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New York City Transit Authority

(Component Unit of the Metropolitan
Transportation Authority)

Financial Statements as of and for the
Years Ended December 31, 2025 and 2024,
Required Supplementary Information, and
Independent Auditor's Report

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

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INDEPENDENT AUDITOR'S REPORT

To the Members of the Board of
Metropolitan Transportation Authority

Opinions

We have audited the financial statements of the business-type activities and fiduciary activities of the New York City Transit Authority (the "Authority"), a public benefit corporation which is a component unit of the Metropolitan Transportation Authority ("MTA"), as of and for the years ended December 31, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the Authority as of December 31, 2025 and 2024, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America ("GAAS"). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matters

As discussed in Note 1 to the financial statements, the Authority is a component unit of the MTA. The MTA is a component unit of the State of New York. The Authority requires significant subsidies from, and has material transactions with, the MTA, The City of New York and the State of New York. Our opinions are not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

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Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we

- exercise professional judgment and maintain professional skepticism throughout the audit.
- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the MTA's internal control. Accordingly, no such opinion is expressed.
- evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, Schedule of Changes in the Authority's Net Pension Liability and Related Ratios for the MABSTOA Pension Plan, Schedule of the Authority's Proportionate Share of the Net Pension Liability in the NYCERS Pension Plan, Schedule of the Authority's Contributions to all Pension Plans, Notes to Schedule of the Authority's Contributions to All Pension Plans, Schedule of the Authority's Proportionate Share of the Net OPEB Liability in the MTA OPEB Plan, and Schedule of the Authority's Contributions to the OPEB Plan and Notes to the Schedule of the Authority's Contribution to the OPEB Plan be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audits of the basic financial statements. We do not

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express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

_____, 2026

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NEW YORK CITY TRANSIT AUTHORITY

(Component Unit of the Metropolitan Transportation Authority)

MANAGEMENT'S DISCUSSION AND ANALYSIS

FOR THE YEARS ENDED DECEMBER 31, 2025 AND 2024

(\$ In Millions, except as noted)

FINANCIAL REPORTING ENTITY

The New York City Transit Authority ("NYCTA") and its component unit, Manhattan and Bronx Surface Transit Operating Authority ("MaBSTOA") (collectively, "the Authority") are public benefit corporations established pursuant to the New York State ("the State") Public Authorities Law, to operate public subway, bus and paratransit services within The City of New York ("The City"). The Authority is a component unit of the Metropolitan Transportation Authority ("MTA"), which is a component unit of the State, and 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 Reporting entity includes:

- (1) NYCTA, a special purpose government, and its blended Component Unit MaBSTOA, together providing transportation services to New York City. The Authority engages in Business-Type Activities. The financial results of the Authority are reported as consolidated financial statements.
- (2) a Fiduciary Fund comprised of the MaBSTOA Pension Plan.

OVERVIEW OF THE CONSOLIDATED FINANCIAL STATEMENTS

Introduction:

This report consists of five parts: Management's Discussion and Analysis, Consolidated Financial Statements, Fiduciary Fund Financial Statements, Notes to the Consolidated Financial Statements, and Required Supplementary Information.

Management's Discussion and Analysis:

The following is a narrative overview and analysis of the financial activities of the Authority as of and for the years ended December 31, 2025 and 2024. This management discussion and analysis ("MD&A") is intended to serve as an introduction to the Authority's consolidated financial statements. It provides an assessment of how the Authority's position has improved or deteriorated and identifies the factors that, in management's view, significantly affected the Authority's overall financial position. It may contain opinions, assumptions or conclusions by the Authority's management that should not be considered a replacement for, and must be read in conjunction with, the consolidated financial statements described below.

The Consolidated Financial Statements:

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

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The Consolidated Statements of Revenues, Expenses and Changes in Net Position show how the Authority's net position changed during each year. They account for all of the current year's revenues and expenses, measures the financial results of the Authority's operations over the past year and can be used to determine how the Authority has funded its costs.

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

The Fiduciary Fund Financial Statements:

The Fiduciary fund is used to account for resources held in a trustee capacity for the benefit of parties outside of a government entity. The Fiduciary fund is not reported in the Authority's consolidated financial statements because the resources of that fund are not available to support Authority's own programs. The fiduciary fund is reported as a Pension Fund.

The Statements of Fiduciary Net Position present financial information about the assets, liabilities, and the fiduciary net position held in trust of the fiduciary fund of the Authority.

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

The Notes to the Consolidated Financial Statements:

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

Required Supplementation Information:

The Required Supplementary Information provides information concerning the Authority's net pension liability and net other postemployment benefits ("OPEB") liability, employer contributions for the pension plans and OPEB, related ratios and actuarial assumptions used to calculate the net pension liability and net OPEB liability.

CONDENSED FINANCIAL INFORMATION

All amounts are in thousands, except as noted.

The following sections will discuss the significant changes in the Authority's financial position for the years ended December 31, 2025 and 2024. Additionally, an examination 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, summaries of the consolidated financial statements and the various exhibits presented conform to the Authority's consolidated financial statements, which are presented in accordance with generally accepted accounting principles in the United States of America.

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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: construction of buildings and the acquisition of subway cars, buses, track and structures, depots and yards, equipment, and right-of-use assets for leases on land, buildings, office spaces, storage spaces, equipment and vehicles. Intangible right-of-use assets for subscription-based information technology arrangement (“SBITAs”). The Authority will be recording the projects in progress asset and increase in net position upon recognition of MTA HQ’s capital invoice liability.

Other assets include, but are not limited to: cash, investments, State and Local mass transit tax and operating subsidies receivables. This also includes the receivable from leases of the Authority’s land, buildings, station concession, equipment, and right-of-way to third parties.

Deferred outflows of resources reflect: actuarial measurements related to pension and OPEB, and employer contributions subsequent to the measurement date.

Total assets, distinguishing between capital and other assets, and deferred outflows of resources:

(In thousands)	2025	2024	2023	Increase/(Decrease)	
				2025-2024	2024-2023
Capital assets	\$ 93,677,513	\$ 88,101,835	\$ 83,527,532	\$ 5,575,678	\$ 4,574,303
Accumulated depreciation and amortization	(37,050,905)	(34,824,481)	(32,675,252)	(2,226,424)	(2,149,229)
Capital assets, net of accumulated depreciation and amortization	56,626,608	53,277,354	50,852,280	3,349,254	2,425,074
Other assets	5,331,568	5,040,470	4,938,139	291,098	102,331
Total assets	61,958,176	58,317,824	55,790,419	3,640,352	2,527,405
Deferred outflows of resources	3,387,093	4,036,473	4,481,337	(649,380)	(444,864)
Total assets and deferred outflows of resources	\$ 65,345,269	\$ 62,354,297	\$ 60,271,756	\$ 2,990,972	\$ 2,082,541

The Authority’s capital assets totaled \$93,677,513 at December 31, 2025. Of the total, depots, yards, signals, and stations were 47.6%, subway cars and buses accounted for 15.8% and track and structures were 19.0%. The Authority’s capital assets totaled \$88,101,835 at December 31, 2024. Of the total, depots, yards, signals, and stations were 48.3%, subway cars and buses accounted for 15.8% and track and structures were 19.6%. These gross capital assets exclude significant infrastructure assets such as tunnels and elevated structures, which are assets owned by the City. More detailed information about the Authority’s capital assets is presented in Note 5 to the consolidated financial statements.

Significant changes in assets and deferred outflows of resources include:

December 31, 2025 versus 2024

Capital assets increased at December 31, 2025 by \$5,575,678 or 6.3%. This increase was primarily due to station rehabilitation work of \$1,449,533, signals work of \$352,244, depots and yards of \$212,916, track and structures of \$525,614, acquisition of new subways of \$985,339, acquisition of new buses of \$10,309, other new acquisition of \$150,551, new leased buildings and structures of \$30,654, and construction work of \$1,874,285 related to various projects not yet completed. Accumulated depreciation and amortization increased by \$2,226,424, or 6.4%, due to depreciation expense of \$2,277,031 and amortization expense of \$26,089, partially offset by normal asset retirements of \$76,696.

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Other assets increased by \$291,098, or 5.8% compared with the prior year. The increase is due to an increase in MTA investment pool of \$733,702 offset by the decrease in cash of \$49,579, decrease in billed and unbilled charges due from New York City of \$69,961, decrease in receivable from MTA HQ of \$31,702, decrease in prepaid expense of \$161,614 and decrease in due from MTA for purchase of capital assets of \$143,079.

Deferred outflows of resources decreased by \$649,380 or 16.1% compared to the prior year. This was due to a decrease of \$159,810 related to pensions, primarily due to actuarial gain on investments as reflected in net difference between projected versus actual plan investment earnings \$151,069 based upon the most recent actuarial valuation report, a decrease of \$489,570 related to OPEB, primarily due to the decrease in changes in assumptions of \$334,564, and a decrease in changes in contributions and proportionate share of contributions of \$122,039 based upon the most recent actuarial valuation report. Refer to Notes 6 and 7 to the Consolidated Financial Statements for more information regarding the Authority's pension and postemployment benefits other than pension, respectively.

December 31, 2024 versus 2023

Capital assets increased from December 31, 2023 to December 31, 2024 by \$4,574,303 or 5.5%. This increase was primarily due to station rehabilitation work of \$1,168,999, signals work of \$154,991, depots and yards of \$807,451, track and structures of \$889,241, acquisition of new subways of \$911,593, acquisition of new buses of \$84,059, other new acquisition of \$105,970, new lease buildings and structures of \$4,598, and construction work of \$563,430 related to various projects not yet completed. Accumulated depreciation and amortization increased by \$2,149,229, or 6.6%, due to depreciation expense of \$2,244,232 and amortization expense of \$24,716, partially offset by normal asset retirements of \$119,719.

Other assets increased by \$102,331, or 2.1% compared with the prior year. The increase is due to an increase in cash of \$42,965, billed and unbilled charges due from New York City for Paratransit of \$43,281 and Fair-Fare of \$23,747, accrued subsidies from New York City and New York State of \$61,793, an increase in receivable from MTA HQ of \$23,376, an increase in materials and supplies of \$24,893 and prepaid expense of \$15,037. These increases were partially offset by the decrease in due from MTA for purchase of capital assets of \$141,064.

Deferred outflows of resources decreased by \$444,864 or 9.9% compared to the prior year. This was due to a decrease of \$682,937 related to pensions, primarily due to actuarial gain on investments as reflected in net difference between projected versus actual plan investment earnings \$618,969, based upon the most recent actuarial valuation report. The decrease is partially offset by an increase of \$238,073 related to OPEB, primarily due to the increase in changes in assumptions of \$388,371, offset by a decrease in changes in contributions and proportionate share of contributions of \$122,038 based upon the most recent actuarial valuation report. Refer to Notes 6 and 7 to the Consolidated Financial Statements for more information regarding the Authority's pension and postemployment benefits other than pension, respectively.

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, current portions of long-term debt, pollution remediation liabilities, unredeemed fares, current portion of long-term liabilities, current portion of compensated absences, and other current liabilities.

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

Deferred inflows of resources reflect deferred inflows related to leases, and actuarial measurements related to pension, OPEB, lease and public-private partnership arrangements.

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(In thousands)	2025	2024	2023	Increase/(Decrease)	
				2025-2024	2024-2023
Current liabilities	\$ 2,222,787	\$ 2,334,513	\$ 2,139,604	\$ (111,726)	\$ 194,909
Long-term liabilities	<u>22,755,905</u>	<u>23,437,470</u>	<u>25,365,641</u>	<u>(681,565)</u>	<u>(1,928,171)</u>
Total liabilities	24,978,692	25,771,983	27,505,245	(793,291)	(1,733,262)
Deferred inflows of resources	<u>6,019,507</u>	<u>5,803,603</u>	<u>3,646,124</u>	<u>215,904</u>	<u>2,157,479</u>
Total liabilities and deferred inflows of resources	<u>\$ 30,998,199</u>	<u>\$ 31,575,586</u>	<u>\$ 31,151,369</u>	<u>\$ (577,387)</u>	<u>\$ 424,217</u>

At the end of 2025, the Authority's liabilities consisted primarily of employee fringe benefit-related liabilities (for retirement, health and other benefits) of 57.4%, net pension liability of 14.7%, and injuries to persons (public liability and workers' compensation) of 21.6%. Included in the employee fringe benefit-related liabilities were \$13,246,265 of postemployment benefits other than pensions.

At the end of 2024, the Authority's liabilities consisted primarily of employee fringe benefit-related liabilities (for retirement, health and other benefits) of 57.5%, net pension liability of 16.9%, and injuries to persons (public liability and workers' compensation) of 19.2%. Included in the employee fringe benefit-related liabilities were \$13,799,159 of postemployment benefits other than pensions.

Significant changes in liabilities and deferred inflows of resources include:

December 31, 2025 versus 2024

Total liabilities decreased at December 31, 2025 by \$793,291 or 3.1%. Current liabilities decreased by \$111,726, or 4.8%, and long-term liabilities decreased by \$681,565 or 2.9%.

The net decrease in current liabilities of \$111,726 was mainly due to a decrease in salaries, wages and payroll taxes of \$154,059 due to a lower payroll accrual and decrease in unredeemed farecards of \$25,028 due to usage. This decrease is partially offset by a net increase in compensated absences of \$27,073, other payables of \$28,460, estimated liability arising from injuries to persons of \$7,913, and revenue advances of \$8,087.

The net decrease in long-term liabilities of \$681,565 was primarily due to a decrease of \$552,894 in net OPEB liability. In addition, there was a decrease of \$675,985 in net pension liability. The decrease in OPEB and pension were partially offset by an increase in the estimated liability arising from injuries to persons of \$450,499 primarily due to the increase in claims reserve for certain cases, an increase in compensated absences of \$43,101 and a recognition of availability payment arrangement liability under GASB 94 of \$59,706 (see Note 12 for additional information).

Deferred inflows of resources increased by \$215,904, or 3.7% compared with prior year. This was due to an increase of \$107,704 related to pension primarily due to actuarial gain on investments as reflected in net difference between projected versus actual plan investment earnings \$293,009, offset by a decrease in changes in proportion and differences between contribution and proportionate share of contribution of \$157,362 based upon the most recent actuarial valuation report. Additionally, there was an increase in OPEB of \$101,898 as a result of changes in assumptions of \$461,398, offset by decrease in differences between expected and actual experience of \$285,395, and a decrease in changes in proportion and differences between contribution and proportionate share of contribution of \$80,328, based upon the most current actuarial valuation report. Refer to Notes 6 and 7 for more information regarding the Authority's pensions and postemployment benefits other than pension, respectively.

December 31, 2024 versus 2023

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Total liabilities decreased from December 31, 2023 to December 31, 2024 by \$1,733,262 or 6.3%. Current liabilities increased by \$194,909, or 9.1%, and long-term liabilities decreased by \$1,928,171 or 7.6%.

The net increase in current liabilities of \$194,909 was mainly due to an increase in estimated liability arising from injuries to persons of \$198,251 due to an increase in the claims reserve balance per the current actuarial valuation. This increase is partially offset by a net decrease in other payables of \$6,580.

The net decrease in long-term liabilities of \$1,928,171 was primarily due to a decrease of \$1,830,345 in net OPEB liability, which was attributable to employer contribution \$1,499,720 and changes in proportionate share of OPEB liability which \$346,700. In addition, there was a decrease of \$667,415 in net pension liability. The decrease in OPEB and pension were partially offset by an increase in the estimated liability arising from injuries to persons of \$553,766 primarily due to the increase in claims reserve for selected cases, and an increase in compensated absences of \$16,457.

Deferred inflows of resources increased by \$2,157,479, or 59.2% compared with prior year primarily due to an increase in deferred inflows related to OPEB of \$2,241,212 as a result of change in differences between expected and actual experience of \$1,797,199, and changes in proportion and differences between contribution and proportionate share of contribution of \$1,048,863, offset by decrease in changes in assumptions of \$604,850 based upon the most current actuarial valuation report. Refer to Notes 6 and 7 to the consolidated financial statements for more information regarding the Authority's pensions and postemployment benefits other than pension, respectively.

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

(In thousands)	2025	2024	2023	Increase/(Decrease)	
				2025-2024	2024-2023
Net investment in capital assets	\$ 56,063,615	\$ 52,792,128	\$ 50,349,806	\$ 3,271,487	\$ 2,442,322
Unrestricted	(21,716,545)	(22,013,417)	(21,229,419)	296,872	(783,998)
Total net position	<u>\$ 34,347,070</u>	<u>\$ 30,778,711</u>	<u>\$ 29,120,387</u>	<u>\$ 3,568,359</u>	<u>\$ 1,658,324</u>

Net position represents the residual interest in the Authority's assets and deferred outflows of resources after liabilities and deferred inflows of resources, and consist of three components: net investment in capital assets, restricted and unrestricted. Net investment in capital assets includes capital assets and right-of-use lease assets, net of accumulated depreciation and amortization, lease liabilities, and outstanding principal balances of debt attributable to the acquisition, construction or improvement of those assets. Net position is reported as restricted when constraints are imposed by third parties or enabling legislation, otherwise it is reported as unrestricted.

December 31, 2025 versus 2024

Total net position was \$34,347,070 at the end of 2025, a net increase of \$3,568,359, or 11.6% from the end of 2024. The net increase was primarily due to an operating loss of \$8,346,109 offset by net nonoperating income of \$7,355,154 and capital contributions from the MTA of \$4,559,314. Refer to Note 2 for additional information.

December 31, 2024 versus 2023

Total net position was \$30,778,711 at the end of 2024, a net increase of \$1,658,324, or 5.7% from the end of 2023. The net increase was primarily due to an operating loss of \$8,495,329 offset by net nonoperating income of \$6,411,670 and capital contributions from the MTA of \$3,741,983.

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Condensed Statements of Revenues, Expenses, and Changes in Net Position

(In thousands)	2025	2024	2023	Increase/(Decrease)	
				2025-2024	2024-2023
Operating revenues	\$ 4,567,411	\$ 4,356,932	\$ 4,006,529	\$ 210,479	\$ 350,403
Operating expenses	(12,913,520)	(12,852,261)	(12,397,292)	(61,259)	(454,969)
Operating loss	(8,346,109)	(8,495,329)	(8,390,763)	149,220	(104,566)
Nonoperating revenues (expenses):					
Subsidies: New York State and The City of New York	3,714,579	3,531,005	5,000,803	183,574	(1,469,798)
Triborough Bridge and Tunnel Authority	625,329	679,095	604,535	(53,766)	74,560
Federal Transit Administration reimbursement	3,058,053	2,302,006	-	756,047	2,302,006
Other nonoperating revenues	30,131	34,727	28,986	(4,596)	5,741
Other nonoperating expenses	(72,938)	(135,139)	(137,280)	62,201	2,141
Loss on disposal - subway cars and track & structures	-	(24)	(301)	24	277
Total nonoperating revenues (expenses)	7,355,154	6,411,670	5,496,743	943,484	914,927
Income (loss) before capital contributions	(990,955)	(2,083,659)	(2,894,020)	1,092,704	810,361
Capital contributions	4,559,314	3,741,983	3,156,381	817,331	585,602
Change in net position	3,568,359	1,658,324	262,361	1,910,035	1,395,963
Net position — beginning of year	30,778,711	29,120,387	29,115,297	1,658,324	5,090
Restatement of beginning net position due to the adoption of GASB No. 101	-	-	(257,271)	-	257,271
Net position — end of year	\$ 34,347,070	\$ 30,778,711	\$ 29,120,387	\$ 3,568,359	\$ 1,658,324

Revenue from Fares/Ridership

(In thousands)	2025	2024	2023	Increase/(Decrease)	
				2025-2024	2024-2023
Subway revenue	\$ 2,958,986	\$ 2,820,175	\$ 2,645,967	\$ 138,811	\$ 174,208
Bus revenue	629,269	614,946	623,984	14,323	(9,038)
Expired fare media revenue	37,795	71,554	56,838	(33,759)	14,716
Paratransit revenue	32,904	26,950	22,175	5,954	4,775
Total revenue from fares	\$ 3,658,954	\$ 3,533,625	\$ 3,348,964	\$ 125,329	\$ 184,661
Total ridership (in thousands)	1,649,700	1,532,082	1,503,926	117,618	28,156
Non-student average fare	\$ 2.37	\$ 2.38	\$ 2.29	\$ (0.01)	\$ 0.09

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2025 versus 2024

Total revenue from fares was \$3,658,954 in 2025, an increase of \$125,329, or 3.5% was primarily due to increased subway ridership and measures taken to reduce fare evasion. Total ridership was 1,649,700, an increase of 117,618, or 7.7% from 2024.

2024 versus 2023

Total revenue from fares was \$3,533,625 in 2024, an increase of \$184,661, or 5.5% was primarily due to increased subway ridership and measures taken to reduce fare evasion. Total ridership was 1,532,082, an increase of 28,156, or 1.9% from 2023.

Operating Expenses, by Major Function

(In thousands)	Increase/(Decrease)				
	2025	2024	2023	2025-2024	2024-2023
Salaries and wages	\$ 4,709,082	\$ 4,540,253	\$ 4,528,765	\$ 168,829	\$ 11,488
Health and welfare	1,325,297	1,170,180	1,095,747	155,117	74,433
Pensions	634,419	870,319	880,765	(235,900)	(10,446)
Other fringe benefits	532,007	502,184	619,047	29,823	(116,863)
Reimbursed overhead expenses	(346,716)	(331,634)	(283,713)	(15,082)	(47,921)
Postemployment benefits other than pensions	666,546	797,610	1,086,509	(131,064)	(288,899)
Electric power	385,604	324,316	302,015	61,288	22,301
Fuel	121,925	121,912	131,496	13	(9,584)
Insurance	86,253	75,715	71,990	10,538	3,725
Public liability claims	645,536	800,163	243,770	(154,627)	556,393
Paratransit service contracts	717,214	616,823	517,151	100,391	99,672
Maintenance and other operating contracts	302,313	338,527	298,286	(36,214)	40,241
Professional service contracts	310,803	222,286	180,152	88,517	42,134
Pollution remediation projects	(3,616)	41,015	33,051	(44,631)	7,964
Materials and supplies	368,668	346,020	343,150	22,648	2,870
Depreciation and amortization	2,303,120	2,268,948	2,205,055	34,172	63,893
Other expenses	155,065	147,624	144,056	7,441	3,568
Total operating expenses	<u>\$ 12,913,520</u>	<u>\$ 12,852,261</u>	<u>\$ 12,397,292</u>	<u>\$ 61,259</u>	<u>\$ 454,969</u>

2025 versus 2024

Total operating expenses increased by \$61,259, or 0.5% compared to 2024 as follows:

- Salaries and wages increased by \$168,829, or 3.7% due to higher gross wages, including retroactive wage adjustments from contract settlements, and fewer vacancies.
- Health and welfare expenses increased by \$155,117, or 13.3%, primarily due to an increase in per capita claims activity.
- Pension expenses decreased by \$235,900, or 27.1%, primarily due to a decrease in the amortization of difference in projected and actual investment earnings of \$217,878.
- Other fringe benefit expenses increased by \$29,823, or 5.9%, primarily due to higher Workers' Compensation claims of \$38,887, increase in FICA reserve of \$11,734 due to payroll increases, partially offset by fringe benefit overhead reimbursement of \$19,980.
- Postemployment benefits other than pensions decreased by \$131,064, or 16.4%, primarily due to a decrease in the net amortization of deferred inflow and outflow of \$186,906, partially offset by an increase in the OPEB component expense of \$65,672.

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- Electric power expenses increased by \$61,288, or 18.9%, mainly due to higher energy costs.
- Insurance expenses increased by \$10,538, or 13.9%, primarily due to vehicle liability insurance increase of \$6,849 and property insurance increase of \$2,259.
- Public liability claims expenses decreased by \$154,627, or 19.3%, primarily due to the higher claims reserve in the prior year.
- Paratransit service contract expenses increased by \$100,391, or 16.3%, primarily due to higher trip volume and increasing trip costs.
- Maintenance and other operating contracts decreased by \$36,214, or 10.7%, is primarily due to reversal of \$17,809 of accruals for water billing credits received, Facility Maintenance of \$10,190, Refuse and Recycling of \$4,013 and Janitorial Services of \$3,988.
- Professional service contracts increased by \$88,517, or 39.8%, mainly due to IT maintenance of \$39,038, legal expenses of \$18,270, other professional service expenses of \$17,865, data communications expense \$6,596 and MTA Real Estate chargeback expenses of \$5,650.
- Pollution remediation project expenses decreased by \$44,631, or 108.8%, as no additional environmental reserves were needed for capital projects for the year.
- Materials and supplies increased by \$22,648, or 6.5%, primarily due to higher costs.
- Depreciation and amortization expenses increased by \$34,172, or 1.5%, due to depreciation and amortization of additional capital projects reaching substantial completion which includes right-of-way equipment, communication-based train control, and mainline track rehabilitation.

2024 versus 2023

Total operating expenses increased by \$454,969, or 3.7% compared to 2023 as follows:

- Salaries and wages increased by \$11,488, or 0.3% mainly due to the \$42,061 salary increases caused by higher vacancies and employee unavailability tour backfilled on overtime, which was partially offset by the implementation of GASB Statement No. 101, *Compensated Absences* which resulted in a decrease of \$30,573.
- Health and welfare expenses increased by \$74,433, or 6.8%, primarily due to an increase in per capita claims activity.
- Pension expenses decreased by \$10,446, or 1.2%, primarily due to the amortization of deferred outflow of resources of \$140,256, which was partially offset by an increase in amortization of deferred inflow of resources of \$63,106, a net increase in pension expense components of \$69,523, and tier 6 pension refund of \$3,808.
- Other fringe benefit expenses decreased by \$116,863, or 18.9%, primarily due to lower workers compensation claims of \$100,556 which is a result of reductions to indemnity cost estimates for 2007 and subsequent claims partially caused by a more favorable impact than expected of the duration cap imposed on permanent partial claims in New York's 2007 workers compensation legislation, an decrease of \$24,135 in fringe benefit overhead reimbursement due to an increase in capital project activity, which is partially offset by an increase in FICA reserve of \$13,459 due to payroll increases.
- Postemployment benefits other than pensions decreased by \$288,899, or 26.6%, which was primarily due to the net amortization of deferred inflow and outflow of \$166,334, amortization of proportionate share of \$164,090 partially offset by OPEB component expense of \$68,651.
- Electric power expenses increased by \$22,301, or 7.4%, mainly due to higher energy costs.
- Fuel expenses decreased by \$9,584, or 7.3%, mainly due to lower consumption.
- Public liability claims expenses increased by \$556,393, or 228.2%, which was primarily due to the increase in claims reserve for selected cases.
- Paratransit service contract expenses increased by \$99,672, or 19.3%, primarily due to higher trip volume and increasing trip costs.

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- Maintenance and other operating contracts increased by \$40,241, or 13.5%, mainly due to paratransit and bus fleet purchases of \$18 million, and an increased security services of \$24 million.
- Professional service contracts increased by \$42,134, or 23.4%, mainly due to IT maintenance of \$20,900; additional professional service expense of \$10,754 and increased MTA Real Estate charge back expenses of \$12,802, which is partially offset by a decrease in outside training expense of \$3,307.
- Pollution remediation project expenses increased by \$7,964, or 24.1%, due to the identification of additional areas of exposure requiring environmental remediation.
- Materials and supplies increased by \$2,870, or 0.8%, primarily due to rising costs.
- Depreciation and amortization expenses increased by \$63,893, or 2.9%, due to depreciation and amortization of additional capital projects reaching substantial completion which includes right-of-way equipment, communication-based train control, and mainline track rehabilitation.

Nonoperating Revenues and Expenses

The Authority receives a variety of tax-supported and operating assistance subsidies from New York State, the City of New York, and the Federal government. New York State and New York City subsidies are comprised of state mobility tax and corporate franchise, sales, energy, mortgage recording and real estate taxes and are impacted by the strength of the State and City economies and prevailing interest rates. The Federal government also reimburses the Authority for preventive maintenance expenses.

Tax supported and operating assistance subsidies from New York State and The City increased \$183,574, or 5.2% in 2025 and decreased \$1,469,798, or 29.4% in 2024. The increase in 2025 was primarily due to increase in Mass transportation operating assistance fund of \$103,778 and increase in Urban tax of \$103,045, partially offset by decrease in Petroleum business tax of \$20,080. The reduction in 2024 was primarily due to decrease in Payroll Mobility tax of \$1,562,974 caused by reallocation to other MTA agencies, and decrease in Petroleum business tax of \$42,419, partially offset by increase in Mass transportation operating assistance fund of \$112,404.

The Triborough Bridge & Tunnel Authority (“TBTA”), another affiliate of the MTA, distributes to the Authority each year, funds that vary based upon its operating surplus. The surplus distributed decreased by \$53,766, or 7.9% in 2025 over 2024, and increased by \$74,560, or 12.3% in 2024 over 2023. Pursuant to Public Authorities Law §553-j, created by the MTA Reform and Traffic Mobility Act enacted as part of the New York State budget for Fiscal Year 2019-2020, TBTA is required to establish the Congestion Relief Zone (“CRZ”) Tolling Program, formerly referred to as the Central Business District Tolling (“CBDT”), capital lockbox fund consisting of all monies received by TBTA under the CRZ Tolling Program, as well as real estate transfer tax (“RETT”) and portions of New York City and State sales tax revenue (“Internet Tax”). Proceeds from the CRZ, RETT and Internet Tax are dedicated to support the CRZ Tolling Program and the MTA’s 2020-2024 Capital Program or any successor capital program.

The Authority received \$3,058,053 in 2025 and \$2,302,006 in 2024 from the Federal government for preventive maintenance expenses. This grant represents a reimbursement of the Authority’s vehicle and facility maintenance expenses.

Capital contributions from the MTA of \$4,559,314 in 2025 and \$3,741,983 in 2024, represent capital program funding from several sources including bonds, Federal, State and City funding. Capital contributions increased by \$817,331, or 21.8%, compared to 2024 due to a timing of capital funding for various capital projects, including reduced debt services payments of \$239,875. Capital contributions increased by \$585,602, or 18.6%, compared to 2023 due to timing of capital funding for various capital

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projects, including reduced debt service payments of \$221,903. More detailed information about the Authority's contributed capital is presented in Note 2.

Changes in Net Position

The change in net position represents the net total of capital contributions, operating losses and nonoperating income. The net position increased by \$3,568,359 and \$1,658,324 in 2025 and 2024, respectively.

Budget Highlights

Total non-reimbursable operating revenues in 2025 of \$4,566,263 (excluding Federal Transit Administration reimbursement of \$3,058,053) were higher than budget by \$152,768, or 3.46%, primarily due to subway paid ridership, paratransit reimbursement and other operating revenue. Paratransit revenues were higher than the budget by \$69,198, or 13.7% due to favorable timing of billing, partially offset by higher trip volume. Subway paid ridership was higher than budget by \$61,616, or 2.1% mainly due to higher yield per passenger. Other operating revenue was higher than budget by \$53,980 due to primarily to Hurricane Ida recoveries.

The non-reimbursable operating expenses in 2025 of \$12,947,799 were lower than budget by \$25,775, or 0.2%, which was primarily due to labor-related expenses. Labor-related expenses of \$7,477,729 underran the budget (including favorable GASB 75 and favorable GASB 68 adjustments, respectively) by \$768,546. Health & welfare and OPEB expenses were lower than budget by \$116,431, or 5.62%. Favorable actuarial valuations of GASB 75 in addition to favorable rates, higher prescription drug contract rebates, and vacancy savings resulted in significant underruns. Pension expenses before GASB 68 were also unfavorable to budget by \$3,639, or 0.4% due to lower actuarial valuation. The favorability in labor-related expenses were offset by depreciation expense of \$2,280,269, GASB 101 compensated absences of \$43,417, GASB 87 lease adjustment of \$29,531, unfavorable claims of \$645,536, paratransit service contracts of \$717,214, electric power of \$385,604, maintenance and other operating contracts of \$331,614, professional service contracts of \$313,032 and materials and supplies of \$368,668.

Jobs vacancies also caused payroll underruns of \$222,539, or 5.3% offset by the essential worker payments. Reimbursable overhead underran the budget by \$51,087, or 17.3% reflecting higher (favorable) reimbursable project requirements. Partial offset occurred as overtime expenses were higher than budget by \$257,939, or 55.1%, reflecting higher than projected absenteeism and vacancy coverage needs, additional maintenance requirements, scheduled and unscheduled service, as well as weather related emergencies.

Non-labor expenses were favorable to the budget by \$593,755, or 23.5%. Fuel underran budget by \$9,913, or 7.5%, primarily due to consumption partially offset by price. This was offset by overruns in electric power, insurance, professional service contracts, paratransit service contracts, other business expenses, claims, materials and supplies, and maintenance and other operating contract expenses. Electric power overran budget by \$34,922, or 10.0%, due to price and consumption. Insurance was up \$1,783, or 2.1%, due to higher than projected vehicle and liability premium. Professional service contract expenses were unfavorable by \$29,065, or 10.2% primarily due to the timing of projects and charges. Paratransit service contracts were higher by \$101,935, or 16.6%, mainly due to higher than projected trip volume and support costs. Other business expenses were higher than budget by \$3,128, or 2.1% due to adjustments of overhead and fringe for security projects and capital engineering. Claims expense for public liability overran the budget by \$409,275, or 173.2%, reflecting the latest actuarial estimate. Materials and supplies expenses overran the budget by \$1,617 or 0.4%, due to the timing of signal and maintenance materials. Maintenance and other operating contract expenses overran the budget by \$21,943, or 7.1%, due to higher than projected maintenance costs to maintain aging fleet and facilities.

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OVERALL FINANCIAL POSITION, RESULTS OF OPERATIONS AND IMPORTANT ECONOMIC CONDITIONS

Results of Operations and Overall Financial Position

Total revenue from fares was \$3,658,954 in 2025, an increase of \$125,329 or 3.5% from 2024. Total ridership was 1,649,700, an increase of 117,618 or 7.7% from 2024. Total operating expenses, including depreciation and amortization, other postemployment benefits and pollution remediation project expenses, were \$12,913,520 in 2025, an increase of \$61,259 or 0.5%.

Going forward, the stability of the Authority's financial position is subject to certain risks, requiring the efficient management of costs, including the establishment of new cost reduction programs, in order to counteract any adverse impacts to revenue streams or cost increases.

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. New York City Transit ("NYCT") consists of urban subway and bus systems, including paratransit services. The MTA consists of urban subway and bus systems, suburban rail systems, and bridge and tunnel facilities, all of which are affected by a myriad of economic forces. To achieve maximum efficiency and success in its operations, the MTA must identify economic trends and continually implement strategies to adapt to changing economic conditions.

Preliminary MTA system-wide ridership for fourth quarter 2025 remained below the pre-pandemic level, with paid ridership down 160 million trips (-38.4%) below 2019 fourth quarter ridership. The fourth quarter of 2025 exceeded the paid ridership during the fourth quarter of 2024 by 8 million (2.0%). For the fourth quarter of 2025 compared with the fourth quarter of 2024, MTA New York City Transit subway paid ridership increased by 13 million trips (3.9%), MTA New York City Transit bus paid ridership decreased by 4 million trips (-5.1%).

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

Seasonally adjusted non-agricultural employment in New York City for the fourth quarter was higher in 2025 than in 2024 by 40.1 thousand jobs (0.8%). On a quarter-to-quarter basis, New York City employment lost 19.8 thousand jobs (0.4%), breaking the twenty-month consecutive quarterly increase trend. Third quarter 2025 results, compared to second quarter 2025, increased 32.6 thousand jobs (0.7%) and increased 78.6 thousand jobs (1.6%) compared with the third quarter 2024.

National economic growth, as measured by Real Gross Domestic Product ("RGDP"), increased at an annualized rate of 1.4% in the fourth quarter of 2025 and 4.4% in third quarter 2025, according to the most recent estimate released by the Bureau of Economic Analysis. The increase in real GDP in the fourth quarter primarily reflecting increases in consumer spending and investment that were partly offset by decreases in government spending and exports. The increase in consumer spending reflected an increase in services that was partly offset by a decrease in goods. Within services, the leading contributors to the increase were health care and other services. The increase in investment primarily reflected increases in intellectual property products, private inventory investment, and equipment. The largest contributor to the decrease was a decrease in government spending reflected in a decrease in federal government spending. Both nondefense and defense consumption expenditures for employee compensation declined.

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Due to the federal government shutdown which lasted from October 1, 2025 to November 12, 2025, the Bureau of Labor Statistics was unable to collect information necessary to calculate the consumer price index data for October. To this end, the fourth quarter of 2025 presented herein reflects the average of November and December. 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 fourth quarter of 2025, with the metropolitan area index increasing 3.2% while the national index increased 2.7% when compared with the fourth quarter of 2024. Regional prices for energy products increased 7.2% while national prices for energy products were 2.7%. In the metropolitan area, the CPI-U exclusive of energy products increased by 3.0%, while nationally, inflation exclusive of energy products increased 2.7%. The New York Harbor spot price for conventional gasoline decreased by 11.1% from an average price of \$2.10 per gallon to an average price of \$1.87 per gallon between the fourth quarters of 2024 and 2025.

In its announcement on December 10th 2025, the Federal Open Market Committee ("FOMC") set its target for the Federal Funds rate at the 3.50% to 3.75% range. This is the sixth decline in the target rate range since September 18, 2024, when the FOMC reduced the target from a 5.25% to 5.50% range to a 4.75% to 5% range. Previously, FOMC actions 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 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 judges that reserve balances have declined to ample levels and will initiate purchases of shorter-term Treasury securities as needed to maintain an ample supply of reserves on an ongoing basis. The FOMC's assessments will consider 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 fourth quarter of 2025 were higher than the fourth quarter of 2024 by \$16.9 million (18.2%). Average monthly receipts in the fourth quarter of 2025 were \$28.1 million (-44.2%) 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 fourth 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 \$17.6 million (17.2%) higher than receipts during the fourth quarter of 2024. Average monthly receipts in the fourth quarter of 2025 were \$35.3 million (-48.0%) lower than the monthly average for 2007, just prior to the steep decline in Urban Tax revenues during the Great Recession.

SIGNIFICANT CAPITAL ASSET ACTIVITY

Capital Program

The MTA has ongoing programs on behalf of the Authority and other affiliated agencies, 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.

2010-2014 Capital Program—The 2010-2014 Capital Program was approved by the MTA Board in September 2009. The program totaling approximately \$25.6 billion was subsequently submitted to the NYS Capital Program Review Board ("CPRB") for their review and approval. The submitted Program was vetoed without prejudice by the Review Board in December 2009. Subsequently, the resubmitted 2010-2014 Program, totaling \$26.3 billion was approved by the MTA Board in April 2010. In June 2010, the CPRB approved the 2010-2014 Capital Program totaling \$23.8 billion, as submitted, of which the Authority's share was \$12.8 billion. The approved CPRB program fully funded only the first two years of the plan, with

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a commitment to come back to CPRB with a funding proposal for the last three years. On December 21, 2011, the MTA Board approved an amendment to the 2010-2014 Program that funds the last three years of the program through a combination of self-help (efficiency improvements and real estate initiatives), participation by our funding providers and innovative and pragmatic financing arrangements. The Authority's share of the \$24.3 billion revised program was \$11.6 billion. On March 27, 2012, the CPRB approved the amended 2010-2014 Capital Program as submitted for the Transit and Commuter systems totaling \$22.2 billion. On December 19, 2012, the MTA Board approved an amendment to the 2010-2014 Capital Programs to add projects for the repair and restoration of MTA agency assets damaged as a result of Tropical Storm Sandy, which struck the region on October 29, 2012. The revised programs provide for an additional \$4.8 billion in Sandy recovery-related capital expenditures, of which the Authority's share is \$3.4 billion. On January 23, 2013, the amended program for the Transit and Commuter systems totaling \$26.2 billion as submitted was deemed approved by the CPRB. On July 24, 2013, the MTA Board approved a further amendment to the 2010-2014 Capital Programs for the Transit, Commuter and Bridges and Tunnels systems to include specific revisions to planned projects and to include new resilience/mitigation initiatives, totaling \$5.8 billion in response to Tropical Storm Sandy. The Authority's share of the new initiative is \$5.1 billion. On August 26, 2013, the CPRB deemed approved those amended 2010-2014 Capital Programs for the Transit and Commuter systems as submitted. On July 28, 2014, the MTA Board approved an amendment to the 2010-2014 Capital Programs to reflect revised project estimates. However, the overall program remained unchanged at \$34.8 billion. On September 3, 2014, the amended program for the Transit and Commuter systems totaling \$31.8 billion as submitted was deemed approved by the CPRB. On May 24, 2017, the MTA Board approved a further amendment to reduce the overall 2010-2014 capital program by \$2.8 billion. The reduction reflects adjustments to the Sandy program to match funding and administrative scope transfers for projects in the Core program. On July 31, 2017, the amended program for the Transit and Commuter systems totaling \$29.2 billion as submitted was deemed approved by the CPRB. On September 25, 2019, the MTA Board approved an amendment to the overall 2010-2014 capital program totaling \$31.7 billion reflecting administrative budget adjustments and updated project cost and timing assumptions. The Authority's share of the amended program totaled \$11.4 billion. On February 21, 2020, the CPRB deemed approved the revised 2010-2014 Capital Programs for the Transit and Commuter systems, as submitted. On October 30, 2024, the MTA Board approved an amendment to reduce the 2010-2014 Capital Program by \$0.1 billion reflecting project closeout savings to the CPRB portion and the Bridges and Tunnels program envelopes. This amendment includes administrative funding transfers between approved capital programs and new funding to support existing initiatives. The amendment was submitted to the CPRB and deemed approved on December 9, 2024.

The combined funding sources for the last MTA Board approved 2010-2014 Capital Program are comprised of \$11.7 billion in MTA bonds, \$7.4 billion in federal funds, \$2.0 billion in Bridges and Tunnels dedicated funds, \$0.1 billion in MTA Bus Federal and City Match, \$0.8 billion in State Assistance, \$0.7 billion in City Capital Funds, and \$1.3 billion from other sources. The funding strategy for Tropical Storm Sandy repair and restoration assumes the receipt of \$6.7 billion in insurance and federal reimbursement proceeds (including interim borrowing by MTA to cover delays in the receipt of such proceeds), \$0.02 billion in Pay-as-you-go capital, supplemented, to the extent necessary, by external borrowing of up to \$1.0 billion in additional MTA and MTA Bridges and Tunnels bonds.

In December 31, 2025, \$11.3 billion has been encumbered to Authority projects from the 2010-2014 approved plan, of which approximately \$11.0 billion has been expended.

2015-2019 Capital Program—The 2015-2019 Capital Program totaling \$32.0 billion was approved by the MTA Board in September 2014. The program totaling approximately \$29.0 billion was subsequently submitted to the CPRB for their review and was vetoed without prejudice by the Review Board in October 2014. On October 28, 2015, the MTA Board approved a revised 2015-2019 capital program totaling \$26.1 billion. The revised 2015-2019 MTA Bridges and Tunnels Capital Program totaling \$2.9 billion was approved by the MTA Board in October 2015 and was not subject to CPRB

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approval. On April 20, 2016, the MTA Board approved a further revised 2015-2019 capital program totaling \$29.5 billion, of which \$26.6 billion was subsequently approved by the CPRB on May 23, 2016 (The MTA Bridges and Tunnels 2015-2019 Capital Program totaling \$2.9 billion is not subject to CPRB approval.). The Authority's share of the approved 2015-2019 capital program was \$15.8 billion. On February 23, 2017, the MTA Board approved an amendment to add three station investment projects to the NYCTA and LIRR portions of the Capital Program resulting in a net increase of \$0.1 billion transferred from prior capital programs. On May 24, 2017, the MTA Board approved further amendment, adding \$2.9 billion to the 2015-2019 Capital Program reflecting increasing support for new priority projects, new funding for Second Avenue Subway Phase 2, and administrative scope transfers. The amended Capital Program, as submitted, was deemed approved by the CPRB on July 31, 2017. On December 13, 2017, the MTA Board approved an amendment to the Capital Program, adding \$0.349 billion to incorporate the NYC Subway Action Plan. The Authority's share of the amended 2015-2019 capital program totaling \$32.8 billion is \$16.7 billion. On April 25, 2018, the MTA Board approved a full amendment to increase the 2015-2019 Capital Programs to \$33.3 billion reflecting updated project cost estimates, emerging new needs across the agencies, and reallocation of funds within the East Side Access and Regional Investment programs, among others. On June 1, 2018, the CPRB deemed approved the revised 2015-2019 Capital Programs for the Transit and Commuter systems totaling \$30.3 billion as submitted. The Authority's share of the amended capital program was \$16.7 billion. The revised 2015-2019 MTA Bridges and Tunnels Capital Program totaling \$2.9 billion as approved by the MTA Board in April 2018, was not subject to CPRB approval.

In the 2015-2019 Capital Program, NYC Transit continues normal replacement of key assets like rolling stock and mainline track/switches while also emphasizing overdue investments in signals and other infrastructure. Stations continue to be an important focus of investment given the importance of the station environment to NYC Transit's customers and their communities. Core infrastructure investments include: modernization of six interlockings; the purchase of 535 railcars to replace railcars reaching the end of their useful lives; 1,441 new buses, including 1,086 standard, 305 articulated and 50 express buses; replacement of approximately 51 miles of mainline track and 127 mainline switches; communications improvements and improvements to shops, yards, and depots; ADA accessibility improvements; completion of the new fare payment system; elimination of station defects; substantial access and circulation improvements at the Grand Central and Times Square stations. On September 25, 2019, the MTA Board approved a full amendment to the 2015-2019 Capital Programs totaling \$33.9 billion, reflecting updated project timing and cost estimates, new needs, and changing priorities. On February 21, 2020, the CPRB deemed approved the revised 2015-2019 Capital Programs for the Transit and Commuter systems, as submitted. The Authority's share of the amended capital program was \$16.7 billion. Reallocation between programs, subsequent to the amendment resulted in the overall plan totaling \$34 billion, of which the Authority's share is \$16.7 billion. On June 27, 2023, the MTA Board approved an amendment to change the Program's funding mix to allow the MTA to best meet the funding requirements of the Second Avenue Subway Phase 2 project. This amendment did not change the Program's budget at \$33.9 billion, as last approved by the Board in 2019. On October 30, 2024, the MTA Board approved an amendment to reduce the 2015-2019 Capital Program by \$0.3 billion reflecting project closeout savings and removal of unneeded reserves to the CPRB and Bridges and Tunnels program envelopes. This amendment includes administrative funding transfers between approved capital programs and new funding to support existing initiatives. The amendment was submitted to the CPRB and deemed approved on December 9, 2024.

The combined funding sources for the last MTA Board approved 2015-2019 Capital Program are comprised of \$11.2 billion in MTA Bonds and PAYGO, \$2.7 billion in MTA Bridges and Tunnels dedicated funds, \$9.1 billion in funding from the State of New York, \$6.8 billion in Federal Funds, \$2.7 billion from City Capital Funds, and \$1.2 billion from Other Sources.

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As of December 31, 2025, \$16.2 billion has been encumbered to Authority projects from the 2015-2019 approved plan, of which approximately \$14.6 billion has been expended.

2020-2024 Capital Program—The 2020-2024 Capital program totaling \$54.8 billion was approved by the MTA Board on September 25, 2019. The capital programs for the transit and commuter systems totaling \$51.5 billion was subsequently submitted to the CPRB on October 1, 2019 and approved on January 1, 2020. The Authority's share of the capital program was \$35.4 billion. On December 15, 2021, a Letter Amendment was submitted to the Board that increased the total funding for the 2020-2024 Capital Program to \$55.4 billion. The amendment addressed budget adjustments and additional funding to support Penn Station Access and other program projects. The amended Capital Program was deemed approved by the CPRB on December 23, 2021. The Authority's share of the amended capital program was \$35.1 billion. On July 27, 2022 the MTA Board approved an amendment to increase the 2020-2024 Capital Program by \$108 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. The Authority's share of the amended capital program was \$34.6 billion. On June 27, 2023, the MTA Board approved an amendment primarily to reflect \$0.7 billion 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 \$3.3 billion as last approved by the MTA Board on July 27, 2022, remain unchanged and is not subject to CPRB approval. The Authority's share of the 2023 amended capital program was \$34.0 billion. On October 30, 2024, the MTA Board approved an amendment to increase the 2020-2024 Capital Program by \$0.1 billion received from MTA's capital funding partners to support Penn reconstruction, Interborough Express project, and Second Avenue Subway West. This amendment was submitted to the CPRB and deemed approved on December 9, 2024. On October 29, 2025, the MTA Board approved an amendment to recognize additional federal funding for Penn Station Access, savings from the Congestion Pricing infrastructure project, and other practical changes that resulted in a net decrease to the program by \$0.131 billion. The amendment to the capital programs was submitted to the CPRB and deemed approved on December 2, 2025.

The combined funding sources for the MTA Board approved 2020-2024 MTA Capital Programs include \$15 billion in Central Business District tolling sources, \$10 billion in new revenue sources, \$6 billion in MTA bonds and PAYGO, \$14.75 billion in Federal funds, \$3.2 billion in State of New York funding, \$3 billion in City of New York funding, \$3.3 billion in MTA Bridges and Tunnels dedicated funds, and \$0.2 billion in from Other contributions.

As of December 31, 2025, \$23.1 billion has been encumbered to Authority projects from the 2020-2024 approved plan, of which approximately \$10.2 billion has been expended.

The federal government has a contingent equity interest in assets acquired by the MTA with federal 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 operation.

2025-2029 Capital Program – Capital programs totaling \$65.4 billion 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 \$3.0 billion for the toll bridges and tunnels operated by MTA Bridges and Tunnels (the “2025–2029 MTA Bridges and Tunnels

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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 combined funding sources for the 2025–2029 MTA Capital Programs and the 2025-2029 MTA Bridges and Tunnels Capital Program, include \$31.5 billion in Payroll Mobility Tax new revenue source (MTA Capital Lockbox), \$9.7 billion in MTA bonds and PAYGO, \$14.0 billion in Federal funds, \$4.2 billion in State of New York funding, \$3.0 billion in City of New York funding, \$3.0 billion from additional MTA self-funding, and \$3.0 billion in MTA Bridges and Tunnels dedicated funds.

As of December 31, 2025, \$3.5 billion has been encumbered to Authority projects from the 2025-2029 approved plan, of which approximately \$0.2 billion has been expended.

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 operation.

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

Compared with the July Plan, the November Plan is \$419 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 reestimates - 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 favorable over the Plan period.

Compared with the July Plan, Debt Service expense is \$161 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 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. 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 higher than in the July Plan. Major expense changes include Workers’ Compensation, FELA and Pension, which are \$378 unfavorable due to higher actuarial re-estimates, and Electric Power and Fuel, which are \$95 unfavorable due to rate and price increases. Health & Welfare expenses are \$532 favorable stemming from 2025 vacancy savings and higher prescription drug credits.

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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 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 in 2026, growing to \$150 in 2027 and \$200 in 2028, are expected to reach a full value of \$250 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 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 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 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 in 2025 and \$300 in 2026 were anticipated, while the February Plan assumed the reimbursement would be received earlier: \$250 in 2025, \$140 in 2025, and \$210 in 2026. In this Plan, the reimbursement is expected over the 2026 to 2028 period, with receipt of \$200 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 in 2027, \$243 in 2028 and \$306 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 in 2026, and deficits will be \$200 higher in both 2027 and 2028.

Gaming license fee non-operating revenue. In December 2025, three high-profile casino projects got their final approval from

New York State's gaming commission. The casino licenses provided fees of \$500 in December 2025 and \$1,000 in January of 2026, all of which were transferred to the MTA by the gaming commission. The Plan also assumes gaming tax revenues of \$600 in 2028 and \$200 in 2029.

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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 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.

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 \$5.9 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 December 31, 2025, MTA has drawn down a total of \$4.55 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

MTA New York City Transit/Manhattan and Bronx Surface Transit Operating Authority – As of December 31, 2025, MTA New York City Transit and MaBSTOA employs approximately 48,076 people, 46,661 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

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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.

In December, NYCTA and MaBSTOA reached a new labor agreement with approximately 330 members of the United Federation of Law Enforcement Officers ("UFLEO"). The agreement, which will run from April 1, 2025 through May 15, 2028 includes the same wage increases as the agreements described above: 3.0% in the first year, 3.0% in the second year, and 3.5% in the third year; and it includes the \$3,000 Essential Worker Bonus and a \$1,000 Supplemental Bonus. With its other cost and savings provisions, the agreement—like all others for this round of collective bargaining-- remains consistent with MTA financial expectations.

CONTACTING MTA CONTROLLER'S OFFICE

This financial report is designed to provide our customers and other interested parties with a general overview of MTA finances and to demonstrate MTA's accountability for the funds it receives. If you have any questions about this report or need additional financial information, contact Metropolitan Transportation Authority, Deputy Chief, Controller's Office, 2 Broadway, New York, NY 10004.

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

CONSOLIDATED STATEMENTS OF NET POSITION AS OF DECEMBER 31, 2025 AND 2024 (In thousands)

	Business-Type Activities	
	2025	2024
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
CURRENT ASSETS:		
Cash (Note 3)	\$ 16,565	\$ 66,144
MTA Investment pool (Note 4)	733,702	-
Receivables:		
Billed and unbilled charges due from New York City	24,244	94,205
Accrued subsidies	86,591	91,718
Due from MTA and constituent Authorities (Note 18)	3,008,344	3,040,046
Other	139,344	139,620
Less allowance for doubtful accounts	<u>(7,457)</u>	<u>(6,835)</u>
Net receivables	3,251,066	3,358,754
Materials and supplies—at average cost—net	395,526	375,070
Prepaid expenses and other current assets	<u>76,549</u>	<u>238,163</u>
Total current assets	<u>4,473,408</u>	<u>4,038,131</u>
NONCURRENT ASSETS:		
Due from MTA for the purchase of capital assets (Note 18)	821,651	964,730
Capital assets (Note 5):		
Construction work-in-progress	10,658,746	8,784,461
Other capital assets, net of accumulated depreciation and amortization	45,967,862	44,492,893
Lease receivables (Note 9)	35,505	36,511
Public-private partnerships receivable (Note 11)	378	-
Restricted deposits and other escrow funds	<u>626</u>	<u>1,098</u>
Total noncurrent assets	<u>57,484,768</u>	<u>54,279,693</u>
Total assets	<u>61,958,176</u>	<u>58,317,824</u>
DEFERRED OUTFLOWS OF RESOURCES:		
Related to pensions (Note 6)	1,049,632	1,209,442
Related to OPEB (Note 7)	<u>2,337,461</u>	<u>2,827,031</u>
Total deferred outflows of resources	<u>3,387,093</u>	<u>4,036,473</u>
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	<u>\$ 65,345,269</u>	<u>\$ 62,354,297</u>

See notes to consolidated financial statements.

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

CONSOLIDATED STATEMENTS OF NET POSITION AS OF DECEMBER 31, 2025 AND 2024 (In thousands)

	Business-Type Activities	
	2025	2024
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
CURRENT LIABILITIES:		
Accounts payable	\$ 197,438	\$ 196,768
Accrued expenses:		
Salaries, wages, and payroll taxes	129,533	283,592
Compensated absences (Note 13)	535,605	508,532
Retirement and death benefits	26,917	29,522
Estimated liability arising from injuries to persons (Note 14)	703,137	695,224
Pollution remediation projects (Note 17)	21,800	25,500
Other	430,017	401,557
Total accrued expenses	<u>1,847,009</u>	<u>1,943,927</u>
Unredeemed farecards	150,325	175,353
Revenue advances	8,087	-
Loans payable (Note 8)	6,136	6,037
Lease payable (Note 9)	13,310	11,638
Subscription-based IT arrangements payable (Note 10)	482	790
Total current liabilities	<u>2,222,787</u>	<u>2,334,513</u>
NONCURRENT LIABILITIES:		
Net pension liability (Note 6)	3,667,567	4,343,552
Net OPEB liability (Note 7)	13,246,265	13,799,159
Compensated absences (Note 13)	516,540	473,439
Estimated liability arising from injuries to persons (Note 14)	4,694,641	4,244,142
Loans payable (Note 8)	30,811	35,385
Lease payable (Note 9)	452,075	438,430
Subscription-based IT arrangements payable (Note 10)	473	265
Availability payment arrangement liability (Note 12)	59,706	-
Pollution remediation projects (Note 17)	87,201	102,000
Restricted deposits and other escrow funds	626	1,098
Total noncurrent liabilities	<u>22,755,905</u>	<u>23,437,470</u>
Total liabilities	<u>24,978,692</u>	<u>25,771,983</u>
DEFERRED INFLOWS OF RESOURCES:		
Related to pensions (Note 6)	337,380	229,676
Related to OPEB (Note 7)	5,636,090	5,534,192
Related to leases	41,227	39,735
Related to public-private partnership arrangements	4,810	-
Total deferred inflows of resources	<u>6,019,507</u>	<u>5,803,603</u>
NET POSITION:		
Net investment in capital assets	56,063,615	52,792,128
Unrestricted	(21,716,545)	(22,013,417)
Total net position	<u>34,347,070</u>	<u>30,778,711</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	<u>\$ 65,345,269</u>	<u>\$ 62,354,297</u>

See notes to consolidated financial statements.

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

CONSOLIDATED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION FOR THE YEARS ENDED DECEMBER 31, 2025 AND 2024 (In thousands)

	Business-Type Activities	
	2025	2024
OPERATING REVENUES:		
Rapid transit	\$ 2,958,986	\$ 2,820,175
Surface transit	629,269	614,946
Expired fare media	37,795	71,554
Paratransit fares	32,904	26,950
School, elderly, and paratransit reimbursement	664,133	614,051
Advertising and other	244,324	209,256
	<u>4,567,411</u>	<u>4,356,932</u>
Total operating revenues		
OPERATING EXPENSES:		
Salaries and wages	4,709,082	4,540,253
Health and welfare	1,325,297	1,170,180
Pensions (Note 6)	634,419	870,319
Other fringe benefits	532,007	502,184
Reimbursed overhead expenses	(346,716)	(331,634)
Postemployment benefits other than pensions (Note 7)	666,546	797,610
Electric power	385,604	324,316
Fuel	121,925	121,912
Insurance	86,253	75,715
Public liability claims	645,536	800,163
Paratransit service contracts	717,214	616,823
Maintenance and other operating contracts	302,313	338,527
Professional service contracts	310,803	222,286
Pollution remediation projects (Note 17)	(3,616)	41,015
Materials and supplies	368,668	346,020
Depreciation and amortization (Note 2 and Note 5)	2,303,120	2,268,948
Other expenses	155,065	147,624
	<u>12,913,520</u>	<u>12,852,261</u>
Total operating expenses		
OPERATING LOSS	<u>(8,346,109)</u>	<u>(8,495,329)</u>

See notes to consolidated financial statements.

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

CONSOLIDATED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION FOR THE YEARS ENDED DECEMBER 31, 2025 AND 2024 (In thousands)

	Business-Type Activities	
	2025	2024
NONOPERATING REVENUES (EXPENSES):		
Tax-supported subsidies:		
New York State (Note 2)	\$ 2,616,619	\$ 2,535,448
New York City	490,293	387,248
Operating assistance subsidies:		
New York State	158,672	158,672
New York City	158,672	158,672
Triborough Bridge and Tunnel Authority	625,329	679,095
Less amounts provided to Staten Island Rapid Transit Operating Authority	(9,677)	(9,035)
Other subsidies—assistance fund (Note 2)	<u>300,000</u>	<u>300,000</u>
Total subsidy revenues	4,339,908	4,210,100
Federal Transit Administration reimbursement	3,058,053	2,302,006
Other nonoperating revenues	30,131	34,727
Other nonoperating expenses	(72,938)	(135,139)
Loss on disposal of subway cars and track & structures	<u>-</u>	<u>(24)</u>
Total nonoperating income	<u>7,355,154</u>	<u>6,411,670</u>
LOSS BEFORE CAPITAL CONTRIBUTIONS	(990,955)	(2,083,659)
CAPITAL CONTRIBUTIONS (Note 2)	<u>4,559,314</u>	<u>3,741,983</u>
CHANGE IN NET POSITION	3,568,359	1,658,324
NET POSITION:		
Beginning of year	30,778,711	29,120,387
End of year	<u>\$ 34,347,070</u>	<u>\$ 30,778,711</u>

See notes to consolidated financial statements.

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

CONSOLIDATED STATEMENTS OF CASH FLOWS FOR THE YEARS ENDED DECEMBER 31, 2025 AND 2024 (In thousands)

	Business-Type Activities	
	2025	2024
CASH FLOWS FROM OPERATING ACTIVITIES:		
Cash received from passengers, tenants, advertisers, and others	\$ 4,602,516	\$ 4,177,581
Cash payments for payroll and related employee costs	(7,705,776)	(7,314,190)
Cash payments to suppliers for goods and services	(2,724,224)	(2,342,396)
Net cash used in operating activities	(5,827,484)	(5,479,005)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES—Subsidies received	8,383,763	6,762,948
Net cash provided by noncapital financing activities	8,383,763	6,762,948
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Principal payments	(6,122)	(6,000)
Interest paid	(31,705)	(99,475)
Receipts from leases	13,175	10,764
Payments of leases	(46,733)	(41,581)
Payments of subscription-based IT arrangements	(2,575)	(1,540)
Capital availability payment arrangement	(1,146)	-
Payments on MTA Transportation Bonds issued to fund capital assets	(763,234)	(1,005,047)
Subsidies designated for debt service payments	239,875	221,903
Capital project costs incurred for capital program	(1,590,858)	(1,212,437)
Reimbursement of capital project costs from MTA	1,239,344	1,180,889
Net cash used in capital and related financing activities	(949,979)	(952,524)
CASH FLOWS FROM INVESTING ACTIVITIES:		
Change in MTA investment pool	(1,671,989)	(310,236)
Interest on investments	17,638	21,782
Purchase of equipment	(1,528)	-
Net cash used in investing activities	(1,655,879)	(288,454)
NET (DECREASE) INCREASE IN CASH	(49,579)	42,965
CASH—Beginning of year	66,144	23,179
CASH—End of year	\$ 16,565	\$ 66,144

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

CONSOLIDATED STATEMENTS OF CASH FLOWS FOR THE YEARS ENDED DECEMBER 31, 2025 AND 2024 (In thousands)

	Business-Type Activities	
	2025	2024
RECONCILIATION OF CASH FLOWS FROM OPERATING ACTIVITIES:		
Operating loss	\$ (8,346,109)	\$ (8,495,329)
Adjustments to reconcile operating loss to net cash used in operating activities—depreciation and amortization	2,303,120	2,268,948
Pass-through payments related to rent (Note 9)	9,242	9,528
Changes in operating assets and liabilities:		
Decrease (increase) in operating receivables	71,585	(149,596)
Decrease (increase) in prepaid expenses and other current assets	161,614	(15,036)
Increase in materials and supplies	(17,845)	(24,893)
Decrease in deferred outflows of resources related to pensions	159,810	682,937
Decrease (increase) in deferred outflows of resources related to OPEB	489,570	(238,073)
Decrease in farecard liability	(25,028)	(20,634)
(Decrease) increase in accrued salaries, wages and payroll taxes	(154,059)	42,305
Increase (decrease) in accounts payable and other accrued liabilities	14,190	(11,886)
Increase in compensated absences	70,174	14,903
(Decrease) increase in accrued retirement and death benefits	(2,605)	1,666
Decrease in net pension liability	(675,985)	(667,415)
Decrease in net OPEB liability	(552,894)	(1,830,345)
Increase (decrease) in deferred inflows of resources related to pensions	107,704	(80,329)
Increase in deferred inflows of resources related to OPEB	101,898	2,241,212
Increase in estimated liability arising from injuries to persons	458,412	752,017
(Decrease) increase in liability for pollution remediation projects	(3,616)	41,015
Loss on retirement of fixed assets	3,338	-
NET CASH USED IN OPERATING ACTIVITIES	<u>\$ (5,827,484)</u>	<u>\$ (5,479,005)</u>
SUPPLEMENTAL SCHEDULE OF NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES:		
Contributed capital assets	\$ 4,039,621	\$ 3,216,776
Capital asset related liabilities	526,045	451,124
Interest expense for leases, subscription-based IT arrangement and availability payment arrangement	37,514	31,246
Interest income from leases and public-private partnership arrangements	<u>2,057</u>	<u>1,397</u>
TOTAL NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES	<u>\$ 4,605,237</u>	<u>\$ 3,700,543</u>

See notes to consolidated financial statements.

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

STATEMENTS OF FIDUCIARY NET POSITION PENSION FUND AS OF DECEMBER 31, 2025 AND 2024 (In thousands)

	Fiduciary Activities*	
	2025	2024
ASSETS:		
Cash	\$ 6,188	\$ 3,579
Receivables:		
Employee loans	31,065	30,500
Tier 6 remediation—employee contributions due to Plan	415	415
Investment securities sold	5,229	2,502
Accrued interest and dividends	5,529	5,361
Other receivables	-	-
Total receivables	42,238	38,778
Investments at fair value/NAV:		
Equity securities	2,057,346	1,941,601
Fixed income securities	1,169,460	1,028,649
Other Alternative investments **	1,145,606	1,118,717
Total Investments at fair value/NAV	4,372,412	4,088,967
TOTAL ASSETS	4,420,838	4,131,324
LIABILITIES:		
Accounts payable and accrued liabilities	2,415	2,144
Payable for investment securities purchased	9,704	8,098
Accrued benefits payable	17	21
Accrued postretirement death benefits (PRDB) payable	6,051	5,728
Accrued 55/25 Additional Members Contribution (AMC) payable	167	1,098
Other liabilities	449	450
Total liabilities	18,803	17,539
NET POSITION—Restricted for pensions	4,402,035	4,113,785
TOTAL LIABILITIES AND NET POSITION	\$ 4,420,838	\$ 4,131,324

* Includes the Manhattan and Bronx Surface Transit Operating Authority Pension Plan (MaBSTOA Plan) only.

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

See notes to consolidated financial statements.

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

STATEMENTS OF CHANGES IN FIDUCIARY NET POSITION PENSION FUND FOR THE YEARS ENDED DECEMBER 31, 2025 AND 2024 (In thousands)

	Fiduciary Activities*	
	2025	2024
ADDITIONS:		
Contributions:		
Employer contributions	\$ 17,773	\$ 189,884
Member contributions	33,836	28,506
Total contributions	51,609	218,390
Investments income:		
Net appreciation (depreciation) in fair value of investments	468,530	318,669
Dividend income	39,688	39,686
Interest income	35,590	32,818
Less—investment expenses	13,430	26,520
Investment income (loss)—net	530,378	364,653
Total additions	581,987	583,043
DEDUCTIONS:		
Benefit payments and withdrawals	293,140	279,205
Administrative expenses	597	529
Total deductions	293,737	279,734
Net increase (decrease) in fiduciary net position	288,250	303,309
NET POSITION—Restricted for pensions:		
Beginning of year	4,113,785	3,810,476
End of year	\$ 4,402,035	\$ 4,113,785

* Includes the Manhattan and Bronx Surface Transit Operating Authority Pension Plan (MaBSTOA Plan) only.

See notes to consolidated financial statements.

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS AS OF AND FOR THE YEARS ENDED DECEMBER 31, 2025 AND 2024 (\$ in thousands, except as noted)

1. BASIS OF PRESENTATION

Reporting Entity—The accompanying consolidated financial statements include the accounts of the New York City Transit Authority (“Transit Authority”), and its component unit, the Manhattan and Bronx Surface Transit Operating Authority (“MaBSTOA”) (collectively, the Authority), which are public benefit corporations and component units of the Metropolitan Transportation Authority (“MTA”) created pursuant to the Public Authorities Law (the Act) of the State of New York (“the State”) to operate public subway and bus services within The City of New York (“The City”).

The operations of the Authority are classified as Business-Type activities in these consolidated financial statements. The Authority is operationally and legally independent of the MTA. The Authority enjoys certain rights typically associated with separate legal status including, in some cases, the ability to issue debt. However, the Authority is included in the MTA’s consolidated financial statements as a blended component unit because of the MTA’s financial accountability and the Authority is under the direction of the MTA Board (a reference to “MTA Board” means the board of MTA and/or the boards of the Authority and other MTA component units 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 the Authority in its consolidated financial statements.

MaBSTOA is a component unit of the Transit Authority and, therefore, the financial results of MaBSTOA are combined with those of the Transit Authority in the consolidated financial statements. MaBSTOA is operationally and legally independent of the Authority. MaBSTOA enjoy certain rights typically associated with separate legal status. However, MaBSTOA is included in the Authority’s consolidated financial statements as a blended component unit because of the Authority’s financial accountability. The Manhattan and Bronx Surface Transit Operating Authority Pension Plan (“MaBSTOA Plan”) is categorized as a Pension Fund and is a fiduciary component unit of the Authority.

The Authority has material transactions with affiliated agencies included in the MTA financial reporting group. Such agencies include the MTA, Triborough Bridge and Tunnel Authority (“TBTA”), Metro North Commuter Railroad (“MNCR”), Long Island Rail Road (“LIRR”), MTA Bus Company (“MTA Bus”), Staten Island Rapid Transit Operating Authority (“SIRTOA”), and First Mutual Transportation Assurance Company (“FMTAC”). See Note 18 to the financial statements.

The Authority is a part of the financial reporting group of the MTA and is included in the consolidated financial statements of the MTA in accordance with GASB Statement No. 14, as amended by GASB Statement No. 61. The MTA is a component unit of the State and is included in the State of New York Comprehensive Annual Financial Report of the State Comptroller as a public benefit corporation.

In July 2003, the MTA Construction and Development Company (“MTA Construction and Development”), formerly called Capital Construction Company, was created by action of the MTA Board of Directors as a public benefit corporation subsidiary of the MTA under section 1266(s) of the Public Authorities Law. The mission of this subsidiary company is to provide oversight for the planning, design and construction of current and future major MTA system-wide expansion projects.

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In December of 2004, MTA Bus was created as a public benefit corporation subsidiary of the MTA specifically to operate certain city bus routes in areas previously served by private bus operators pursuant to franchises granted by The City. These routes are currently operated by MTA Bus and not by the Authority. All material transactions between MTA Bus and the Authority have been recorded as of December 31, 2025 and 2024.

In October 2021, the MTA Grand Central Madison Operating Company (“MTA GCMOC”) was created as a public benefit corporation subsidiary of the MTA under section 1266(s) of the Public Authorities Law. The mission of this subsidiary is to operate and maintain the infrastructure and structures supporting Long Island Rail Road’s access into Grand Central Terminal.

Staten Island Rapid Transit Operating Authority—The Staten Island Rapid Transit Operating Authority (“SIRTOA”) is a component unit of the MTA and provides transportation service on Staten Island. SIRTOA is managed by the Authority on behalf of The City. The Authority has no responsibility for the operating deficit of SIRTOA. The Authority collects, on SIRTOA’s behalf, its share of certain operating assistance subsidies determined by formula, and transfers such subsidies to SIRTOA. The amount of subsidy funds to which SIRTOA is entitled is recorded as a reduction of the subsidy revenues of the Authority.

Operations—Operations are conducted pursuant to leases with The City which expired on November 1, 1989, except that the terms of the leases continue so long as any financing agreement between the Authority and the MTA and any MTA Transportation Revenue Bonds remain outstanding. The City has the option to terminate the leases at any time. In the event of termination, The City is required to assume the assets and liabilities of the Authority and must pay or make provision for the payment of any debt incurred pursuant to financing agreements of the Authority.

Substantial operating losses (the difference between operating revenues and expenses) result from the essential services that the Authority provides; such operating losses will continue in the foreseeable future. To meet the funding requirements of these operating losses, the Authority receives subsidies from:

- a. The State, in the form of annual subsidies of special State and regional tax revenues, operating assistance, and reimbursement of certain expenses;
- b. The City, in the form of operating assistance, tax revenues, and reimbursement of certain expenses;
- c. An affiliated agency (TBTA), in the form of a portion of its operating surplus;

The New York State Public Authorities Law and the financing agreement between the Authority and the MTA provide that the Authority shall establish fares, tolls, and other fees for the use of its facilities as may be necessary to maintain its combined operations on a self-sustaining basis as defined in such law. It is the opinion of management that the Authority is in compliance with these requirements. The Authority is not liable for real estate taxes, franchise taxes, or sales taxes on substantially all of its purchases or other excise taxes on its properties.

Capital Financing—The MTA has ongoing programs on behalf of the Authority and other affiliated agencies, 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 operation.

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2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

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

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

Basis of Accounting—Fiduciary Fund—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. Separate financial statements are presented for the fiduciary fund.

The MaBSTOA Plan is categorized as a Pension Fund and is a fiduciary component unit of the Authority.

The 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.

New Accounting Standards Adopted—The Authority adopted the following GASB Statement for the year period ended December 31, 2025.

GASB Statement No. 102, *Certain Risk Disclosures*. The primary objective of this Statement is to provide users of government financial statements with essential information about risks related to a government’s vulnerabilities due to certain concentrations or constraints. This Statement defines concentration as a lack of diversity related to an aspect of a significant inflow of resources or outflow of resources. A constraint is a limitation imposed on a government by an external party or by formal actions of the government’s highest level of decision-making authority. Concentrations and constraints may limit a government’s ability to acquire resources or control spending.

After evaluating the criteria of GASB 102, the Authority concluded that the adoption of this Statement required the disclosure of certain risk factors that will have a substantial impact on the financial position, results of operations or cash flows of the MTA.

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 Authority upon implementation. Management has not yet evaluated the effect of implementation of these standards.

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

Use of Management’s Estimates—The preparation of consolidated financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions. These estimates and assumptions affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the consolidated financial statements. In addition, they affect the reported amounts of revenues and expenses during the reporting period. Actual results could differ from these estimates and assumptions.

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Net Position—The Authority follows the “business type” activity requirements of GASB 34, *Basic Financial Statements and Management’s Discussion and Analysis for State and Local Governments* which requires that resources be classified for accounting and reporting purposes into the following two net position categories:

- Net investment in capital assets: Capital assets including right-of-use assets, net of accumulated depreciation and amortization, and outstanding principal balances of debt attributable to the acquisition, construction or improvement of those assets.
- Unrestricted: Net position that are not subject to externally imposed stipulations. 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.

MTA Investment Pool—The MTA, on behalf of the Authority, invests funds which are not immediately required for Authority’s operations in securities permitted by the State Public Authorities Law, including repurchase agreements collateralized by U.S. Treasury securities, U.S. Treasury notes and U.S. Treasury zero-coupon bonds. All investments are held by the MTA’s agent in custody accounts in the name of the MTA. The Authority categorizes its fair value measurement within the fair value hierarchy established by U.S. GAAP. The hierarchy is based on the valuation inputs used to measure fair value of the assets. Level 1 inputs are quoted prices in an active market for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs. The Authority’s investment in the MTA Investment Pool is valued based on other observable inputs (Level 2 inputs).

Due from/to MTA and Constituent Authorities (MTA operating agencies)—Due from/to MTA and constituent Authorities consists of reimbursements due from the MTA Capital Program for billed and unbilled charges relating to capital projects, farecards and intercompany operating receivables, payables, and inter-agency loan transactions.

Receivables—Receivables are recorded as amounts due to the Authority, reduced by an allowance for doubtful accounts, to report the receivables at their net realizable value.

Prepaid Expenses and Other Current Assets—The Authority made the following prepayments in 2025: \$35.4 million to the New York Health Insurance Plan (“NYSHIP”), and \$38.1 million in risk management related insurance coverage. The Authority made the following prepayments in 2024: \$32.6 million to the New York Health Insurance Plan (“NYSHIP”), \$31.5 million in risk management related insurance coverage, and \$174.1 million for the 2025 projected actuarially determined contributions of MaBSTOA Pension Plan.

Materials and Supplies—Materials and supplies are recorded at weighted average cost, net of a reserve for obsolescence at December 31, 2025 and 2024, of \$110.7 million and \$107.4 million, respectively.

Due from/to MTA for Purchase of Capital Assets—Due from/to MTA for purchase of capital assets consists of funds held by the MTA which are restricted for capital asset acquisitions by the Authority pursuant to the 2002 Transportation Revenue Bond Resolution. This capital program pool is comprised of non-bond proceed funds derived from safe harbor and sale/leaseback transactions, operating fund transfers, legal settlements, TBTA bond purchase rights and swap option agreements, and interest earnings on these pooled funds.

Capital Assets—Capital assets acquired prior to April 1982 were funded primarily by The City, with capital grants made available to the Authority. The City has title to a substantial portion of such assets and, accordingly, these assets are not recorded on the books of the Authority. Subsequent acquisitions, which are part of the capital program, are recorded at cost by the Authority. Funding sources for the acquisition of these capital assets include Federal, State, and City capital grants, grants from the Port Authority of New York and New Jersey, the proceeds from the issuance of Transportation Revenue Bonds, and various TBTA

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bonding and other sources. Capital assets are recorded at cost and are depreciated on a straight-line basis over 25 or 35 years for subway cars, 12 years for buses, and lives generally ranging from 10 years to 60 years for the other capital assets. 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 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-of-use assets. 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.

Contributed Capital—Capital assets contributed by the MTA and restricted funds due from the MTA for the purchase of capital assets are recorded as capital contributions on the Consolidated Statements of Revenues, Expenses, and Changes in Net Position. Contributed capital is recognized upon identification of capital costs to be funded by the MTA. Capital contributions for the years ended December 31, 2025 and 2024, consist of the following (in thousands):

	2025	2024
Capital assets contributed by MTA from:		
Federal grants	\$ 1,653,440	\$ 1,912,286
Other than federal grants	3,633,017	2,532,179
Petroleum business taxes received net of principal and interest payments on debt	239,875	221,903
Principal and interest payments on MTA Transportation bonds issued to fund capital assets	(512,601)	(771,765)
Decrease in funds due from MTA for purchase of capital assets	<u>(474,417)</u>	<u>(152,620)</u>
Total capital contributions	<u>\$ 4,539,314</u>	<u>\$ 3,741,983</u>

Leases—Per GASB Statement No. 87, *Leases*, certain lease agreements are classified as financings of the right-to-use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources. Lease receivables and liabilities are measured at the present value of payments expected to be made during the lease term, using an applicable discount rate stated or implicit in the lease and if not available, using incremental borrowing rate at the time of valuation. Lease assets and deferred inflows are amortized on a straight-line basis over the term of the lease.

Subscription-Based Information Technology Arrangements—Per GASB Statement No. 96, *Subscriptions-Based Information Technology Arrangements*, 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 the Authority'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.

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Public-Private and Public-Public Partnerships—Per GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, certain public-private and public-public partnership arrangements (“PPPs”) in which a government (“transferor”) contracts with an operator to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset, are classified as financings of the right to use an underlying asset.

Availability Payment Arrangements—Per GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*, certain agreements in which a government compensates an operator for services that may include designing, constructing, financing, maintaining, or operating an underlying nonfinancial asset are classified as availability payment arrangements (“APAs”). Components of an APA related to designing, constructing, and financing a nonfinancial asset in which ownership of the asset transfers by the end of the contract are considered as a financed purchase of the underlying nonfinancial asset. Payments for the operations or maintenance are recognized as outflows of resources as payments become due over the arrangement.

Compensated Absences—Per GASB Statement No. 101, *Compensated Absences*, the Authority 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).

Pollution Remediation Projects—Pollution remediation costs are being expensed in accordance with the provisions of GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations* (see Note 17 to the financial statements). 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 Authority is in violation of a pollution prevention-related permit or license; an imminent threat to public health due to pollution exists; the Authority is named by a regulator as a responsible or potentially responsible party to participate in remediation; the Authority voluntarily commences or legally obligates itself to commence remediation efforts; or the Authority is named or there is evidence to indicate that it will be named in a lawsuit that compels participation in remediation activities.

Estimated Liability Arising from Injuries to Persons— The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of its assets; injuries to persons, including employees; and natural disasters.

The Authority is self-insured up to certain per occurrence limits for liability claims arising from injuries to persons, excluding employees. For claims arising from incidents that occurred on or after November 1, 2001, but before November 1, 2006, the self-insured retention limit was \$7 million per occurrence. Claims arising on or after November 1, 2006, but before November 1, 2009 were subject to an \$8 million limit. Effective November 1, 2009, the retention limit was increased to \$9 million per occurrence and effective November 1, 2012, the retention limit was increased to \$10 million. Effective October 31, 2015, the self-insured retention limit was increased to \$11 million. Effective October 31, 2025, the self-insured retention limit was increased to \$20 million. Lower limits applied for claims arising prior to November 1, 2001. The Authority is self-insured for work-related injuries to employees. The annual cost associated with injuries to persons, other than employees, and damage to third-party property, is reflected in expenses as public liability claims in the accompanying consolidated statements of revenues, expenses and change in net position.

The Authority establishes its liability for injuries to employees and to the general public on the basis of independent actuarial estimates of future liability.

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Passenger Revenue—Sale of farecards is reported as deferred revenue and recognized as operating income when used. Expired fare media revenue is recognized on the date of the expiration on the farecard.

Fare and Service Reimbursement from the State and City—In 1995, The City ceased reimbursing the Authority for the full costs of the free/reduced fare program for students. Beginning in 1996, the State and The City each began paying \$45 million per annum to the Authority toward the cost of the program. In 2009, the State reduced its \$45 million reimbursement to \$6.3 million. Beginning in 2010, the State increased its annual commitment to \$25.3 million while The City’s annual commitment remained at \$45 million. In 2024, The City entered an agreement to increase their annual commitment from \$45 million to \$50.5 million for its fiscal year while The State’s annual commitment remained at \$25.3 million. These commitments have been met by both the State and The City in 2024 and 2025.

Prior to April 1995, The City was obligated to reimburse the Authority 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, The City no longer reimburses the Authority for the costs of policing the Transit System as this is being carried out by the New York City Police Department at The City’s expense. The Authority continues to be responsible for certain capital costs and support services related to such police activities, a portion of which is reimbursed by The City. The Authority received approximately \$9.7 million and \$1.9 million in 2025 and 2024, respectively, for the reimbursement of certain transit police costs.

Subsidies—The Authority receives subsidies from various sources, including the State and The City, which are included in nonoperating revenues. In general, these subsidies are subject to annual appropriations by the governmental units and periodic approval of the continuation of the taxes supporting the subsidies.

The principal funding sources for the Authority are as follows:

Operating Assistance Appropriations and Grants—The Authority receives, subject to annual appropriations, State and City operating assistance funds. The funds received under the State transit operating assistance program are fully matched by contributions from The City. State and City operating assistance subsidies are recognized as non-operating revenue in the amount of the respective annual appropriation when such appropriation becomes effective.

Triborough Bridge and Tunnel Authority—The New York State Public Authorities law requires the TBTA to transfer its annual operating surplus, as defined, to MTA with allocation to the Authority. The initial \$24 million of the operating surplus is provided to the Authority and the balance is divided equally between the Authority and the MTA. However, the amounts transferred to the Authority and the MTA are net of a provision for debt service on TBTA bonds issued to finance the acquisition of facilities under their respective portions of the Capital Program. For the years ended December 31, 2025 and 2024, \$95.4 million and \$163.4 million, respectively, were paid from the operating surplus of the TBTA to satisfy the Authority’s portion of debt service requirements.

In April 2019, the approved 2019-2020 New York State Budget enacted legislation that included new, dedicated revenue streams for the MTA. The additional sources of revenue include a Central Business District Tolling Program. The Central Business District Tolling Program will assess a toll for vehicles entering the Central Business District, defined as south of 60th Street in Manhattan, but will exclude vehicles traveling on the FDR Drive or the West Side Highway, which includes the Battery Park underpass and or any surface roadway portion of the Hugh L. Carey Tunnel that connects to West Street. The Federal Highway Administration has provided MTA guidance to proceed with an environmental assessment, which will allow for the congestion pricing program to proceed.

The enacted State Budget also included provisions for a new Real Estate Transfer Tax Surcharge (“RETT”) on high-priced residential property sales in New York City and an Internet Marketplace Sales Tax (“Internet Tax”). The RETT went into effect on July 1, 2019 and increases the transfer tax on a sliding scale by a 0.25%

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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 \$300,000 (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 CRZ Tolling Program, the Internet Marketplace Sales Tax and the Real Estate Transfer Tax Surcharge will be deposited into the MTA's Capital Lockbox Fund and may only be used to support financing of the 2020-2024 Capital Program or any successor Capital Program.

Mortgage Recording Taxes—Under New York State law, the MTA receives operating and capital assistance from the State Mortgage Recording Tax, which is collected by The City and the seven counties within the MTA transportation region, at the rate of three-tenths of 1% of the debt secured by certain real estate mortgages. Such legislation governs the use of the funds from this revenue source whereby the proceeds of this tax are first used by the MTA to meet the operating costs of the MTA headquarters, with the remaining funds allocated 55% to the Authority and 45% to the commuter railroads for their capital and operating needs. The Authority recognizes such sources of funds when designated by the MTA for the Authority's use. The portion of this subsidy attributable to the Authority is reported in "Tax-supported subsidies: New York State" in the accompanying Consolidated Statements of Revenues, Expenses, and Changes in Net Position.

In addition, the State designated for the MTA's use an additional mortgage recording tax (the Additional Mortgage Recording Tax) of one-quarter of 1% of mortgages secured by real estate improved or to be improved by structures containing one to six dwelling units in the MTA transportation region. The funds from this additional tax are available, after satisfying debt service requirements, to meet the capital and operating needs of the Authority and the commuter railroads to be disbursed at MTA's discretion.

No funds from the Additional Mortgage Recording Tax were disbursed to the Authority in 2025 and 2024.

The Authority receives operating assistance directly from The City through the Mortgage Recording Tax at the rate of 0.625% of the debt secured by certain real estate mortgages and through the Real Property Transfer Tax at the rate of 1% of certain properties' assessed value (collectively referred to as Urban Tax Subsidies). These Urban Tax Subsidies are reflected in Tax supported subsidies: New York City, in the accompanying Consolidated Statements of Revenues, Expenses, and Changes in Net Position. These funds are recognized as revenue, based upon the reported amount of taxes collected by The City from underlying transactions, within the Authority's fiscal year.

New York State Regional Mass Transit Taxes—The Authority receives, subject to annual appropriations, revenues from taxes enacted by the State legislature from various taxing sources.

In 1980, the State enacted a series of taxes, portions of which are deposited in the Metro Mass Transportation Operating Account ("MMTOA"), to fund the operating deficits of State mass transportation systems. MMTOA taxes currently include a business privilege tax imposed on petroleum business in the State, a one-quarter of 1% sales and use tax on certain personal property and services, a corporate franchise tax imposed on transportation and transmission companies, and a temporary franchise tax surcharge on certain corporations, banks, insurance, utility, and transportation companies attributable to business activity carried on in the State. MMTOA taxes are subject to annual appropriation, availability of sufficient tax collections, and determination of operating need by the State for the MTA. They are recognized as revenue in the amount of the annual appropriation when such appropriation becomes effective.

Under New York State law, subject to annual appropriation, the MTA receives operating and capital assistance through a portion of petroleum business tax receipts, certain motor fuel taxes, and certain motor vehicle fees, which are collected by the State. Such assistance is required by law to be allocated, after provision for debt service on any bonds secured by such taxes, 85% to the Authority and 15% to the

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commuter railroads for their operating and capital needs. MTA Dedicated Tax Fund Bonds (DFT Bonds) are secured by certain petroleum business tax receipts. The Authority recognizes such sources of funds when designated by the MTA for the Authority's use. A portion of the petroleum business tax receipts collected by the MTA is used to satisfy the debt service requirements for the DFT Bonds and is recorded as capital contributions.

Metropolitan Commuter Transportation Mobility Tax—In June 2009, Chapter 25 of the Laws of 2009 added Article 23, which established the Metropolitan Commuter Transportation Mobility Tax (“MCTMT”). This tax is administered by the NYS Tax Department, and the proceeds from this tax are distributed to the MTA. This tax is imposed on certain employers and self-employed individuals engaging in business within the Metropolitan Commuter Transportation District (“MCTD”), which includes all counties in New York City, and the counties of Rockland, Nassau, Suffolk, Orange, Putnam, Dutchess, and Westchester. This tax requires certain employers that have payroll expenses within the MCTD to pay at a rate of 0.34% of an employer's payroll expenses for all covered employees for each calendar quarter. The effective date of this tax was March 1, 2009 for employers other than public schools districts; September 1, 2009 for public schools districts, and January 1, 2009 for individuals. Also in 2009, several amendments to the existing tax law provided the MTA supplemental revenues to be deposited into the MTA's Aid Trust Account. These amendments imposed a supplemental fee of one dollar for each six month period of validity of a learner's permit or a driver's license issued to a person residing in the MCTD, a supplemental fee of twenty-five dollars per year on the registration and renewals of registrants of motor vehicles who reside within the MCTD, imposed on taxicab owners a tax of fifty cents per ride on taxicab rides originating in New York City and terminating within the MCTD, and a supplemental tax of 5% of the cost of rentals of automobiles rented within the MCTD. The supplemental Aid Tax receipts are included in the Mobility Tax amounts for reporting purposes. MCTMT is recognized as revenue based upon reported amounts of taxes collected.

The composition of New York State tax-supported subsidies for 2025 and 2024, is as follows (in thousands):

	2025	2024
Petroleum business tax	\$ 262,872	\$ 282,952
Metro mass tax	2,163,949	2,060,171
Payroll mobility tax	<u>189,798</u>	<u>192,325</u>
	<u>\$ 2,616,619</u>	<u>\$ 2,535,448</u>

Paratransit—Pursuant to an agreement between The City and the MTA, the Authority, 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 the Authority. The City reimburses the Authority for the lesser of 80% 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 shall not exceed 50% of the net Paratransit expenses and \$165 million for three years: 2023, 2024 and 2025. Fare revenues and The City reimbursement aggregated approximately \$605.7 million in 2025 and \$557.0 million in 2024. Total paratransit expenses, including paratransit service contracts, were \$802.4 million and \$715.8 million in 2025 and 2024, respectively. Paratransit revenue is recognized according to the calculated net operating deficit subject to the limit prescribed in the reimbursement agreement.

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 Authority (e.g., salaries, compensated absences, 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, fuel hedge transactions, etc.) are reported as non-operating expenses.

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Reimbursement of Expenditures—Engineering and labor costs incurred by the Authority for capital projects are reimbursed under the capital program by the MTA to the extent that they relate to approved expenditures applicable to capital projects primarily initiated after April 1, 1982. They were reimbursed by The City to the extent they related to amounts approved for prior projects. In 2025 and 2024, reimbursements were netted against gross operating expenses on the Consolidated Statements of Revenues, Expenses, and Changes in Net Position.

Assistance Fund—Congestion Relief 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 the City of New York, in the Borough of Manhattan (the “Congestion Relief Zone”), (2) originates anywhere in NYS and terminates within the Congestion Relief Zone, (3) originates in the Congestion Relief Zone and terminates anywhere in NYS, or (4) originates anywhere in NYS, enters into the Congestion Relief Zone while in transit, and terminates anywhere in NYS.
- A surcharge of \$0.75 cents for each person who both enters and exits a pool vehicle in NYS and who is picked up in, dropped off in, or travels through the Congestion Relief Zone.

The Congestion Relief Zone Surcharges do not apply to transportation services administered by or on behalf of MTA, including paratransit services.

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.

Employee Benefits—In accordance with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions* and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date*, the Authority 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 Authority’s proportionate share thereof in the case of a cost-sharing multiple-employer plan, measured as of the pension plans’ measurement dates. 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

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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 period in which the difference occurred.

In 2003, and as a result of collective bargaining, the Authority assumed responsibility for providing health benefits to its employees who are members of the Transport Workers Union (“TWU”) Local 100, as well as to retirees who were members of the TWU Local 100 and reach normal retirement age while working for the Authority. During 2005, the Authority also began providing health benefits for active and retired members of the Amalgamated Transit Union (“ATU”) Local 1056 and Local 726. Previously, these benefits were being provided by the TWU and ATU Health Benefits Trusts (“the Trusts”) with the Authority required to make monthly contributions to the Trusts on behalf of the participants on a ‘pay as you go’ basis. The majority of the benefits provided under the plan are self-insured with administrative services provided by various health insurance companies.

The Authority has recorded a liability for claims incurred but not reported (“IBNR”). The liability represents those estimated future payments that are attributable, under the plan’s provisions, to services rendered to participants prior to year-end. The estimated liability of claims includes benefits expected to be paid to retired or terminated employees or their beneficiaries and present employees or their beneficiaries, as applicable. The estimated liability for claims incurred but not reported or paid is \$215.4 million and \$175.3 million as of December 31, 2025 and 2024, respectively.

In accordance with GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, and GASB Statement No. 85, Omnibus, the Authority recognizes a proportionate share of the net OPEB liability for the MTA’s cost-sharing multiple-employer OPEB Plan, 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.

Liability Insurance—First Mutual Transportation Assurance Company (“FMTAC”), an insurance captive subsidiary of MTA, provides a liability insurance program (aka “ELF”) that insures certain claims in excess of the agencies self-insured retention. 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 million for all agencies and an additional \$10 million for the Authority. FMTAC charges appropriate annual premiums based on loss experience and exposure analysis to maintain the fiscal viability of the program. On December 31, 2025, the balance of the assets in this program was \$231.77 million.

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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 \$342 million for a total limit of \$392 million (\$342 million excess of \$50 million).

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 million per occurrence to fund self-insured losses.

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 million per occurrence deductible, subject to an annual \$75 million aggregate deductible. The total All Risk program annual limit is \$400 million 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 million per occurrence. In addition to the noted \$25 million per occurrence self-insured deductible, MTA self-insures above that deductible for \$129.577 million within the overall \$400 million per occurrence property program as follows: \$11.734 million (or 23.47%) of the primary \$50 million layer, plus \$11.734 million (or 23.47%) of the \$50 million excess \$50 million layer, plus \$6.109 million (or 12.22%) of the \$50 million excess \$100 million 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 expenses and business interruption coverage.

Supplementing the \$400 million per occurrence noted above, FMTAC’s property insurance program has been expanded to include a further layer of \$100 million 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 million. 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 million 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 million for any one occurrence, or (3) 100% of any “certified” terrorism loss which exceeds \$5 million and less than the \$200 million TRIPRA trigger up to a maximum recovery of \$200 million for any one occurrence and in the annual aggregate.

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Additionally, MTA purchases coverage for acts of terrorism which are not certified under TRIPRA to a maximum of \$255 million for any one occurrence. Recovery under the terrorism policy is subject to a deductible of \$25 million for any one occurrence per occurrence and \$75 million 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 million, future losses in that policy year are subject to a deductible of \$7.5 million 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 million for any one occurrence.

During 2025 there were FMTAC excess loss claim reimbursements of \$31 million to the Authority. At December 31, 2025, the Authority had \$200 million in outstanding claims requiring FMTAC coverage from its Excess Loss Program.

3. 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. Cash, including funds on hand and in transit, consists of the following at December 31, 2025 and 2024 (in thousands):

	2025		2024	
	Book Balance	Bank Balance	Book Balance	Bank Balance
Insured and collateralized deposits	\$ 15,480	\$ 14,089	\$ 56,151	\$ 54,620
Less escrow and other restricted deposits	(2,128)	(2,128)	(2,689)	(2,687)
Commercially insured funds on-hand and in-transit	<u>3,213</u>	<u>-</u>	<u>12,682</u>	<u>-</u>
	<u>\$ 16,565</u>	<u>\$ 11,961</u>	<u>\$ 66,144</u>	<u>\$ 51,933</u>

Deposits in the Authority's bank accounts are collateralized by U.S. Treasury securities, U.S. Treasury notes, and U.S. Treasury zero coupon bonds, pursuant to the New York State Public Authorities Law. The on-hand and in-transit funds consist primarily of passenger revenue funds collected, but not yet deposited.

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the Authority will not be able to recover the value of its deposits. While the Authority does not have a formal deposit policy for custodial credit risk, New York State statutes govern the Authority's investment policies.

4. MTA INVESTMENT POOL

The MTA, on behalf of the Authority, invests funds which are not immediately required for the Authority's operations, in securities permitted by the State Public Authorities Law, including repurchase agreements collateralized by U.S. Treasury securities, U.S. Treasury notes, and U.S. Treasury zero coupon bonds. All investments are held by the MTA's agent, in custody accounts, in the name of the MTA. The Authority records its position in the Pool based upon a net asset value derived on assets invested in the Pool plus all realized income and losses earned. The Authority's earnings from short-term investments approximated \$17.3 million and \$22.1 million for the years ended December 31, 2025 and 2024, respectively. The Authority also incurred interest expense of \$29.6 million and \$96.7 million for the years ended December 31, 2025, and 2024, respectively. The Authority had an investment pool balance of \$733.7 million in December 31, 2025. The increase of the current year balance was attributable to receipts of the Preventive Maintenance Grant.

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5. CAPITAL ASSETS

Capital assets and improvements include all land, buildings, equipment, and infrastructure of the Authority 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-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 96 Subscription-Based Information Technology Arrangements 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. GASB 94 public-private and public-public partnerships that result in a newly purchased or constructed underlying nonfinancial asset being transferred to the agency are classified as capital assets and recognized at the cost of the underlying asset when the arrangement meets the definition of a service concession arrangement or when ownership transfers to the Authority. The stations' ADA accessibility improvements project under GASB 94 availability payment arrangements is classified as stations and measured at the present value of the initial measurement of the APA liability, plus any payments made during the APA term and any payments made to the operator at or before the commencement of the APA term and certain direct costs.

Accumulated depreciation and amortization are reported as reductions of fixed assets and right-to-use assets. Depreciation is computed using the straight-line method based upon estimated useful lives of 25 or 35 years for subway cars, 12 years for buses, and lives generally ranging from 10 years to 60 years for the other capital assets. Right-of-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. Capital and right-to-use assets consist of the following at January 1, 2024, December 31, 2024, and December 31, 2025 (in thousands):

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The following is a summary of capital and right-of-use assets activity at January 1, 2024, December 31, 2024, and December 31, 2025:

(In thousands)	January 1, 2024	Additions/ Reclassifications	Deletions/ Reclassifications	December 31, 2024	Additions/ Reclassifications	Deletions/ Reclassifications	December 31, 2025
Capital assets not being depreciated—construction work-in-progress	\$ 8,221,031	\$ 4,525,849	\$ (3,962,419)	\$ 8,784,461	\$ 5,667,481	\$ (3,793,196)	\$ 10,658,746
Total capital assets not being depreciated	8,221,031	4,525,849	(3,962,419)	8,784,461	5,667,481	(3,793,196)	10,658,746
Capital assets being depreciated:							
Subway cars	9,732,469	911,593	(21,552)	10,622,510	985,339	(44,393)	11,563,456
Buses	3,275,361	84,059	(83,141)	3,276,279	10,309	(32,366)	3,254,222
Track and structures	16,374,643	889,241	-	17,263,884	525,614	-	17,789,498
Depots and yards	5,860,228	807,451	(14,296)	6,653,383	212,916	-	6,866,299
Stations	24,632,408	1,168,999	-	25,801,407	1,449,533	-	27,250,940
Signals	9,976,266	154,991	-	10,131,257	352,244	-	10,483,501
Service vehicles	561,357	357	-	561,714	61,625	-	623,339
Building	166,733	-	-	166,733	-	-	166,733
Other	4,347,241	105,970	(745)	4,452,466	150,551	-	4,603,017
Total capital asset being depreciated	74,926,706	4,122,661	(119,734)	78,929,633	3,748,131	(76,759)	82,601,005
Less accumulated depreciation:							
Subway cars	(5,414,285)	(220,477)	21,537	(5,613,225)	(243,730)	44,393	(5,812,562)
Buses	(1,917,680)	(218,079)	83,141	(2,052,618)	(159,090)	32,303	(2,179,405)
Track and structures	(7,012,317)	(429,273)	-	(7,441,590)	(445,699)	-	(7,887,289)
Depots and yards	(2,875,858)	(141,306)	14,296	(3,002,868)	(155,112)	-	(3,157,980)
Stations	(8,861,382)	(753,889)	-	(9,615,271)	(771,204)	-	(10,386,475)
Signals	(3,479,622)	(260,626)	-	(3,740,248)	(266,241)	-	(4,006,489)
Service vehicles	(279,338)	(18,554)	-	(297,892)	(21,600)	-	(319,492)
Building	(106,028)	(3,308)	-	(109,336)	(3,307)	-	(112,643)
Other	(2,658,005)	(198,720)	745	(2,855,980)	(211,048)	-	(3,067,028)
Total accumulated depreciation	(32,604,515)	(2,244,232)	119,719	(34,729,028)	(2,277,031)	76,696	(36,929,363)
Total capital assets being depreciated—net	42,322,191	1,878,429	(15)	44,200,605	1,471,100	(63)	45,671,642
Right-of-use assets being amortized:							
Leased buildings and structures	372,944	4,598	-	377,542	30,654	(2,829)	405,367
Leased equipment and vehicles	4,045	1,274	-	5,319	778	(677)	5,420
Leased other	526	336	-	862	-	-	862
Subscription-based IT arrangements	2,280	1,738	-	4,018	2,095	-	6,113
Total right-of-use assets being amortized	379,795	7,946	-	387,741	33,527	(3,506)	417,762
Less accumulated amortization: right-of-use assets							
Leased buildings and structures	(66,705)	(21,495)	-	(88,200)	(23,529)	-	(111,729)
Leased equipment and vehicles	(2,190)	(1,312)	-	(3,502)	(857)	-	(4,359)
Leased other	(452)	(203)	-	(655)	(200)	-	(855)
Subscription-based IT arrangements	(1,390)	(1,706)	-	(3,096)	(1,503)	-	(4,599)
Total accumulated amortization	(70,737)	(24,716)	-	(95,453)	(26,089)	-	(121,542)
Right-of-use assets being amortized—net	309,058	(16,770)	-	292,288	7,438	(3,506)	296,220
Total capital assets, including right-of-use asset—net	\$ 50,852,280	\$ 6,387,508	\$ (3,962,434)	\$ 53,277,354	\$ 7,146,019	\$ (3,796,765)	\$ 56,626,608

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In accordance with GASB Statement No. 89, there is no interest capitalized related to the construction of capital assets.

As of December 31, 2025, \$115.1 billion is unexpended from the overall MTA Capital program (2005-2024) and \$29.8 billion has been committed.

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

6. EMPLOYEE BENEFITS

Pensions—The Authority participates in two defined benefit pension plans for their employees, the Manhattan and Bronx Surface Transit Operating Authority Pension Plan (the “MaBSTOA Pension Plan”) and New York City Employees’ Retirement System (“NYCERS”). A brief description of each of the pension plans follows:

Plan Descriptions

MaBSTOA—The MaBSTOA Pension Plan is a cost-sharing multiple-employer defined benefit retirement plan administered by MTA Headquarters and funded by MTA New York City Transit covering employees of MaBSTOA and certain employees of MTA Headquarters. Prior to January 1, 2020, this was a single employer defined benefit retirement plan covering only MaBSTOA employees. Employees of MaBSTOA and MTA Headquarters are specifically excluded from participating in the NYCERS. The Plan provides retirement as well as death, accident and disability benefits 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. Effective January 1, 1999, membership in the MaBSTOA Pension Plan is not mandatory for managerial and represented employees.

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 Authority and is reflected in the Pension Fund section of the Authority’s basic financial statements.

The pension plan issues a publicly available financial report that includes financial statements and required supplementary information regarding the employee benefit plan. The report may be obtained by writing to MaBSTOA Pension Plan, New York City Transit Authority, 2 Broadway, 10th Floor, New York, New York, 10004 or at www.mta.info.

NYCERS—The NYCERS Plan 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.

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 sections of The City’s Annual Comprehensive Financial Report (“ACFR”).

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NYCERS issues a publicly available comprehensive annual financial report that includes financial statements and required supplementary information. 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 holding permanent civil service positions in the competitive or labor class are required to become members of the NYCERS six months after their date of appointment, but may voluntarily elect to join the NYCERS prior to their mandated membership date. All other eligible employees have the option of joining the 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.

Benefits Provided

MaBSTOA—MaBSTOA Pension Plan provides retirement as well as death, accident, and disability benefits to plan members and beneficiaries. The benefits provided by the 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 has determined that Tier 4 employees are and have been eligible for a post-retirement death benefit retroactive to 1986. In June 2012, the MTA Board approved an amendment to the MaBSTOA Pension Plan to provide for incorporation of this benefit.

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

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

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

Tier 1—

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

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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—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 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.

Tiers 3 and 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 Salary ("FAS") for the first 30 years of service plus 1.5% of FAS for years of service in excess of 30. FAS 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 FAS 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 Regular 55 and 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 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 25 years of credited service, the benefit equals 1-2/3% of FAS 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 FAS for the first 30 years of service plus 1.5% of FAS for years of service in excess

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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.

Ordinary and Accidental Disability Benefits—For eligible members of the Regular 62 and 5 Plan, 55 and 25 Plan and 57 and 5 Plan, ordinary and accidental disability benefits, are provided after 10 years of service for ordinary and no service required for accidental. 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 Regular 62 and 5 Plan, 55 and 25 Plan, 57 and 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 3% per year, to a maximum reduction of 30%. 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 or at the time of retirement if retirement was earlier than age 60, but not less than 10% of the pre-retirement benefit in force at the time of retirement.

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 and 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 earnings over five consecutive years.

Tier 6 members in the Basic 63 and 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 5 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 and 25 Special Plan and the Basic 63 and 5 Plan, ordinary and accidental disability benefits, are provided after 10 years of service for ordinary and no service required for accidental. 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 and 25 Special Plan and the Basic 63 and 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 3% per year, to a maximum reduction of 30%. 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 or at the time of retirement if retirement was earlier than age 60, but not less than 10% of the pre-retirement benefit in force at the time of retirement.

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.

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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, and the 55/25 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.

During March 2012, the Governor signed Chapter 18 of the Laws of 2012 that placed certain limitations on the Tier 3 and Tier 4 benefits available to participants who joined on and after April 1, 2012. In general, these changes, commonly referred to as Tier 6, increase the age requirement to 63 for most non-uniformed employees to retire and receive a full pension, require member contributions for all years of service for non-uniformed employees, institute progressive member contributions for non-uniformed employees, and lengthen the final average salary period from 3 to 5 years. 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.

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

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

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

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

NYCERS provides automatic Cost-of-Living Adjustments (“COLA”), death benefits, accident, disability retirement benefits, and other supplemental pension benefits to certain retirees and beneficiaries. Members become fully vested as to benefits upon the completion of 5 years of service.

The State Constitution provides that pension rights of public employees are contractual and shall not be diminished or impaired. In 1973, 1976, 1983 and 2012, significant amendments made to the State Retirement and Social Security Law (“RSSL”) modified certain benefits for employees joining the Plan on or after the effective date of such amendments, creating membership tiers.

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Membership—Membership in the MaBSTOA pension plan consisted of the following at January 1, 2024 and 2023, the date of the latest actuarial valuations:

	January 1, 2024	January 1, 2023
Active plan members	8,355	8,393
Retirees and beneficiaries receiving benefits	6,475	6,307
Vested formerly active members not yet receiving benefits	<u>1,324</u>	<u>1,230</u>
Total	<u>16,154</u>	<u>15,930</u>

Contributions and Funding Policy—

MaBSTOA Pension Plan—The contribution requirements of the MaBSTOA Plan members are established and may be amended only by the MaBSTOA Board, in accordance with Article 10.01 of the MaBSTOA Pension Plan. The Plan's funding policy is 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 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 varied 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.

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The Authority's contributions to the MaBSTOA Pension Plan amounted to \$190.5 million and \$174.2 million for the years ended December 31, 2025 and 2024, respectively. In January 2024, the Authority made a prepayment for the projected Actuarially Determined Contributions for 2025 amounting to \$174.1 million.

NYCERS—NYCERS funding policy is to contribute statutorily-required contributions (Statutory Contributions), determined by the Chief Actuary for the New York City Retirement System, 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 Transit Authority employees enrolled in the Transit 20-Year Plan, are not required to make basic contributions after the 10th anniversary of their membership date or completion of ten years of credited service, whichever is earlier. In addition, members who meet certain eligibility requirements will receive one month's additional service credit for each completed year of service up to a maximum of two additional years of service credit. Effective December 2000, certain Transit Authority Tier 3 and Tier 4 members make basic member contributions of 2.0% of salary, in accordance with Chapter 10 of the Laws of 2000. Certain Tier 2, Tier 3 and Tier 4 members who are participants in special retirement plans are required to make additional member contributions of 1.85%, in addition to their base membership contribution. Tier 6 members are mandated to contribute between 3.0% and 6.0% of salary, depending on salary level, until they separate from City service or until they retire. Chapter 56 of the Laws of 2024, Part QQ, reduces the number of years used to calculate the Final Average Salary from five years to three years for certain Tier 3 and Tier 6 members.

The Authority is required to contribute at an actuarially determined rate. The Authority's contributions to NYCERS for the years ended December 31, 2025 and 2024, were \$885.1 million and \$753.4 million, respectively.

Net Pension Liability—The Authority's net pension liabilities for NYCERS and MaBSTOA pension plans at December 31, 2025 and 2024 were measured as of June 30, 2025 and 2024 and December 31, 2025 and December 31, 2024, respectively. The total pension liability for each of the pension plans were determined as of the actuarial valuation dates of January 1, 2024 and 2023, for MaBSTOA Pension Plan and June 30, 2024 and 2023, for NYCERS, respectively, and updated to roll forward the total pension liability to the respective measurement dates. The fiduciary net position and additions to and deductions from the fiduciary net position have been determined on the same basis as reported by NYCERS and MaBSTOA. For this purpose, benefits and refunds are recognized when due and payable in accordance with the terms of the Plan; and investments are reported at fair value.

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Actuarial Assumptions—The total pension liability in each pension plan’s actuarial valuation dates were determined using the following actuarial assumptions for each of the pension plans as follows:

Valuation Date	MaBSTOA		NYCERS	
	January 1, 2024	January 1, 2023	June 30, 2024	June 30, 2023
Investment rate of return	6.50% per annum, net of investment expenses	6.50% per annum, net of investment expenses	7.00% per annum, net of investment expenses	7.00% per annum, net of investment expenses
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.	In general, merit and promotion increases, plus assumed General Wage increases of 3.0% per year.	In general, merit and promotion increases, plus assumed General Wage increases of 3.0% per year.
Inflation	2.25%	2.25%	2.5%	2.5%
Cost-of living adjustments	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	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.
Mortality	Based on experience of all MTA-sponsored pension plan members from 1/1/15 to 12/31/20 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from 1/1/15 to 12/31/20 reflecting mortality improvement on a generational basis using Scale MP-2021	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.
Pre-retirement	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 92% for males and 100% for females.	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 92% for males and 100% for females.	N/A	N/A
Post-retirement healthy lives	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 92% for males and 100% for females.	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 92% for males and 100% for females.	N/A	N/A
Post-retirement disabled lives	Pri-2012 Disabled Annuitant mortality table for males and females.	Pri-2012 Disabled Annuitant mortality table for males and females.	N/A	N/A

Expected Rate of Return on Investments—The long-term expected rate of return on investments of 6.5% and 7.0% for the MaBSTOA plan and NYCERS, respectively, 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.

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The target asset allocations of each of the funds and the expected real rate of returns (“RROR”) for each of the asset class in the MaBSTOA plan and NYCERS were as of the measurement dates of December 31, 2024, and June 30, 2024, respectively, are summarized as follows:

Asset Class	MaBSTOA Plan	
	Target Asset Allocation	Long-Term Expected Real Rate of Return
US Core Fixed Income	15.50 %	2.36 %
US Treasury Bonds	2.00	1.85
US TIPS	2.00	1.93
US High Yield Bonds	3.50	4.04
Private Credit	8.00	6.48
US Large Cap Equity	23.00	5.33
US Small Cap Equity	4.50	6.82
Foreign Developed Equity	10.50	6.91
Emerging Markets Equity	3.00	9.29
Emerging Markets Small Cap Equity	1.00	9.62
Private Real Estate Property - Core	5.00	5.93
Private Equity	8.00	10.37
Infrastructure - Public	3.00	5.92
Commodities	3.00	3.38
Hedge Funds—MultiStrategy	8.00	4.13
	<u>100.00 %</u>	
Assumed inflation—mean		2.30
Assumed inflation—standard deviation		1.46
Portfolio nominal mean return		7.77
Portfolio standard deviation		12.25
Long term expected rate of return selected by MTA		6.50

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Asset Class	NYCERS	
	Target Asset Allocation	Long-Term Expected Real Rate of Return
Public markets:		
U.S. public market equities	23.50 %	6.70 %
Developed public market equities	11.60	7.10
Emerging public market equities	4.90	8.30
Fixed income	31.00	3.00
Private markets (alternative investments):		
Private equity	10.00	11.20
Private real estate	8.00	7.00
Infrastructure	4.50	6.30
Opportunistic fixed income	6.50	8.30
	<u>100.00 %</u>	
Assumed inflation—mean		2.50
Long term expected rate of return		7.00

Discount Rate—The discount rate used to measure the total pension liability was 6.5% and 6.5% for the MaBSTOA plan as of December 31, 2024 and 2023, respectively, and 7.0% and 7.0% for NYCERS as of June 30, 2025 and 2024, respectively. 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 non-active 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.

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Changes in Net Pension Liability—MaBSTOA—The net pension liability for the MaBSTOA plan at the measurement date of December 31, 2024 and 2023, were as follows (in thousands):

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance as of December 31, 2023	\$ 4,685,056	\$ 3,810,476	\$ 874,580
Changes for fiscal year 2024:			
Service cost	101,919	-	101,919
Interest on total pension liability	302,222	-	302,222
Effect of plan changes	12,932	-	12,932
Effect of economic/demographic (gains) or losses	67,495	-	67,495
Effect of assumptions changes or inputs			
Benefit payments and withdrawals	(279,205)	(279,205)	-
Administrative expense	-	(529)	529
Member contributions	-	28,506	(28,506)
Net investment income	-	364,654	(364,654)
Employer contributions	-	189,884	(189,884)
Balance as of December 31, 2024	<u>\$ 4,890,419</u>	<u>\$ 4,113,786</u>	<u>\$ 776,633</u>

	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance as of December 31, 2022	\$ 4,526,353	\$ 3,310,111	\$ 1,216,242
Changes for fiscal year 2023:			
Service cost	99,603	-	99,603
Interest on total pension liability	292,158	-	292,158
Effect of plan changes	2,586	-	2,586
Effect of economic/demographic (gains) or losses	30,978	-	30,978
Effect of assumptions changes or inputs	-	-	-
Benefit payments and withdrawals	(266,622)	(266,622)	-
Administrative expense	-	(567)	567
Member contributions	-	25,390	(25,390)
Net investment income	-	413,734	(413,734)
Employer contributions	-	328,430	(328,430)
Balance as of December 31, 2023	<u>\$ 4,685,056</u>	<u>\$ 3,810,476</u>	<u>\$ 874,580</u>

The Authority's Proportion of Net Pension Liability—MaBSTOA— Starting from the measurement date of January 1, 2024, the pension costs are being allocated to MTA Headquarters ("MTA HQ") on it proportionate

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share. In recent years, MaBSTOA employees who transferred to MTA HQ were able to retain their participation in the MaBSTOA Pension Plan. No allocation was reflected in years prior to 2023 as it was deemed de minimis. The following table presents the Authority's proportionate share of the net pension liability of MaBSTOA at the measurement date of December 31, 2024 and 2023 (in thousands):

	Dec 31, 2024	Dec 31, 2023
The Authority's proportion of the net pension liability	99.556 %	100.000 %
The Authority's proportionate share of the net pension liability	\$ 773,186	\$ 874,580

The Authority's proportion of the net pension liability in 2024 was based on the allocation of the actuarially determined contribution to each agencies.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate—The following presents the Authority's net pension liability calculated using the current discount rate for the MaBSTOA Plan, 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 current rate used as of each measurement date (in thousands):

	December 31, 2024			December 31, 2023		
	1% Decrease (5.5%)	Discount Rate (6.5%)	1% Increase (7.5%)	1% Decrease (5.5%)	Discount Rate (6.5%)	1% Increase (7.5%)
Net pension liability	\$ 1,322,124	\$ 773,186	\$ 308,370	\$ 1,403,484	\$ 874,580	\$ 426,535

The Authority's Proportion of Net Pension Liability—NYCERS—The following table presents the Authority's proportionate share of the net pension liability of NYCERS at the measurement date of June 30, 2025 and 2024 (in millions):

	June 30, 2025	June 30, 2024
The Authority's proportion of the net pension liability	21.788 %	21.091 %
The Authority's proportionate share of the net pension liability	\$ 2,894	\$ 3,469

The Authority's proportion of the net pension liability was based on the Authority's actual contributions made to NYCERS for the years ended June 30, 2025 and 2024, relative to the contributions of all employers in the plan.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate—The following table presents the Authority's proportionate share of the net pension liability calculated using the current discount rate for NYCERS, 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 current rate used as of each measurement date (in thousands):

	June 30, 2025			June 30, 2024		
	1% Decrease (6.0%)	Discount Rate (7.0%)	1% Increase (8.0%)	1% Decrease (6.0%)	Discount Rate (7.0%)	1% Increase (8.0%)
The Authority's proportionate share of the net pension liability	\$ 5,482,343	\$ 2,894,381	\$ 712,537	\$ 5,890,516	\$ 3,468,972	\$ 1,423,460

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Pension Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions—For the years ended December 31, 2025 and 2024, the Authority recognized pension expense, gross of capital project reimbursements and other pension adjustments of \$35,676 and \$36,308 for December 31, 2025 and 2024, respectively, related to each pension plan as follows (in thousands):

Pension Plans	December 31,	
	2025	2024
MaBSTOA	\$ 218,998	\$ 185,108
NYCERS	<u>451,097</u>	<u>721,519</u>
Total	<u>\$ 670,095</u>	<u>\$ 906,627</u>

For the years ended December 31, 2025 and 2024, the Authority reported deferred outflows of resources and deferred inflows of resources for each pension plan as follows (in thousands):

For the Year Ended December 31, 2025	MaBSTOA		NYCERS		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	\$ 78,127	\$ 17,981	\$ 451,330	\$ 5,706	\$ 529,457	\$ 23,687
Changes in actuarial assumptions	46,657	-	-	14,548	46,657	14,548
Net difference between projected and actual earnings on pension plan investments	-	42,447	-	250,562	-	293,009
Changes in proportion and differences between contributions and proportionate share of contributions	-	1,824	8,480	4,312	8,480	6,136
Employer contributions to plan subsequent to the measurement date of net pension liability	<u>18,277</u>	<u>-</u>	<u>446,761</u>	<u>-</u>	<u>465,038</u>	<u>-</u>
Total	<u>\$ 143,061</u>	<u>\$ 62,252</u>	<u>\$ 906,571</u>	<u>\$ 275,128</u>	<u>\$ 1,049,632</u>	<u>\$ 337,380</u>

For the Year Ended December 31, 2024	MaBSTOA		NYCERS		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	\$ 28,781	\$ 24,509	\$ 488,987	\$ 10,834	\$ 517,768	\$ 35,343
Changes in actuarial assumptions	82,937	-	-	30,835	82,937	30,835
Net difference between projected and actual earnings on pension plan investments	105,830	-	45,239	-	151,069	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	19,933	163,498	19,933	163,498
Employer contributions to plan subsequent to the measurement date of net pension liability	<u>15,755</u>	<u>-</u>	<u>421,980</u>	<u>-</u>	<u>437,735</u>	<u>-</u>
Total	<u>\$ 233,303</u>	<u>\$ 24,509</u>	<u>\$ 976,139</u>	<u>\$ 205,167</u>	<u>\$ 1,209,442</u>	<u>\$ 229,676</u>

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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 and the changes in proportion and differences between employer contributions and proportionate share of contributions, beginning the year in which the deferred amount occurs.

Pension Plan	Recognition Period (in Years)		
	Differences between Expected and Actual Experience	Changes in Proportion and Differences between Employer Contributions and Proportionate Share of Contributions	Changes in Actuarial Assumptions
MaBSTOA	6.10	N/A	6.40
NYCERS	5.56	5.56	5.56

For the years ended December 31, 2025 and 2024, \$465.0 million and \$437.7 million, respectively, were reported as deferred outflows of resources related to pensions resulting from the Authority's contributions subsequent to the measurement dates. The amount of \$465.0 million will be recognized as a reduction of the net pension liability in the year ended December 31, 2026. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions at December 31, 2025 will be recognized as pension expense as follows (in thousands):

Year Ending December 31	MaBSTOA	NYCERS	Total
2026	\$ 41,664	\$ 394,269	\$ 435,933
2027	61,382	(96,686)	(35,304)
2028	(44,834)	(89,532)	(134,366)
2029	(8,399)	(46,703)	(55,102)
2030	11,653	23,334	34,987
Thereafter	1,066	-	1,066
Total	<u>\$ 62,532</u>	<u>\$ 184,682</u>	<u>\$ 247,214</u>

Deferred Compensation Plans—As permitted by Internal Revenue Code Section 457, the Authority has established a trust or custodial account to hold plan assets for the exclusive use of the participants and their beneficiaries. Plan assets and liabilities are not reflected on the Authority's consolidated statements of net position.

Certain Authority employees are participants in a second deferred compensation plan established in accordance with Internal Revenue Code Section 401(k). Participation in the plan is available to all nonunion and certain other employees. All amounts of compensation deferred under the plan, and all income attributable to such compensation, are solely the property of the participants; accordingly, this plan is not reflected in the accompanying consolidated statements of net position. The Authority is not required to contribute to the plan and did not contribute to the plan in 2025 and 2024.

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7. OTHER POSTEMPLOYMENT BENEFITS

The Authority 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:

Plan Description—The MTA Retiree Welfare Benefits Plan (“OPEB Plan”) and the related Trust Fund (“Trust”) was established on January 1, 2009 for the exclusive benefit of MTA and related agencies retired employees and their eligible spouses and dependents, to fund some of the OPEB provided in accordance with the Authority’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 cost-sharing single-employer defined benefit OPEB 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 separate annual financial statements of the OPEB Plan may be obtained by writing to MTA Comptroller, 2 Broadway, 15th Floor, New York, New York, 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 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. The Authority provides benefits to certain former employees if separated from service within 5 years of attaining retirement eligibility. Employees of the Authority are members of NYCERS and the MaBSTOA Pension Plan.

The Authority 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 and other New York City Transit employees who retired prior to January 1, 1996 or January 1, 2001, 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 Authority is a participating employer in NYSHIP. The NYSHIP financial report can be obtained by writing to NYS Department of Civil Service, Employee Benefits Division, Alfred E. Smith Office Building, 805 Swan Street, Albany, NY 12239.

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

- (a) have retired;
- (b) be receiving a pension (except in the case of the 401(k) Plan and the VDC);
- (c) have at least 10 years of credited service as a member of NYCERS, the MaBSTOA Pension Plan, 401 (k) Plan or the VDC; and
- (d) 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.

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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, retiring on or after:
 - May 21, 2014 for Transport Workers Union (“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”).

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.

Contributions—The Authority 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, 2025 and 2024, the Authority paid \$628.0 million and \$637.2 million of PAYGO to the OPEB Plan, respectively. The PAYGO amounts included an implicit rate subsidy adjustment of \$5.7 million and \$7.8 million for the years ended December 31, 2025 and 2024, respectively. There were no additional prior year implicit rate subsidy adjustments for the year ended December 31, 2025.

The discount rate estimates investment earnings for assets earmarked to cover retiree health benefits. Under GASB Statement No. 75, the discount rate depends on the nature of underlying assets for funded plans. Since the amount of benefits paid in 2023 and 2022 exceeded the current market 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 20-Bond General Obligation Index. As a result, the discount rates as of December 31, 2024 and December 31, 2023, the measurement dates, are 4.08% and 3.26%, 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, 2024 and 2023, the employer made a cash payment for retiree healthcare of \$7.8 million and \$9.3 million, respectively, as part of the employer’s payment for active-employee healthcare benefits. For purposes of GASB Statement No. 75,

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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 (in thousands).

Blended and Age-Adjusted Premium	2024	2023
	Retirees	Retirees
	(In Thousands)	
Total blended premiums	\$ 629,395	\$ 591,711
Employment payment for retiree healthcare	<u>7,755</u>	<u>9,297</u>
Net payments	<u>\$ 637,150</u>	<u>\$ 601,008</u>

Net OPEB Liability—The Authority's proportionate share of the Plan's net OPEB liability reported at December 31, 2025 and 2024 was measured as of the OPEB Plan's fiscal year-end of December 31, 2024 and 2023, respectively. The total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation date of July 1, 2023 and rolled forward to December 31, 2024 and 2023, respectively. The Authority's proportion of the net OPEB liability was based on a projection of the Authority's long-term share of contributions to the OPEB Plan relative to the projected contributions of all participating employers. The following table presents the Authority's proportionate share of the net OPEB liability and corresponding proportion percentage at the measurement date (in thousands):

	December 31,	
	2024	2023
The Authority's proportion of the net OPEB liability	67.474 %	68.121 %
The Authority's proportionate share of the net OPEB liability	\$ 13,246,265	\$ 13,799,159

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.

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 Authority may not be obligated to provide the same types or levels of benefits to retirees in the future.

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The total OPEB liability was determined by actuarial valuations performed on July 1, 2023. Update procedures were used to roll forward the total OPEB liability to December 31, 2024 and 2023, the measurement dates, 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, 2023
Measurement date	December 31, 2024	December 31, 2023
Discount rate	4.08%, net of expenses	3.26%, net of expenses
Inflation	2.30%	2.31%
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%	4.25%

Salary Scale—Salary increases vary by years of service and differ for members of NYCERS and the MaBSTOA Plan. Rates are shown below for the measurement date December 31, 2024:

Years of Service	NYCERS		MaBSTOA	
	Rate of Increase	Years of Service	Operating Employee Rate	Non-operating Employee Rate
0	19.00 %	0	12.00 %	6.00 %
1	14.00	1	12.00	7.00
2	10.00	2	15.00	6.50
3	9.00	3	5.00	6.25
4	6.00	4	3.00	6.00
5	5.00	5–9	3.00	4.50
6–22	4.50	10	3.00	4.30
23+	4.00	11	3.00	4.10
		12	3.00	3.90
		13	3.00	3.80
		14	3.00	3.70
		15	3.00	3.60
		16	3.00	3.50
		17	3.00	3.40
		18	3.00	3.30
		19+	3.00	3.25

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Healthcare Cost Trend—The Society of Actuaries (“SOA”) developed and regularly updates a long-term medical trend model based on detailed research performed by a committee of economists and actuaries, which included a representative from the Authority’s actuary. This model is used as the foundation for the trend that the actuary recommends for postretirement healthcare valuations, with certain adjustments designed to produce trends that are appropriate for employer plans. These adjustments include incorporating assumed administrative cost trends 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 and self-insured trend assumptions and associated Medicare Part B reimbursements, as well as for dental and vision benefit for the measurement date December 31, 2024 (in percentages):

Year	NYSHIP Trend		Self-Insured Trend		Medicare	Dental/
	Pre-65 Trend	Post-65 Trend	Pre-65 Trend	Post-65 Trend	Part B Trend	Vision Trend
2023	9.50 %	22.90 %	6.60 %	19.80 %	5.90 %	4.00 %
2024	0.80	0.90	3.60	3.70	5.90	4.00
2025	6.30	6.60	5.40	5.00	1.00	4.00
2026	5.70	6.00	5.30	5.10	11.00	4.00
2027	5.20	5.40	5.10	5.10	4.80	4.00
2028	5.10	5.30	5.00	5.00	7.10	4.00
2029	4.90	5.10	4.80	4.90	5.80	4.00
2030	4.80	4.90	4.70	4.70	6.30	4.00
2031	4.60	4.70	4.60	4.60	7.00	4.00
2032	4.50	4.50	4.50	4.50	7.00	4.00
2033	4.30	4.30	4.30	4.30	5.90	4.00
2034 - 2039	4.10	4.10	4.10	4.10	5.90	4.00
2040 - 2048	4.10	4.10	4.10	4.10	4.40	4.00
2049	4.10	4.20	4.10	4.20	4.40	4.00
2050	4.10	4.20	4.10	4.20	3.90	4.00
2051 - 2064	4.20	4.20	4.20	4.20	3.90	4.00
2065 - 2066	4.10	4.10	4.10	4.10	3.90	4.00
2067 - 2068	4.00	4.00	4.00	4.00	3.90	4.00
2069	3.90	3.90	3.90	3.90	3.90	4.00
2070	3.90	3.90	3.90	3.90	3.80	3.90
2071	3.80	3.80	3.80	3.80	3.80	3.90
2072 - 2073	3.80	3.80	3.80	3.80	3.80	3.80
2074 - 2079	3.70	3.70	3.70	3.70	3.80	3.70
2080 - 2089	3.70	3.70	3.70	3.70	3.90	3.70
2090+	3.70	3.70	3.70	3.70	3.70	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

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for applicable represented employees of NYCT Transit. For TWU Local 100 members of NYC Transit, the post-65 trends reflect the Medicare Advantage and EGWP Option 1 and Option 2 plan 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 for the measurement date December 31, 2024 (in percentages):

Year	Union Health Plans Medical Trend			Union Health Plans Rx Trend		
	Pre-65 Trend	Post-65 Trend	TWU MA Trend	Pre-65 Trend	Post-65 Trend	TWU MA Trend
2023	7.20 %	5.50 %	(14.40)%	5.80 %	6.70 %	6.40 %
2024	5.70	5.50	26.80	12.30	5.10	0.00
2025	5.50	5.30	13.40	9.00	7.70	7.30
2026	5.40	5.20	9.30	7.40	6.70	6.50
2027	5.20	5.10	5.10	5.70	5.70	5.60
2028	5.00	5.00	5.00	5.50	5.40	5.40
2029	4.90	4.80	4.90	5.30	5.20	5.20
2030	4.80	4.70	4.70	5.00	5.00	5.00
2031	4.60	4.60	4.60	4.80	4.80	4.80
2032	4.50	4.50	4.50	4.60	4.60	4.60
2033	4.40	4.30	4.30	4.40	4.40	4.40
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 - 2049	4.20	4.10	4.10	4.20	4.20	4.20
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	4.10	4.10	4.10	4.20	4.10	4.10
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 cost, and 3.7% for Medicare Part B cost.

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.

For the Authority, the mortality rates are based on the 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%.

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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 as of December 31, 2024 are as follows:

Asset Class	Index	Target Allocation	Long-Term Expected Arithmetic Real Rate of Return
US Cash	BAML 3-Mon Tbill	1.50 %	0.94 %
US Short (1-3 Yr) Govt/Credit Bonds	Bloomberg US Govt/Credit 1-3Yr TR USD	98.50 %	1.98 %
Assumed inflation—mean			2.30 %
Assumed inflation—standard deviation			1.46 %
Portfolio nominal mean return			4.27 %
Portfolio standard deviation			2.68 %
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 Statement No. 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, 2024 and 2023 of 4.08% and 3.26%, respectively.

Sensitivity of the Authority’s Proportionate Share of the Net OPEB Liability to Changes in the Discount Rate—The following presents the Authority’s proportionate share of the net OPEB liability, as well as what the Authority’s proportionate share of the 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:

	December 31, 2024			December 31, 2023		
	1% Decrease (3.08)%	Discount Rate (4.08)%	1% Increase (5.08)%	1% Decrease (2.26)%	Discount Rate (3.26)%	1% Increase (4.26)%
	(In Thousands)			(In Thousands)		
Proportionate share of the net OPEB liability	<u>\$ 15,055,583</u>	<u>\$ 13,246,265</u>	<u>\$ 11,671,114</u>	<u>\$ 15,772,262</u>	<u>\$ 13,799,159</u>	<u>\$ 12,132,846</u>

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Sensitivity of the Authority’s Proportionate Share of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates—The following presents the Authority’s proportionate share of the net OPEB liability, as well as what the Authority’s proportionate share of the net OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage point lower or 1-percentage point higher than the current healthcare cost trend rates used for the measurement:

	December 31, 2024			December 31, 2023		
	Healthcare Cost Current Trend Rate *			Healthcare Cost Current Trend Rate *		
	1% Decrease	Trend Rate *	1% Increase	1% Decrease	Trend Rate *	1% Increase
	(In Thousands)			(In Thousands)		
Proportionate share of the net OPEB liability	<u>\$ 11,251,179</u>	<u>\$ 13,246,265</u>	<u>\$ 15,654,411</u>	<u>\$ 11,791,935</u>	<u>\$ 13,799,159</u>	<u>\$ 16,276,447</u>

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

OPEB Expense, Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB—For the years ended December 31, 2025 and 2024, the Authority recognized OPEB expense of \$0.7 billion and \$0.8 billion, respectively, which represents its proportionate share of the Plan’s OPEB expense.

At December 31, 2025 and 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB as follows (\$ in thousands):

	December 2025		December 2024	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 172,825	\$ 1,535,439	\$ 192,760	\$ 1,820,834
Changes in assumptions	1,134,470	2,729,461	1,469,034	2,268,063
Net difference between projected and actual earnings on OPEB plan investments	-	6,223	3,854	-
Changes in proportion and differences between contributions and proportionate share of contributions	402,194	1,364,967	524,233	1,445,295
Employer contributions to the plan subsequent to the measurement of net OPEB liability	<u>627,972</u>	<u>-</u>	<u>637,150</u>	<u>-</u>
Total	<u>\$ 2,337,461</u>	<u>\$ 5,636,090</u>	<u>\$ 2,827,031</u>	<u>\$ 5,534,192</u>

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

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For the years ended December 31, 2025 and 2024, \$628.0 million and \$637.2 million, respectively, were reported as deferred outflows of resources related to OPEB resulting from both the Authority's contributions subsequent to the measurement date and an implicit rate subsidy adjustment. These amounts include both the Authority'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 years ended 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, 2025 will be recognized in OPEB expense as follows:

Years Ending December 31	
2026	\$ (649,172)
2027	(583,288)
2028	(643,602)
2029	(787,993)
2030	(699,428)
Thereafter	<u>(563,118)</u>
Total	<u><u>\$ (3,926,601)</u></u>

8. LOANS PAYABLE

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 the Authority, as an affiliate of the MTA, 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 debt service requirements at December 31, 2025 are as follows (in thousands):

Year	Principal	Interest	Total
2026	\$ 6,136	\$ 1,784	\$ 7,920
2027	6,189	1,465	7,654
2028	6,317	1,142	7,459
2029	5,981	817	6,798
2030	4,473	533	5,006
2031–2035	7,829	555	8,384
2036–2040	<u>22</u>	<u>1</u>	<u>23</u>
Total	36,947	<u>\$ 6,297</u>	<u>\$ 43,244</u>
Less current portion	<u>6,136</u>		
Long-term loans payable	<u><u>\$ 30,811</u></u>		

The above interest amounts include both fixed and variable rate calculations. Interest on the variable-rate loan is paid at the Securities Industry and Financial Markets Association Municipal Swap Index (“SIFMA”) rate and is reset annually. The SIFMA rate as of December 31, 2025 was 2.36%.

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9. LEASES

The Authority entered into various lease agreements that convey control of the right to use other entities' nonfinancial assets. Lease receivable and lease liabilities are measured at the present value of payments expected to be made during the lease term, using NYCTA's incremental borrowing rate at the time of valuation ranging from 1.40% to 9.11% if an applicable stated or implicit rate is not available.

The lease liability is reduced as payments are made, and an outflow of resources for interest on the liability is 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 receivables 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—The Authority leases its land, building, station concession, equipment, and right-of-way to other entities. These leases have terms between 1 year to 22 years, with payments required monthly, quarterly, semi-annually, or annually. As of December 31, 2025, the remaining lease terms are between 1 year to 18 years. In addition, the Authority also receives payments for variable leases and operating expenses associated with spaces that are not included in the measurement of lease receivables.

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

	2025	2024
Lease revenue	\$ 11,456	\$ 9,118
Interest revenue	1,997	1,397
Other variable revenue	2,798	1,694

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

	2025	2024
Balance—beginning of year	\$ 44,279	\$ 47,930
Additions/remeasurements	12,320	5,506
Receipts/interest	<u>(10,571)</u>	<u>(9,157)</u>
Balance—end of year	46,028	44,279
Less current portion*	<u>(10,523)</u>	<u>(7,768)</u>
Lease receivable noncurrent	<u>\$ 35,505</u>	<u>\$ 36,511</u>

* The current portion of lease receivable is reported in Other receivables, while the noncurrent portion is reported in lease receivables.

The Authority did not recognize any revenue associated with residual value guarantees and termination penalties for years ended December 31, 2025 and 2024, respectively.

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The principal and interest requirements to maturity for the lease receivable subsequent to December 31, 2025, are as follows (in thousands):

Years Ending December 31	Principal	Interest	Total
2026	\$ 10,523	\$ 1,450	\$ 11,973
2027	10,039	1,117	11,156
2028	7,589	819	8,408
2029	3,513	640	4,153
2030	2,437	516	2,953
2031–2035	8,216	1,547	9,763
2036–2040	2,697	487	3,184
2041-2045	<u>1,014</u>	<u>89</u>	<u>1,103</u>
Total	<u>\$ 46,028</u>	<u>\$ 6,665</u>	<u>\$ 52,693</u>

As Lessee—The Authority leases building, office space, storage space, equipment, vehicle, and cell tower space from other entities. These leases have terms between 1 year to 67 years, with payments required monthly, quarterly, or annually. As of December 31, 2025, the remaining lease terms are between 1 year to 63 years.

The amount of lease expenses recognized for variable payments not included in the measurement of lease liability were \$16,004 and \$11,882 for the years ended December 31, 2025 and 2024, respectively. The Authority recognized \$0 and \$0 expense attributable to residual value guarantees and termination penalties for each of the years ended December 31, 2025 and 2024, respectively.

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

	2025	2024
Balance—beginning of year	\$ 450,068	\$ 454,349
Additions/remeasurements	27,926	6,208
Payments/interest	<u>(12,609)</u>	<u>(10,489)</u>
Balance—end of year	465,385	450,068
Less current portion	<u>(13,310)</u>	<u>(11,638)</u>
Lease liability noncurrent	<u>\$ 452,075</u>	<u>\$ 438,430</u>

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The principal and interest requirements to maturity for the lease liability subsequent to December 31, 2025, are as follows (in thousands):

Years Ending December 31	Principal	Interest	Total
2026	\$ 13,310	\$ 33,614	\$ 46,924
2027	6,915	33,279	40,194
2028	6,817	33,022	39,839
2029	10,903	32,587	43,490
2030	9,936	31,954	41,890
2031–2035	64,336	149,191	213,527
2036–2040	102,744	118,265	221,009
2041–2045	118,080	74,896	192,976
Thereafter	<u>132,344</u>	<u>62,787</u>	<u>195,131</u>
Total	<u>\$ 465,385</u>	<u>\$ 569,595</u>	<u>\$ 1,034,980</u>

Significant Lease Transactions—In 1990, the Authority acquired an office building located at 130 Livingston Street in Brooklyn, New York. The property is located on land owned by the New York City Economic Development Corporation (“NYC EDC”), as trustee for The City, with whom the Authority has entered into a 99-year ground lease. In 2011, the ground lease between the MTA and NYC EDC for Livingston Street was renegotiated with monthly lease payments increasing from approximately \$47 to \$111 per month. In January 2020, the base rent was increased to \$205 per month as a result of a revaluation of the land appraisal. Rent expense payments under the lease were approximately \$2.5 million and \$2.5 million in 2025 and 2024, respectively.

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 \$907.0 million. Under the subleases, the lease is apportioned as follows: the Authority, 68.7%, MTA, 21%; and TBTA, 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, 2025, for the Authority, TBTA and MTA (including MTA Bus, MTA Construction and Development, and MTA Business Service Center, Paratransit) were 46.23%, 5.94%, and 47.83%, respectively. The Authority’s sublease is for a year-to-year term, automatically extended, except upon the giving of a non-extension notice by the Authority.

MTA pays the lease payments on behalf of the Authority and subsequently makes monthly chargebacks in the form of rental payments treated as management fees. During 2025 and 2024, the total of the rental payments charged to the Authority was \$8.9 million and \$9.5 million, respectively, less than the lease payment made by MTA on behalf of the Authority.

10. SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS

The Authority entered into various subscription-based information technology arrangements (“SBITAs”) 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 NYCTA’s incremental borrowing rate at the time of valuation ranging from 2.46% to 5.01% if an applicable stated or implicit rate is not available.

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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.

The Authority's subscription-based information technology arrangements include software licenses, cloud data storage, hosting applications, security platforms and others. These subscriptions have terms between 2 years to 7 years, with payments required monthly, quarterly, or annually. As of December 31, 2025, the remaining subscriptions terms are between 1 year to 3 years. The amount of subscription expense recognized for variable payments not included in the measurement of lease liability were \$345 and \$386 for the years ended December 31, 2025 and 2024, respectively. The Authority recognized \$0 and \$0 expense attributable to termination penalties and impairment for the years ended December 31, 2025 and 2024, respectively.

The summary of activity in SBITA liability for the years ended December 31, 2025 and 2024, is presented below (in thousands):

	2025	2024
Balance—beginning of year	\$ 1,055	\$ 703
Additions/remeasurements	2,095	1,738
Payments/interest	<u>(2,195)</u>	<u>(1,386)</u>
Balance—end of year	955	1,055
Less current portion	<u>(482)</u>	<u>(790)</u>
SBITA liability noncurrent	<u>\$ 473</u>	<u>\$ 265</u>

The principal and interest requirements to maturity for the lease liabilities subsequent to December 31, 2025, are as follows (in thousands):

Years Ending December 31	Principal	Interest	Total
2026	\$ 482	\$ 27	\$ 509
2027	418	9	427
2028	<u>55</u>	<u>1</u>	<u>56</u>
Total	<u>\$ 955</u>	<u>\$ 37</u>	<u>\$ 992</u>

11. PUBLIC- PRIVATE AND PUBLIC -PUBLIC PARTNERSHIP ARRANGEMENTS

The Authority entered into various public-private partnership (“PPP”) agreements to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset, for a period of time in an exchange or exchange-like transaction. PPP receivables are measured at the present value of payments expected to be made during the PPP term, using the Authority's incremental borrowing rate at the time of valuation 5.64% if an applicable stated or implicit rate is not available.

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

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The Authority PPP arrangements provide cellular connectivity and high-speed Wi-Fi to users across the system. These PPPs have terms of 30 years, with payments required monthly, quarterly, semi-annually, or annually. As of December 31, 2025, the remaining PPP terms are between 27 years. In addition, the Authority also receives payments for variable PPPs and operating expenses associated with the contracts that are not included in the measurement of PPP receivable.

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

	2025	2024
PPP revenue	\$ 64	\$ -
Interest revenue	60	-
Other variable revenue	-	-

A summary of activity in PPP receivable for the years ended December 31, 2025 and 2024 is presented below (in thousands):

	2025	2024
Balance—beginning of year	\$ -	\$ -
Additions/remeasurements	4,874	-
Receipts/interest	<u>(4,496)</u>	<u>-</u>
Balance—end of year	378	-
Less current portion	<u>-</u>	<u>-</u>
PPP receivable—noncurrent	<u>\$ 378</u>	<u>\$ -</u>

MTA NYCTA recognized \$0 and \$0 revenue associated with residual value guarantees and termination penalties for years ended December 31, 2025 and 2024.

The principal and interest requirements to maturity for the PPP receivable subsequent to December 31, 2025, are as follows (in thousands):

Year Ended December 31	Principal	Interest	Total
2026	\$ (2)	\$ 20	\$ 18
2027	(1)	20	19
2028	(1)	20	19
2029	0	20	20
2030	1	20	21
2031–2035	15	102	117
2036–2040	41	94	135
2041–2045	80	77	157
2046–2050	136	46	182
2051–2055	<u>109</u>	<u>6</u>	<u>115</u>
Total	<u>\$ 378</u>	<u>\$ 425</u>	<u>\$ 803</u>

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12. FINANCED PURCHASES

MTA Construction and Development, on behalf of the MTA, and the developer entered into an ADA (“Americans with Disabilities Act”) Project Agreement (the “Project Agreement”) for the design, construction, financing and maintenance of station accessibility improvements for MTA New York City Transit. The Project Agreement requires, among other things, the payment of periodic progress payments, capital availability payments, maintenance availability payments and completion payments. MTA issued a subordinated contract obligation (the “SCO”) in the aggregate contractual face amount of \$160,628,234.50 on May 4, 2023 which secures the capital availability payments owed under the Project Agreement. This availability payment arrangement (“APA”) is being reported as a financed purchase Under GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payments Arrangements*.

The APA liabilities are measured at the present value of payments expected to be made during the payment term, using the developer’s pre-tax Weighted Average Cost of Capital at the time of valuation. This APA has a term of approximately 26.5 years, with payments scheduled monthly as measures related to availability have been met. As of December 31, 2025, the remaining APA term is 25.75 years.

The amount of APA expenses recognized for variable payment not included in the measurement of APA liability were \$0 and \$0 for the years ended December 31, 2025 and 2024. The Authority recognized \$0 and \$0 expense attributable to residual value guarantees and termination penalties for years ended December 31, 2025 and 2024.

A summary of activity in the APA liability for the years ended December 31, 2025 and 2024 is presented below (in thousands):

	2025	2024
Balance - beginning of year	\$ -	\$ -
Additions/remeasurements	59,054	-
Payments/Interest	<u>652</u>	<u>-</u>
Balance - end of year	59,706	-
less current portion	<u>-</u>	<u>-</u>
APA liability noncurrent	<u><u>\$59,706</u></u>	<u><u>\$ -</u></u>

The principal and interest requirements to maturity for the APA liability subsequent to December 31, 2025, are as follows (in thousands):

Year Ended December 31, 2025	Principal	Interest	Total
2026	\$ (237)	\$ 4,487	\$ 4,250
2027	(249)	4,505	4,256
2028	(143)	4,520	4,377
2029	(193)	4,532	4,339
2030	(208)	4,547	4,339
2031 - 2035	5,694	22,055	27,749
2036 - 2040	10,877	18,766	29,643
2041 - 2045	15,788	13,843	29,631
Thereafter	<u>28,377</u>	<u>6,896</u>	<u>35,273</u>
Total	<u><u>\$ 59,706</u></u>	<u><u>\$ 84,151</u></u>	<u><u>\$ 143,857</u></u>

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13. 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 if 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 noncash 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 years ended December 31, 2025 and 2024 is presented below (in thousands):

	2025	2024
Balance—beginning of year	\$ 981,971	\$ 967,068
Net adjustment	<u>70,174</u>	<u>14,903</u>
Balance—end of year	1,052,145	981,971
Less current portion	<u>(535,605)</u>	<u>(508,532)</u>
Compensated absences liability noncurrent	<u>\$ 516,540</u>	<u>\$ 473,439</u>

14. ESTIMATED LIABILITY ARISING FROM INJURIES TO PERSONS

A summary of activity in estimated liability arising from injuries to persons, including employees, and damage to third-party property, for the years ended December 31, 2025 and 2024, is as follows (in thousands):

	2025	2024
Balance at beginning of year	\$ 4,939,366	\$ 4,187,349
Activity during the year:		
Current year claims and changes in estimates	1,003,475	1,134,968
Claims paid	<u>(545,063)</u>	<u>(382,951)</u>
Balance at end of year	5,397,778	4,939,366
Less current portion	<u>(703,137)</u>	<u>(695,224)</u>
Long-term liability	<u>\$ 4,694,641</u>	<u>\$ 4,244,142</u>

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

15. CONTINGENCIES

The Authority is involved in various litigation and claims involving personal liability claims and certain other matters. The ultimate outcome of these claims and suits cannot be predicted at this time. Nevertheless, management does not believe that the ultimate outcome of these matters will have a material effect on the consolidated financial position of the Authority.

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Under the terms of federal and state grants, periodic audits are required, and certain costs may be questioned as not being appropriate expenditures under the terms of the grants. Such audits could lead to reimbursements to the grantor agencies. While questioned costs may occur, ultimate repayments required of the MTA or the Authority have been infrequent in prior years.

16. CERTAIN RISK DISCLOSURES

Operating and Capital Program Funding Risks - The Authority performs a public service of providing essential passenger transportation within New York City. Substantial deficits result from providing these services and The Authority expects that such deficits will continue in the foreseeable future. Funding for the Authority's operations and capital needs is provided by New York City and MTA, which obtains the required funds from state subsidies, federal grants, the sale of bonds to the public and other sources. Certain funding by MTA is made to the Authority on a discretionary basis. The continuance of the Authority operations has been, and will continue to be, dependent upon the receipt of adequate funds from MTA and New York City to subsidize operating deficits.

Concentration of Workforce Covered by Collective Bargaining Agreement and Continuation of the Negotiation of Affordable Labor Contracts - The transportation services provided by the Authority Related Entities, as well as related maintenance and support services, are labor intensive. A substantial portion of (agency name) employees are represented by labor unions. Consequently, a major portion of the Related Entities' the Authority expenses consists of the costs of salaries, wages and fringe benefits for employees and retirees, and achieving affordable wage settlements impacts the Authority's financial position. The Authority is committed to negotiating affordable collective bargaining agreements with its unions. Failure to reach agreements with labor unions, or failure to negotiate affordable labor contracts could have a significant adverse impact on the budgets of the Authority.

17. POLLUTION REMEDIATION PROJECTS

In accordance with GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*, in 2025 and 2024, the Authority recognized \$29 million and \$41 million, respectively, in pollution remediation expenses. The expense provision was measured at its current value utilizing the prescribed expected cash flow method (see Note 2 to the financial statements). Pollution remediation obligations are estimates and subject to changes resulting from price increases or reductions, technology, or changes in applicable laws or regulations. The Authority does not expect any recoveries of cost that would have a material effect on the recorded obligations.

A summary of the activity in pollution remediation liability at December 31, 2025 and 2024, were as follows (in thousands):

	2025	2024
Balance at beginning of year	\$ 127,500	\$ 111,786
Activity during the year:		
Changes in estimates	28,832	41,015
Payments	<u>(47,331)</u>	<u>(25,301)</u>
Balance at end of year	109,001	127,500
Less current portion	<u>(21,800)</u>	<u>(25,500)</u>
Long-term liability	<u>\$ 87,201</u>	<u>\$ 102,000</u>

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

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18. RELATED PARTY TRANSACTIONS

The Authority receives support services from the MTA in the areas of budget, cash management, finance, legal, real estate, treasury, risk and insurance management, and other services, most of which are charged back to the Authority through intercompany billings. The MTA also provides funding for the Authority's capital program via MTA debt issuance, federal capital grant pass-throughs, and proceeds from the sale of tax benefits on leasing transactions. The Authority recognizes funds contributed to Transit capital programs as contributed capital in the consolidated statements of revenues, expenses, and changes in net position. State and City tax-supported subsidies received by the Authority from the MTA to support operations are recorded as nonoperating revenues. The MTA also provides short-term loans, as required, to supplement the Authority's working capital needs.

The Authority has intercompany transactions with MTA, MNCR, LIRR, MTA Bus, TBTA, and SIRTOA related to farecard settlements, service agreements, shared operating contracts, inter-agency loan transactions, and other operating receivables and payables.

The resulting receivables and payables from the above transactions are recorded in Due from / Payable to MTA and constituent authorities, Due from / to MTA for the purchase of capital assets and MTA loan, included in the accompanying Consolidated Statements of Net Position.

Related party transactions consist of the following at December 31, 2025 and 2024 (in thousands):

	2025		2024	
	Receivable	(Payable)	Receivable	(Payable)
MTA	\$ 9,931,987	\$ (7,068,105)	\$ 11,014,398	\$ (8,095,909)
Constituent authorities	<u>181,462</u>	<u>(37,000)</u>	<u>163,250</u>	<u>(41,693)</u>
Total MTA and constituent authorities	<u>\$ 10,113,449</u>	<u>\$ (7,105,105)</u>	<u>\$ 11,177,648</u>	<u>\$ (8,137,602)</u>

Shown as a separate line item on the Consolidated Statements of Net Position under due from MTA for purchase of capital assets is a balance of \$821,651 and \$964,730 as of December 31, 2025 and 2024, respectively.

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19. 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 the active ultra-low sulfur diesel (“ULSD”) hedges in whole dollars:

Counterparty	Cargill	Goldman Sachs	Cargill	Goldman Sachs	Cargill	Cargill
Trade Date	1/30/2024	2/28/2024	3/27/2024	4/29/2024	5/29/2024	6/27/2024
Effective Date	1/1/2025	2/1/2025	3/1/2025	4/1/2025	5/1/2025	6/1/2026
Termination Date	12/31/2025	1/31/2026	2/28/2026	3/31/2026	4/30/2026	5/31/2026
Price/Gal	\$2.43	\$2.40	\$2.44	\$2.46	\$2.43	\$2.48
Notional Qnty (Gal)	2,636,709	2,636,722	2,168,753	2,329,828	2,535,018	2,535,006

Counterparty	Cargill	Cargill	Cargill	Goldman Sachs	Goldman Sachs	Goldman Sachs
Trade Date	7/30/2024	8/28/2024	9/26/2024	10/31/2024	11/26/2024	12/23/2024
Effective Date	7/1/2025	8/1/2025	9/1/2025	10/1/2025	11/1/2025	12/1/2025
Termination Date	6/30/2026	7/31/2026	8/31/2026	9/30/2026	10/31/2026	11/30/2026
Price/Gal	\$2.34	\$2.29	\$2.21	\$2.25	\$2.20	\$2.16
Notional Qnty (Gal)	2,535,001	2,535,006	2,535,002	2,535,017	2,535,018	2,535,019

Counterparty	Goldman Sachs	BOA_ Merrill	Cargill	Cargill	BOA_ Merrill	BOA_ Merrill
Trade Date	1/28/2025	2/24/2025	3/27/2025	4/29/2025	5/29/2025	6/25/2025
Effective Date	1/1/2026	2/1/2026	3/1/2026	4/1/2026	5/1/2026	6/1/2026
Termination Date	12/31/2026	1/31/2027	2/28/2027	3/31/2027	4/30/2027	5/31/2027
Price/Gal	\$2.23	\$2.21	\$2.18	\$2.07	\$2.05	\$2.15
Notional Qnty (Gal)	2,535,012	2,535,003	2,535,019	2,534,997	2,535,018	2,535,006

Counterparty	Cargill	Goldman Sachs	BOA_ Merrill	Cargill	Cargill	Goldman Sachs
Trade Date	7/29/2025	8/28/2025	9/30/2025	10/29/2025	11/25/2025	12/30/2025
Effective Date	7/1/2026	8/1/2026	9/1/2026	10/1/2026	11/1/2026	12/1/2026
Termination Date	6/30/2027	7/31/2027	8/31/2027	9/30/2027	10/31/2027	11/30/2027
Price/Gal	\$2.22	\$2.17	\$2.17	\$2.19	\$2.11	\$2.08
Notional Qnty (Gal)	2,535,001	2,535,006	2,535,002	2,773,442	2,563,808	2,563,829

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, cash settlement will take place. As of December 31, 2025, the total outstanding notional value of the ULSD contracts was 47.3 million gallons with a negative fair market value of \$6.3 million. 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).

The Authority recognized a fuel hedge loss of \$3.5 million and \$3.9 million in 2025 and 2024, respectively.

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20. CONDENSED COMPONENT UNIT INFORMATION

The following table presents condensed financial information for MaBSTOA, a blended component unit of the Authority (in thousands):

December 31	2025	2024
Current assets	\$ 163,229	\$ 188,029
Capital assets	501,225	584,794
Deferred outflows of resources	<u>143,061</u>	<u>233,303</u>
Total assets and deferred outflows of resources	<u>807,515</u>	<u>1,006,126</u>
Current liabilities	313,101	375,384
Non-current liabilities	1,988,494	2,031,893
Deferred inflows of resources	<u>62,252</u>	<u>24,509</u>
Total liabilities and deferred inflows of resources	<u>2,363,847</u>	<u>2,431,786</u>
Net investment in capital assets	491,209	573,765
Unrestricted	<u>(2,047,541)</u>	<u>(1,999,425)</u>
Total net position	<u>\$ (1,556,332)</u>	<u>\$ (1,425,660)</u>
For the Year Ended December 31		
Fare revenue	\$ 275,654	\$ 256,053
Advertising and other revenue	<u>13,882</u>	<u>14,270</u>
Total operating revenue	<u>289,536</u>	<u>270,323</u>
Total labor expenses	1,404,504	1,229,530
Total non-labor expenses	143,992	296,434
Depreciation	<u>61,049</u>	<u>93,248</u>
Total operating expenses	<u>1,609,545</u>	<u>1,619,212</u>
Operating deficit	<u>(1,320,009)</u>	<u>(1,348,889)</u>
Loss before capital contributions	(1,320,009)	(1,348,889)
Capital contributions	<u>1,189,337</u>	<u>1,214,507</u>
Change in net position	(130,672)	(134,382)
Net position, beginning of the year	<u>(1,425,660)</u>	<u>(1,291,278)</u>
Net position, end of year	<u>\$ (1,556,332)</u>	<u>\$ (1,425,660)</u>
For the Year Ended December 31		
Net cash used in operating activities	\$ (1,217,152)	\$ (1,189,808)
Net cash provided by non-capital financing activities	1,212,233	1,198,423
Net cash used in capital and related financing activities	(1,900)	(1,763)
Net cash provided by (used in) investing activities	<u>654</u>	<u>(618)</u>
Net Increase in cash	(6,165)	6,234
Cash at beginning of year	<u>7,049</u>	<u>815</u>
Cash at end of year	<u>\$ 884</u>	<u>\$ 7,049</u>

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21. SUBSEQUENT EVENTS

As of May xx, 2026, there were no materially significant subsequent events.

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REQUIRED SUPPLEMENTARY INFORMATION

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF CHANGES IN THE AUTHORITY'S NET PENSION LIABILITY AND RELATED RATIOS FOR THE MABSTOA PENSION PLAN AT DECEMBER 31 (In millions)

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
TOTAL PENSION LIABILITY:										
Service cost	\$ 102	\$ 100	\$ 96	\$ 94	\$ 95	\$ 90	\$ 87	\$ 84	\$ 82	\$ 77
Interest	302	292	285	274	267	265	256	246	237	233
Differences between expected and actual experience	67	31	(21)	(19)	(1)	9	6	12	14	(69)
Change of plan	13	3	2	-	-	-	-	-	-	-
Change of assumptions	-	-	-	72	-	169	-	6	-	-
Benefit payments and withdrawals	(279)	(267)	(258)	(245)	(238)	(221)	(214)	(209)	(188)	(180)
Net change in total pension liability	205	159	104	176	123	312	135	139	145	61
TOTAL PENSION LIABILITY—Beginning	4,685	4,526	4,422	4,246	4,123	3,811	3,676	3,537	3,392	3,331
Total pension liability—ending(a)	4,890	4,685	4,526	4,422	4,246	4,123	3,811	3,676	3,537	3,392
FIDUCIARY NET POSITION:										
Employer contributions	190	328	159	156	159	206	205	202	221	215
Member contributions	29	25	26	25	25	24	22	20	19	16
Net investment income	365	414	(274)	416	60	447	(88)	350	212	(24)
Benefit payments and withdrawals	(279)	(266)	(258)	(245)	(238)	(221)	(214)	(209)	(188)	(180)
Administrative expenses	(1)	(1)	(1)	-	-	-	-	-	-	-
Net change in plan fiduciary net position	304	500	(348)	352	6	456	(75)	363	264	27
PLAN FIDUCIARY NET POSITION—Beginning	3,810	3,310	3,658	3,306	3,300	2,844	2,919	2,556	2,292	2,265
Plan fiduciary net position—ending(b)	4,114	3,810	3,310	3,658	3,306	3,300	2,844	2,919	2,556	2,292
The Authority's proportion of the net pension liability	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
EMPLOYER'S PROPORTIONATE SHARE OF NET PENSION LIABILITY—Ending(a)-(b)	\$ 773	\$ 875	\$ 1,216	\$ 763	\$ 940	\$ 823	\$ 967	\$ 757	\$ 981	\$ 1,100
PLAN FIDUCIARY NET POSITION AS A PERCENTAGE OF THE TOTAL PENSION LIABILITY	84.1 %	81.3 %	73.1 %	82.7 %	77.9 %	80.0 %	74.6 %	79.4 %	72.3 %	67.6 %
COVERED-EMPLOYEE PAYROLL	862	821	776	769	802	787	776	750	717	687
EMPLOYER'S NET PENSION LIABILITY AS A PERCENTAGE OF COVERED-EMPLOYEE PAYROLL	89.7 %	106.6 %	156.7 %	99.2 %	117.1 %	104.6 %	124.6 %	100.9 %	136.8 %	160.1 %

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY IN THE NYCERS PENSION PLAN AT JUNE 30 (In millions)

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
The Authority's proportion of the net pension liability	21.788 %	21.091 %	21.268 %	20.975 %	21.285 %	23.207 %	23.271 %	22.527 %	22.788 %	22.227 %
The Authority's proportionate share of the net pension liability	\$ 2,894	\$ 3,469	\$ 3,795	\$ 3,798	\$ 1,365	\$ 4,892	\$ 4,310	\$ 3,973	\$ 4,732	\$ 5,400
The Authority's actual covered-employee payroll	3,530	3,355	3,290	3,358	3,449	3,388	3,256	3,090	3,024	2,930
The Authority's proportionate share of the net pension liability as a percentage of the Authority's covered-employee payroll	81.983 %	103.398 %	115.350 %	113.103 %	39.577 %	144.392 %	132.371 %	128.576 %	156.481 %	184.300 %
Plan fiduciary net position as a percentage of the total pension liability	87.659 %	84.252 %	82.217 %	81.276 %	93.144 %	76.933 %	78.836 %	78.826 %	74.805 %	69.568 %

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF THE AUTHORITY'S CONTRIBUTIONS TO ALL PENSION PLANS FOR THE YEARS ENDED DECEMBER 31 (In millions)

MaBSTOA	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Actuarially determined contribution	\$ 196.0	\$ 183.0	\$ 170.0	\$ 158.6	\$ 156.2	\$ 159.5	\$ 209.3	\$ 202.5	\$ 202.9	\$ 220.7
Actual employer contribution	<u>17.8</u>	<u>189.9</u>	<u>328.4</u>	<u>158.6</u>	<u>156.2</u>	<u>159.5</u>	<u>206.4</u>	<u>205.4</u>	<u>202.7</u>	<u>220.7</u>
Contribution deficiency (excess)	<u>\$ 178.2</u>	<u>\$ (6.9)</u>	<u>\$ (158.4)</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 2.9</u>	<u>\$ (2.9)</u>	<u>\$ 0.2</u>	<u>\$ -</u>
Covered payroll	861.4	861.6	820.5	775.5	768.9	802.1	786.6	776.2	749.7	716.5
Contributions as a % of covered payroll	2.1 %	22.0 %	40.0 %	20.5 %	20.3 %	19.9 %	26.2 %	26.5 %	27.0 %	30.8 %
 NYCERS	 2025	 2024	 2023	 2022	 2021	 2020	 2019	 2018	 2017	 2,016
Actuarially determined contribution	\$ 861	\$ 753.4	\$ 735.2	\$ 765.3	\$ 807.7	\$ 841.9	\$ 904.1	\$ 768.4	\$ 759.6	\$ 753.2
Actual employer contribution	<u>861</u>	<u>753.4</u>	<u>735.2</u>	<u>765.3</u>	<u>807.7</u>	<u>841.9</u>	<u>904.1</u>	<u>768.4</u>	<u>759.6</u>	<u>753.2</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	4,336	4,058.2	4,022.1	3,725.8	3,518.0	3,644.7	3,784.2	3,841.0	3,624.4	3,386.1
Contributions as a % of covered payroll	19.9 %	18.6 %	18.3 %	20.5 %	23.0 %	23.1 %	23.9 %	20.0 %	21.0 %	22.2 %

* MaBSTOA's actuarially determined contribution and covered payroll have been restated in 2024 for the Authority's proportionate share based on the allocation of the actuarially determined contribution between the Authority and MTA HQ.

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NEW YORK CITY TRANSIT AUTHORITY
(Component Unit of the Metropolitan Transportation Authority)

REQUIRED SUPPLEMENTARY INFORMATION
NOTES TO SCHEDULE OF THE AUTHORITY'S CONTRIBUTIONS TO ALL PENSION PLANS

The following actuarial methods and assumptions were used in the January 1, 2024 and 2023 funding valuation for the MaBSTOA pension plan as follows:

	MaBSTOA	
	January 1, 2024	January 1, 2023
Valuation Date	January 1, 2024	January 1, 2023
Measurement Date	December 31, 2024	December 31, 2023
Actuarial cost method	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)
Amortization method	For FIL bases, 15 years for Fresh start base as of 1/1/2020. 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 1/1/2020. 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 market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.
Actuarial assumptions: Discount Rate	6.5%	6.5%
Investment rate of return	6.5%, net of investment expenses	6.5%, 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.
Inflation	2.25 % per annum	2.25% per annum
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.
Overtime	Except for managerial employees, rates of overtime for operating employees vary by years of service and are applied to base salary ranging from 16% to 30%, and 3.0% of base salary for nonoperating employees regardless of the years of service. For Tier 6 members, all overtime was assumed to be less than the overtime cap.	Except for managerial employees, rates of overtime for operating employees vary by years of service and are applied to base salary ranging from 16% to 30%, and 3.0% of base salary for nonoperating employees regardless of the years of service. For Tier 6 members, all overtime was assumed to be less than the overtime cap.
Cost-of-Living Adjustments	60% of inflation assumption or 1.35%, if applicable	60% of inflation assumption or 1.35%, if applicable
Rate of normal retirement	Rates vary by age, years of service at retirement and Tier/Plan.	Rates vary by age, years of service at retirement and Tier/Plan.

(1) Under this actuarial method, the initial liability has been established by the Entry Age Actuarial Cost Method for determining changes in the Unfunded Actuarial Accrued Liability ("UAAL") due to plan provision and assumption changes.

(Continued)

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

REQUIRED SUPPLEMENTARY INFORMATION NOTES TO SCHEDULE OF THE AUTHORITY'S CONTRIBUTIONS TO ALL PENSION PLANS

Significant methods and assumptions used in calculating the actuarially determined contributions of an employer's proportionate share in a Cost Sharing, Multiple-Employer pension plan, the NYCERS Plan, should be 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

There were no changes of benefit terms in the June 30, 2024 funding valuation.

Changes of Assumptions

There were no changes of benefit assumptions in the June 30, 2024 funding valuation.

(Concluded)

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF THE AUTHORITY'S PROPORTIONATE SHARE OF THE NET OPEB LIABILITY IN THE MTA OPEB PLAN AT DECEMBER 31 (In millions)

Plan Measurement Date (December 31)	2024	2023	2022	2021	2020	2019	2018	2017
The Authority's proportion of the net OPEB liability	67.47 %	68.12 %	69.67 %	70.80 %	67.50 %	68.70 %	67.83 %	67.88 %
The Authority's proportionate share of the net OPEB liability	\$ 13,246	\$ 13,799	\$ 15,630	\$ 17,675	\$ 16,490	\$ 14,507	\$ 13,281	\$ 13,784
The Authority's covered payroll	4,929	4,843	4,501	3,645	4,447	4,571	4,617	3,619
The Authority's proportionate share of the net OPEB liability as a percentage of its covered payroll	268.74 %	284.93 %	347.23 %	484.91 %	370.80 %	317.37 %	287.65 %	380.80 %
Plan fiduciary net position as a percentage of the total OPEB liability	6.82 %	6.36 %	0.05 %	- %	- %	1.93 %	1.76 %	1.79 %

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.

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NEW YORK CITY TRANSIT AUTHORITY (Component Unit of the Metropolitan Transportation Authority)

REQUIRED SUPPLEMENTARY INFORMATION SCHEDULE OF THE AUTHORITY'S CONTRIBUTIONS TO THE OPEB PLAN AND NOTES TO SCHEDULE OF THE AUTHORITY'S CONTRIBUTION TO THE OPEB PLAN FOR THE YEARS ENDED DECEMBER 31 (In millions)

	2025	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	n/a
ACTUAL EMPLOYER CONTRIBUTION ⁽¹⁾	\$ 628.0	\$ 637.2	\$ 601.0	\$ 589.6	\$ 576.8	\$ 236.7	\$ 505.6	\$ 468.8	\$ 441.9
CONTRIBUTION DEFICIENCY (EXCESS)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
COVERED PAYROLL	5,197.9	4,929.0	4,842.6	4,501.3	3,644.7	4,446.8	4,570.8	4,617.2	3,618.6
ACTUAL CONTRIBUTION AS A PERCENTAGE OF COVERED PAYROLL	12.08 %	12.93 %	12.41 %	13.10 %	15.40 %	11.01 %	11.06 %	10.15 %	12.21 %

(1) Actual employer contribution includes the implicit rate of subsidy adjustment of \$5.7, \$7.8, \$9.3, \$10.8, \$9.6, \$12.8, \$21.3, \$19.9 and \$19.6 for the years ended December 31, 2025, 2024, 2023, 2022, 2021, 2020, 2019, 2018 and 2017, respectively.

Notes to Schedule of the Authority's Contribution to the OPEB Plan:

Methods and assumptions used to determine contribution rates:

Valuation date	July 1, 2023	July 1, 2023
Measurement date	December 31, 2024	December 31, 2023
Discount rate	4.08 %	3.26 %
Inflation	2.30 %	2.31 %
Actuarial cost method	Entry Age Normal	Entry Age Normal
Investment rate of return	4.25 %	4.25 %

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 changes in healthcare related assumptions, demographic and economic 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.