	42,872
NET POSITION:					
Restricted for pensions	6,553,454	711,781	3,810,476	-	11,075,711
Restricted for postemployment benefits other than pensions	-	-	-	1,373,904	1,373,904
Total net position	6,553,454	711,781	3,810,476	1,373,904	12,449,615
Total liabilities and net position	$6,576,578	$713,640	$3,827,771	$1,374,498	$12,492,487

See Independent Auditor's Review Report and notes to the basic interim financial statements.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

Pension And Other Employee Benefit Trust Funds

Combining Statement of Changes in Fiduciary Net Position for the year ended December 31, 2024

($ in thousands)	Pension Funds			Other Employee Benefit Trust Fund	
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post-employment Benefit Plan	Total
ADDITIONS:					
Contributions:					
Employer contributions	$355,279	$74,956	$189,884	$877,690	$1,497,809
Implicit rate subsidy contribution	-	-	-	66,606	66,606
Participant rollovers	4,216	-	-	-	4,216
Member contributions	39,536	45	28,506	-	68,087
Total contributions	399,031	75,001	218,390	944,296	1,636,718
Investment income:					
Net appreciation / depreciation in fair value of investments	555,464	50,777	318,669	12,118	937,028
Dividend income	65,346	6,074	39,686	-	111,106
Interest income	57,241	5,230	32,818	47,541	142,830
Less:					
Investment expenses	44,234	4,528	26,520	837	76,119
Investment income, net	633,817	57,553	364,653	58,822	1,114,845
Total additions	1,032,848	132,554	583,043	1,003,118	2,751,563
DEDUCTIONS:					
Benefit payments and withdrawals	398,888	133,794	279,205	877,690	1,689,577
Implicit rate subsidy payments	-	-	-	66,606	66,606
Transfer to other plans	944	-	-	-	944
Administrative expenses	4,801	915	529	144	6,389
Total deductions	404,633	134,709	279,734	944,440	1,763,516
Net increase / (decrease) in fiduciary net position	628,215	(2,155)	303,309	58,678	988,047
NET POSITION:					
Restricted for Benefits:					
Beginning of year	6,553,454	711,781	3,810,476	1,373,904	12,449,615
End of year	$7,181,669	$709,626	$4,113,785	$1,432,582	$13,437,662

See Independent Auditor's Review Report and notes to the basic interim financial statements.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

Pension And Other Employee Benefit Trust Funds
Combining Statement of Changes in Fiduciary Net Position for the year ended December 31, 2023

($ in thousands)	Pension Funds			Other Employee Benefit Trust Fund	
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post-employment Benefit Plan	Total
ADDITIONS:					
Contributions:					
Employer contributions	$831,320	$140,400	$328,430	$2,139,096	$3,439,246
Implicit rate subsidy contribution	-	-	-	62,445	62,445
Member contributions	38,304	50	25,390	-	63,744
Total contributions	869,624	140,450	353,820	2,201,541	3,565,435
Investment income:					
Net appreciation / depreciation in fair value of investments	645,157	53,613	382,998	10,400	1,092,168
Dividend income	64,128	6,641	40,027	-	110,796
Interest income	32,876	3,376	20,357	33,196	89,805
Less:					
Investment expenses	46,220	5,326	29,648	565	81,759
Investment income, net	695,941	58,304	413,734	43,031	1,211,010
Total additions	1,565,565	198,754	767,554	2,244,572	4,776,445
DEDUCTIONS:					
Benefit payments and withdrawals	374,595	138,824	266,622	819,815	1,599,856
Implicit rate subsidy payments	-	-	-	62,445	62,445
Transfer to other plans	890	-	-	-	890
Administrative expenses	4,660	546	567	143	5,916
Total deductions	380,145	139,370	267,189	882,403	1,669,107
Net increase / (decrease) in fiduciary net position	1,185,420	59,384	500,365	1,362,169	3,107,338
NET POSITION:					
Restricted for Benefits:					
Beginning of year	5,368,034	652,397	3,310,111	11,735	9,342,277
End of year	$6,553,454	$711,781	$3,810,476	$1,373,904	$12,449,615

See Independent Auditor's Review Report and notes to the basic interim financial statements.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

SCHEDULE OF CONSOLIDATED RECONCILIATION BETWEEN FINANCIAL PLAN AND FINANCIAL STATEMENTS FOR THE PERIOD ENDED SEPTEMBER 30, 2025
($ in millions)

Category	Financial Plan Actual	Statement GAAP Actual	Variance
REVENUE:			
Farebox revenue	$3,923	$3,882	$(41)
Vehicle toll revenue	1,935	2,435	500
Other operating revenue	2,330	799	(1,531)
Total revenue	8,188	7,116	(1,072)
OPERATING EXPENSES:			
Labor:			
Payroll	5,321	4,740	(581)
Overtime	1,129	890	(239)
Health and welfare	1,478	1,385	(93)
Pensions	1,262	1,170	(92)
Other fringe benefits	1,119	876	(243)
Postemployment benefits	689	672	(17)
Reimbursable overhead	1	(510)	(511)
Total labor expenses	10,999	9,223	(1,776)
Non-labor:			
Electric power	481	481	-
Fuel	162	154	(8)
Insurance	21	30	9
Claims	332	286	(46)
Paratransit service contracts	528	528	-
Maintenance and other operating contracts	810	686	(124)
Professional service contract	610	442	(168)
Pollution remediation project costs	4	6	2
Materials and supplies	631	523	(108)
Other business expenses	223	254	31
Total non-labor expenses	3,802	3,390	(412)
Depreciation and amortization	2,894	3,000	106
Other Expenses Adjustment	(5)	-	5
Total operating expenses	17,690	15,613	(2,077)
NET OPERATING LOSS	$(9,502)	$(8,497)	$1,005

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

SCHEDULE OF CONSOLIDATED SUBSIDY ACCRUAL RECONCILIATION BETWEEN FINANCIAL PLAN AND FINANCIAL STATEMENTS FOR THE PERIOD ENDED SEPTEMBER 30, 2025
($ in millions)

Accrued Subsidies	Financial Plan Actual	Financial Statement GAAP Actual	Variance	
Mass transportation operating assistance	$1,462	$1,462	$-	{3}
Mass transit trust fund subsidies	453	454	1	{1}
Mortgage recording tax 1 and 2	315	324	9	{1}
MRT transfer	-	(4)	(4)	{1}
Urban tax	335	356	21	{1}
State and local operating assistance	239	275	36	{1}
Station maintenance	158	166	8	{1}
Connecticut Department of Transportation (CDOT)	185	189	4	{1}
Subsidy from New York City for MTA Bus and SIRTOA	573	423	(150)	{1}
Build American Bonds Subsidy	-	31	31	{1}
Mobility tax	3,036	3,131	95	{1}
Assistance Fund (For hire vehicle)	263	338	75	{1}
Real Property Transfer Tax Surcharge (Mansion Tax)	307	283	(24)	{1}
Internet Marketplace Tax	252	254	2	{1}
Transfer to Central Business District Capital Lockbox	(969)	-	969	{1}
Other non-operating income	148	3,486	3,338	{2}
Total accrued subsidies	**6,757**	**11,168**	**4,411**	
Net operating deficit before subsidies and debt service	(9,502)	(8,497)	1,005	
Debt Service	(1,769)	(1,459)	310	
Conversion to Cash basis: Depreciation	2,894	-	(2,894)	
Conversion to Cash basis: GASB 75 OPEB adjustment	63	-	(63)	
Conversion to Cash basis: GASB 68 pension adjustment	11	-	(11)	
Conversion to Cash basis: GASB Lease Adjustment	32	-	(32)	
Total net operating surplus/(deficit) before appropriations, grants and other receipts restricted for capital projects	**$(1,514)**	**$1,212**	**$2,726**	

{1} The Financial Plan records on a cash basis while the Financial Statement records on an accrual basis.
{2} The Financial Plan records do not include other non-operating income or changes in fair value.
{3} Timing of receipt in the Financial Plan.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

**SCHEDULE OF FINANCIAL PLAN TO FINANCIAL STATEMENTS RECONCILIATION
RECONCILING ITEMS
FOR THE PERIOD ENDED SEPTEMBER 30, 2025
($ in millions)**

Financial Plan Actual Operating Loss at September 30, 2025			**$(9,502)**
The Financial Plan Actual Includes:			
1	Higher Other operating revenue		(1,072)
2	Higher labor expense primarily from higher payroll expense projections		1,776
3	Higher non-labor expense primarily from higher professional service contract expense		412
4	Other expense adjustments		(111)
Total operating reconciling items			**1,005**
Financial Statements Operating Loss at September 30, 2025			**$(8,497)**
Financial Plan Deficit after Subsidies and Debt Service			**$(1,514)**
The Audited Financial Statements Includes:			
1	Debt service bond principal payments		310
2	Adjustments for non-cash liabilities:		
	Depreciation	(2,894)	
	Unfunded OPEB expense	(63)	
	Unfunded GASB No. 68 pension adjustment	(11)	
	Other non-cash liability adjustment	(32)	(3,000)
The Financial Statement includes:			
3	Higher subsidies and other non-operating revenues and expenses		4,411
4	Total operating reconciling items (from above)		1,005
Financial Statement Gain Before Capital Appropriations			**$1,212**