



METROPOLITAN TRANSPORTATION AUTHORITY

OPEN DATA PLAN

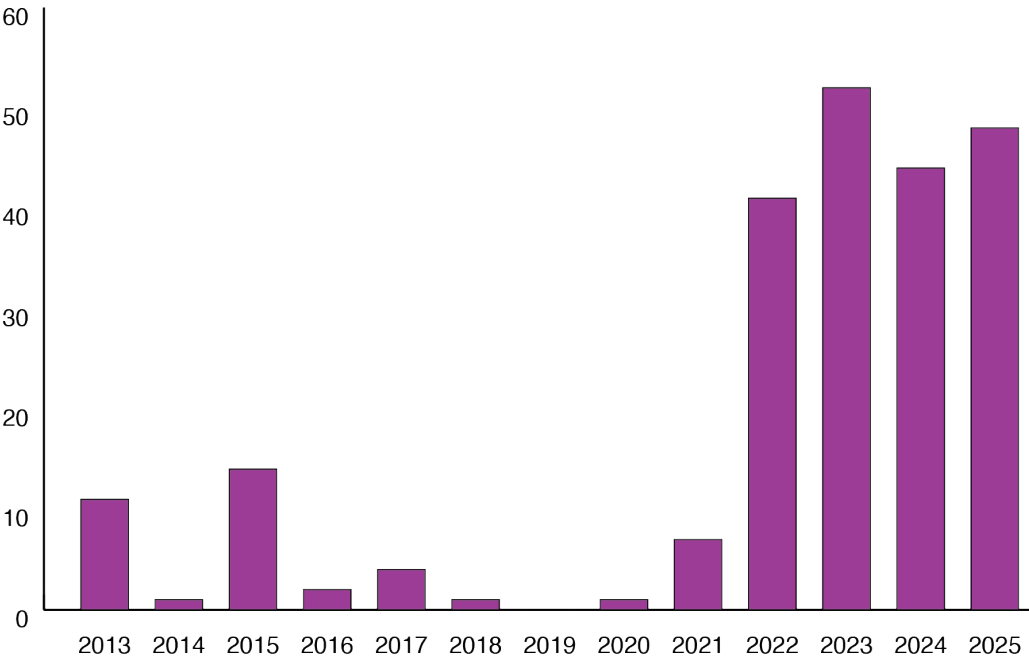
2026 ANNUAL UPDATE



This 2026 Annual Update from the Metropolitan Transportation Authority marks the fourth update to the Open Data Plan, and what an amazing four years it has been! In this annual update, we are thrilled to share our highlights from 2025 and our plans for the year ahead.

We’ve come a long way since the MTA Open Data Law was enacted in 2021. The team has successfully sustained the quantity of our output, all while improving the quality of our datasets, thanks to the resources the MTA has dedicated to this program. Just see for yourself – the MTA ended 2025 with 226 data assets published on the New York State open data portal, data.ny.gov.

MTA data assets published to the NYS Open Data Portal



We are so proud to support an MTA that is more transparent today than ever before. Not only are there hundreds of data assets published to the Open Data Portal, but we also publish a swath of accompanying visuals on metrics.mta.info and countless other resources, such as [data blog posts](#), that help the public better understand our data and how the MTA works.

We’re entering 2026 with momentum and a clear goal: publish more data, delivered consistently, with improved context and documentation for every audience that relies on it. Thank you to everyone across the MTA who contributes to this program, and to the stakeholders whose feedback helps us improve. We’re excited for what we’ll build together next.

2025 YEAR IN REVIEW: OPEN DATA BY THE NUMBERS

1
CIVIC
INNOVATOR
AWARD

15
OPEN DATA
EVENTS

1,200
ATTENDEES
AT OPEN DATA
EVENTS

2
NY TRANSIT
MUSEUM
PROGRAMS

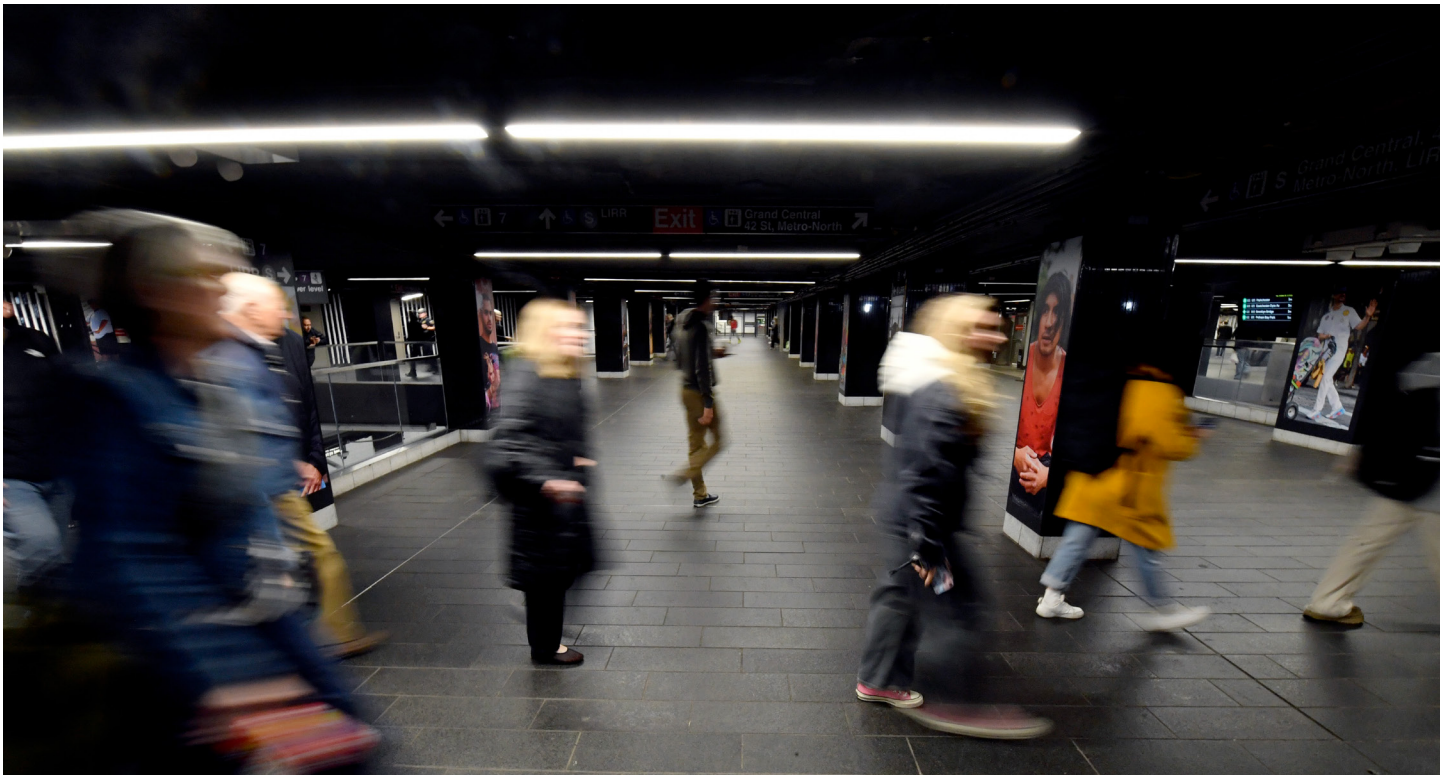
226
SUPPORTED
DATA ASSETS

48
NEW
DATA ASSETS

2025 NEW DATASET HIGHLIGHTS

Our team published 48 new data assets to New York State’s open data portal, in 2025. We’re particularly proud of our newest offerings from the past year as they addressed key gaps in our catalog and shared more granular information than ever before on brand new topics. Below are a few of our favorite releases that we hope will inspire interesting analyses:

- Detailed traffic data, including [Congestion Relief Zone vehicle entries](#) and [vehicle crossings](#) on MTA-owned bridges and tunnels.
- Archived GTFS data with improvements, including [subway](#) and [bus schedules](#).
- Detailed data on [bus automated camera enforcement violations](#).
- Bolstered [service alerts](#) and [subway ridership](#) data with additional historic data.
- Source datasets for the new [capital dashboard](#).
- [Geospatial datasets](#) (routes/branches and stops/stations) for New York City Transit, LIRR, and Metro-North.
- Granular data on [employee availability](#) and [overtime](#).
- Detailed [car occupancy estimates for LIRR](#), sourced from load weigh data.
- Our [first asset inventories](#) from enterprise asset management (EAM), MTA’s comprehensive approach to managing physical assets, with more on the way in 2026.



OPEN DATA IN THE NEWS

The work of MTA Open Data and the broader Data & Analytics team appeared a lot in the news in 2025. These media opportunities are a meaningful way to engage with a new group of data users and members of the transit community who otherwise may not know about our program.

One of our favorite articles from last year was [Is Congestion Pricing Working? The MTA’s Revamped Data Team Is Figuring It Out](#) by Aarian Marshall for Wired. Using the MTA’s Congestion Relief Zone vehicle entries dataset, along with a suite of other supporting datasets, the article showed the most granular view of NYC traffic to date in the Congestion Relief Zone and demonstrates how the program affects mobility in NYC.

We also enjoyed pieces that used an MTA open dataset for analysis or highlighted the use of our open datasets in a project. [Streetsblog has been regular user](#) of our open data, exploring datasets like Bus Automated Camera Enforcement Violations. Bloomberg also made use of our vast amount of [data on train delays on our regional rail lines](#) over the summer. MTA open data was also a source of information for an art installation at the Fulton Center, which is highlighted in this [TimeOut New York piece by Rossilynne Skena Culgan](#).

Our team always has a great time at our now annual datathon with CUNY Macaulay Honors College! The CUNY Datathon had students use MTA open data on buses to explore how students and faculty could get to their classroom more smoothly. More details about our 2025 datathon, including the winning teams, can be found in [CUNY’s student and alumni news](#).

Finally, the MTA Open Data Team was awarded BetaNYC’s inaugural Civic Innovator Award. This award recognizes organizations, teams, and community groups that are making NYC more open, accessible, and equitable through open data and civic innovation. The MTA Open Data team was nominated by the community for making available robust transportation data that empowers people to better understand and navigate NYC. As described by BetaNYC, “[the team has] taken one of the world’s busiest transit systems and made it more transparent than ever before. By publishing performance and service data through the New York State Open Data Portal and building analytics pipelines, the MTA Open Data Team has opened the doors for accountability, innovation, and better transit for all.”



The MTA Open Data team in 2025, from left to right: Andrew Kuziemko, Jaspreet Lal, Lisa Mae Fiedler, Rahnuma Tarannum, and Niki Keramat.

PRIORITIES FOR 2026

While our new data release areas cover many topics, there are key thematic areas of focus that we are particularly excited about. These align with requests for increased transparency from our community of data users.

More data from our Enterprise Asset Management system.

In 2025, we released our first asset inventories from EAM on [subway rolling stock](#) and [subway elevators and escalators](#). We’ll continue to release more EAM data, including our first maintenance-related dataset on hot cars. We’ll also dive further into customer-facing amenities like subway station public restrooms, platform barriers, and new fare gates.

More system usage data.

While our current [ridership and traffic data offerings](#) continue to be popular, we plan on increasing the breadth of our catalog. We’ll expand modelled ridership counts to include more granular LIRR and Metro-North ridership, OMNY fare cap, and subway ridership by line.

More data about buses.

We are releasing a suite of new bus-related datasets such as Bus Origin-Destination Ridership Estimates, Bus Fleet Asset Inventories, and bus collisions.

Our full list of planned releases for the year can be found in our [MTA Catalog and Publication Schedule](#) open dataset. As always, we save time and resources in our annual plan to pick up additional priority datasets as needed, continue tackling tech-debt and automation projects, improve our open data-adjacent resources, and participate in stakeholder engagement events.

We look forward to doing all these things and more in 2026!