Metropolitan Transportation Authority

(A Component Unit of the State of New York)

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

Table of Contents

FINANCIAL SECTION

Deloitte & Touche LLP
30 Rockefeller Plaza
41st Floor
New York, NY 10112-0015
USA

Tel:+1 212 492 4000
Fax:+1 212 489 1687
www.deloitte.com

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 Metropolitan Transportation Authority (the "MTA"), a component unit of the State of New York, as of and for the years ended December 31, 2025 and 2024, and the related notes to the financial statements, which collectively comprise the MTA'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 MTA 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 MTA, 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 Matter

As discussed in Note 1 to the financial statements, the MTA is a component unit of the State of New York. The MTA requires significant subsidies from, and has material transactions with, the City of New York, the State of New York, and the State of Connecticut, and depends on certain tax revenues that are economically sensitive. 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 MTA'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.

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 MTA'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 required supplementary information on pages 6-22 and 108-136 as listed in the table of contents, 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 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.

Supplementary Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the MTA's basic financial statements. The supplementary information on pages 137-143, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audits of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information on pages 137-143 are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Deloitte Touche LLP

June 26, 2026

METROPOLITAN TRANSPORTATION AUTHORITY

(A Component Unit of the State of New York)

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)
AS OF AND FOR THE YEARS ENDED DECEMBER 31, 2025 AND 2024

($ In Millions, except as noted)

FINANCIAL REPORTING ENTITY

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

The Reporting entity includes the MTA agencies and Fiduciary Funds:

(1) the MTA is comprised of the following:

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

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

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

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

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

● Other Employee Benefit Trust Funds

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

OVERVIEW OF THE CONSOLIDATED FINANCIAL STATEMENTS

Introduction

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

Management's Discussion and Analysis

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

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 MTA Group presently controls (assets), consumption of net assets by the MTA Group that is applicable to a future reporting period (deferred outflow of resources), present obligations to sacrifice resources that the MTA Group has little or no discretion to avoid (liabilities), and acquisition of net assets by the MTA Group that is applicable to a future reporting period (deferred inflow of resources) with the difference between assets/deferred outflow of resources and liabilities/deferred inflow of resources being reported as net position.

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

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

The Fiduciary Funds Financial Statements

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

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

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

Notes to the Consolidated Financial Statements

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

Required Supplementary Information

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

Supplementary Information - Combining Fiduciary Funds Financial Statements

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

Supplementary Information

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

CONDENSED CONSOLIDATED FINANCIAL INFORMATION

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

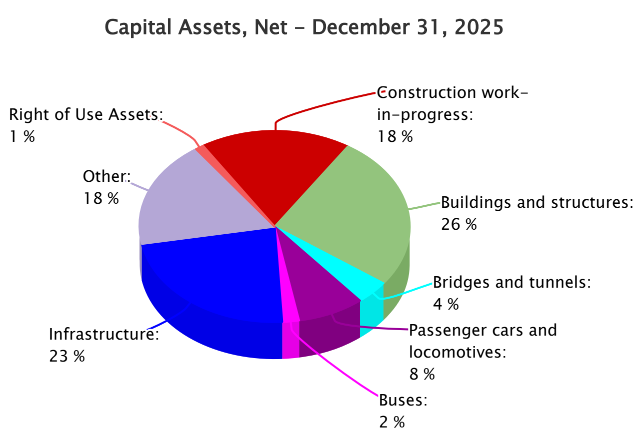
Total Assets and Deferred Outflows of Resources, Distinguishing Between Capital Assets, Other Assets and Deferred Outflows of Resources

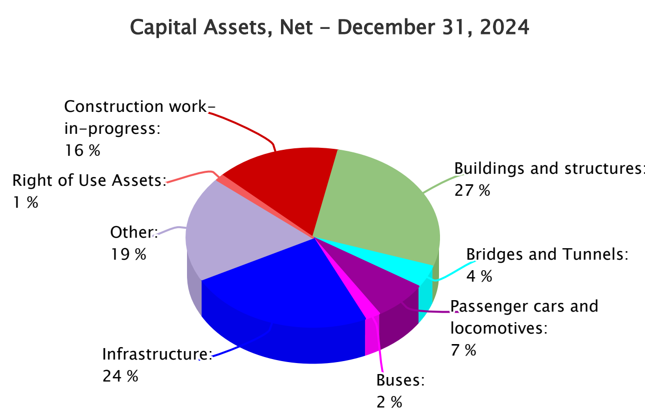
Capital assets include, but are not limited to: bridges, structures, tunnels, construction of buildings and the acquisition of buses, equipment, passenger cars, locomotives, right-of-use assets for leases on buildings, office space, storage space, equipment and vehicles, and intangible right-to-use assets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

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

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

(In millions)	December 31, 2025	December 31, 2024	December 31, 2023	Increase / (Decrease) 2025 - 2024	Increase / (Decrease) 2024 - 2023
Capital assets — net (see Note 6)	$ 99,312	$ 94,353	$ 90,553	$ 4,959	$ 3,800
Other assets	23,915	17,537	15,676	6,378	1,861
Total Assets	123,227	111,890	106,229	11,337	5,661
Deferred outflows of resources	7,225	8,343	9,672	(1,118)	(1,329)
Total assets and deferred outflows of resources	$ 130,452	$ 120,233	$ 115,901	$ 10,219	$ 4,332





Significant Changes in Assets and Deferred Outflows of Resources Include:

December 31, 2025 versus December 31, 2024

- Net capital assets increased at December 31, 2025 by $4,959 or 5.3%. There was an increase in construction in progress of $3,160, an increase in other assets of $1,757 for elevator and escalator replacements, station renewal and accessibility projects, and the new fare payment system, an increase in infrastructure of $1,515, primarily due to the mainline track/switch replacements and CBTC (Communication-Based Train Control) related projects, an increase in passenger cars and locomotives of $1,241, an increase in buildings and structures of $1,036, an increase in right-to-use assets of $97, an increase in bridges and tunnels of $20 and an increase in buses of $3. These increases were offset by a net increase in accumulated depreciation and amortization of $3,870. See Note 4 to the MTA's Consolidated Financial Statements for further information.

  Some of the more significant Infrastructure projects contributing to the net increase included:

  - MTA Metro-North Railroad continued increased work efforts on the Penn Station Access project.
  - MTA Long Island Rail Road installed new track interlockings, track rehabilitations, and signal system replacements.
  - MTA Bridges and Tunnels continued replacement of structural steel elements; painting and tower fender protection for the Throgs Neck bridge.
  - MTA New York City Transit continued ongoing investments in subway and bus systems which include communication-based train control, new subway cars, fare control systems, and electric bus charging infrastructure.
  - MTA Staten Island Railway added 75 R211 passenger cars into revenue service.

- Other assets increased by $6,378, or 36.4%. The major items contributing to this change include:

  - A net increase in cash and investments of $6,563, primarily due to receipt and investment of bond proceeds, Payroll Mobility Tax, Congestion Relief Zone ("CRZ") loan and Casino license fee.
  - A net increase in other current and noncurrent assets of $325.
  - A net increase of $61 in current receivables from various federal and state government subsidies due to timing of receipts.

  Offsetting the increases is a decrease of $571 in prepaid expenses and other current assets mainly due to the pension prepayment in 2024.

- Deferred outflows of resources decreased by $1,118, or 13.4%. This decrease was primarily due to favorable OPEB change in assumptions resulting in a net decrease of plan liabilities of $704 and pension actuarial gain on the market value of assets of $290. In addition, there was a decrease in loss refunding of $143 which was offset by an accumulated increase in fair value of derivative instruments of $19.

December 31, 2024 versus December 31, 2023

- Net capital assets increased on December 31, 2024 by $3,800 or 4.2%. There was an increase in buildings and structures of $1,971, an increase in infrastructure of $1,733, primarily due to the CBDTP cameras and structures put in place for Congestion Pricing enforcement, an increase in other capital assets of $1,203 for elevator and escalator replacements, station renewal and accessibility projects, and IT software and police radios, an increase in passenger cars and locomotives of $1,090, an increase in construction in progress of $906, an increase in buses of $196, an increase in right-to-use assets of $130 and an increase in bridges and tunnels of $122. These increases were offset by a net increase in accumulated depreciation and amortization of $3,551. See Note 6 to the MTA's Consolidated Financial Statements for further information.

Some of the more significant projects contributing to the net increase included:

  - Infrastructure work including:
  - Repairs and improvements of all MTA Bridge and Tunnels' facilities.
  - Construction of a third track between Floral Park and Hicksville by MTA Long Island Rail Road.
  - Major safety and LIRR-infrastructure improvements including new track interlockings, five full station rehabilitations, four full bridge replacements and three bridge modifications.
  - Continued improvements to MTA Metro-North Railroad primarily for station rehabilitation and construction work for various projects relating to signals, depots and yards and track and structures.
  - Subway and bus real-time customer information and communications systems.

  - Continued structural rehabilitation and repairs of the ventilation system at various facilities.
  - Ongoing work by MTA New York City Transit to make stations fully accessible and structurally reconfigured in accordance with the ADA standards.
- Other assets increased by $1,861, or 11.9%. The major items contributing to this change include:
  - A net increase in cash and investments of $1,606, primarily due to increases in unrestricted current and non-current investments.
  - A net increase in other current and noncurrent assets of $128.
  - A net increase of $127 in current receivables from various federal and state government subsidies due to timing of receipts.
- Deferred outflows of resources decreased by $1,329, or 13.7%. This decrease was primarily due to the $639 pension prepayment to the MTA-sponsored plans, reducing pension liability and pension actuarial adjustments for projected and actual earnings on pension plan investments in accordance with GASB 68 and GASB 71. In addition, there was an accumulated decrease in fair value of derivative instruments of $46 and decrease in loss refunding of $108.

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

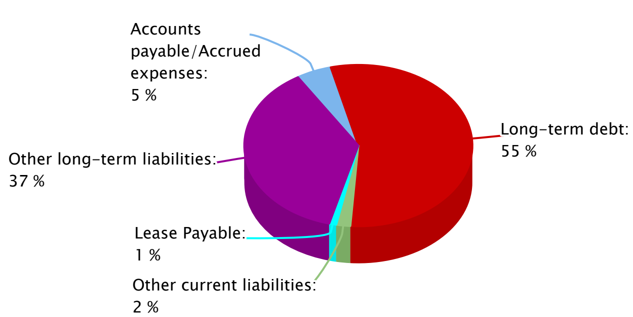
Current liabilities include: accounts payable, accrued expenses, current portion of long-term debt, pollution remediation liabilities, unredeemed fares and tolls, the current portion of long-term lease liability, and other current liabilities.

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

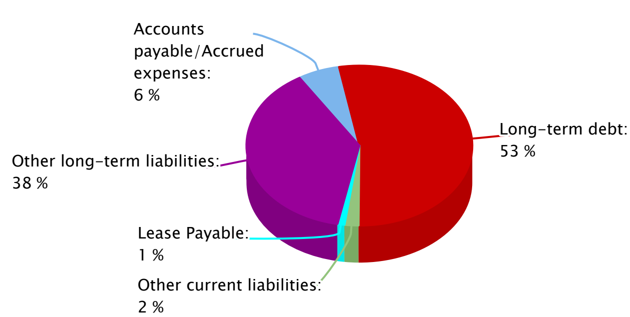
Deferred inflows of resources reflect: deferred inflows related to pensions, OPEB and leases.

(In millions)	December 31, 2025	December 31, 2024	December 31, 2023	Increase/(Decrease) 2025 - 2024	Increase/(Decrease) 2024 - 2023
Current liabilities	$ 8,704	$ 8,060	$ 9,093	$ 644	$ (1,033)
Non-current liabilities	84,351	82,996	83,859	1,355	(863)
Total liabilities	93,055	91,056	92,952	1,999	(1,896)
Deferred inflows of resources	9,559	8,983	6,076	576	2,907
Total liabilities and deferred inflows of resources	$ 102,614	$ 100,039	$ 99,028	$ 2,575	$ 1,011

Total Liabilities - December 31, 2025



Total Liabilities - December 31, 2024



Significant Changes in Liabilities and Deferred Inflows of Resources Include:

***December 31, 2025* versus December 31, 2024**

- Current liabilities increased by $644, or 8.0%. The increase was primarily due to:
  - A net increase in the current portion of loans payable of $498, primarily due to reclassification of $500 CRZ loan from long-term to current.
  - An increase of $226 primarily due to debt service currently due relating to Transportation Revenue Bonds and Payroll Mobility Tax Bonds. Refer to Note 7, for additional information.
  - An increase in capital accruals of $164 due to continued work on existing and new capital projects.
  - A net increase of accrued expenses and other current liabilities of $75.
  - A net increase of $50 in unearned revenues primarily from tolling revenue of $112 and rent of $2, offset by $26 due to the application of GASB 87 for ground lease receipts, $24 in realized passenger revenues, and $14 due to timing of NYS's and NYC's funding of MTA's Capital Program and processing of capital payments.

  Offsetting decreases were:
  - A net decrease in accrued payroll liabilities of $146 primarily attributable to a decrease in salaries, wages, payroll taxes and a lower payroll accrual of $181 offset by an increase in compensated absences of $35.
  - A decrease in the current portion of estimated liabilities from injuries of $115 was primarily due to increased payments as compared to 2024 and a decrease in the estimated current amounts.
  - A decrease in accounts payable of $108 primarily attributable to the timing of vendor payments and other payables.
- Non-current liabilities increased by $1,355, or 1.6%. This increase was mainly due to:
  - An increase in long-term debt of $2,104 from bond issuances in 2025. Refer to Note 7, for additional information.
  - An increase in estimated liability arising from injuries to persons of $571 as a result of the increase in transit and bus actuarial claim reserves.
  - A net increase in other non-current liabilities of $199 primarily due to contract retainage from capital contracts of $87, compensated absences of $70 based on outstanding leave balances and increased rates, and other liabilities of $42.

  Offsetting the increases were a decrease in post-employment benefits other than pensions of $654 mainly due to a change in assumptions and a decrease in net pension liability of $865 attributable to changes in the actuarial valuation primarily as a result of an actuarial gain on the fair value of plan assets.
- Deferred inflows of resources increased by $576, or 6.4%, primarily due to an increase in deferred inflows from leases of $268, an increase in deferred inflows related to pensions of $175 as a result of changes in the actuarial valuation for the pension plans as required by GASB 68 and an increase of $133 from deferred inflows relating for OPEB as required by GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* ("GASB 75").

December 31, 2024 versus December 31, 2023

- Current liabilities decreased by $1,033, or 11.4%. The decrease was primarily due to:
  - A decrease in the current portion of long-term debt of $1,206 mainly due to the longer debt maturities and bond refundings supported by the debt issuances with long maturities.
  - A decrease in unearned revenues of $476 mainly due to timing of NYS's funding towards the MTA Capital Program and processing of capital payments.

  Offsetting increases were:
  - An increase in the current portion of estimated liabilities from injuries of $312.
  - An increase in accounts payable of $130.
  - An increase in accrued payroll liabilities of $88, primarily due to the implementation of GASB 101 for compensated absences.
  - A net increase in accrued expenses and of other current liabilities $82.
  - An increase in capital accruals of $37 due to continued work on existing and new capital projects.

- Non-current liabilities decreased by $863, or 1.0%. This decrease was mainly due to:
  - A decrease in post-retirement benefits other than pensions of $2,206 mainly due to a change in assumptions and a decrease in net pension liability of $1,580 attributable to changes in the actuarial valuation primarily as a result of an actuarial gain on the fair value of plan assets.

  Offsetting increases were:
  - An increase in long-term debt of $2,120 from bond issuances in 2024.
  - An increase in estimated liability arising from injuries to persons of $760 as a result of the increase in the ELF reserve by the actuary for significant claim costs.
  - A net increase in other non-current liabilities of $43.
- Deferred inflows of resources increased by $2,907, or 47.8%, primarily due to an increase in deferred inflows related to OPEB of $3,041 as a result of changes in actuarial valuation for OPEB as required by GASB Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* ("GASB 75"), offset by a decrease in deferred inflows related to pensions of $94 as a result of changes in the actuarial valuation for the pension plans as required by GASB 68, a decrease in other deferred inflows from leases of $23 and a decrease in unamortized bond refunding of $17.

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

(In millions)	December 31, 2025	December 31, 2024	December 31, 2023	Increase/(Decrease) 2025 - 2024	Increase/(Decrease) 2024 - 2023
Net investment in capital assets	$ 46,147	$ 43,847	$ 41,333	$ 2,300	$ 2,514
Restricted for debt service	893	709	876	184	(167)
Restricted for claims	231	192	275	39	(83)
Restricted for other purposes	5,560	2,222	2,443	3,338	(221)
Unrestricted	(24,993)	(26,776)	(28,054)	1,783	1,278
Total Net Position	$ 27,838	$ 20,194	$ 16,873	$ 7,644	$ 3,321

Significant Changes in Net Position Include:

***December 31, 2025* versus December 31, 2024**

At December 31, 2025, total net position increased by $7,644, or 37.9%, when compared with December 31, 2024. This change is a result of net non-operating revenues of $14,335 and appropriations, grants and other receipts externally restricted for capital projects of $4,964 which was offset by operating losses of $11,655.

The net investment in capital assets increased by $2,300, or 5.2%. Funds restricted for debt service, claims and other purposes increased by $3,561, or 114.0% in the aggregate, while unrestricted net position increased by $1,783, or 6.7%, partly due to a restatement of $374 as a result of the implementation of GASB 101 in the prior year (see Note 2 for additional information).

December 31, 2024 versus December 31, 2023

At December 31, 2024, total net position increased by $3,321, or 19.7%, when compared with December 31, 2023. This change is a result of net non-operating revenues of $11,380, and appropriations, grants and other receipts externally restricted for capital projects of $4,368, which was offset by operating losses of $12,427.

The net investment in capital assets increased by $2,514, or 6.1%. Funds restricted for debt service, claims and other purposes decreased by $471, or 13.1% in the aggregate, while unrestricted net position increased by $1,278, or 4.6%, including a restatement of $374 as a result of the implementation of GASB 101 (see Note 2 for additional information).

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

(In millions)	December 31, 2025	December 31, 2024	December 31, 2023	Increase/(Decrease) 2025 - 2024	Increase/(Decrease) 2024 - 2023
Operating revenues					
Passenger and tolls	$ 8,464	$ 7,560	$ 7,073	$ 904	$ 487
Other	1,080	948	790	132	158
Total operating revenues	9,544	8,508	7,863	1,036	645
Non-operating revenues					
Grants, appropriations and taxes	11,067	9,660	8,415	1,407	1,245
Other	5,247	3,682	1,773	1,565	1,909
Total non-operating revenues	16,314	13,342	10,188	2,972	3,154
Total revenues	25,858	21,850	18,051	4,008	3,799
Operating expenses					
Salaries and wages	7,594	7,273	7,079	321	194
Retirement and other employee benefits	3,359	3,359	3,583	-	(224)
Postemployment benefits other than pensions	1,121	1,305	1,471	(184)	(166)
Depreciation and amortization	4,016	3,951	3,712	65	239
Other expenses	5,109	5,047	4,023	62	1,024
Total operating expenses	21,199	20,935	19,868	264	1,067
Non-operating expenses					
Interest on long-term debt	1,965	1,950	1,838	15	112
Other net non-operating expenses	14	12	20	2	(8)
Total non-operating expenses	1,979	1,962	1,858	17	104
Total expenses	23,178	22,897	21,726	281	1,171
Income (loss) before appropriations, grants and other receipts externally restricted for capital projects	2,680	(1,047)	(3,675)	3,727	2,628
Appropriations, grants and other receipts externally restricted for capital projects	4,964	4,368	3,908	596	460
Change in net position	7,644	3,321	233	4,323	3,088
Net position, beginning of year	20,194	16,873	16,969	3,321	(96)
Restatement of beginning net position due to the adoption of GASB 101	-	-	(329)	-	329
Net position, end of year	$ 27,838	$ 20,194	$ 16,873	$ 7,644	$ 3,321

Revenues and Expenses, by Major Source:

Year ended December 31, 2025 versus 2024

- Total operating revenues increased by $1,036, or 12.2%. Fare revenue increased by $211 due to increased ridership and fares on trains, subways and buses, while toll revenues increased by $693 primarily due to the commencement of the CRZ Tolling Program in January 2025. Other operating revenues increased by $132, when compared with the same period in 2024, due to higher advertising revenues and higher paratransit reimbursement subsidy.
- Total non-operating revenues increased by $2,972, or 22.3%.
  - Grants, appropriations, and taxes increased by $1,407, primarily due to increases in Payroll Mobility Tax subsidies of $883, Metropolitan Mass Transportation Operating Assistance subsidies of $151, Urban Tax subsidies of $103, Real Estate Transfer Tax Surcharge (“RETT”), formerly referred to as Mansion Tax, of $90, Mortgage Recording Tax subsidies of $88, NYC Assistance Fund of $81, Operating Assistance - 18-B Program of $30, MTA Aid Trust Account subsidies of $6 and Internet Marketplace Sales Tax (“Internet Tax”) of $6. Offsetting these increases were decreases in Build America Bond subsidy of $19 and Mass Transportation Trust Fund subsidies of $12.
  - FTA reimbursement increased by $751, primarily due to higher preventive maintenance grant funding.
  - Commercial gaming license fees increased by $500 due to the receipt from NYS’s Gaming Commission for the first of three casino licenses in December.
  - Other net non-operating revenues increased by $311, due to investment and interest income of $150, donated assets of $120 primarily from Amtrak for the Penn Station Access project, and other non-operating revenues of $41.
- Labor costs increased by $137, or 1.1% due to increase in salaries and wages of $321, offset by decrease in Other post-employment benefits other than pensions of $184 due to changes in the actuarial valuation.

- Non-labor operating costs increased by $127, or 1.4%. The variance was primarily due to:

- An increase in electric power of $103 due to rate increases.
- An increase in paratransit service contracts of $100.
- An increase in depreciation and amortization of $65.
- An increase in materials and supplies of $48.
- An increase in maintenance and other operating contracts by $6.

Offsetting the increases were:

- A decrease in claims of $131.
- A decrease in pollution remediation projects of $34.
- A net decrease in other various expenses of $30 due to changes in operational requirements.

- Total net non-operating expenses increased by $17, or 0.9% primarily due to an increase in interest on long-term debt of $15 and an increase of $2 from subsidies paid to Dutchess, Orange and Rockland counties.
- Appropriations, grants and other receipts externally restricted for capital projects increased by $596, or 13.6%, mainly due to timing in the availability of Federal and State grants for capital projects.

Year ended December 31, 2024 versus 2023

- Total operating revenues increased by $645, or 8.2%. The increase was mainly due to increased ridership and fares on trains, subways and buses as well as increased tolls from vehicle crossings. Fare and toll revenues had increases of $338 and $149, respectively. Other operating revenues increased by $158 when compared with the same period in 2023 due to higher advertising revenues and higher paratransit reimbursement subsidy.
- Total non-operating revenues increased by $3,154, or 31.0%.
  - FTA reimbursements increased by $2,278, which includes a FTA preventive maintenance grant of $2,302 received as reimbursement for subway, bus and facility maintenance expenses.
  - Grants, appropriations, and taxes increased by $1,245 primarily due to increases in Payroll Mobility Tax subsidies of $862, MTA Aid Trust Account subsidies of $198, Metropolitan Mass Transportation Operating Assistance subsidies of $162, Urban Tax subsidies of $23, Operating assistance - 18-B Program of $10, NYC Assistance Fund of $8, Mortgage Recording Tax subsidies of $6 and Internet Sales Tax of $4. Offsetting these increases were decreases in subsidies for Mansion Tax of $18, Build America Bond subsidy of $5 and Mass Transportation Trust Fund subsidies of $5.
- Labor costs decreased by $196, or 1.6%. The major changes within this category are:
  - Retirement and employee benefits decreased by $224 primarily due to changes in the actuarial valuation for pensions under GASB 68.
  - Salaries and wages increased by $194 mainly due to 2023 restatement as a result of the implementation of GASB 101.
  - Postemployment benefits other than pensions decreased by $166 due to changes in the actuarial valuation for OPEB.
- Non-labor operating costs increased by $1,263, or 16.3%. The variance was primarily due to:
  - An increase in claims of $765 due to unfavorable loss development in recent years which caused the existing reserves to be increased.
  - An increase in depreciation and amortization of $239, primarily due to CBDTP cameras and structures being placed in service in 2024.
  - An increase in maintenance and other operating contracts by $125.
  - An increase in paratransit service contracts of $100 primarily due to increased ridership.
  - An increase in professional service contracts of $50.
  - Offsetting the increases was a net decrease in other various expenses of $16 due to changes in operational requirements.
- Total net non-operating expenses increased by $104, or 5.6% primarily due to an increase in interest on long-term debt of $112 offset by an decrease of $8 in subsidies paid to Dutchess, Orange and Rockland Counties.
- Appropriations, grants and other receipts externally restricted for capital projects increased by $460, or 11.8%, mainly due to timing in the availability of Federal and State grants for capital projects.

OVERALL FINANCIAL POSITION AND RESULTS OF OPERATIONS AND IMPORTANT ECONOMIC CONDITIONS

Economic Conditions

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

Preliminary MTA system-wide ridership for fourth quarter 2025 remained below the pre-pandemic level, with paid ridership down 174 million trips (-36.5%) below 2019 fourth quarter ridership. The fourth quarter of 2025 exceeded the paid ridership during the fourth quarter of 2024 by 8 million (1.8%). 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%), MTA Long Island Rail Road paid ridership increased by 2 million trips (5.9%), MTA Metro-North Railroad paid ridership increased by 1 million trips (3.8%), MTA Bus paid ridership decreased by 1 million trips (-6.0%), and MTA Staten Island Railway paid ridership decreased by 30 thousand trips (-4.9%). Paid vehicle traffic at MTA Bridges and Tunnels facilities for the fourth quarter of 2025 was above 2019 levels by 3 million crossings (3.1%), and MTA Bridges and Tunnels traffic in the fourth quarter, compared with the fourth quarter of 2024, was down 210 thousand crossings (-0.2%).

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

Seasonally adjusted non-agricultural employment in NYC for the fourth quarter was higher in 2025 than in 2024 by 40.1 thousand jobs (0.8%). On a quarter-to-quarter basis, NYC 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.

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 from October 1, 2025 to November 12, 2025. To this end, the fourth quarter of 2025 presented herein reflects the average of November and December. The NYC 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.

Results of Operations

MTA Bridges and Tunnels - For the twelve months ended December 31, 2025, operating revenue from tolls totaled $3,267, which was $695, or 27.02%, higher than the twelve months of 2024. Total crossings in 2025 were 338.1 million versus 337.3 million crossings in 2024, an increase of 0.2%.

MTA New York City Transit - Total revenue from fares was $3,659 in 2025, an increase of $125, or 3.5% from 2024. Total ridership was 1,650 million, an increase of 118 or 7.7% from 2024. Total operating expenses, including depreciation, other post-employment benefits and environmental remediation expenses, were $12,913 in 2025, an increase of $61, or 0.5%.

MTA Long Island Rail Road – Total operating revenue for the twelve months ended December 31, 2025 was $749, which was higher by $58, or 8.39%, compared to twelve months ended December 31, 2024. For the same comparative period, operating expenses were higher by $80, or 3.3%, totaling $2,497 for the twelve months ended December 31, 2025.

MTA Metro-North Railroad – For the twelve months ended December 31, 2025, operating revenues totaled $725, an increase of $63, or 9.5%, compared to December 31, 2024. During the same period, operating expenses increased by $15, or 0.79%, to $1,997. Passenger fares accounted for 91.53% and 94.48% of operating revenues in 2025 and 2024, respectively. The remaining revenue represents rental income from retail businesses in and around passenger stations and from advertising revenues.

The MTA receives the equivalent of four quarters of Metropolitan Mass Transportation Operating Assistance ("MMTOA") receipts each year, with the state advancing the first quarter of each succeeding calendar year's receipts in the fourth quarter of the current year. This results in little or no Metropolitan Mass Transportation Operating Assistance receipts being received during the first quarter of each calendar year. The MTA has made other provisions to provide for cash liquidity during this period. During April 2022, the State appropriated $2.6 billion in MMTOA funds. There has been no change in the timing of the State's payment of, or MTA's receipt of, Dedicated Mass Transportation Trust Fund ("MTTF") receipts, which MTA anticipates will be sufficient to make monthly principal and interest deposits into the Debt Service Fund for the Dedicated Tax Fund Bonds. The total MRT for the year ended December 31, 2025 was $440.0 compared to $352.4 as at December 31, 2024.

Capital Programs

At December 31, 2025, $5,813 had been committed and $449 expended for the combined 2025-2029 Capital Programs and the 2025-2029 MTA Bridges and Tunnels Capital Program, and $37,856 had been committed and $18,338 had been expended for the combined 2020-2024 Capital Programs and the 2020-2024 MTA Bridges and Tunnels Capital Program.

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

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

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

2020-2024 Capital Program – Capital programs totaling $54,799 covering the years 2020-2024 for: (1) the commuter railroad operations of the MTA conducted by MTA Long Island Rail Road and MTA Metro-North Railroad (the "2020–2024 Commuter Capital Program"), (2) the transit system operated by MTA New York City Transit and its subsidiary, MaBSTOA, the MTA Bus Company, and the rail system operated by MTA Staten Island Railway (the "2020–2024 Transit Capital Program") were originally approved by the MTA Board on September 25, 2019. The capital programs were subsequently submitted to the CPRB on October 1, 2019 and approved on January 1, 2020. The capital program for the toll bridges and tunnels operated by MTA Bridges and Tunnels (the "2020–2024 MTA Bridges and Tunnels Capital Program") was approved by the MTA Board on September 25, 2019 and was not subject to CPRB approval. On December 15, 2021, the MTA Board approved an amendment to increase the 2020-2024 Capital Program by $535 to support the Penn Station Access project. On July 27, 2022 the MTA Board approved an amendment to increase the 2020-2024 Capital Program by $108 to reflect addition of new projects, additional support for existing projects and changes to existing project budgets. The capital programs were subsequently submitted to the CPRB on August 1, 2022 and approved on August 30, 2022. On June 27, 2023, the MTA Board approved an amendment primarily to reflect $678 in budget transfers from the core agencies to support Network Expansion's Penn Station Access project. The amendment to the capital programs was subsequently submitted to the CPRB, and deemed approved on July 31, 2023. The revised 2020-2024 MTA Bridges and Tunnels Capital Program totaling $3,327 as last approved by the MTA Board on July 27, 2022, remain unchanged and is not subject to CPRB approval. On October 30, 2024, the MTA Board approved an amendment to increase the 2020-2024 Capital Program by $120.9 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 $131. The amendment to the capital programs was submitted to the CPRB and deemed approved on December 2, 2025.

The last approved 2020-2024 Capital Programs provided $55,432 in capital expenditures. The combined funding sources for the 2020–2024 MTA Capital Programs and the 2020-2024 MTA Bridges and Tunnels Capital Program, include $15,000 in Congestion Relief Zone tolling sources, $10,000 in new revenue sources, $6,043 in MTA bonds and PAYGO, $3,251 in MTA Bridges and Tunnels dedicated funds, $14,750 in Federal funds, $3,159 in State of New York funding, $3,052 in City of New York funding, and $177 in other contributions.

CURRENTLY KNOWN FACTS, DECISIONS, OR CONDITIONS

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

The November Plan 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 re-estimates—as well as Subsidy receipts and Debt Service expense reforecasts.

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

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 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. While the 2023 operating efficiencies focused primarily on operations at NYC Transit, Long Island Rail Road, Metro-North Railroad and Bridges and Tunnels, new operating efficiencies will also include MTA Headquarters as shared services have recently been centralized as part of the MTA consolidation efforts to standardize practices and seize economies of scale. Initiatives have been identified to capture 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.

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, could result in shifts in operating budget spending, lowering net costs 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 were anticipated in 2025 and 2026, while the February Plan assumed the reimbursement would be received earlier. In this Plan, the reimbursement is expected over the 2026 to 2028 period.

Tolling through the Congestion Relief Zone ("CRZ") Tolling Program began in January 2025. CRZ net revenue, dedicated to the 2020-2024 MTA Capital Program, is deposited into the Capital Lockbox Fund, and does not impact the bottom line of the Plan.

The November Plan presents a balanced budget through 2026, with deficits in 2027, 2028 and 2029.

Risks to MTA's Financial Future

Risks to the November Plan include:

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

FEMA COVID reimbursement. As of May 27th, 2026, the MTA has received reimbursements totaling \$590 from the Federal Emergency Management Agency (FEMA) for direct COVID-related expenses incurred during the pandemic. The 2025 November and 2026 February Financial Plans had assumed reimbursements of \$200 in each of 2026, 2027 and 2028. The MTA is still \$9.846 short of the combined \$600 assumed in the financial plan but expects to receive the remaining balance of the \$600 reimbursement before the end of 2026.

Casino revenue. Three casino projects received their final approval from NYS's Gaming Commission in December 2025. The first of the three casino licenses of \$500 was received in December 2025; the 2025 November Financial Plan had assumed this first license payment would have been received in 2026. The other two casino license fees of \$500 each were received in January 2026; the 2025 November Financial Plan had assumed one license fee of \$500 in 2027 and the other \$500 in 2028. These receipts are timing-related and have been reflected in the 2026 February Financial Plan.

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 additional revenues over the Plan period.

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

City paratransit reimbursements. The net cost of Paratransit service, which reflects paratransit service contracts and other expenses, Paratransit fare revenue, Urban Tax receipts dedicated to Paratransit, and City Subsidy for Paratransit, continues to increase. Under current State law, the City's responsibility for reimbursing paratransit expenses reduces from a cap of 50 percent plus \$165 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

As of December 31, 2025, the MTA employs approximately 74,440 people on a full-time basis, more than 90% of whom are represented by labor unions. Throughout 2025, labor negotiations continued with unsettled bargaining groups, and in the final quarter, three new labor agreements were ratified by the MTA Board. The ensuing paragraphs will highlight the terms of these agreements and will describe the overall status of collective bargaining at MTA agencies through December 31, 2025.

MTA Long Island Rail Road – At the end of the fourth quarter of 2025, MTA Long Island Rail Road has approximately 7,458 employees. Approximately 6,749 of these employees are represented by 10 different unions in 18 bargaining units.

Through 2025, the LIRR has ratified new labor agreements for the 2023-2026 period with approximately 50% of its represented workforce. As described below, significant collective bargaining events occurred at LIRR during the second quarter of 2026. After intensive labor negotiations, and at the conclusion of the first railroad strike since 1994, the LIRR has, as of May 18, 2026, also now reached a tentative agreement with all its other represented employees[1] .

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

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

The other five unsettled unions at the Long Island Rail Road (LIRR) did not accept the above-referenced proposal and continued collective bargaining pursuant to the Railway Labor Act (RLA).[3] Each of the unions filed for mediation under the authority of the National Mediation Board (NMB) in January and February 2024. While in mediation, the parties were required to maintain the *status quo* and all terms and conditions of the collective bargaining agreements have remained in effect.

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

In August of 2025, the NMB released the LIRR and unsettled unions from mediation, finding that continued mediation efforts by the NMB were unlikely to result in voluntary agreements. Although the LIRR accepted the NMB's offer to submit the dispute to arbitration, the unions did not accept the option to arbitrate.

After the passage of a thirty day "cooling off" period, as prescribed in the RLA, on September 15, 2025, the unions requested the establishment of a Presidential Emergency Board (PEB 253) to hear the positions of the parties. The LIRR and the unions presented the dispute to the PEB, and a hearing was conducted from October 5-8, 2025. In accordance with the procedural requirements of the RLA, the PEB issued a written report and recommendation for settlement on October 17, 2025. The PEB recommendations included the LIRR's proposal for pattern terms that align with the Financial Plan but also included an additional year of contract duration and a gross wage increase of 4.5% in 2026. The MTA has rejected the recommendations of the PEB report.

Subsequent Developments at LIRR:

Following issuance of the PEB report, the RLA requires an additional "*cooling off*" period of ninety (90) days in which the parties may resume negotiations in an effort to reach voluntary agreements That period elapsed without an agreement having been reached, and on January 13, 2026, the five-union coalition formally requested the establishment of a second PEB, as is also provided for in the RLA. On January 16, 2026, (PEB 254) was established by Executive Order 14349, and the parties were required to submit their final and best offers for the settlement of the disputes within thirty (30) days of that date. No later than thirty (30) days after the submission of final offers, the PEB would then issue new non-binding recommendations based on its determination of which party's offer is the most reasonable. Again, the second PEB report is non-binding, but is intended to encourage a settlement to prevent a strike.

On March 16, 2026, Presidential Emergency Board (PEB 254) – tasked by statute with choosing between the parties' last and best final offers in their entirety, rather than recommending a resolution that included some parts of the selected proposal but not others, selected the unions' offer[4]. Furthermore, the PEB rejected the Railroad's proposed work rule changes by which productivity savings could be used to fund the combination of a fourth-year wage increase and a productivity increase applied to all rates of pay[5].

Like the first PEB report, PEB 254 was non-binding on the parties. After issuance of the report, an additional sixty-day "cooling off" period elapsed with no agreement having been reached, and on 12:01 a.m. on May 16, the unions chose to go on strike, as permissible by law under the RLA at that point in the process. The strike lasted three days, until May 18, 2026, when the MTA announced that the parties had at last agreed to a settlement. Ultimately, the parties have emerged with a tentative agreement that provides fair wage increases while safeguarding the MTA's financial integrity[6]. The agreement will be advanced during this second quarter of 2026 for union ratification and for MTA Board approval.

MTA Metro-North Railroad – As of December 31, 2025, Metro-North Railroad employs approximately 6,442 people. Among these are approximately 5,535 employees represented by ten different unions. Through the third final of 2025, Metro-North has reached labor agreements with approximately 58% of its represented workforce.

The first agreements reached with unions at Metro-North Railroad for the current round of collective bargaining were approved by the MTA Board in the final quarter of 2024. The two agreements cover Conductors and Assistant Conductors represented by the Association of Commuter Rail Employees, Division 1 (**ACRE 1**) through May 1, 2027; and Locomotive Engineers covered by the Association of Commuter Rail Employees, Division 9 through February 28, 2027 (**ACRE 9**). In January 2025, a similar agreement between the railroad and the International Brotherhood of Electrical Workers (**IBEW**) was approved by the MTA Board and will run through June 21, 2027.

Each of these agreements covers an unsettled portion of the 2019-2023 bargaining round, providing wage increases for that unsettled period that are identical to the wages received by all other railroad unions over the same time span. Going forward from 2023, the agreements include annual wage increases of 4.0%, 4.0% and 4.2%, compounding to 12.70% above 2023 levels. While these increases exceed the wage rises anticipated by the MTA Financial Plan for the current bargaining round, the unanticipated cost will be fully offset by the recurring savings from the agreements' other new provisions; and the net going-out cost will thereby remain consistent with Plan expectations. Important savings will derive from an increase in all employees' health care contributions from the current 2% of regular wages to 3%; from additional contract extensions; and from a set of new work rules, long sought by MTA management both to reduce overtime costs and to contribute to operational efficiencies, especially by allowing greater flexibility in the deployment of labor. In September 2025, similar agreements for the 2023-2026 bargaining round were reached with Sheet Metal, Air, Rail Transportation Union – Mechanical & Engineering Division (SMART-MD), and the National Conference of Firemen & Oilers (NCF&O), that included annual wage increases of 4.0%, 4.0% and 4.2% during the forty-one (41) month terms, the same increase to all employees' health and welfare contributions, and various work rule changes driven to reduce overtime and expand operating flexibilities.

In April 2025, Metro-North entered new agreement terms with the Transport Workers Union, Locals 2001 and 2055, covering approximately 605 members. The agreement, spanning the three-year period from November 1, 2023, through October 31, 2026 provides wage increases of 3.0% for the first year, 3.0% for the second year and 3.5% for the third year. These increases and the net costs of the agreement's other provisions are consistent with the 2023-2026 labor agreements that were passed last year with five Long Island Railroad unions, and that now cover 50% of LIRR's represented population. For Metro-North, this agreement reiterates the 3%, 3%, 3.5% as a recognized wage pattern for bargaining units that are unwilling or unable to negotiate significant work rule savings to offset the excess financial cost of the higher (4.0%, 4.0%, 4.2%) wage pattern. Subsequently, similar agreements were reached in July 2025 with the Association of Commuter Rail Employees, Division 113 covering Rail Traffic Controllers, and the Association of Commuter Rail Employees, Division 37 covering Power Directors.

Most recently in December 2025, the MTA Board ratified an additional labor agreement like the MNR TWU agreement ratified in April. The new agreement, covering approximately 95 Supervisory employees in the International Brotherhood of Electrical Workers – Supervisory unit (**IBEW-S**) is 37 months long, running from April 3, 2023 through September 2, 2026. It provides wage increases of 3.0% for 2023, 3.0% for 2024, and 3.5% for 2025.

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

MTA Headquarters – As of December 31, 2025, MTA Headquarters employs approximately 5,407 people, of whom 3,277 are union members[7]. In 2025, no new agreements were reached, with most existing agreements having now expired. Both agreements with the MTA Police unions-- the Police Benevolent Association (with more than 1,200 members) and the Commanding Officers Association (with 35 members)-- expired on April 15, 2024; and all three bargaining units of the Transportation Communications Union, which cover IT titles, Business Service Center titles and Procurement titles expired earlier this year (with the BSC and Procurement titles having expired on May 31, 2024; and the IT titles on February 29, 2024).

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.

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

In December, NYCT 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.

MTA Bus Company – As of December 31, 2025, MTA Bus Company has 4,021 employees, approximately 3,904 of whom are represented by five different unions (now including the United Transit Leadership Organization) and six bargaining units. The largest of these is TWU Local 100, whose more than 2,000 members were co-parties to the agreement approved by the MTA Board in July 2023 and whose current agreement will run through May 15, 2026. In June 2024, the MTA Bus Company also entered into an agreement with its TWU Local 100 bargaining unit that represents Administrative, Professional and Technical titles. During the third quarter of 2025, a new labor agreement, covering 245 Bus Operators, Cleaners, Maintainers and other titles, was reached with ATU Local 1181, one of the two ATU bargaining units at MTA Bus Company. The terms are very similar to the agreements ratified this quarter with the ATU units at New York City Transit: the three-year agreement will expire on October 31, 2026 and will include wage increases of 3.0% for 2023, 3.0% for 2024 and 3.5% for 2025, and it includes an Essential Worker lump-sum bonus of $3,000 and a Supplementary lump sum bonus of $1,000. These increases and the costs of other benefits provided in the agreement maintain consistency with Financial Plan expectations primarily by the same mechanism as in the NYCT ATU agreements (i.e., through changes in the prescription drug plan for retired and active employees).

In the final quarter, MTA Bus Company reached an agreement with the Amalgamated Transportation Union - Local 1179 (**ATU-Local 1179)**, the last unsettled bargaining unit of ATU, representing approximately 735 Bus Operators, Maintainers, Cleaners, Stock Workers and other titles. The agreement will run from November 1, 2023 through November 7, 2026. Like the previously ratified ATU agreements, it closely mirrors the economic terms of the 2023-2026 pattern-setting agreement between NYCT and TWU Local 100. As such, it provides wage increases of 3.0% in the first year, 3.0% in the second year, and 3.5% in the third year. It also includes a one-time Essential Worker bonus payment of $3,000, as well as a Supplemental Essential Worker bonus payment of $1,000. The agreement shares several other cost and savings provisions with agreements reached with the other three units of the ATU at NYCT and MTA Bus Company and, like those, it remains consistent with the MTA Financial Plan.

MTA Bridges and Tunnels – As of December 30, 2025, MTA Bridges and Tunnels (the Triboro Bridge and Tunnel Authority, or TBTA) has 771 employees, approximately 555 of whom are represented by three different labor unions (four bargaining units). No new agreements with B&T unions were reached in 2025. Agreements with the Superior Officers Benevolent Association (representing around 100 active employees) and with AFSCME DC 37 Local 1655 (with an active membership of around 20) remain in effect, with both agreements expiring in November 2026; meanwhile, agreements with the Authority's other two bargaining groups—District Council 37 Local 1931 (AFSCME DC 37-Local 1931), representing Maintainers and City Custodial Assistants; and Bridge and Tunnel Officers, represented by the Bridge and Tunnel Officers Benevolent Association (BTOBA), have expired, and their membership will be seeking new agreement terms going forward.

MTA Staten Island Railway – As of December 31, 2025, MTA Staten Island Railway had 404 employees, approximately 383 of whom are represented by five different unions (six bargaining units). No new labor agreements have been reached this year, and by the end of the final quarter, all agreements (which covered the 2019-2023 period) have expired. Going forward, the unions will therefore be looking for new agreement terms.

---

[1] The tentative (as yet unratified) agreement is with employees represented by the Transportation Communications Union, the Brotherhood of Railroad Signalmen, the International Brotherhood of Electrical Workers, the Brotherhood of Locomotive Engineers and Trainmen and the International Association of Machinists.

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

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

[4] The best and final offers of the Railroad and the unions both included wage increases of 3.0%, 3.0% and 3.5% for the first three years. The union's offer, however, included a fourth contract year with a 5.0% wage increase.

[5] The LIRR offer included a fourth-year wage increase of 3.0% in 2026; a separate Productivity Increase of 1.5% applied to all rates of pay, effective upon ratification of the proposed agreement; and a term of 50.5 months in duration.

[6] At the time of this writing, May 20, 2026, because the agreement has not yet been ratified by either the union membership or the MTA Board, its details have not been made public.

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

****

(A Component Unit of the State of New York)

CONSOLIDATED STATEMENTS OF NET POSITION

AS OF DECEMBER 31, 2025 AND 2024

($ in millions)

	Business-Type Activities	
	December 31, 2025	**December 31, 2024**
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
ASSETS		
CURRENT ASSETS:		
Cash unrestricted (Note 3)	$ 596	$ 1,029
Cash restricted (Note 3)	994	751
Unrestricted investments (Note 3)	11,668	7,359
Restricted investments (Note 3)	3,004	2,495
Restricted investments held under financed purchase obligations (Notes 3 and 11)	99	95
Receivables:		
Station maintenance, operation, and use assessments	167	154
State and regional mass transit taxes	254	192
Mortgage Recording Tax receivable	45	32
State and local operating assistance	5	40
Other receivable from New York City and New York State	237	249
Receivable from federal and state government	383	363
Customer	1,453	1,047
Other	60	80
Less allowance for doubtful accounts	(833)	(544)
Total receivables — net	1,771	1,613
Materials and supplies	824	788
Prepaid expenses and other current assets (Note 2)	234	805
Total current assets	19,190	14,935
NON-CURRENT ASSETS:		
Capital assets (Note 4):		
Land and construction work-in-progress	18,232	15,072
Other capital assets (net of accumulated depreciation and amortization)	81,080	79,281
Unrestricted investments (Note 3)	-	920
Restricted investments (Note 3)	3,967	1,139
Restricted investments held under financed purchase obligations (Notes 3 and 11)	314	291
Other non-current receivables	422	211
Other non-current assets	22	41
Total non-current assets	104,037	96,955
TOTAL ASSETS	123,227	111,890
DEFERRED OUTFLOWS OF RESOURCES:		
Accumulated decreases in fair value of derivative instruments (Note 7)	81	62
Loss on debt refunding (Note 7)	147	290
Deferred outflows related to pensions (Note 5)	1,875	2,165
Deferred outflows related to OPEB (Note 6)	5,122	5,826
TOTAL DEFERRED OUTFLOWS OF RESOURCES	7,225	8,343
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	$ 130,452	$ 120,233

See notes to the basic financial statements.

(A Component Unit of the State of New York)

CONSOLIDATED STATEMENTS OF NET POSITION

AS OF DECEMBER 31, 2025 AND 2024

($ in millions)

	Business-Type Activities	
	December 31, 2025	**December 31, 2024**
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
LIABILITIES		
CURRENT LIABILITIES:		
Accounts payable	$ 593	$ 701
Accrued expenses:		
Interest	299	284
Salaries, wages and payroll taxes	363	544
Current portion - compensated absences (Note 13)	781	745
Current portion — retirement and death benefits	31	32
Current portion — estimated liability from injuries to persons (Note 14)	922	1,037
Capital accruals	865	701
Other accrued expenses	1,128	1,060
Total accrued expenses	4,389	4,403
Current portion — loan payable (Note 7)	509	11
Current portion — long-term debt (Note 7)	1,698	1,472
Current portion — pollution remediation projects (Note 17)	30	35
Derivative fuel hedge liability (Note 19)	6	9
Unearned revenues	1,479	1,429
Total current liabilities	8,704	8,060
NON-CURRENT LIABILITIES:		
Net pension liability (Note 5)	5,890	6,755
Estimated liability arising from injuries to persons (Note 14)	6,360	5,789
Net OPEB liability (Note 6)	19,575	20,229
Loan payable (Note 7)	42	51
Long-term debt (Note 7)	49,336	47,232
Lease payable (Note 8)	860	868
Subscription-Based Information Technology Arrangements (Note 9)	76	118
Financed purchase (Note 11)	250	183
Compensated absences (Note 13)	819	749
Pollution remediation projects (Note 17)	168	166
Contract retainage payable (Note 18)	587	500
Derivative liabilities (Note 7)	97	89
Other long-term liabilities (Note 18)	291	267
Total non-current liabilities	84,351	82,996
TOTAL LIABILITIES	93,055	91,056
DEFERRED INFLOWS OF RESOURCES:		
Deferred inflows related to leases	477	209
Deferred inflows related to pensions (Note 5)	510	335
Deferred inflows related to OPEB (Note 6)	8,572	8,439
TOTAL DEFERRED INFLOWS OF RESOURCES	9,559	8,983
NET POSITION:		
Net investment in capital assets	46,147	43,847
Restricted for debt service	893	709
Restricted for claims	231	192
Restricted for capital program	5,560	2,222
Unrestricted	(24,993)	(26,776)
TOTAL NET POSITION	27,838	20,194
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	$ 130,452	$ 120,233

See notes to the basic financial statements.

(Continued)

(A Component Unit of the State of New York)

CONSOLIDATED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

YEARS ENDED DECEMBER 31, 2025 AND 2024

($ in millions)

	Business-Type Activities	
	December 31, 2025	**December 31, 2024**
OPERATING REVENUES:		
Fare revenue	$ 5,207	$ 4,996
Vehicle toll revenue	3,257	2,564
Rents, freight, and other revenue	1,080	948
Total operating revenues	9,544	8,508
OPERATING EXPENSES:		
Salaries and wages	7,594	7,273
Retirement and other employee benefits	3,359	3,359
Postemployment benefits other than pensions (Note 6)	1,121	1,305
Electric power	634	531
Fuel	206	205
Insurance	1	8
Claims	1,029	1,160
Paratransit service contracts	717	617
Maintenance and other operating contracts	915	909
Professional service contracts	602	602
Pollution remediation projects (Note 15)	18	52
Materials and supplies	694	646
Depreciation and amortization (Note 2 and Note 4)	4,016	3,951
Other	293	317
Total operating expenses	21,199	20,935
OPERATING INCOME (LOSS)	(11,655)	(12,427)
NON-OPERATING REVENUES (EXPENSES):		
Grants, appropriations and taxes:		
Tax-supported subsidies — NYS:		
Mass Transportation Trust Fund subsidies	587	599
Metropolitan Mass Transportation Operating Assistance subsidies	3,151	3,000
Payroll Mobility Tax subsidies	4,258	3,375
MTA Aid Trust Account subsidies	469	463
Internet sales tax subsidies	339	333
Tax-supported subsidies — NYC and Local:		
Mortgage Recording Tax subsidies	440	352
Urban Tax subsidies	490	387
Real Estate Transfer Tax	417	327
Other subsidies:		
Operating Assistance - 18-B program	406	376
Build America Bond subsidy	56	75
New York City Assistance Fund	454	373
Total grants, appropriations and taxes	11,067	9,660

(A Component Unit of the State of New York)

CONSOLIDATED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

YEARS ENDED DECEMBER 31, 2025 AND 2024

($ in millions)

	Business-Type Activities	
	December 31, 2025	**December 31, 2024**
Connecticut Department of Transportation	238	260
Subsidies paid to Dutchess, Orange, and Rockland Counties	(14)	(12)
Interest on long-term debt and leases (Note 2)	(1,965)	(1,950)
Station maintenance, operation and use assessments	226	211
Operating subsidies recoverable from NYC	583	573
Federal Transit Administration reimbursement	3,060	2,309
Commercial gaming license fee	500	-
Investment income and other net non-operating revenues	640	329
Net non-operating revenues	14,335	11,380
GAIN / (LOSS) BEFORE APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS	2,680	(1,047)
APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS	4,964	4,368
CHANGE IN NET POSITION	7,644	3,321
NET POSITION— Beginning of year	20,194	16,873
NET POSITION — End of year	$ 27,838	$ 20,194

See notes to the basic financial statements.

(Continued)

(A Component Unit of the State of New York)

CONSOLIDATED STATEMENTS OF CASH FLOWS

YEARS ENDED DECEMBER 31, 2025 AND 2024

($ In millions)

	Business-Type Activities	
	December 31, 2025	**December 31, 2024**
CASH FLOWS FROM OPERATING ACTIVITIES:		
Passenger receipts/tolls	$ 8,439	$ 7,541
Rents and other receipts	1,458	1,044
Payroll and related fringe benefits	(11,715)	(11,019)
Other operating expenses	(5,713)	(4,861)
Net cash used by operating activities	(7,531)	(7,295)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Grants, appropriations, and taxes	12,022	8,288
Operating subsidies from CDOT	233	267
Subsidies paid to Dutchess, Orange, and Rockland Counties	(12)	(11)
Federal Transit Administration reimbursement related to COVID-19	202	0
Net interest receipts	13	9
Net cash provided by noncapital financing activities	12,458	8,553
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
MTA bond proceeds	2,542	3,844
MTA Bridges and Tunnels bond proceeds	5,014	4,923
MTA bonds refunded/reissued	(2,571)	(4,040)
MTA Bridges and Tunnels bonds refunded	(246)	(1,090)
MTA anticipation notes proceeds	-	500
MTA anticipation notes redeemed	-	(500)
Federal and local grants	6,916	5,449
Other capital financing activities	(2,455)	(1,215)
Payment for capital assets	(6,202)	(6,449)
Debt service payments	(3,684)	(3,312)
Internet and Real Estate Transfer Tax	751	656
Receipts from leases	49	46
Payments on leases and subscription-based information technology arrangements	(100)	(102)
Net cash provided by / (used by) capital and related financing activities	14	(1,290)
CASH FLOWS FROM INVESTING ACTIVITIES:		
Purchase of long-term securities	(21,801)	(6,428)
Sales or maturities of long-term securities	15,962	3,772
Net sales or maturities of short-term securities	268	2,550
Earnings on investments	440	330
Net cash (used by) / provided by investing activities	(5,131)	224
NET (DECREASE) / INCREASE IN CASH	(190)	192
CASH — Beginning of year	1,780	1,588
CASH — End of year	$ 1,590	$ 1,780

See notes to the basic financial statements.

(A Component Unit of the State of New York)

CONSOLIDATED STATEMENTS OF CASH FLOWS

YEARS ENDED DECEMBER 31, 2025 AND 2024

($ In millions)

	Business-Type Activities	
	December 31, 2025	**December 31, 2024**
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES:		
Operating loss (Note 2)	$ (11,655)	$ (12,427)
Adjustments to reconcile to net cash used in operating activities:		
Depreciation and amortization	4,016	3,951
Net (decrease) / increase in payables, accrued expenses, and other liabilities	(219)	1,407
Net decrease in deferred outflows related to pensions	(290)	(1,634)
Net (decrease) / increase in deferred outflows related to OPEB	(704)	459
Net (decrease) / increase in deferred inflows related to pensions	(175)	94
Net decrease in deferred inflows related to OPEB	(133)	(3,042)
Net increase in net pension liability and related accounts	865	1,580
Net increase in net OPEB liability and related accounts	654	2,206
Net (decrease) / increase in receivables	(505)	150
Net increase / (decrease) in materials and supplies and prepaid expenses	615	(39)
NET CASH USED BY OPERATING ACTIVITIES	$ (7,531)	$ (7,295)
NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES:		
Noncash investing activities:		
Interest expense includes amortization of net (premium) / discount (Note 2)	$ (9)	$ 228
Noncash capital and related financing activities:		
Capital assets related liabilities	2,483	1,790
Interest expense for leases and subscription-based information technology arrangements	62	61
Interest income from leases	13	7
Total Noncash capital and related financing activities	2,558	1,858
TOTAL NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES	$ 2,549	$ 2,086

See notes to the basic financial statements.

(Continued)

(A Component Unit of the State of New York)

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

AS OF DECEMBER 31, 2025 AND 2024

($ In thousands)

	Fiduciary Activities	
	December 31, 2025	**December 31, 2024**
ASSETS:		
Cash	$ 18,243	$ 3,954
Receivables:		
Employee loans	31,065	30,500
Participant and union contributions	281	411
Investment securities sold	5,351	2,719
Accrued interest and dividends	39,698	29,383
Other receivables	9,758	4,298
Total receivables	86,153	67,311
Equity securities	5,802,839	5,649,730
Fixed income securities	5,120,250	4,497,028
Other alternative investments*	3,443,567	3,257,463
Total Investments at fair value/NAV	14,366,656	13,404,221
Total assets	$ 14,471,052	$ 13,475,486
LIABILITIES:		
Accounts payable and accrued liabilities	$ 9,967	$ 9,275
Payable for investment securities purchased	19,763	20,633
Accrued benefits payable	265	236
Accrued postretirement death benefits (PRDB) payable	6,051	5,728
Accrued 55/25 Additional Members Contribution (AMC) payable	167	1,098
Other liabilities	7,356	854
Total liabilities	43,569	37,824
NET POSITION:		
Restricted for pensions	12,910,520	12,005,080
Restricted for postemployment benefits other than pensions	1,516,963	1,432,582
Total net position	14,427,483	13,437,662
Total liabilities and net position	$ 14,471,052	$ 13,475,486

*Other alternative investments include opportunistic, real assets, real estate, absolute return, private equity and short-term investment.

See notes to the basic financial statements.

(A Component Unit of the State of New York)

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

FOR THE YEARS ENDED DECEMBER 31, 2025 AND 2024

($ In thousands)

	Fiduciary Activities	
	December 31, 2025	**December 31, 2024**
ADDITIONS:		
Contributions:		
Employer contributions	$ 990,705	$ 1,497,809
Implicit rate subsidy contribution	63,850	66,606
Participant rollovers	3,878	4,216
Member contributions	77,154	68,087
Total contributions	1,135,587	1,636,718
Investment income:		
Net appreciation / depreciation in fair value of investments	1,462,104	937,028
Dividend income	112,401	111,106
Interest income	158,083	142,830
Less: Investment expenses	75,994	76,119
Investment income, net	1,656,594	1,114,845
Other additions:		
Total additions	2,792,181	2,751,563
DEDUCTIONS:		
Benefit payments and withdrawals	1,731,378	1,689,577
Implicit rate subsidy payments	63,850	66,606
Transfer to other plans	467	944
Administrative expenses	6,665	6,389
Total deductions	1,802,360	1,763,516
Net increase in fiduciary net position	989,821	988,047
NET POSITION:		
Beginning of year	13,437,662	12,449,615
End of year	$ 14,427,483	$ 13,437,662

See notes to the basic financial statements.

(A Component Unit of the State of New York)

NOTES TO CONSOLIDATED FINANCIAL STATEMENTS
FOR THE YEARS ENDED DECEMBER 31, 2025 AND 2024

($ In millions, except as noted)

1. BASIS OF PRESENTATION

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

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

Metropolitan Transportation Authority and Related Groups (Component Units)

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

The subsidiaries and affiliates, considered component units of the MTA, are operationally and legally independent of the MTA. These related groups enjoy certain rights typically associated with separate legal status including, in some cases, the ability to issue debt. However, they are included in the MTA's consolidated financial statements as blended component units because of the MTA's financial accountability for these entities and they are under the direction of the MTA Board (a reference to "MTA Board" means the board of MTAHQ and/or the boards of the other MTA Group entities that apply in the specific context, all of which are comprised of the same persons). Under accounting principles generally accepted in the United States of America ("GAAP"), the MTA is required to include these related groups in its financial statements. While certain units are separate legal entities, they do have legal capital requirements and the revenues of all of the related groups of the MTA are used to support the organizations as a whole. The components do not constitute a separate accounting entity (fund) since there is no legal requirement to account for the activities of the components as discrete accounting entities. Therefore, the MTA financial statements are presented on a consolidated basis with segment disclosure for each distinct operating activity. All of the component units publish separate annual financial statements, which are available by writing to the MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor, New York, New York 10004.

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

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

- Pension Trust Funds
  - MTA Defined Benefit Plan
  - The Long Island Rail Road Company Plan for Additional Pensions
  - Manhattan and Bronx Surface Transit Operating Authority
  - Metro-North Commuter Railroad Company Cash Balance Plan
- Other Employee Benefit Trust Funds
  - MTA Other Postemployment Benefits Plan

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

2. SIGNIFICANT ACCOUNTING POLICIES

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

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

New Accounting Standards —The MTA adopted the following GASB Statements for the year 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 MTA concluded that the adoption of this Statement required the disclosure of certain risk factors that might have an 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 MTA upon implementation. Management has not yet evaluated the effect of implementation of these standards.

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

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

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

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

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

Investments with a maturity of 12 months or less from the balance sheet date have been classified as current assets in the consolidated financial statements. Investments with a maturity beyond 12 months from the balance sheet date are classified as non-current. In addition to days of maturity, Restricted investments are classified as noncurrent and current, based on the use of proceeds in accordance with GASB 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*. Resources accounted for in the general fund, special revenue funds, and debt service funds are generally expected to be used in current operations or to liquidate current obligations and thus generally are classified as current restricted investments. Conversely, a portion of the resources accounted for in capital projects funds and permanent funds are classified as non-current restricted investments.

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

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

Materials and Supplies — Materials and supplies are valued at average cost, net of obsolescence reserve at December 31, 2025 and 2024 of $286 and $273, respectively.

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

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

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

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

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 ("PPP") 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 ("APA"). 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.

Operating and Non-operating Expenses — Operating and non-operating expenses are recognized in the accounting period in which the liability is incurred. All expenses related to operating the MTA (e.g., salaries, 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, subsidies paid to counties, etc.) are reported as non-operating expenses.

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

Pollution remediation projects — Pollution remediation costs have been expensed in accordance with the provisions of GASB Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations* (See Note 17). An operating expense provision and corresponding liability measured at current value using the expected cash flow method has been recognized for certain pollution remediation obligations, which previously may not have been required to be recognized, have been recognized earlier than in the past or are no longer able to be capitalized as a component of a capital project. Pollution remediation obligations occur when any one of the following obligating events takes place: the MTA is in violation of a pollution prevention-related permit or license; an imminent threat to public health due to pollution exists; the MTA is named by a regulator as a responsible or potentially responsible party to participate in remediation; the MTA voluntarily commences or legally obligates itself to commence remediation efforts; or the MTA is named or there is evidence to indicate that it will be named in a lawsuit that compels participation in remediation activities.

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

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

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

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

Non-operating Revenues

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

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

- MRT-1 proceeds are initially used to pay MTAHQ's operating expenses. Remaining funds, if any, are allocated 55% to certain transit operations and 45% to the commuter railroads operations. The commuter railroad portion is first used to fund the NYS Suburban Highway Transportation Fund in an amount not to exceed $20 annually (subject to the monies being returned under the conditions set forth in the governing statute if the Commuter Railroads are operating at a deficit).
- The first $5 of the MRT-2 proceeds is transferred to the MTA Dutchess, Orange, and Rockland ("DOR") Fund ($1.5 each for Dutchess and Orange Counties and $2 for Rockland County). Additionally, the MTA must transfer to each County's fund an amount equal to the product of (i) the percentage by which each respective County's mortgage recording tax payments (both MRT-1 and MRT-2) to the MTA increased over such payments in 1989 and (ii) the base amount received by each county as described above. The counties do not receive any portion of the September 1, 2005 increase in MRT-1 from 25 cents per $100 of recorded mortgage to 30 cents. As of December 31, 2025, the MTA paid to Dutchess, Orange and Rockland Counties the 2024 excess amounts of MRT-1 and MRT-2 totaling $9.5.
- In addition, MTA New York City Transit receives operating assistance directly from NYC through a mortgage recording tax at the rate of 0.625% of the debt secured by certain real estate mortgages and through a property transfer tax at the rate of one percent of the assessed value (collectively referred to as "Urban Tax Subsidies") of certain properties.

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

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

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

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

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

Congestion Zone Surcharges – In April 2018, the approved 2018-2019 NYS 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 NYC, in the Borough of Manhattan (the “Congestion Zone”), (2) originates anywhere in NYS and terminates within the Congestion Zone, (3) originates in the Congestion Zone and terminates anywhere in NYS, or (4) originates anywhere in NYS, enters into the Congestion 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 Zone.

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

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

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

Dedicated Revenues - In April 2019, Congestion Relief Zone (“CRZ”) Tolling Program, formerly referred to as the Central Business District Tolling Program or the CBD Tolling Program, was established pursuant to the Traffic Mobility Act, as part of the New York State Budget for Fiscal Year 2019-2020. The CRZ Tolling Program charges a toll for vehicles entering the CRZ, defined as south and inclusive of 60th Street in Manhattan, but excluding the FDR Drive, the West Side Highway, the Battery Park underpass, and any surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street.

The MTA Bridges and Tunnels Board approved a toll rate schedule for the CRZ Tolling Program on March 27, 2024, which was confirmed through a NEPA reevaluation (Reevaluation 1) in June 2024 as meeting all environmental, congestion-reduction, and revenue goals.

On November 14, 2024, following a pause in implementation of the CRZ Tolling Program, Governor Hochul announced a proposal to proceed with the CRZ Tolling Program, but with the toll structure and rates that had been adopted by the MTA Bridges and Tunnels Board on March 27, 2024 being phased-in gradually over several years with proportionally lower toll rates for all vehicle classes in the first six-years of the program. In response, the MTA Bridges and Tunnels Board, at its November 18, 2024 meeting, adopted the phase-in approach to the toll rate schedule that it had approved on March 27, 2024.

On November 21, 2024, the Federal Highway Administration ("FHWA") approved a second reevaluation under NEPA ("Re-evaluation 2") and conferred tolling authority through an agreement pursuant to its Value Pricing Pilot Program. The CRZ Tolling Program went into effect and tolling commenced on January 5, 2025.

The NYS 2019-20 Enacted Budget also established a Real Estate Transfer Tax (RETT), effective July 1, 2019, which is comprised of an additional base tax and supplemental tax on residential properties located in New York City valued $2 million or above and on non-residential properties located in New York City valued at $25 million or above. The NYS 2019-20 also eliminated a tax loophole that had provided an exemption to third-party internet marketplace providers from requiring collection and remittance of New York State and New York City sales taxes on transactions conducted on their sites. Since June 1, 2019, internet marketplace providers have been required to collect and remit New York State and New York City sales taxes from out of state retailers on their sites with gross receipts exceeding $300,000 from sales of tangible property and delivering more than one hundred sales into New York State in the previous four quarters. These sales taxes are collected at the normal State sales tax rate of 4% plus local applicable sales taxes. The legislation does not, however, directly tie the MTA support from these additional State and City sales tax receipts to the actual revenues collected, instead specifying an annual allotment of revenues for the MTA from these taxes. For the New York State sales tax component, on a fiscal year basis, the MTA was allotted $112.5 million in 2020, $150 million in 2021, and thereafter an increase of one percent annually. The statutory allotment to the MTA for the New York City sales tax component was legislated at $127.5 million in 2020 and $170 million in 2021, followed by annual increases of one percent.

The proceeds from the CRZ Tolling Program, the Internet Tax and RETT will be deposited into the MTA Capital Lockbox Fund (formerly referred to as the Central Business District Tolling Capital Lockbox Fund) and specifically, MTA's 2020-2024 Capital Program Account. Pursuant to Public Authorities Law Section 553-j that was created by the Traffic Mobility Act, monies in the MTA Capital Lockbox Fund may only be used to support the CRZ Tolling Program and financing of the 2020-2024 Capital Program or any successor capital program.

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

Revenue is recognized according to the calculated operating deficit and is adjusted when the annual bill is completed. The Service Agreement provides that final billings for each year be subject to audit by CDOT. The audits of 2025, 2024 and 2023 billings are in progress.

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

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

Prior to April 1995, NYC was obligated to reimburse MTA New York City Transit for the transit police force. As a result of the April 1995 merger of the transit police force into the NYC Police Department, NYC no longer reimburses MTA New York City Transit for the costs of policing the Transit System on an ongoing basis since policing of the Transit System is being carried out by the NYC Police Department at NYC's expense. MTA New York City Transit continues to be responsible for certain capital costs and support services related to such police activities, a portion of which is reimbursed by NYC. MTA New York City Transit received approximately $9.7 and $1.9 for the years ended December 31, 2025 and 2024, respectively, from NYC for the reimbursement of certain transit police costs.

MTAHQ bills MTA Metro-North Railroad through its consolidated services for MTA police costs in the New Haven line of which MTA Metro-North Railroad recovers approximately 65% from Connecticut Department of Transportation. The amounts billed for the years ended December 31, 2025 and 2024 were $32 and $36.2, respectively. The amounts recovered for the years ended December 31, 2025 and 2024 were approximately $20.8 and $23.5, respectively.

Federal law and regulations require a paratransit system for passengers who are not able to ride the buses and trains because of their disabilities. Pursuant to an agreement between NYC and the MTA, MTA New York City Transit, effective July 1, 1993, assumed operating responsibility for all paratransit service required by the Americans with Disability Act of 1990. Services are provided by private vendors under contract with MTA New York City Transit. NYC reimburses MTA New York City Transit for the lesser of 33% of net paratransit operating expenses defined as labor, transportation, and administrative costs less fare revenues and 6% of gross urban tax proceeds as described above or, an amount that is 20% greater than the amount paid by NYC for the preceding calendar year. Fare revenues and NYC reimbursement aggregated approximately $605.6 in the year ended December 31, 2025, and $556.8 in the year ended December 31, 2024. Total paratransit expenses, including paratransit service contracts, were $802.4 and $715.8 in 2025 and 2024, respectively.

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

Operating and Non-operating Expenses

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

Liability Insurance —FMTAC, an insurance captive subsidiary of MTA, provides a liability insurance program (referred to as "ELF") that insures certain claims in excess of the agencies self-insured retention. Effective October 31, 2025, the self-insured retention limit for MTA New York City Transit and MaBSTOA increased to $20, MTA Bus increased to $15, MTA Long Island Rail Road, MTA Metro-North Railroad, and MTA Staten Island Railway remained $11; the self-insured retention limit for MTAHQ and MTA Bridges and Tunnels remained $3.2. The maximum amount that the ELF is responsible for arising out of any one occurrence and in the aggregate is the total assets of the ELF program available for claims, but in no event greater than $50 for all agencies and an additional $10 for MTA New York City Transit. FMTAC charges appropriate annual premiums based on loss experience and exposure analysis to maintain the fiscal viability of the program. On December 31, 2025, the balance of the assets in this program was $231.77.

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 in excess of the ELF program for a total limit of $392 ($342 excess of $50).

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

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

On December 15, 2025, FMTAC renewed the primary coverage on the Station Liability and Force Account liability policies at $11 per occurrence loss for MTA Metro-North Railroad and MTA Long Island Rail Road.

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

Losses occurring after exhaustion of the deductible aggregate are subject to a deductible of $7.5 per occurrence. In addition to the noted $25 per occurrence self-insured deductible, MTA self-insures above that deductible for $29.577 within the overall $400 per occurrence property program as follows: $11.734 (or 23.47%) of the primary $50 layer, plus $11.734 (or 23.47%) of the $50 excess $50 layer, plus $6.109 (or 12.22%) of the $50 excess $100 layer. The property insurance policy provides replacement cost coverage for all risks (including Earthquake, Flood and Wind) of direct physical loss or damage to all real and personal property, with minor exceptions. The policy also provides extra expense and business interruption coverage.

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

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

To supplement the reinsurance to FMTAC through the TRIPRA, MTA obtained an additional commercial reinsurance policy with various reinsurance carriers in the domestic, London and European marketplaces. That policy provides coverage for (1) 20% of any "certified" act of terrorism up to a maximum recovery of $215 for any one occurrence and in the annual aggregate (2) the TRIPRA FMTAC captive deductible (per occurrence and on an aggregated basis) that applies when recovering under the "certified" acts of terrorism insurance, but not to exceed $40 for any one occurrence, or (3) 100% of any "certified" terrorism loss which exceeds $5 and less than the $200 TRIPRA trigger up to a maximum recovery of $200 for any one occurrence and in the annual aggregate.

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

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

Pension Plans — In accordance with the provisions of GASB 68, the MTA recognizes a net pension liability for each qualified pension plan in which it participates, which represents the excess of the total pension liability over the fiduciary net position of the qualified pension plan, or the MTA's proportionate share thereof in the case of a cost-sharing multiple-employer plan, measured as of the measurement date of each of the qualified pension plans. Changes in the net pension liability during the year are recorded as pension expense, or as deferred inflows of resources or deferred outflows of resources depending on the nature of the change, in the year incurred. Those changes in net pension liability that are recorded as deferred inflows of resources or deferred outflows of resources that arise from changes in actuarial assumptions or other inputs and differences between expected or actual experience are amortized over the weighted average remaining service life of all participants in the respective qualified pension plan and recorded as a component of pension expense beginning with the year in which they are incurred. Projected earnings on qualified pension plan investments are recognized as a component of pension expense. Differences between projected and actual investment earnings are reported as deferred inflows of resources or deferred outflows of resources and amortized as a component of pension expense on a closed basis over a five-year period beginning with the year in which the difference occurred.

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

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

3. CASH AND INVESTMENTS

Cash - The bank balances are insured up to $250 thousand in the aggregate by the Federal Deposit Insurance Corporation ("FDIC") for each bank in which funds are deposited. As of December 31, 2025, restricted cash, primarily for capital projects, totaled $994.

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

	2025		2024	
	Carrying Amount	Bank Balance	Carrying Amount	Bank Balance
FDIC insured or collateralized deposits	$ 97	$ 94	$ 319	$ 317
Uninsured and not collateralized	1,493	1,484	1,461	1,443
Total Balance	$ 1,590	$ 1,578	$ 1,780	$ 1,760

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

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

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

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

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

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

Investments by fair value level	**December 31,**	**Fair Value Measurements**		**December 31,**	**Fair Value Measurements**	
	2025	**Level 1**	**Level 2**	**2024**	**Level 1**	**Level 2**
Debt Securities:						
U.S. treasury securities	$ 17,972	$ 17,190	$ 782	$ 10,806	$ 9,674	$ 1,132
U.S. government agency	188	-	188	278	-	278
Asset backed securities	69	-	69	61	-	61
Commercial mortgage backed securities	180	-	180	183	-	183
Foreign bonds	19	19	-	10	10	-
Corporate bonds	141	141	-	116	116	-
Tax Benefit Lease Investments:						
U.S. treasury securities	154	154	-	145	145	-
U.S. government agency	136	75	61	123	69	54
Repurchase agreements	69	69	-	459	459	-
Total investments by fair value level	18,928	$ 17,648	$ 1,280	12,181	$ 10,473	$ 1,708
Financed Purchases	124			118		
Total Investments	$ 19,052			$ 12,299		

Investments classified as Level 1 of the fair value hierarchy, totaling $17,648 and $10,473 as of December 31, 2025 and 2024, respectively, are valued using quoted prices in active markets. Fair values include accrued interest to the extent that interest is included in the carrying amounts. Accrued interest on investments other than Treasury bills and coupons is included in other receivables on the statement of net position. The MTA's investment policy states that securities underlying repurchase agreements must have a fair value at least equal to the cost of the investment. Repurchase agreements are short term investments with underlying securities such as Treasury bills and Treasury notes.

U.S. Government agency securities totaling $249 and $332, U.S. treasury securities totaling $782 and $1,132, asset-backed securities totaling $69 and $61, and commercial mortgage-backed securities totaling $180 and $183, as of December 31, 2025 and 2024, respectively, classified in Level 2 of the fair value hierarchy, are valued using matrix pricing techniques maintained by a third party pricing service. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices and indices. Fair value is defined as the quoted market value on the last trading day of the period. These prices are obtained from a third party pricing service or our custodian bank.

In connection with certain financed purchase transactions described in Note 11, the MTA has purchased securities or entered into payment undertaking, letter of credit, or similar type agreements or instruments (guaranteed investment contracts) with financial institutions, which generate sufficient proceeds to make basic rent and purchase option payments under the terms of the leases. If the obligors do not perform, the MTA may have an obligation to make the related rent payments.

All investments, other than the investments restricted for financed purchase obligations, are either insured or registered and held by the MTA or its agent in the MTA's name. Investments restricted for financed purchases are either held by MTA or its agent in the MTA's name or held by a custodian as collateral for MTA's obligation to make rent payments under financed purchase obligations. Investments had weighted average yields of 3.86% and 4.49% for the years ended December 31, 2025 and 2024, respectively.

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

Quality Rating Standard & Poor's	December 31, 2025	Percent of Portfolio	December 31, 2024	Percent of Portfolio
A-1+	$ -	0%	$ 80	1%
AAA	114	1%	309	3%
AA+	61	0%	55	0%
AA	225	1%	19	0%
A	98	1%	73	1%
A-	59	0%	73	1%
BBB	47	0%	44	0%
Not rated	120	1%	505	4%
U.S. Government	18,204	96%	11,023	90%
Total	18,928	100%	12,181	100%
Financed Purchases	124		118	
Total investment	$ 19,052		$ 12,299	

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

	December 31, 2025		December 31, 2024	
(In millions)	Fair Value	Duration (in years)	Fair Value	Duration (in years)
U.S. treasury securities	$ 17,972	5.06	$ 10,806	4.73
U.S. government agency	189	4.68	278	5.68
Tax benefit financed purchase investments	289	4.14	268	4.69
Repurchase agreement	69	-	459	-
Asset-backed securities [(1)]	69	2.73	61	2.77
Commercial mortgage-backed securities [(1)]	180	4.43	183	4.70
Foreign bonds [(1)]	19	5.20	10	6.51
Corporates [(1)]	141	5.61	116	5.49
Total fair value	18,928		12,181	
Modified duration		5.01		4.58
Investments with no duration reported	124		118	
Total investments	$ 19,052		$ 12,299	

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

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

- obligations of the State or the United States Government;
- obligations of which the principal and interest are guaranteed by the State or the United States government;
- obligations issued or guaranteed by certain Federal agencies;
- repurchase agreements fully collateralized by the obligations of the foregoing United States Government and Federal agencies;
- certain certificates of deposit of banks or trust companies in the State;
- certain banker's acceptances with a maturity of 90 days or less;
- certain commercial paper;
- certain municipal obligations; and
- certain mutual funds up to $10 in the aggregate.

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

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

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

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

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

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

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

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

- certain equities; and
- certain mutual funds.

FMTAC is prohibited from making the following investments:

- investment in an insolvent entity;

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

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

4. CAPITAL ASSETS

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

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

	Balance December 31, 2023	Additions / Reclassifications	Deletions / Reclassifications	Balance December 31, 2024	Additions / Reclassifications	Deletions / Reclassifications	Balance December 31, 2025
Capital assets not being depreciated:							
Land	$ 331	$ -	$ -	$ 331	$ -	$ -	$ 331
Construction work-in-progress	13,835	7,534	6,628	14,741	8,969	5,809	17,901
Total capital assets not being depreciated	14,166	7,534	6,628	15,072	8,969	5,809	18,232
Capital assets being depreciated:							
Buildings and structures	35,047	2,095	124	37,018	1,036	-	38,054
Bridges and tunnels	4,649	122	-	4,771	20	-	4,791
Equipment:							
Passenger cars and locomotives	14,815	1,115	25	15,905	1,288	46	17,147
Buses	3,952	354	158	4,148	45	42	4,151
Infrastructure	36,077	1,743	10	37,810	1,521	6	39,325
Other	31,507	1,309	106	32,710	1,799	42	34,467
Total capital assets being depreciated	126,047	6,738	423	132,362	5,709	136	137,935
Less accumulated depreciation:							
Buildings and structures	10,540	727	103	11,164	893		12,057
Bridges and tunnels	895	181	1	1,075	51		1,126
Equipment:							
Passenger cars and locomotives	8,854	391	24	9,221	415	46	9,590
Buses	2,341	263	158	2,446	212	42	2,616
Infrastructure	14,539	1,069	5	15,603	1,107	6	16,704
Other	13,385	1,154	92	14,447	1,189	41	15,595
Total accumulated depreciation	50,554	3,785	383	53,956	3,867	135	57,688
Total capital assets being depreciated - net	75,493	2,953	40	78,406	1,842	1	80,247
Capital assets - net	$ 89,659	$ 10,487	$ 6,668	$ 93,478	$ 10,811	$ 5,810	$ 98,479

	Balance December 31, 2023	Additions / Reclassifications	Deletions / Reclassifications	Balance December 31, 2024	Additions / Reclassifications	Deletions / Reclassifications	Balance December 31, 2025
Right-of-Use Assets being amortized:							
Leased buildings and structures	$ 843	$ 13	$ -	$ 856	$ 36	$ 3	$ 889
Leased equipment and vehicles	48	4	-	52	3	1	54
Leased other	10	-	-	10	2	2	10
Subscription-based IT arrangements	325	119	6	438	77	16	499
Total Right-of-Use Assets being amortized	1,226	136	6	1,356	118	22	1,452
Less accumulated amortization:							
Leased buildings and structures	156	55	-	211	55	-	266
Leased equipment and vehicles	39	7	-	46	5	-	51
Leased other	3	3	-	6	1	-	7
Subscription based IT arrangements	134	91	7	218	86	9	295
Total accumulated amortization	332	156	7	481	147	9	619
Right-of-Use Assets being amortized – net	894	(20)	(1)	875	(29)	13	833
Total Capital Assets, including Right-of-Use Asset, net of depreciation and amortization	$ 90,553	$ 10,467	$ 6,667	$ 94,353	$ 10,782	$ 5,823	$ 99,312

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

For certain construction projects, the MTA holds in a trust account marketable securities pledged by third-party contractors in lieu of cash retainages. On December 31, 2025 and 2024, these securities, which are not included in these consolidated financial statements, had a fair value of $137.1 and $101.2.

As of December 31, 2025, $113.2 billion is unexpended from the MTA's Capital Program (2005-2024) and $30.5 billion has been committed.

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

5. EMPLOYEE BENEFITS

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

Plan Descriptions

1. LIRR Additional Plan —

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

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

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

2. MaBSTOA Pension Plan —

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

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

3. MNR Cash Balance Plan —

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

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

4. MTA Defined Benefit Pension Plan —

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

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

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

5. NYCERS —

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

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

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

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

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

6. NYSLERS —

NYSLERS is a cost-sharing, multiple-employer defined benefit retirement system. The NYS Comptroller's Office administers the NYSLERS' plan. The net position of NYSLERS is held in the NYS Common Retirement Fund (the "Fund"), which was established to hold all assets and record changes in fiduciary net position allocated to the plan. The Comptroller of the State of New York serves as the trustee of the Fund and is the administrative head of NYSLERS.

NYSLERS' benefits are established under the provisions of the New York State RSSL. Once a public employer elects to participate in NYSLERS, the election is irrevocable. The New York State Constitution provides that pension membership is a contractual relationship and plan benefits cannot be diminished or impaired. Benefits can be changed for future members only by enactment of a State statute. This plan covers nonrepresented MTAHQ employees earning less than $70,000 per year, those nonrepresented MTAHQ employees that do not choose the Voluntary Defined Contribution Plan provided for under RSSL Tier 6 legislation, and employees represented by the International Brotherhood of Teamsters.

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

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

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

Benefits Provided

1. LIRR Additional Plan —

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

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

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

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

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

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

2. MaBSTOA Pension Plan —

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

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

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

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

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

Tier 1 —

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

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

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

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

Tier 2 —

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

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

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

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

Tiers 3, 4 —

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

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

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

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

Ordinary Death Benefits — For eligible members of the Regular 62/5 Plan, 55/25 Plan, 57/5 Plan, the pre-retirement ordinary death benefit is equal to a lump sum of annual salary times the lesser of completed years of service and 3. After age 60, the benefit is reduced 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 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 55/25 Special Plan must be at least age 55 with the completion of at least 25 years, or at least age 63 with the completion of at least 5 years of service, to be eligible to collect a service retirement benefit. Generally, the benefit for members with at least 25 years of service, is equal to 2.0% of FAS for the first 30 years of service plus 1.5% of FAS for years of service in excess of 30. If the member completes less than 20 years of credited service, the benefit equals 1- 2/3% of FAS multiplied by years of service. FAS is defined as the highest average pensionable compensation over five consecutive years.

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

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

Ordinary Death Benefits — For eligible members of the 55/25 Special Plan and the Basic 63/5 Plan, the pre-retirement ordinary death benefit is equal to a lump sum of annual salary times the lesser of completed years of service and 3. After age 60, the benefit is reduced 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.

3. MNR Cash Balance Plan —

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

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

For members with cash balances who are currently members of the MTA Defined Benefit Pension Plan, an additional benefit is provided equal to the amount needed to bring their total benefits (i.e., Railroad Retirement Tier I and II benefits, Conrail Plan benefits, Cash Balance Plan benefits, and MTA Defined Benefit Pension Plan benefits) up to a minimum of 65% of their 3-year final average pay under the MTA Defined Benefit Pension Plan. In no event will the Additional Benefit exceed 2% of 3-year final average pay multiplied by the Conrail Management Service prior to July 1, 1983. This benefit is payable as a life annuity and is reduced for commencement prior to age 65 in the same manner as the regular cash balance benefit. This additional benefit is payable only in the form of a life annuity or 100% or 50% contingent annuity.

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

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

4. MTA Defined Benefit Pension Plan —

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. NYCERS —

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

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

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

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

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

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

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

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

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

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

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

6. NYSLERS —

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

Tiers 1 and 2 —

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

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

Tiers 3, 4, and 5 —

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

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

Tier 6 —

Eligibility: Generally, Tier 6 members must have 5 years of service and be at least age 55 to be eligible to collect a retirement benefit. The full benefit age for Tier 6 is 63.

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

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

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

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

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

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

Membership

As of January 1, 2024 and January 1, 2023, the dates of the most recent actuarial valuations, membership data for the following pension plans are as follows:

Membership at: January 1, 2024	MNR Cash Balance Plan	LIRR Additional Plan	MaBSTOA Pension Plan	MTA Defined Benefit Pension Plan	TOTAL
Active Plan Members	-	12	8,355	19,420	27,787
Retirees and beneficiaries receiving benefits	20	4,772	6,475	12,291	23,558
Vested formerly active members not yet receiving benefits	5	13	1,324	1,988	3,330
Total	25	4,797	16,154	33,699	54,675

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

Contributions and Funding Policy

1. LIRR Additional Plan —

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

Upon termination of employment before retirement, vested participants who have been required to contribute must choose to: (1) receive a refund of their own contributions, including accumulated interest at rates established by the MTA Long Island Rail Road's Board of Managers of Pensions (1.5% in 2024 and 2023), or (2) leave their contributions in the LIRR Additional Plan until they retire and become entitled to the pension benefits. Non-vested participants who have been required to contribute will receive a refund of their own contributions, including accumulated interest at rates established by the MTA Long Island Rail Road's Board of Managers of Pensions (1.5% in 2024 and 2023).

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

2. MaBSTOA Pension Plan —

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

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

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

For employees, the MaBSTOA Pension Plan has both contributory and noncontributory requirements depending on the date of entry into service. Employees entering qualifying service on or before July 26, 1976, are non-contributing (Tiers

1 and 2). Certain employees entering qualifying service on or after July 27, 1976, are required to contribute 3% of their salary (Tiers 3 and 4).

In March 2012, pursuant to Chapter 18 of the Laws of 2012, individuals joining NYCERS or the MaBSTOA Pension Plan on or after April 1, 2012 are subject to the provisions of Tier 6. The new law increased the employee contribution rates which 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.

3. MNR Cash Balance Plan —

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

MTA Metro-North Railroad's funding policy with respect to the MNR Cash Balance Plan was to contribute the full amount of the pension benefit obligation ("PBO") of approximately $2.977 to the trust fund in 1989. As participants retire, the Trustee has made distributions from the MNR Cash Balance Plan. MTA Metro-North Railroad anticipated that no further contributions would be made to the MNR Cash Balance Plan. However, due to changes in actuarial assumptions and market performance, additional contributions were made to the MNR Cash Balance Plan in several subsequent years. Per the January 1, 2023 valuation, unfunded accrued liability and the actuarially determined contribution are $12,105 and $12,589 respectively. Per the January 1, 2024 valuation, unfunded accrued liability and the actuarially determined contribution are $21,494 and $22,354 respectively. Actual employer contributions for the years ended December 31, 2025 and 2024 were $17,322 (whole dollars) and $22,354 (whole dollars) respectively.

4. MTA Defined Benefit Pension Plan —

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

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

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

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

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

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

5. NYCERS —

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

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

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

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

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

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

6. NYSLERS —

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

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

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

A summary of the aggregate actual contributions made to each pension plan for the years ended December 31, 2025 and 2024 are as follows:

($ in millions)	2025	2024
LIRR Additional Plan	$ 1.4	$ 75.0
MaBSTOA Pension Plan	18.3	188.5
MNR Cash Balance Plan	- *	- *
MTA Defined Benefit Pension Plan	92.4	355.3
NYCERS	899.5	785.1
NYSLERS	31.5	22.2
Total	$ 1,043.1	$ 1,426.1

*MNR Cash Balance Plan's actual employer contributions for the years ended December 31, 2025 and 2024 were $17,322 (whole dollars) and $22,354 (whole dollars), respectively.

In 2025, MTA prepaid the 2026 projected Actuarially Determined Contributions ("ADCs") for MTA-Sponsored Pension Plans, in the amount of $1.19.

Net Pension Liability

The MTA's net pension liabilities for each of the pension plans reported at December 31, 2025 and 2024 were measured as of the fiscal year-end dates for each respective pension plan. The total pension liabilities used to calculate those net pension liabilities were determined by actuarial valuations as of each pension plan's valuation date, and rolled forward to the respective year-ends for each pension plan. Information about the fiduciary net position of each qualified pension plan's fiduciary net position has been determined on the same basis as reported by each respective qualified pension plan. For this purpose, benefits and refunds are recognized when due and payable in accordance with the terms of the respective qualified pension plan, and investments are reported at fair value. The following table provides the measurement and valuation dates used by each pension plan to calculate the MTA's aggregate net pension liability.

Year ended December 31,	**2025**		**2024**	
Pension Plan	**Measurement Date**	**Plan Valuation Date**	**Measurement Date**	**Plan Valuation Date**
LIRR Additional Plan	December 31, 2024	January 1, 2024	December 31, 2023	January 1, 2023
MaBSTOA Pension Plan	December 31, 2024	January 1, 2024	December 31, 2023	January 1, 2023
MNR Cash Balance Plan	December 31, 2024	January 1, 2024	December 31, 2023	January 1, 2023
MTA Defined Benefit Pension Plan	December 31, 2024	January 1, 2024	December 31, 2023	January 1, 2023
NYCERS	June 30, 2025	June 30, 2024	June 30, 2024	June 30, 2023
NYSLERS	March 31, 2025	April 1, 2024	March 31, 2024	April 1, 2023

Pension Plan Fiduciary Net Position

Detailed information about the fiduciary net position of the LIRR Additional Plan, MaBSTOA Pension Plan, MNR Cash Balance Plan, MTA Defined Benefit Pension Plan, NYCERS plan and the NYSLERS plan is available in the separately issued pension plan financial reports for each respective plan.

Actuarial Assumptions

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

	LIRR Additional Plan		MaBSTOA Pension Plan	
Valuation Date:	**January 1, 2024**	**January 1, 2023**	**January 1, 2024**	**January 1, 2023**
Investment Rate of Return	6.50%, net of investment expenses.	6.50%, net of investment expenses.	6.50%, net of investment expenses.	6.50%, net of investment expenses.
Salary Increases	3.00%	3.00%	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.
Inflation	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%	2.25%
Cost-of-Living Adjustments	Not applicable	Not applicable	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.

	MNR Cash Balance Plan		MTA Defined Benefit Pension Plan	
Valuation Date:	**January 1, 2024**	**January 1, 2023**	**January 1, 2024**	**January 1, 2023**
Investment Rate of Return	4.00%, net of investment expenses.	4.00%, net of investment expenses.	6.50%, net of investment expenses	6.50%, net of investment expenses
Salary Increases	Not applicable	Not applicable	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	Varies by years of employment, and employee group; 2.75%. GWI increases for MTA Bus hourly employees.
Inflation	2.37%	2.32%	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%; 3.25% for Railroad Retirement Wage Base.
Cost-of-Living Adjustments	Not applicable	Not applicable	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.

	NYCERS		NYSLERS	
Valuation Date:	**June 30, 2024**	**June 30, 2023**	**April 1, 2024**	**April 1, 2023**
Investment Rate of Return	7.0% per annum, net of Investment Expenses	7.0% per annum, net of Investment Expenses	5.90% per annum, including inflation, net of investment expenses.	5.90% per annum, including inflation, net of investment expenses.
Salary Increases	In general, merit and promotion increases plus assumed General Wage Increases of 3.0% per annum.	In general, merit and promotion increases plus assumed General Wage Increases of 3.0% per annum.	4.3% in ERS, 6.0 % in PFRS	4.3% in ERS, 6.0 % in PFRS
Inflation	2.50%	2.50%	2.90%	2.90%
Cost-of-Living Adjustments	AutoCOLA – 1.5% per annum Escalation – 2.5% per annum	AutoCOLA – 1.5% per annum Escalation – 2.5% per annum	1.50% per annum.	1.50% per annum.

Mortality

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

The actuarial assumptions used in the January 1, 2024 and 2023 valuations for the MTA plans are based on an experience study dated October 4, 2019 covering the period from January 1, 2012 - December 31, 2017, with certain assumptions modified subsequently. The mortality assumption used in the January 1, 2024 and 2023 valuations are based on an experience study for all MTA plans covering the period from January 1, 2015 to December 31, 2020. The pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA, as recommended by the Society of Actuaries Retirement Plans Experience Committee. As generational tables, they reflect mortality improvements both before and after the measurement date.

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

Post-retirement Healthy Lives: Assumption utilized 95% of Pri-2012 Healthy Annuitant mortality table for males with Blue Collar adjustments and 116% of the rates from the Pri-2012 Healthy Annuitant mortality table for females.

Post-retirement Disabled Lives: Assumption utilized in the January 1, 2024 and 2023 valuation was the Pri-2012 Disabled Annuitant mortality table for males and females. This assumption was not applicable for the LIRR Additional Plan and the MNR Cash Balance Plan.

NYCERS:

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

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

The actuarial assumptions used in the June 2024 valuation is based on the most recent actuarial experience study and recommendations prepared by Bolton, Inc. for the four-year and ten-year periods ended June 30, 2017. Based, in part, on this report issued in June 2019, the Actuary proposed and the Board of Trustees of NYCERS adopted changes in actuarial assumptions including a change to Mortality Improvement Scale MP-2020 beginning in Fiscal Year 2019. The actuarial assumptions used in the June 2018 valuation was based on the previous study by Gabriel, Roeder, Smith & Company (‘GRS”) published in October 2015 for the four-year and ten-year periods ended June 30, 2013. Based, in part, on the GRS Report, the Actuary proposed, and the Boards of Trustees of the NYCERS adopted, new post-retirement mortality tables including the application of Mortality Improvement Scale MP-2015 for use in determining employer contributions beginning in Fiscal Year 2016. Scale MP-2015 replaced Mortality Improvement Scale AA.

NYSLERS:

The actuarial assumptions used in the April 1, 2024 valuation are based on the results of an actuarial experience study completed April 1, 2020. Annuitant mortality rates are based on April 1, 2015 – March 31, 2020 System experience with adjustments for mortality improvements based on the Society of Actuaries’ Scale MP-2021. The previous actuarial valuation as of April 1, 2023 used the same assumptions for the measure of total pension liability.

Expected Rate of Return on Investments

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

Pension Plan	Plan Measurement Date	Rate
LIRR Additional Plan	December 31, 2024	6.50%
MaBSTOA Pension Plan	December 31, 2024	6.50%
MNR Cash Balance Plan	December 31, 2024	4.00%
MTA Defined Benefit Pension Plan	December 31, 2024	6.50%
NYCERS	June 30, 2025	7.00%
NYSLERS	March 31, 2025	5.90%

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

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

	LIRR Additional Plan		MaBSTOA Pension Plan	
Asset Class	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**
US Core Fixed Income	15.50%	2.36%	15.50%	2.36%
US Treasury Bonds	2.00%	1.85%	2.00%	1.85%
US Inflation-Indexed Bonds	2.00%	1.93%	2.00%	1.93%
US High Yield Bonds	3.50%	4.04%	3.50%	4.04%
Private Credit	8.00%	6.48%	8.00%	6.48%
US Large Caps	23.00%	5.33%	23.00%	5.33%
US Small Caps	4.50%	6.82%	4.50%	6.82%
Foreign Developed Equity	10.50%	6.91%	10.50%	6.91%
Emerging Markets Equity	3.00%	9.29%	3.00%	9.29%
Emerging Markets Small Cap Equity	1.00%	9.62%	1.00%	9.62%
Private Real Estate Property	5.00%	5.93%	5.00%	5.93%
Private Equity	8.00%	10.37%	8.00%	10.37%
Infrastructure - Public	3.00%	5.92%	3.00%	5.92%
Commodities	3.00%	3.38%	3.00%	3.38%
Hedge Funds - MultiStrategy	8.00%	4.13%	8.00%	4.13%
	100.00%		100.00%	
Assumed Inflation - Mean		2.30%		2.30%
Assumed Inflation - Standard Deviation		1.46%		1.46%
Portfolio Nominal Mean Return		7.77%		7.77%
Portfolio Standard Deviation		12.25%		12.25%
Long Term Expected Rate of Return selected by MTA		**6.50%**		**6.50%**

	MTA Defined Benefit Pension Plan		MNR Cash Balance Plan	
Asset Class	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**
US Core Fixed Income	15.50%	2.36%	100.00%	2.47%
US Treasury Bonds	2.00%	1.85%	-	-
US Inflation-Indexed Bonds	2.00%	1.93%	-	-
US High Yield Bonds	3.50%	4.04%	-	-
Private Credit	8.00%	6.48%	-	-
US Large Caps	23.00%	5.33%	-	-
US Small Caps	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	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%	-	-
	100.00%		100.00%	
Assumed Inflation - Mean		2.30%		2.37%
Assumed Inflation - Standard Deviation		1.46%		1.46%
Portfolio Nominal Mean Return		7.77%		4.84%
Portfolio Standard Deviation		12.25%		4.44%
Long Term Expected Rate of Return selected by MTA		**6.50%**		**4.00%**

	NYCERS		NYSLERS	
Asset Class	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**	**Target Asset Allocation**	**Long - Term Expected Real Rate of Return**
U.S. Public Market Equities	23.50%	6.70%	25.00%	6.80%
International Public Market Equities	0.00%	0.00%	14.00%	9.35%
Developed Public Market Equities	11.60%	7.10%	0.00%	0.00%
Emerging Public Market Equities	4.90%	8.30%	0.00%	0.00%
Fixed Income	31.00%	3.00%	22.00%	4.00%
Private Equities	10.00%	11.20%	15.00%	10.00%
Alternatives (Real Assets, Hedge Funds)	0.00%	0.00%	4.00%	8.34%
Real Estate	8.00%	7.00%	12.00%	7.10%
Infrastructure	4.50%	6.30%	0.00%	0.00%
Absolute Return Strategies	0.00%	0.00%	0.00%	0.00%
Opportunistic Portfolio	6.50%	8.30%	3.00%	7.88%
Cash	0.00%	0.00%	1.00%	2.50%
Credit	0.00%	0.00%	4.00%	7.93%
	100.00%		100.00%	
Assumed Inflation - Mean		2.50%		2.90%
Long Term Expected Rate of Return		**7.00%**		**5.90%**

Discount rate

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

Year ended December 31,	**2025**		**2024**	
Pension Plan	**Measurement Date**	**Rate**	**Measurement Date**	**Rate**
LIRR Additional Plan	December 31, 2024	6.50%	December 31, 2023	6.50%
MaBSTOA Pension Plan	December 31, 2024	6.50%	December 31, 2023	6.50%
MNR Cash Balance Plan	December 31, 2024	4.00%	December 31, 2023	4.00%
MTA Defined Benefit Pension Plan	December 31, 2024	6.50%	December 31, 2023	6.50%
NYCERS	June 30, 2025	7.00%	June 30, 2024	7.00%
NYSLERS	March 31, 2025	5.90%	March 31, 2024	5.90%

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

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

Changes in the MTA's net pension liability for the LIRR Additional Plan, MaBSTOA Pension Plan, MNR Cash Balance Plan and the MTA Defined Benefit Pension Plan for the year ended December 31, 2025, based on the December 31, 2024 measurement date, and for the year ended December 31, 2024, based on the December 31, 2023 measurement date, were as follows (in $ thousands):

	LIRR Additional Plan			MaBSTOA Pension Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance as of December 31, 2023	$ 1,200,887	$ 711,781	$ 489,106	$ 4,685,055	$ 3,810,475	$ 874,580
Changes for fiscal year 2024:						
Service Cost	71	-	71	101,919	-	101,919
Interest on total pension liability	73,783	-	73,783	302,222	-	302,222
Effect of plan changes	-	-	-	12,932	-	12,932
Effect of economic / demographic (gains) or losses	2,053	-	2,053	67,495	-	67,495
Benefit payments	(133,794)	(133,795)	1	(279,205)	(279,205)	-
Administrative expense	-	(915)	915	-	(529)	529
Member contributions	-	45	(45)	-	28,506	(28,506)
Net investment income	-	57,553	(57,553)	-	364,654	(364,654)
Employer contributions	-	74,957	(74,957)	-	189,884	(189,884)
Balance as of December 31, 2024	$ 1,143,000	$ 709,626	$ 433,374	$ 4,890,418	$ 4,113,785	$ 776,633

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

	MNR Cash Balance Plan			MTA Defined Benefit Pension Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance as of December 31, 2023	$ 262	$ 253	$ 9	$ 8,277,409	$ 6,553,455	$ 1,723,954
Changes for fiscal year 2024:						
Service Cost	-	-	-	242,996	-	242,996
Interest on total pension liability	10	-	10	541,037	-	541,037
Effect of plan changes	-	-	-	10,126	-	10,126
Effect of economic / demographic (gains) or losses	14	-	14	85,003	-	85,003
Benefit payments	(34)	(34)	-	(399,832)	(399,832)	-
Administrative expense	-	-	-	-	(4,801)	4,801
Member contributions	-	-	-	-	43,752	(43,752)
Net investment income	-	8	(8)	-	633,816	(633,816)
Employer contributions	-	22	(22)	-	355,279	(355,279)
Balance as of December 31, 2024	$ 252	$ 249	$ 3	$ 8,756,739	$ 7,181,669	$ 1,575,070

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

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

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

Measurement Date:	December 31, 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%)
		(in thousands)			(in thousands)	
LIRR Additional Plan	$ 518,085	$ 433,374	$ 359,091	$ 579,748	$ 489,106	$ 409,805
MaBSTOA Pension Plan	1,328,018	776,633	309,745	1,403,484	874,580	426,535
MTA Defined Benefit Pension Plan	2,663,898	1,575,070	660,734	2,758,448	1,723,954	855,028

Measurement Date:	December 31, 2024			December 31, 2023		
	1% Decrease (3.0%)	Discount Rate (4.0%)	1% Increase (5.0%)	1% Decrease (3.0%)	Discount Rate (4.0%)	1% Increase (5.0%)
		(in whole dollars)			(in whole dollars)	
MNR Cash Balance Plan	$ 17,295	$ 3,125	$ (9,479)	$ 24,680	$ 9,226	$ (4,479)

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

The following table presents the MTA's proportionate share of the net pension liability of NYCERS based on the June 30, 2024 and June 30, 2023 actuarial valuations, rolled forward to June 30, 2025 and June 30, 2024, respectively, and the proportion percentage of the aggregate net pension liability allocated to the MTA:

	NYCERS	
	June 30, 2025	June 30, 2024
	($ in thousands)	
MTA's proportion of the net pension liability	22.750%	21.980%
MTA's proportionate share of the net pension liability	$ 3,022,481	$ 3,615,094

The following table presents the MTA's proportionate share of the net pension liability of NYSLERS based on the April 1, 2024 and April 1, 2023 actuarial valuations, rolled forward to March 31, 2025 and March 31, 2024, respectively, and the proportion percentage of the aggregate net pension liability allocated to the MTA:

	NYSLERS	
	March 31, 2025	March 31, 2024
	($ in thousands)	
MTA's proportion of the net pension liability	0.480%	0.355%
MTA's proportionate share of the net pension liability	$ 82,359	$ 52,271

The MTA's proportion of each respective Plan's net pension liability was based on the MTA's actual required contributions made to NYCERS for the plan's fiscal year-end June 30, 2025 and 2024 and to NYSLERS for the plan's fiscal year-end March 31, 2025 and 2024, relative to the contributions of all employers in each plan.

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

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

Measurement Date:	**June 30, 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%)
NYCERS	$ 5,724,981	$ 3,022,481	$ 744,072	$ 6,138,640	$ 3,615,094	$ 1,483,419

Measurement Date:	**March 31, 2025**			**March 31, 2024**		
	1% Decrease (4.9%)	Discount Rate (5.9%)	1% Increase (6.9%)	1% Decrease (4.9%)	Discount Rate (5.9%)	1% Increase (6.9%)
NYSLERS	$ 238,358	$ 82,359	$ (47,900)	$ 164,345	$ 52,271	$ (41,334)

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

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

	December 31,	
Pension Plan	**2025**	**2024**
LIRR Additional Plan	$ 46,690	$ 39,628
MaBSTOA Pension Plan	220,333	185,108
MNR Cash Balance plan	26	(10)
MTA Defined Benefit Pension Plan	517,843	483,522
NYCERS	464,905	745,503
NYSLERS	22,205	23,939
Total	**$ 1,272,002**	**$ 1,477,690**

For the years ended December 31, 2025 and 2024, the MTA reported deferred outflow of resources and deferred inflow of resources for each pension plan as follows (in $ thousands):

For the Year Ended December 31, 2025	**LIRR Additional Plan**		**MaBSTOA Pension Plan**		**MNR Cash Balance Plan**		**MTA Defined Benefit Pension Plan**	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ -	$ -	$ 78,475	$ 18,061	$ -	$ -	$ 224,143	$ 334
Changes in assumptions	-	-	46,865	-	-	-	272,079	-
Net difference between projected and actual earnings on pension plan investments	12,808	-	-	42,636	31	-	-	75,042
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	1,824	1,824	-	-	81,270	81,270
Employer contributions to the plan subsequent to the measurement of net pension liability	1,389	-	18,277	-	17	-	91,261	-
Total	$ 14,197	$ -	$ 145,441	$ 62,521	$ 48	$ -	$ 668,753	$ 156,646

For the Year Ended December 31, 2025	**NYCERS**		**NYSLERS**		**TOTAL**	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 471,306	$ 5,959	$ 20,442	$ 964	$ 794,366	$ 25,318
Changes in assumptions	-	15,192	3,454	-	322,398	15,192
Net difference between projected and actual earnings on pension plan investments	-	261,652	6,462	-	19,301	379,330
Changes in proportion and differences between contributions and proportionate share of contributions	8,899	6,139	16,351	839	108,344	90,072
Employer contributions to the plan subsequent to the measurement of net pension liability	488,510	-	31,480	-	630,934	-
Total	$ 968,715	$ 288,942	$ 78,189	$ 1,803	$ 1,875,343	$ 509,912

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

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

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

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

	Recognition Period (in years)		
Pension Plan	**Differences between expected and actual experience**	**Changes in proportion and differences between employer contributions and proportionate share of contributions**	**Changes in actuarial assumptions**
LIRR Additional Plan	1.00	N/A	N/A
MaBSTOA Pension Plan	6.10	6.10	N/A
MNR Cash Balance Plan	1.00	N/A	1.00
MTA Defined Benefit Pension Plan	8.40	N/A	8.30
NYCERS	5.56	5.56	5.56
NYSLERS	5.00	N/A	N/A

For the years ended December 31, 2025 and 2024, $630.9 and $500.6 were reported as deferred outflows of resources related to pensions resulting from the MTA's contributions subsequent to the measurement date which will be recognized as a reduction of the net pension liability in the year ending December 31, 2026 and December 31, 2025, respectively. 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:

Year Ending December 31:	LIRR Additional Plan	MaBSTOA Pension Plan	MNR Cash Balance plan	MTA Defined Benefit Pension Plan (in thousands)	NYCERS	NYSLERS	Total
2026	$ 5,257	$ 42,209	$ 16	$ 149,154	$ 405,652	$ 18,725	$ 621,013
2027	14,970	62,015	13	204,021	(101,015)	25,290	205,294
2028	(4,882)	(44,674)	2	318	(91,902)	(2,804)	(143,942)
2029	(2,537)	(8,077)	-	7,014	(46,479)	3,695	(46,384)
2030	-	12,064	-	30,269	25,007	-	67,340
Thereafter	-	1,106	-	30,070	-	-	31,176
	$ 12,808	$ 64,643	$ 31	$ 420,846	$ 191,263	$ 44,906	$ 734,497

Deferred Compensation Program

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

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

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

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

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

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

In 2011, the Deferred Compensation Program began offering Roth contributions. Employees can elect after-tax Roth contributions and before-tax contributions in both the 401(k) Plan and the 457 Plan. The total combination of Roth after-tax contributions and regular before-tax contributions cannot exceed the IRS maximum of $23,000 dollars or $30,500 dollars for those over age 50 for the year ended December 31, 2024, in each Plan. The total combination of Roth after-tax contributions and regular before-tax contributions cannot exceed the IRS maximum of $23,500 dollars if you are under age 50, $31,000 if you are age 50-59 or over age 63, and $34,750 if you are age 60-63 at any time during the calendar year for the year ended December 31, 2025, in each Plan.

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

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

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

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

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

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

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

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

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

MTAHQ – Business Services - Effective January 1, 2011, all newly hired MTA Business Services Center and IT employees represented by the TCU are eligible to receive a matching contribution. Effective January 1, 2017, all newly hired MTA employees in the procurement department represented by the TCU are eligible to receive a matching contribution. The matching contribution for these eligible employees is currently equal to 100% of the first 5% of compensation deferred on a pre-tax basis. A participant's right to the balance in his or her matching contributions account shall vest upon the first of the following to occur:

1. Completing 5 years of service,
2. Attaining the Normal Retirement Age of 62 while in continuous employment, or
3. Death while in continuous employment.

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

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

	December 31, 2025	December 31, 2024
	(In thousands)	
Employer 401(k) contributions	$3,825	$3,894

6. OTHER POSTEMPLOYMENT BENEFITS

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

(1) Plan Description

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

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

The OPEB Plan Board of Managers, composed of the MTA Chairman, MTA Chief Financial Officer and MTA Director of Labor Relations, are the administrators of the OPEB Plan. The MTA Board has the right to amend, suspend or terminate the

OPEB Plan. The OPEB Plan is a fiduciary component unit of the MTA and is in the Pension and Other Employee Benefit Trust Funds section of the MTA's basic financial statements.

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

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

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

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

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

i. have retired;

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

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

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

Surviving Spouse and Other Dependents —

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

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

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

	Number of Participants	
	July 1, 2023	July 1, 2021
Active plan members	71,454	68,672
Inactive plan members currently receiving benefit payments	50,932	48,888
Inactive plan members entitled to but not yet receiving benefit payments	41	131
Total	122,427	117,691

Contributions — The MTA is not required by law or contractual agreement to provide funding for the OPEB Plan, other than the "pay-as-you-go" ("PAYGO") amounts. PAYGO is the cost of benefits necessary to provide the current benefits to retirees and eligible beneficiaries and dependents. Employees are not required to contribute to the OPEB Plan. The OPEB Plan Board has the authority for establishing and amending the funding policy. For the years ended December 31, 2025 and 2024, the MTA paid $942 and $944 of PAYGO to the OPEB Plan, respectively. The PAYGO amounts include an implicit rate subsidy adjustment of $64 and $67 for the years ended December 31, 2025 and 2024, respectively.

The discount rate estimates investment earnings for assets earmarked to cover retiree health benefits. Under GASB 75, the discount rate depends on the nature of underlying assets for funded plans. Since the amount of benefits paid in 2020 exceeded the current fair value of the assets, a depletion date is assumed to occur immediately. Therefore, the discount rate is set equal to the municipal bond index. The MTA elected the Bond Buyer General Obligation 20-Bond Municipal Bond Index. As a result, the discount rates as of December 31, 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 $66,606 and $62,445, respectively, as part of the employer's payment for active-employee healthcare benefits. For purposes of GASB 75, this payment made on behalf of the active employees should be reclassified as benefit payments for retiree health care to reflect the retirees' underlying age-adjusted, retiree benefit costs.

Blended and Age-adjusted Premium (in thousands)	**2024 Retirees**	**2023 Retirees**
Total blended premiums	$ 877,690	$ 819,815
Employment payment for retiree healthcare	66,606	62,445
Net Payments	$ 944,296	$ 882,260

(2) Actuarial Assumptions

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

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

The total OPEB liability was determined by an actuarial valuation performed on July 1, 2023. Update procedures were used to roll forward the total OPEB liability to the measurement dates of December 31, 2024, and December 31, 2023.

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%

Healthcare Cost Trend — The Society of Actuaries developed and regularly updates a long-term medical trend model based on detailed research performed by a committee of economists and actuaries, which included a representative from Milliman. Milliman uses this model as the foundation for the trend that it recommends to our clients for postretirement healthcare valuations, with certain adjustments designed to produce trends that are appropriate for employer plans. These adjustments include incorporating assumed administrative cost 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 MTA New York City Transit ("Union Health Plans"). The following lists illustrative rates for the NYSHIP benefits and associated Medicare Part B reimbursements, as well as for dental and vision benefits (all amounts are in percentages).

	NYSHIP Trend		TBTA No Rx Trend		Medicare	Dental/Vision
Fiscal Year	< 65	> = 65	< 65	> = 65	Part B Trend	Trend
2023	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%

(continued) Fiscal Year	NYSHIP Trend < 65	NYSHIP Trend > = 65	TBTA No Rx Trend < 65	TBTA No Rx Trend > = 65	Medicare Part B Trend	Dental/ Vision Trend
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 for applicable represented employees of MTA New York City Transit, MTA Staten Island Railway and MTA Bus. For TWU Local 100 members of MTA New York City Transit and MTA Bus Company, the post-65 trends reflect the Medicare Advantage and EGWP Option 1 and Option 2 plans only.

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

Fiscal Year	Union Health Plans Medical Trend < 65	Union Health Plans Medical Trend > = 65	Union Health Plans Medical Trend TWU MA Trend	Union Health Plans Rx Trend < 65	Union Health Plans Rx Trend > = 65	Union Health Plans Rx 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 costs, and 3.7% for Medicare Part B costs.

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

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

(3) Net OPEB Liability

At December 31, 2025 and 2024, the MTA reported a net OPEB liability of $19,575 and $20,229, respectively. The MTA's net OPEB liability was measured as of December 31, 2024 and December 31, 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 July 1, 2021 and rolled forward to December 31, 2023 and December 31, 2022, respectively.

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

Expected Rate of Return on Investments — The best-estimate range for the long-term expected rate of return was determined by adding expected inflation to expected long-term real returns and reflecting expected volatility and correlation. The capital market assumptions are as of December 31, 2024.

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 1-3 Yr TR	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 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 of 4.08% and as of December 31, 2023 of 3.26%.

Changes in Net OPEB Liability — Changes in the MTA's net OPEB liability for the year ended December 31, 2025 based on the December 31, 2024 measurement date, and for the year ended December 31, 2024, based on the December 31, 2023 measurement date, were as follows ($ in thousands):

	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance as of December 31, 2023	$ 21,603,051	$ 1,373,905	$ 20,229,146
Changes for the year:			
Service Cost	1,016,084	-	1,016,084
Interest on total OPEB liability	722,115	-	722,115
Effect of plan changes	291,217	-	291,217
Effect of economic/demographic gains or losses	51,425	-	51,425
Effect of assumptions changes or inputs	(1,732,215)	-	(1,732,215)
Benefit payments	(944,296)	(944,296)	-
Employer contributions	-	944,296	(944,296)
Net investment income	-	58,822	(58,822)
Administrative expenses	-	(145)	145
Net changes	(595,670)	58,677	(654,347)
Balance as of December 31, 2024	$ 21,007,381	$ 1,432,582	$ 19,574,799

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

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

Measurement Date:		**December 31, 2024**	
	1% Decrease 3.08%	**Discount Rate 4.08%**	**1% Increase 5.08%**
Net OPEB liability	$22,313,162	$19,574,799	$17,297,202

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

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

Measurement Date:		**December 31, 2024**	
	1% Decrease	**Healthcare Cost Current Trend Rate***	**1% Increase**
Net OPEB liability	$16,674,836	$19,574,799	$23,200,656

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

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

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

For the years ended December 31, 2025 and 2024, the MTA recognized OPEB expenses of $1.13 billion and $1.32 billion, respectively.

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

	December 31, 2025		**December 31, 2024**	
	Deferred Outflows of Resources	**Deferred Inflows of Resources**	**Deferred Outflows of Resources**	**Deferred Inflows of Resources**
Differences between expected and actual experience	$ 256,138	$ 2,275,615	$ 282,966	$ 2,672,926
Changes of assumptions	1,681,354	4,045,230	2,156,494	3,329,443
Net difference between projected and actual earnings on OPEB plan investments	-	9,223	5,658	-
Changes in proportion and differences between contributions and proportionate share of contributions	2,242,054	2,242,054	2,437,101	2,437,101
Employer contributions to the plan subsequent to the measurement of net OPEB liability	942,439	-	944,296	-
Total	**$ 5,121,985**	**$ 8,572,122**	**$ 5,826,515**	**$ 8,439,470**

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

For the years ended December 31, 2025 and 2024, $942.4 and $944.3 were reported as employer contributions subsequent to measurement date. The current year contributions included MTA's contributions subsequent to the measurement date and an implicit rate subsidy adjustment that will be recognized as a reduction of the net OPEB liability in the year ending December 31, 2026 and December 31, 2025, 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:

Year ending December 31:	2026	$ (766,654)
	2027	(668,301)
	2028	(728,064)
	2029	(920,703)
	2030	(727,958)
	Thereafter	(580,896)
		$ (4,392,576)

7. LONG-TERM DEBT

(In millions)	Original Issuance	December 31, 2024	Issued	Retired	December 31, 2025
MTA:					
Transportation Revenue Bonds					
1.43%-5.25% due through 2057	$ 48,645	$ 17,189	$ 2,250	$ 2,772	$ 16,667
Dedicated Tax Fund Bonds					
1.86%-5.00% due through 2057	12,780	4,733	84	240	4,577
	61,425	21,922	2,334	3,012	21,244
Net unamortized bond premium	-	614	208	251	571
	61,425	**22,536**	**2,542**	**3,263**	**21,815**
TBTA:					
General Revenue Bonds					
1.00%–5.50% due through 2057	12,939	8,530	728	612	8,646
Payroll Mobility Tax Senior Lien Obligations					
2.00%-5.50% due through 2059	8,117	10,546	1,200	203	11,543
Sales Tax Revenue Bonds					
3.73%-5.50% due through 2064	3,604	3,604	-	2	3,602
Subordinate Revenue Bonds					
1.00%-5.50% due through 2032	1,832	242	-	17	225
Real Estate Transfer Tax Revenue Bond					
4.50%-5.50% due through 2059	1,600	-	1,600	12	1,588
Subordinate BAN					
5.00% due through 2028	500	-	500	-	500
Bond Anticipation Notes					
5.00% due through 2028	730	379	230	379	230
	29,322	23,301	4,258	1,225	26,334
Net unamortized bond premium		2,027	270	235	2,062
	29,322	**25,328**	**4,528**	**1,460**	**28,396**
MTA Hudson Rail Yards Trust:					
MTA Hudson Rail Yards Trust Obligations					
1.88%–2.65% due through 2056	1,220	756	-	15	741
Net unamortized bond premium	-	84	-	2	82
	1,220	**840**	**-**	**17**	**823**
Total	**$ 91,967**	**$ 48,704**	**$ 7,070**	**$ 4,740**	**$ 51,034**
Current portion		$ 1,472			$ 1,698
Long-term portion		$ 47,232			$ 49,336

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

	December 31, 2024	December 31, 2025
Current Portion - MTA		
Transportation Revenue Bonds	$ 505	$ 585
Dedicated Tax Fund Bonds	111	117
	616	702
Current Portion - TBTA		
General Revenue Bonds	366	397
PMT Bonds/ BAN	470	577
Sales Tax Revenue Bonds	2	3
Real Estate Transfer Tax Revenue Bonds:	-	19
Subordinate Revenue Bonds	18	-
	856	996
Total	**$ 1,472**	**$ 1,698**

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

Details of the current portion of Long-Term debt at and are as follows:

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

MTA and its affiliate, MTA Bridges and Tunnels, issue bonds and notes to finance capital projects in approved transit and commuter capital programs and to refund outstanding indebtedness. Proceeds from the following bonds may be used to finance transit and commuter projects: MTA Transportation Revenue Bonds ("TRB"), MTA Dedicated Tax Fund Bonds ("DTF"), MTA and MTA Bridges and Tunnels Senior Payroll Mobility Tax Bonds, Real Estate Transfer Tax Revenue Bonds ("MTA Bridges and Tunnels Capital Lockbox Fund"), and MTA Bridges and Tunnels Sales Tax Revenue Bonds ("MTA Bridges and Tunnels" Capital Lockbox – City Sales Tax), each secured by specified revenue sources as explained below. Projects may also be financed with bond anticipation notes ("BANs") issued as interim financing in anticipation of permanent bonds.

The NYS Legislature limits the total debt MTA and MTA Bridges and Tunnels can issue for approved transit and commuter capital programs. The current ceiling, $115,500 compares with outstanding issuances of approximately $50,537 as of December 31, 2025. MTA expects that this limit will suffice to meet the bonding needs of the approved capital programs.

MTA Bridges and Tunnels also issues bonds and notes to finance capital projects relating to its bridge and tunnel facilities and to refund outstanding indebtedness. Such bridge and tunnel facility projects are financed with proceeds of its General Revenue Bonds and Subordinated Revenue Bonds secured by net bridge and tunnel tolling revenues, as well as related BANs. General Revenue Bonds and Subordinated Revenue Bonds may also be used to finance approved transit and commuter capital programs.

Under applicable state law, MTA and MTA Bridges and Tunnels bonds may have maximum maturities of up to 50 years, and related BANs must be refunded with long-term bonds within five years of their initial issuance.

MTA and MTA Bridges and Tunnels periodically issue refunding bonds to achieve debt service savings or other benefits. Proceeds are typically invested in U.S. Treasury obligations held in irrevocable trusts, whose principal and interest repay the refunded debt. Both the trust assets and the refunded debt are excluded from the consolidated statements of net position.

In addition to the bonds and BANs described above, MTA and MTA Bridges and Tunnels periodically issue other obligations for specific purposes, detailed below.

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

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

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

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

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

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

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

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

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

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

MTA Transportation Revenue Subordinated Contract Obligations — are secured under the Transportation Resolution. On May 4, 2023, MTA incurred a Subordinated Contract Obligation of $160.628 in connection with a public-private partnership project that will provide accessibility upgrades at certain MTA New York City Transit subway stations. MTA has not issued any Subordinated Contract Obligations in 2025.

MTA Revenue Anticipation Notes — are secured by a lien on Operating Subsidies (as defined in the Transportation Resolution) prior to the lien in favor of the owners of TRB, Subordinated Contract Obligations, and Subordinated Indebtedness issued under the Transportation Resolution. The maturity on such Revenue Anticipation Notes ("RANs") may not exceed 18 months. While such notes can be rolled over, the final maturity cannot exceed five years from the date of their original issuance. MTA typically issues RANs for working capital purposes. From time to time, MTA enters into Revolving Credit Agreements with draws evidenced by RANs.

On February 4, 2025, MTA entered into a $300 taxable Revolving Credit Agreement with Wells Fargo Bank, N.A., set to expire on February 4, 2028, unless renewed. As of December 31, 2025, MTA also maintains revolving credit agreements of $800 with JP Morgan Chase Bank, N.A., expiring April 28, 2026, and $200 with Bank of America, N.A., expiring July 30, 2027.

MTA Dedicated Tax Fund Bonds — are secured under MTA's Dedicated Tax Fund Obligation Resolution adopted on March 26, 2002. The DTF are MTA's special obligations payable solely from monies held in the Pledged Amounts Account of the MTA Dedicated Tax Fund. MTA has not issued any new DTF in 2025.

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

On October 2, 2025, MTA effected a mandatory tender and remarketing of $84.855 of Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-2b as its respective irrevocable direct-pay LOC issued by PNC Bank, National Association was replaced with a new irrevocable direct-pay LOC issued by Bank of America, N.A. The subseries of bonds were remarketed as VRDBs in Weekly Mode. The LOC for the subseries of bonds will expire on October 2, 2030. In connection with this transaction, Fitch upgraded the short-term rating of the Subseries 2008A-2b bonds to F1+ from F1 and affirmed the long-term rating of AAA, with a stable outlook.

2 Broadway CoP Swap Payments — The Certificates of Participation were paid off in 2016 and are no longer outstanding. The associated interest rate swap is scheduled to mature in 2030.

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

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

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

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

On November 20, 2025, MTA effected a mandatory tender and remarketed $148.470 of MTA Bridges and Tunnels General Revenue Variable Rate Refunding Bonds, Series 2018E as its respective irrevocable direct-pay LOC issued by UBS AG was replaced with a new irrevocable direct-pay LOC issued by Royal Bank of Canada. The series of bonds were remarketed as VRDBs in Weekly Mode. The LOC for the series of bonds will expire on November 20, 2028.

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

MTA Bridges and Tunnels Subordinate Revenue Bond Anticipation Notes — are issued in accordance with the terms and provisions of the 2001 Subordinate Revenue Resolution Authorizing Subordinate Revenue Obligations of MTA Bridges and Tunnels adopted on March 26, 2002, as supplemented, including as supplemented by the Multiple Credit and Series 2025 Supplemental Resolution Authorizing Obligations, Obligation Anticipation Notes and Refunding Obligations adopted by

MTA Bridges and Tunnels on December 18, 2024. The purpose of the issuance of BANs or bonds under the aforementioned supplemental resolution, in one or more series from time to time, as necessary is to finance: MTA Bridges and Tunnels capital projects, or to retire such obligations when due, plus accrued interest, applicable issuance costs and any original issue discount; MTA transit or commuter capital programs (less amounts issued for such purposes under the MTA multiple credit supplemental resolution referenced above), or to retire such obligations when due, plus accrued interest, applicable issuance costs and any original issue discount; or refinance the costs of the CRZ Tolling Program pursuant to a previously approved resolution of MTA Bridges and Tunnels.

On February 6, 2025, MTA issued $500 MTA Bridges and Tunnels Subordinate Revenue BANs, Series 2025A. Proceeds from the transaction financed existing approved 2020-2024 Capital Program transit and commuter projects and funded capitalized interest payments through May 15, 2026. The Series 2025A Notes were issued as fixed rate tax-exempt notes maturing February 1, 2028.

MTA Bridges and Tunnels Second Subordinate Bond Anticipation Notes — are issued in accordance with the terms and provisions of the CRZ Tolling Program Second Subordinate Revenue Resolution authorizing CRZ Tolling Program Second Subordinate Revenue Obligations. The purpose of the issuance of BANs or bonds under CRZ Tolling Program Second Subordinate Revenue Resolution, in one or more series from time to time, is to provide funds in an amount not to exceed $506 million to finance costs of the CRZ Tolling Program infrastructure, tolling systems, and allowable implementation expense or to retire any such BANs when due.

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

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

MTA and MTA Bridges and Tunnels Payroll Mobility Tax Bond Anticipation Notes – are issued pursuant to the MTA and MTA Bridges and Tunnels PMT Resolutions, respectively.

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

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

MTA Bridges and Tunnels Sales Tax Revenue Bonds ("MTA Bridges and Tunnels Capital Lockbox – City Sales Tax") — are issued pursuant to MTA Bridges and Tunnels 2021 MTA Bridges and Tunnels Special Obligation Resolution Authorizing Sales Tax Revenue Obligation adopted on September 15, 2021. The Sales Tax Revenue Bonds are MTA Bridges and Tunnels' special, not general, obligations, payable solely from monies in the Obligations Trust Estate pledged by the MTA Bridges and Tunnels Sales Tax Resolution derived primarily from the Sales Tax Receipts paid from the MTA Bridges and Tunnels Capital Lockbox Fund and deposited into the Revenue Fund. There have been no MTA Bridges and Tunnels Sales Tax Revenue Bonds issued in 2025.

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

On January 23, 2025, MTA launched its second Capital Lockbox credit with the inaugural issuance of $1,600 of Real Estate Transfer Tax Revenue Bonds, Series 2025A. Proceeds financed approved 2020–2024 Capital Program transit and commuter projects, funded the debt service reserve, and covered issuance costs. The Series 2025A Bonds are fixed-rate, tax-exempt, with a final maturity of December 1, 2059.

Congestion Relief ZoneTolling Program Obligations – On May 2, 2025, MTA Bridges and Tunnels entered into a loan agreement with a custodian on behalf of a lender. Pursuant to the loan agreement, the lender provided a term loan to the MTA Bridges and Tunnels in the amount of $500 and the maturity date of May 1, 2026. The repayment of the principal of and interest on the loan is secured by a lien on CRZ revenues collected on or after May 1, 2025 net of operating expenses and certain other costs. MTA Bridges and Tunnels is using the loan proceeds to finance transit and commuter projects in the 2020-2024 Capital Program.

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

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

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

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

Refer to Note 8 for further information on Leases.

Debt Limitation — The NYS Legislature has imposed limitations on the aggregate amount of debt that the MTA and MTA Bridges and Tunnels can issue to fund the approved transit and commuter capital programs. The current aggregate ceiling, subject to certain exclusions, is $115,500 compared with issuances totaling approximately $50,037 as of December 31, 2025. The MTA expects that the current statutory ceiling will allow it to fulfill the bonding requirements of the approved Capital Programs.

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

For the year ended December 31, 2025, MTA refunding transactions decreased aggregate debt service payments by $154 and provided an economic gain of $140. For the year ended December 31, 2024, MTA refunding transactions decreased aggregate debt service payments by $327 and provided an economic gain of $203. Details of bond refunding savings for December 31, 2025 and December 31, 2024 are as follows:

Refunding Bonds Issued in 2025	Series	Date issued	Par value Refunded	Debt Service Savings (Increase)	Net Present Value of Savings
Metropolitan Transportation Authority Transportation Revenue Refunding Bonds	2025A	3/27/2025	$ 895	$ 32	$ 29
Triborough Bridge and Tunnel Authority General Revenue Refunding Bonds	2025A-2	8/20/2025	246	23	20
Metropolitan Transportation Authority Transportation Revenue Refunding Bonds	2025B	9/24/2025	1,547	99	91
Total Bond Refunding Savings			$ 2,688	$ 154	$ 140

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

Unamortized gains and losses related to bond refundings were as follows:

	December 31, 2023	(Gain)/ loss on refunding	2024 amortization	December 31, 2024	(Gain)/ loss on refunding	Current year amortization	December 31, 2025
MTA:							
Transportation Revenue Bonds	$ 196	$ (125)	$ 34	$ 105	$ (85)	$ (11)	$ 9
Dedicated Tax Fund Bonds	126	31	(36)	121	-	(11)	110
	322	(94)	(2)	226	(85)	(22)	119
MTA Bridges and Tunnels:							
General Revenue Bonds	78	-	(13)	65	(24)	(12)	29
Subordinate Revenue Bonds	(2)	-	1	(1)	-	-	(1)
	76	-	(12)	64	(24)	(12)	28
Total	$ 398	$ (94)	$ (14)	$ 290	$ (109)	$ (34)	$ 147

Debt Service Payments — Future principal and interest debt service payments at December 31, 2025 are as follows (in millions):

	MTA		MTA BRIDGES AND TUNNELS		Debt Service	
Year	Principal	Interest	Principal	Interest	Principal	Interest
2026	$ 702	$ 929	$ 996	$ 1,218	$ 1,698	$ 2,147
2027	649	878	1,648	1,159	2,297	2,037
2028	717	803	1,790	1,081	2,507	1,884
2029	759	781	1,174	1,022	1,933	1,803
2030	905	734	919	984	1,824	1,718
2031-2035	4,702	3,332	3,889	4,541	8,591	7,873
2036-2040	3,873	2,718	3,337	3,741	7,210	6,459
2041-2045	3,658	1,886	3,162	2,847	6,820	4,733
2046-2050	3,694	845	3,792	1,995	7,486	2,840
2051-2055	1,849	232	3,285	1,061	5,134	1,293
2056-2060	477	5	1,427	413	1,904	418
Thereafter	-	-	915	92	915	92
	$ 21,985	$ 13,143	$ 26,334	$ 20,154	$ 48,319	$ 33,297

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

- *Transportation Revenue Refunding Bonds, Series 2002D — 4.45% per annum taking into account the interest rate swap plus the current fixed floating rate note spread.*
- *Transportation Revenue Refunding Bonds, Series 2002G — 3.542% per annum taking into account the interest rate swap plus the current fixed floating rate note spread; and 4.00% per annum plus the current fixed floating rate note spread on the unhedged portion.*
- *Transportation Revenue Bonds, Series 2005D — 3.561% per annum taking into account the interest rate swaps.*
- *Transportation Revenue Bonds, Series 2005E — 3.561% per annum taking into account the interest rate swaps and 4.00% per annum on the unhedged portion.*

- *Transportation Revenue Bonds, Series 2012A — 4.00% per annum plus the current fixed floating rate note spread.*
- *Transportation Revenue Bonds, Series 2012G — 3.563% per annum taking into account the interest rate swaps plus the current fixed floating rate note spread.*
- *Transportation Revenue Bonds, Series 2015E — 4.00% per annum.*
- *Dedicated Tax Fund Variable Rate Refunding Bonds, Series 2008A — 3.316% per annum taking into account the interest rate swaps plus the current fixed floating rate note spread; and 4.00% per annum plus the current fixed floating rate note spread on the unhedged portion.*
- *MTA Bridges and Tunnels General Revenue Refunding Bonds, Series 2001C — 4.00% per annum.*
- *MTA Bridges and Tunnels General Revenue Bonds, Series 2003B — 4.00% per annum; and 4.00% per annum plus the current fixed floating rate note spread on Subseries 2003B-2.*
- *MTA Bridges and Tunnels General Revenue Bonds, Series 2005A — 4.00% per annum except from November 1, 2027 through November 1, 2030, 3.076% per annum taking into account the interest rate swap.*
- *MTA Bridges and Tunnels General Revenue Refunding Bonds, Series 2005B — 3.076% per annum based on the Initial Interest Rate Swaps plus the current fixed floating rate note spread.*
- *MTA Bridges and Tunnels General Revenue Bonds, Series 2018E — 4.00% per annum.*

Loans Payable – The MTA and the New York Power Authority ("NYPA") entered into an updated Energy Services Program Agreement ("ESP Agreement"). The ESP Agreement authorized MTA affiliates and subsidiaries to enter into a Customer Installation Commitment 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 millions):

Year	Principal	Interest	Total
2026	$ 9	$ 2	$ 11
2027	9	2	11
2028	9	2	11
2029	7	1	8
2030	5	1	6
2031-2035	11	1	12
2036-2040	1	0	1
Total	$ 51	$ 9	$ 60

Current portion - NYPA Loan	$ 9
Current portion - CBDTP Loan	500*
Subtotal - Current Portion	509
Long-term portion - NYPA Loan	42
Total NYPA Loans Payable	$ 551

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 at December 31, 2025 was 2.36%.

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

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

Liquidity Facility — MTA and MTA Bridges and Tunnels have entered into several Standby Bond Purchase Agreements ("SBPA") or LOC as listed in the table below. In the event an Irrevocable Direct-Pay LOC is scheduled to expire without being extended or replaced with another Credit Facility, the bonds are subject to mandatory purchase under the LOC. The obligation to repay the LOC is secured by Bank Bonds. Currently, the terms of the LOC reimbursement agreements require repayment of Bank Bonds in 10 equal semi-annual installments beginning 180 days after the incurrence of Bank Bonds. As of December 31, 2025, there were no outstanding Bank Bonds.

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

* Renewed after 12/31/2025. Refer to Note 21 for additional information.

Derivative Instruments — Fair value for the swaps is calculated in accordance with GASB 72, utilizing the income approach and Level 2 inputs. It incorporates the mid-market valuation, nonperformance risk of either MTA/MTA Bridges and Tunnels or the counterparty, as well as bid/offer. The fair values were estimated using the zero-coupon method. This method calculates the future net settlement payments required by the swap, assuming that the current forward rates implied by the yield curve correctly anticipate future spot interest rates. These payments are then discounted using the spot rates implied by the current yield curve for hypothetical zero-coupon bonds due on the date of each future net settlement on the swap.

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

Derivative Instruments - Summary Information as of December 31, 2025

Bond Resolution Credit - Cashflow Hedges	Underlying Bond Series	Effective Methodology	Trade/Hedge Association Date	Notional Amount	Fair Value
MTA Bridges and Tunnels Senior Revenue Bonds	2018E & 2003B (Citi 2005B)	Regression/Dollar Offset	6/2/2005	$ 173.700	$ (5.219)
MTA Bridges and Tunnels Senior Revenue Bonds	2005B-2,3,4	Synthetic Instrument/Regression	6/2/2005	521.100	(15.657)
MTA Bridges and Tunnels Senior Revenue Bonds	2005A (COPS 2004A)	Synthetic Instrument	4/1/2016	10.915	(0.215)
MTA Bridges and Tunnels Senior Revenue Bonds	2001C (COPS 2004A)	Regression	12/5/2016	5.000	(0.115)
MTA Dedicated Tax Fund Bonds	2008A	Regression	3/8/2005	180.435	(5.719)
MTA Transportation Revenue Bonds	2002D-2	Regression	7/11/2002	200.000	(21.181)
MTA Transportation Revenue Bonds	2005D & 2005E	Regression/Synthetic Instrument	9/10/2004	243.920	(13.584)
MTA Transportation Revenue Bonds	2012G	Synthetic Instrument	12/12/2007	353.575	(21.589)
MTA Transportation Revenue Bonds	2002G-1 (COPS 2004A)	Regression	4/1/2016	9.755	(0.006)
MTA Bridges and Tunnels Payroll Mobility Tax Senior Lien Bonds	2022E	Regression	4/1/2016	85.305	(1.865)
			Total	$ 1,783.705	$ (85.150)

Type of Derivatives: SOFR Fixed Payer; Cash Flow or Fair Value Hedge: Cash Flow.

Derivative Instruments - Summary Information as of December 31, 2024

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

Type of Derivatives: SOFR Fixed Payer; Cash Flow or Fair Value Hedge: Cash Flow.

	Changes In Fair Value		Fair Value at December 31, 2025		
	Classification	Amount (in millions)	Classification	Amount (in millions)	Notional (in millions)
Government activities					
Cash Flow hedges:					
Pay-fixed interest rate swaps	Deferred outflow of resources	$(18.987)	Debt	$(85.150)	$1,783.705

Swap Agreements Relating to Synthetic Fixed Rate Debt

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

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

Terms and Fair Values. The terms, fair values and counterparties of the outstanding swaps of MTA and MTA Bridges and Tunnels are reflected in the following tables (as of December 31, 2025):

Metropolitan Transportation Authority						
Related Bonds	**Notional Amount as of 12/31/25**	**Effective Date**	**Maturity Date**	**Terms**	**Counterparty and Ratings(S&P / Moody's / Fitch)**	**Fair Value as of 12/31/25**
TRB 2002D-2	$ 200.000	01/01/07	11/01/32	Pay 4.45%; receive 69% SOFR + 0.079%	JPMorgan Chase Bank, NA (AA-/ Aa2 / AA)	$ (21.181)
TRB 2005D	182.940	11/02/05	11/01/35	Pay 3.561%; receive 67% SOFR + 0.076%	UBS AG (A+ / Aa2 / A+)	(10.189)
TRB 2005E	60.980	11/02/05	11/01/35	Pay 3.561%; receive 67% SOFR + 0.076%	AIG Financial Products [1] (A- / Baa1 / BBB+)	(3.396)
TRB 2012G	353.575	11/15/12	11/01/32	Pay 3.563%; receive 67% SOFR + 0.076%	JPMorgan Chase Bank, NA (AA- / Aa2 / AA)	(21.589)
DTF 2008A	180.435	03/24/05	11/01/31	Pay 3.3156%; receive 67% SOFR + 0.076%	Bank of New York Mellon (AA- / Aa2 / AA)	(5.719)
Total	$ 977.930					$ (62.074)

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

MTA Bridges and Tunnels						
Related Bonds	Notional Amount as of 12/31/25	Effective Date	Maturity Date	Terms	Counterparty and Ratings (S&P / Moody's / Fitch)	Fair Value as of 12/31/25
TBTA 2018E & 2003B [4]	$ 173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	Citibank, N.A. (A+ / Aa3 / A+)	$ (5.219)
TBTA 2005B-2	173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	JPMorgan Chase Bank, NA (AA- / Aa2 / AA)	(5.219)
TBTA 2005B-3	173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	BNP Paribas North America (A+ / A1 / AA-) [1]	(5.219)
TBTA 2005B-4	173.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	UBS AG (A+ / Aa2 / A+)	(5.219)
TRB 2002G-1 & PMT 2022E TBTA 2005A & 2001C [2]	55.488 [3]	04/01/16	01/01/30	Pay 3.52%; receive 67% SOFR + 0.076%	U.S. Bank N.A. (A+ / A2 / A+)	(1.101) [3]
TRB 2002G-1 & PMT 2022E TBTA 2005A & 2001C [2]	55.487 [3]	04/01/16	01/01/30	Pay 3.52%; receive 67% SOFR + 0.076%	Wells Fargo Bank, N.A. (A+ / Aa2 / AA-)	(1.101) [3]
Total	**$ 805.775**					**$ (23.078)**

1 Guarantor: BNP Paribas North America.

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

3 Pursuant to an Interagency Agreement (following novations from UBS in April 2016), MTA New York City Transit is responsible for 68.7%, MTA is responsible for 21.0%, and MTA Bridges and Tunnels is responsible for 10.3% of the transaction. On November 1, 2022 the 2011B were refunded with 2022E-2a bonds. The portion of the U.S. Bank and Wells Fargo Swap associated with 2011B bonds were allocated to the 2022E-2a bonds.

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

SOFR: Secured Overnight Financing Rate
TRB: Transportation Revenue Bonds
DTF: Dedicated Tax Fund Bonds

Risks Associated with the Swap Agreements

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

Credit Risk. The risk that a counterparty becomes insolvent or is otherwise not able to perform its financial obligations. To mitigate the exposure to credit risk, the swap agreements include collateral provisions in the event of downgrades to the swap counterparties' credit ratings. Generally, MTA and MTA Bridges and Tunnels' swap agreements contain netting provisions under which transactions executed with a single counterparty are netted to determine collateral amounts. Collateral may be posted with a third-party custodian in the form of cash, U.S. Treasury securities, or certain Federal agency securities. MTA and MTA Bridges and Tunnels require its counterparties to fully collateralize if ratings fall below certain levels (in general, at the Baa1/BBB+ or Baa2/BBB levels), with partial posting requirements at higher rating levels (details on collateral posting discussed further under "Collateralization/Contingencies"). As of December 31, 2025, all of the valuations were in liability positions to MTA and MTA Bridges and Tunnels; accordingly, no collateral was posted by any of the counterparties.

The following table shows, as of December 31, 2025, the diversification, by percentage of notional amount, among the various counterparties that have entered into ISDA Master Agreements with MTA and/or MTA Bridges and Tunnels. The notional amount totals below include all swaps.

Counterparty	**S&P**	**Moody's**	**Fitch**	**Notional Amount (in thousands)**	**% of Total Notional Amount**
JPMorgan Chase Bank, NA	AA-	Aa2	AA	$727,275	40.77%
UBS AG	A+	Aa2	A+	356,640	19.99%
The Bank of New York Mellon	AA-	Aa2	AA	180,435	10.12%
Citibank, N.A.	A+	Aa3	A+	173,700	9.74%
BNP Paribas US Wholesale Holdings, Corp.	A+	A1	AA-	173,700	9.74%
U.S. Bank National Association	A+	A2	A+	55,488	3.11%
Wells Fargo Bank, N.A.	A+	Aa2	AA-	55,487	3.11%
AIG Financial Products Corp.	A-	Baa1	BBB+	60,980	3.42%
Total				$1,783,705	**100.00%**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

As of December 31, 2025, the aggregate mid-market valuation of the MTA's swaps subject to collateral posting agreements was $62.49 million; as of this date, the MTA was not subject to collateral posting based on its credit ratings (see further details below).

As of December 31, 2025, the aggregate mid-market valuation of MTA Bridges and Tunnels' swaps subject to collateral posting agreements was negative $22.96 million; as of this date, MTA Bridges and Tunnels was not subject to collateral posting based on its credit ratings (see further details below).

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

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

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

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

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

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

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

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

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

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

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

MTA (in millions)				
Year Ended	Variable-Rate Bonds			
December 31, 2025	Principal	Interest	Net Swap Payments	Total
2026	63.6	32.0	(3.1)	92.5
2027	55.9	29.6	(2.8)	82.7
2028	70.2	39.5	(2.5)	107.2
2029	95.9	37.8	(2.1)	131.6
2030	145.7	73.4	(1.8)	217.3
2031-2035	620.1	323.7	(3.2)	940.6
2036-2040	78.1	14.9	(0.4)	92.6
2041-2045	21.5	0.7	-	22.2

MTA Bridges and Tunnels (in millions)				
Year Ended	Variable-Rate Bonds			
December 31, 2025	Principal	Interest	Net Swap Payments	Total
2026	31.5	29.1	(6.3)	54.3
2027	32.9	27.8	(6.5)	54.2
2028	50.0	25.8	(6.4)	69.4
2029	144.5	20.1	(4.9)	159.7
2030	149.5	14.1	(3.4)	160.2
2031-2035	350.2	10.0	(1.8)	358.4
2036-2040	-	1.5	-	1.5
2041-2045	-	-	-	-

8. LEASES

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

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

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

As Lessor

MTA leases its land, buildings, station space, equipment, and right of way to other entities. These leases have terms between 1 year to 100 years, with payments required monthly, quarterly, semi-annually, or annually. As of December 31, 2025, the remaining lease terms are between 1 year to 100 years. In addition, MTA also receives payments for variable leases and operating expenses associated with spaces that are not included in the measurement of lease receivable.

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

	2025	2024
Lease Revenue - Operating	$ 42,228	$ 37,902
Lease Revenue - Non-Operating	1,107	-
Interest Revenue	13,589	7,413
Other Variable Revenue	31,378	17,580

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	$ 240,815	$ 264,051
Additions/remeasurements	300,577	15,144
Receipts/Interest	(84,890)	(38,381)
Balance – end of year	456,502	240,814
Less - current portion*	45,526	40,104
Lease receivable - noncurrent	$ 410,976	$ 200,710

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

MTA recognized revenue of $68 and $1,369 associated with residual value guarantees and termination penalties for each of the years ended December 31, 2025 and 2024, respectively.

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

Year Ended December 31,	Principal	Interest	Total
2026	$ 45,526	$ 21,016	$ 66,542
2027	9,628	20,538	30,166
2028	20,952	20,326	41,278
2029	11,642	20,043	31,685
2030	5,399	19,864	25,263
2031 - 2035	(1,008)	99,985	98,977
2036 - 2040	(22,278)	105,165	82,887
2041 - 2045	(26,330)	112,950	86,620
Thereafter	412,971	2,531,076	2,944,047
Total	$ 456,502	$ 2,950,963	$ 3,407,465

Significant Lease Transaction

In August 2025, the MTA, as the lessor, entered into a long-term lease agreement with a private developer for the redevelopment of the property located at 341-347 Madison Avenue in Manhattan. The site had previously served as an administrative facility and operational support location for MTA agencies. Under the terms of the agreement, the lessee will construct a new commercial office building on the site and will make fixed base rent payments to MTA over the term of the lease.

The lease has an initial term of 99 years. Rental payments consist of scheduled base rent amounts, with future payments subject to periodic escalation in accordance with the lease provisions. As part of the redevelopment arrangement, the lessee is responsible for all costs associated with construction, operations, and maintenance of the new building. The MTA retains long-term ownership of the underlying land.

Base rent revenue recognized under the lease was approximately $48.2 million for the year ended December 31, 2025. Future minimum lease payments under the agreement totaled approximately $3.08 billion as of December 31, 2025.

As Lessee

MTA leases buildings, office space, storage space, equipment, vehicles, and cell tower space from other entities. These leases have terms between 1 year to 74 years, with payments required monthly, quarterly, or annually. As of December 31, 2025, the remaining lease terms are between 1 year to 69 years.

The amount of lease expense recognized for variable payments not included in the measurement of lease liability were $24,167 and $15,360 for the years ended December 31, 2025 and 2024, respectively. MTA recognized $ - 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 years ended December 31, 2025 and 2024 is presented below (in thousands):

	2025	2024
Balance – beginning of year	$ 911,629	$ 941,036
Additions/remeasurements	33,584	14,978
Payments/Interest	(43,312)	(44,385)
Balance – end of year	901,901	911,629
Less: current portion*	41,585	43,501
Lease liability - noncurrent	$ 860,316	$ 868,128

*The current portion of lease liability is reported in Other accrued expenses.

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

Year Ended December 31,	Principal	Interest	Total
2026	$ 41,585	$ 52,663	$ 94,248
2027	35,458	51,460	86,918
2028	34,019	50,320	84,339
2029	38,340	49,015	87,355
2030	39,403	47,423	86,826
2031 - 2035	212,035	210,347	422,382
2036 - 2040	148,067	159,962	308,029
2041 - 2045	168,775	101,619	270,394
Thereafter	184,219	74,228	258,447
Total	$ 901,901	$ 797,037	$ 1,698,938

Significant Lease Transactions - On July 29, 1998, the MTA, (solely on behalf of MTA Long Island Rail Road and MTA Metro-North Railroad, MTA New York City Transit, and MTA Bridges and Tunnels) entered into a lease and related agreements whereby each agency, as sublessee, will rent an office building at 2 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 million. Under the subleases, the lease is apportioned as follows: MTA New York City Transit, 68.7%, MTA, 21%; and MTA Bridges and Tunnels, 10.3%. However, the involved agencies have agreed to sub-sublease space from one another as necessary to satisfy actual occupancy needs. The agencies will be responsible for obligations under the lease based on such actual occupancy percentages. Actual occupancy percentages at December 31, 2025, for the MTA New York City Transit, MTA Bridges and Tunnels and MTA (including MTA Bus, MTA Construction and Development and MTA Business Service Center) were 46.23%, 5.94% and 47.83%, respectively. MTAs' sublease is for a year-to-year term, automatically extended, except upon the giving of a non-extension notice by MTA. The office building at 2 Broadway, is principally occupied by MTA New York City Transit, MTA Bridges and Tunnels, MTA Construction and Development, MTAHQ, and MTA Bus.

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

9. SUBSCRIPTION-BASED INFORMATION TECHNOLOGY ARRANGEMENTS

MTA entered into various Subscription-Based Information Technology Arrangements ("SBITA") that convey control of the right to use another party's information technology software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time. A right-to-use intangible subscription asset is set up with a corresponding subscription liability measured at the present value of payments during the subscription term, using MTA's incremental borrowing rate at the time of valuation ranging from 1.33% to 5.87%, if an applicable stated or implicit rate is not available.

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

MTA's 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 12 years, with payments required monthly, quarterly, or annually. As of December 31, 2025, the remaining subscription terms are between 1 year to 10 years.The amount of subscription expense recognized for variable payments not included in the measurement of lease liability were $16,424 (thousand) and $12,770 (thousand) for the years ended December 31, 2025 and 2024, respectively. MTA recognized $509 (thousand) and $0 expense attributable to termination penalties and impairment for the years ended December 31, 2025 and 2024, respectively.

A 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	$ 176,635	$ 138,110
Additions / remeasurements	63,693	113,874
Payments/Interest	(112,710)	(75,349)
Balance – end of year	127,618	176,635
Less: current portion*	52,018	58,940
SBITA liability- noncurrent	$ 75,600	$ 117,695

*The current portion of SBITA liability is reported in Other accrued expenses.

The principal and interest requirements to maturity for the Subscription-Based Information Technology Arrangements liability subsequent to December 31, 2023, are as follows:

Year Ended December 31,	Principal	Interest	Total
2026	$ 52,018	$ 5,391	$ 57,409
2027	38,066	3,227	41,293
2028	3,835	1,783	5,618
2029	4,775	1,631	6,406
2030	4,322	1,399	5,721
2031-2035	24,058	3,434	27,492
2036-2040	544	12	556
Total	$ 127,618	$ 16,877	$ 144,495

10. PUBLIC-PRIVATE AND PUBLIC-PUBLIC PARTNERSHIP ARRANGEMENTS

MTA entered into various Public-Private and Public-Public Partnership arrangements ("PPP") that provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital assets, for a period of time in an exchange or exchange-like transactions. PPP's receivables are measured at the present value of payments expected to be made during the PPP term, using MTA incremental borrowing rate at the time of valuation ranging from 4.15% to 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.

As Transferor

These arrangements provide cellular connectivity and high-speed Wi-Fi to users across the system. These PPPs have terms between 1 year to 30 years, with payments required annually. As of December 31, 2025, the remaining PPP terms are between 1 year to 27 years. In addition, MTA 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 is presented below (in thousands):

	2025
PPP revenue	$ 904
Interest revenue	681
Other variable revenue	400

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

	2025
Balance – beginning of year	$ -
Additions / remeasurements	9,393
Payments / Interest	(4,891)
Balance – end of year	4,502
Less: current portion	259
PPP/SCA receivable noncurrent	$ 4,243

Year Ended, December 31,	Principal	Interest	Total
2026	$ 258	$ 225	$ 483
2027	284	211	495
2028	298	196	494
2029	231	184	415
2030	258	170	428
2031-2035	1,747	596	2,343
2036-2040	1,102	138	1,240
2041-2045	80	77	157
2046-2050	136	46	182
2051-2055	109	6	115
Total	$ 4,503	$ 1,849	$ 6,352

11. FINANCED PURCHASES

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

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

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

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

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

On December 17, 2008, MTA terminated the Ambac Assurance Corp. surety bond for the lease transaction that closed on September 25, 2003 and since then MTA has provided short-term U.S. Treasury debt obligations as replacement collateral. As of December 31, 2025, the fair value of total collateral funds was $41.2.

On January 12, 2009, MTA provided a short-term U.S.Treasury debt obligation as additional collateral in addition to the Ambac Assurance Corp. surety bond for the lease transaction that closed on September 29, 2003. As of December 31, 2025, the fair value of total collateral funds was $58.1.

As a result of the implementation of GASB 87, the 2 Broadway office building lease has been reclassified as a right-of-use asset with its corresponding lease liability and excluded from the schedule below. See footnote 8 for additional information.

Financed Purchase Schedule

For the Year Ended December 31, 2025
(in millions)

Description	December 31, 2024	Increase	Decrease	December 31, 2025
Met Life	$ 8	$ 1	$ -	$ 9
Met Life Equity	19	-	-	19
Bank of New York	22	-	-	22
Bank of America	43	3	-	46
Bank of America Equity	16	-	-	16
Met Life Equity	75	3	-	78
Total MTA Financed Purchase	$ 183	$ 7	$ -	$ 190
Long Term Portion Obligations under Financed Purchase	$ 183			$ 190

Financed Purchase Schedule

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

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

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

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

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

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

Minimum rent receipts for ERY and WRY Leases are as follows as of December 31, 2025 (in $ millions):

Year	ERY	WRY	Total
2026	$ 6	$ 36	$ 42
2027	6	36	42
2028	6	37	43
2029	6	40	46
2030	6	40	46
Therefater	2,240	14,091	16,331
Total	**$ 2,270**	**$ 14,280**	**$ 16,550**

Availability Payment Arrangement

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.

There were no variable expense payments, residual value guarantees or termination penalties during 2025.

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

		2025
Balance – beginning of year	$	-
Additions / remeasurements		59,054
Payments/Interest		652
Balance – end of year		59,706
Less: current portion		-
APA liability - noncurrent	$	59,706

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,		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		28,377		6,896		35,273
	$	59,706	$	84,151	$	143,857

12. FUTURE OPTION

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

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

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 when the leave is attributable to services already rendered, the leave accumulates, and the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means.

Short-term liability (see Current portion - compensated absences on the Consolidated Statement of Net Position) is recorded based on average usage or applicable leave expiration, while the 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 December 31, 2024 is presented below (in thousands):

	December 31, 2025	December 31, 2024
Balance - beginning of year	$ 1,493,904	$ 1,451,404
Net adjustment	106,249	42,500
Balance - end of year	1,600,153	1,493,904
Less: current portion	781,387	745,036
Compensated absences liability - noncurrent	$ 818,766	$ 748,868

14. ESTIMATED LIABILITY ARISING FROM INJURIES TO PERSONS

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

	December 31, 2025	December 31, 2024
Balance - beginning of year	$ 6,826	$ 5,754
Activity during the year:		
Current year claims and changes in estimates	1,454	1,721
Claims paid	(998)	(649)
Balance - end of year	7,282	6,826
Less current portion	(922)	(1,037)
Long-term liability	$ 6,360	$ 5,789

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

15. COMMITMENTS AND CONTINGENCIES

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

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

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

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

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

The obligations of the MTA under the JSA will be terminated and released on the date (the "MTA JSA Release Date") on which each of the following conditions have been satisfied: (a) substantial completion of (1) the Train Hall Project and initiation by MTA Long Island Rail Road and Amtrak of transportation operations therein, and (2) the Retail and Commercial Space; (b) all material construction claims have been discharged or settled; (c) the PILOT payments have been calculated

based upon assessed value for at least three years (i.e., 2033); (d) certain designated defaults or events of default under the 2021 TIFIA Loan have not occurred and are continuing; and (e) either of the following release tests shall have been satisfied:

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

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

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

16. CERTAIN RISK DISCLOSURES

Operating and Capital Program Funding Risks - The MTA Group receives revenues for providing transit and commuter service and other sources such as leasing and advertising. Such revenues are not sufficient to cover all operating expenses associated with such services. In order to maintain a balanced budget, the members of the MTA Group rely on operating surpluses from MTA Bridges and Tunnel, operating subsidies provided by NYS and certain local governmental entities in the MTA commuter district and service reimbursements, and from the State of Connecticut. Non-operating subsidies to the MTA Group for transit and commuter service for the year ended December 31, 2025 and 2024 totaled $11.1 billion and $9.7 billion respectively. The financial condition of NYS, Connecticut, and NYC and counties in the Metropolitan Commuter Transportation District ("MCTD") could affect the ability or willingness of the States and local governments to continue to provide general operating subsidies, the City and local governments to continue to provide reimbursements and station maintenance payments, the City to provide subsidies for MTA Bus, MTA Staten Island Railway, and Paratransit, and the State to continue to make special appropriations. A loss of revenue from NYS, NYC, CDOT and local governments could adversely affect the MTA.

Additionally, MTA's finances are influenced by federal public transportation provisions, funding levels and federal tax law. The receipt of capital grants by MTA from the Federal Transit Administration ("FTA") is not assured and is subject to approval by the FTA, the Secretary of Transportation and Office of Management and Budget, as well as appropriation by the U.S. Congress, to the allocation and delivery procedures of the U.S. Department of Transportation ("USDOT") and the FTA, and to compliance by MTA with conditions required by the grants. If federal funding for transit programs is reduced, whether as a result of sequestration or for other reasons, MTA's receipt of FTA grant funding, as well as MTA's substantial recurring revenue from the FTA, could be delayed, not approved or cancelled. Federal policies on transportation, taxation, and other topics can shift dramatically from one administration to another. Such shifts could result in reductions to levels of federal funding received by MTA and its Related Entities. For the years ended December 31, 2025 and 2024, revenues from Federal grants and reimbursements were $5.9 billion and $4.8 billion respectively. A loss of revenue from the FTA and NYS could adversely affect the MTA Capital program.

Concentration of Workforce Covered by Collective Bargaining Agreement and Continuation of the Negotiation of Affordable Labor Contracts - The transportation services provided by the MTA Related Entities, as well as related maintenance and support services, are labor intensive. Consequently, a major portion of the Related Entities' expenses consists of the costs of salaries, wages and fringe benefits for employees and retirees, and achieving affordable wage settlements impacts MTA's financial position. MTA 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 MTA and its Related Entities, and any potential labor disruption will decrease train services and disrupt the normal functioning of the railroad's operations.

17. POLLUTION REMEDIATION COST

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

The MTA recognized pollution remediation expenses of $51 and $52 for the years ended December 31, 2025 and 2024, respectively. A summary of the activity in pollution remediation liability at December 31, 2025 and 2024 were as follows:

	2025	2024
Balance at beginning of year	$ 201	$ 182
Current year expenses/changes in estimates	51	52
Current year payments	(54)	(33)
Balance at end of year	198	201
Less current portion	30	35
Long-term liability	$ 168	$ 166

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

18. NON-CURRENT LIABILITIES

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

	December 31, 2023	Additions	Reductions	December 31, 2024	Additions	Reductions	December 31, 2025
Non-current liabilities:							
Contract retainage payable	$ 449	$ 51	$ -	$ 500	$ 87	$ -	$ 587
Other long-term liabilities	359	-	(92)	267	24	-	291
Total non-current liabilities	**$ 808**	**$ 51**	**$ (92)**	**$ 767**	**$ 111**	**$ -**	**$ 878**

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	Cargill	Cargill
Trade Date	1/30/2024	2/28/2024	3/27/2024	4/29/2024	5/29/2024	6/27/2024	7/30/2024	8/28/2024
Effective Date	1/1/2025	2/1/2025	3/1/2025	4/1/2025	5/1/2025	6/1/2025	7/1/2025	8/1/2025
Termination Date	12/31/2025	1/31/2026	2/28/2026	3/31/2026	4/30/2026	5/31/2026	6/30/2026	7/31/2026
Price/Gal	$2.4291	$2.3965	$2.4441	$2.4632	$2.4272	$2.4759	$2.3380	$2.2900
Original Notional Quantity	2,636,709	2,636,722	2,168,753	2,329,828	2,535,018	2,535,006	2,535,001	2,535,006

Counterparty	Cargill	Goldman Sachs	Goldman Sachs	Goldman Sachs	Goldman Sachs	BOA_ Merrill	Cargill	Cargill
Trade Date	9/26/2024	10/31/2024	11/26/2024	12/23/2024	1/28/2025	2/24/2025	3/27/2025	4/29/2025
Effective Date	9/1/2025	10/1/2025	11/1/2025	12/1/2025	1/1/2026	2/1/2026	3/1/2026	4/1/2026
Termination Date	8/31/2026	9/30/2026	10/31/2026	11/30/2026	12/31/2026	1/31/2027	2/28/2027	3/31/2027
Price/Gal	$2.2105	$2.2460	$2.1952	$2.1568	$2.2255	$2.2142	$2.1770	$2.0747
Original Notional Quantity	2,535,002	2,535,017	2,535,018	2,535,019	2,535,012	2,535,003	2,535,019	2,534,997

Counterparty	BOA_ Merrill	BOA_ Merrill	Cargill	Goldman Sachs	BOA_ Merrill	Cargill	Cargill	Goldman Sachs
Trade Date	5/29/2025	6/25/2025	7/29/2025	8/28/2025	9/30/2025	10/29/2025	11/25/2025	12/30/2025
Effective Date	5/1/2026	6/1/2026	7/1/2026	8/1/2026	9/1/2026	10/1/2026	11/1/2026	12/1/2026
Termination Date	4/30/2027	5/31/2027	6/30/2027	7/31/2027	8/31/2027	9/30/2027	10/31/2027	11/30/2027
Price/Gal	$2.0483	$2.1496	$2.2221	$2.1690	$2.1749	$2.1909	$2.1058	$2.0798
Original Notional Quantity	2,535,018	2,535,006	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 value of $6.3. 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).

20. CONDENSED COMPONENT UNIT INFORMATION

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

December 31, 2025	MTA	Metro - North Railroad	Long Island Railroad	New York City Transit Authority	Triborough Bridge and Tunnel Authority	Eliminations	Consolidated Total
Current assets	$ 15,229	$ 555	$ 399	$ 730	$ 3,725	$ (1,448)	$ 19,190
Capital assets	13,803	8,705	11,697	56,627	8,530	(50)	99,312
Other Assets	30,878	56	49	37	2,254	(28,549)	4,725
Intercompany receivables	737	168	209	4,564	11,880	(17,558)	-
Deferred outflows of resources	2,145	583	751	3,387	422	(63)	7,225
Total assets and deferred outflows of resources	**$ 62,792**	**$ 10,067**	**$ 13,105**	**$ 65,345**	**$ 26,811**	**$ (47,668)**	**$ 130,452**
Current liabilities	$ 3,585	$ 333	$ 341	$ 2,223	$ 2,492	$ (270)	$ 8,704
Non-current liabilities	26,968	2,494	3,548	22,756	28,640	(55)	84,351
Intercompany payables	17,966	120	43	-	519	(18,648)	-
Deferred inflows of resources	1,244	772	1,127	6,019	396	1	9,559
Total liabilities and deferred inflows of resources	**$ 49,763**	**$ 3,719**	**$ 5,059**	**$ 30,998**	**$ 32,047**	**$ (18,972)**	**$ 102,614**
Net investment in capital assets	$ (13,021)	$ 8,482	$ 11,622	$ 56,064	$ 1,948	$ (18,948)	$ 46,147
Restricted	2,817	-	-	-	4,670	(803)	6,684
Unrestricted	23,233	(2,134)	(3,576)	(21,717)	(11,854)	(8,945)	(24,993)
Total net position	**$ 13,029**	**$ 6,348**	**$ 8,046**	**$ 34,347**	**$ (5,236)**	**$ (28,696)**	**$ 27,838**
For the year ended December 31, 2025							
Fare revenue	$ 189	$ 664	$ 696	$ 3,659	$ -	$ (1)	$ 5,207
Vehicle toll revenue	-	-	-	-	3,267	(10)	3,257
Rents, freight and other revenue	75	61	53	908	26	(43)	1,080
Total operating revenue	**264**	**725**	**749**	**4,567**	**3,293**	**(54)**	**9,544**
Total labor expenses	1,729	1,140	1,421	7,521	264	(1)	12,074
Total non-labor expenses	736	491	497	3,089	348	(52)	5,109
Depreciation and amortization	514	366	579	2,303	252	2	4,016
Total operating expenses	**2,979**	**1,997**	**2,497**	**12,913**	**864**	**(51)**	**21,199**
Operating (deficit) surplus	**(2,715)**	**(1,272)**	**(1,748)**	**(8,346)**	**2,429**	**(3)**	**(11,655)**
Subsidies and grants	1,326	237	-	617	4	(1,268)	916
Tax revenue	9,122	-	-	3,107	755	(2,833)	10,151
Interagency subsidy	1,528	660	1,016	616	(3,156)	(664)	-
Interest expense	(1,336)	-	(2)	-	(548)	(79)	(1,965)
Other	(514)	4	3	3,015	49	2,676	5,233
Total non-operating revenues (expenses)	**10,126**	**901**	**1,017**	**7,355**	**(2,896)**	**(2,168)**	**14,335**
Income (Loss) before appropriations	7,411	(371)	(731)	(991)	(467)	(2,171)	2,680
Appropriations, grants and other receipts externally restricted for capital projects	(2,970)	1,219	1,260	4,559	-	896	4,964
Change in net position	4,441	848	529	3,568	(467)	(1,275)	7,644
Net position, beginning of year	8,588	5,500	7,517	30,779	(4,769)	(27,421)	20,194
Net position, end of year	**$ 13,029**	**$ 6,348**	**$ 8,046**	**$ 34,347**	**$ (5,236)**	**$ (28,696)**	**$ 27,838**
For the year ended December 31, 2025							
Net cash (used by) / provided by operating activities	$ (2,002)	$ (917)	$ (959)	$ (5,827)	$ 2,576	$ (402)	$ (7,531)
Net cash provided by / (used by) non-capital financing activities	11,303	903	1,019	8,384	132	(9,283)	12,458
Net cash (used by) / provided by capital and related financing activities	(5,548)	7	(61)	(951)	96	6,471	14
Net cash (used by) / provided by investing activities	(3,709)	-	-	(1,656)	(2,980)	3,214	(5,131)
Cash at beginning of year	1,482	26	6	66	200	-	1,780
Cash at end of year	**$ 1,526**	**$ 19**	**$ 5**	**$ 16**	**$ 24**	**$ -**	**$ 1,590**

December 31, 2024	MTA	Metro-North Railroad	Long Island Railroad	New York City Transit Authority	Triborough Bridge and Tunnel Authority	Eliminations	Consolidated Total
Current assets	$ 11,538	$ 580	$ 569	$ 998	$ 3,123	$ (1,873)	$ 14,935
Capital assets	13,916	7,843	11,006	53,277	8,311	-	94,353
Other Assets	28,933	57	61	38	94	(26,581)	2,602
Intercompany receivables	34	261	234	4,005	11,398	(15,932)	-
Deferred outflows of resources	2,379	618	888	4,036	477	(55)	8,343
Total assets and deferred outflows of resources	**$ 56,800**	**$ 9,359**	**$ 12,758**	**$ 62,354**	**$ 23,403**	**$ (44,441)**	**$ 120,233**
Current liabilities	$ 3,644	$ 398	$ 316	$ 2,335	$ 1,843	$ (476)	$ 8,060
Non-current liabilities	27,647	2,572	3,702	23,437	25,661	(23)	82,996
Intercompany payables	16,072	141	56	-	251	(16,520)	-
Deferred inflows of resources	848	748	1,167	5,803	417	-	8,983
Total liabilities and deferred inflows of resources	**$ 48,211**	**$ 3,859**	**$ 5,241**	**$ 31,575**	**$ 28,172**	**$ (17,019)**	**$ 100,039**
Net investment in capital assets	$ (13,682)	$ 7,601	$ 10,921	$ 52,792	$ 2,206	$ (15,991)	$ 43,847
Restricted	2,670	-	-	-	1,902	(1,449)	3,123
Unrestricted	19,601	(2,101)	(3,404)	(22,013)	(8,877)	(9,982)	(26,776)
Total net position	**$ 8,589**	**$ 5,500**	**$ 7,517**	**$ 30,779**	**$ (4,769)**	**$ (27,422)**	**$ 20,194**
For the year ended December 31, 2024							
Fare revenue	$ 187	$ 626	$ 650	$ 3,534	$ -	$ (1)	$ 4,996
Vehicle toll revenue	-	-	-	-	2,572	(8)	2,564
Rents, freight and other revenue	205	36	41	823	26	(183)	948
Total operating revenue	**392**	**662**	**691**	**4,357**	**2,598**	**(192)**	**8,508**
Total labor expenses	1,632	1,160	1,348	7,549	248	-	11,937
Total non-labor expenses	957	465	495	3,034	284	(188)	5,047
Depreciation and amortization	512	357	574	2,269	239	-	3,951
Total operating expenses	**3,101**	**1,982**	**2,417**	**12,852**	**771**	**(188)**	**20,935**
Operating (deficit) surplus	**(2,709)**	**(1,320)**	**(1,726)**	**(8,495)**	**1,827**	**(4)**	**(12,427)**
Subsidies and grants	1,233	-	-	617	7	(1,033)	824
Tax revenue	7,746	-	-	2,923	660	(2,493)	8,836
Interagency subsidy	1,531	468	718	670	(2,809)	(578)	-
Interest expense	(1,305)	-	-	-	(501)	(144)	(1,950)
Other	(1,064)	262	2	2,201	18	2,251	3,670
Total non-operating revenues (expenses)	**8,141**	**730**	**720**	**6,411**	**(2,625)**	**(1,997)**	**11,380**
Loss before appropriations	5,432	(590)	(1,006)	(2,084)	(798)	(2,001)	(1,047)
Appropriations, grants and other receipts externally restricted for capital projects	(3,236)	847	816	3,742	-	2,199	4,368
Change in net position	2,196	257	(190)	1,658	(798)	198	3,321
Net position, beginning of the year	6,393	5,243	7,707	29,121	(3,971)	(27,620)	16,873
Net position, end of year	**$ 8,589**	**$ 5,500**	**$ 7,517**	**$ 30,779**	**$ (4,769)**	**$ (27,422)**	**$ 20,194**
For the year ended December 31, 2024							
Net cash (used in) / provided by operating activities	$ (259)	$ (1,008)	$ (1,158)	$ (5,479)	$ 1,998	$ (1,389)	$ (7,295)
Net cash provided by / (used in) non-capital financing activities	9,304	1,052	1,224	6,763	206	(9,996)	8,553
Net cash (used by) / provided by capital and related financing activities	(8,342)	(39)	(65)	(952)	(570)	8,678	(1,290)
Net cash (used by) / provided by investing activities	(751)	-	-	(289)	(1,443)	2,707	224
Cash at beginning of year	1,530	21	5	23	9	-	1,588
Cash at end of year	**$ 1,482**	**$ 26**	**$ 6**	**$ 66**	**$ 200**	**$ -**	**$ 1,780**

21. SUBSEQUENT EVENTS

On January 15, 2026, MTA effected a mandatory tender of the Subseries 2005B-2a and 2005B-2b Bonds, which were consolidated and remarketed as $172.7 MTA Bridges and Tunnels General Revenue Variable Rate Refunding Bonds, Subseries 2005B-2. The prior letters of credit from State Street Bank and Trust Company were replaced with a letter of credit from Bank of America, N.A, which is set to expire on January 12, 2029.

On January 29, 2026, MTA executed a 2,563,823 gallon ultra-low sulfur diesel fuel hedge at an all-in price of $2.2063 (whole dollars) per gallon. The hedge covers the period from January 2027 through December 2027.

On February 5, 2026, MTA issued $750 MTA Bridges and Tunnels Payroll Mobility Tax Bond Anticipation Notes, Subseries 2026A-1 & 2026A-2. Proceeds from the transaction will be used to finance approved transit and commuter projects included in the 2020-2024 Capital Program. The Subseries 2026A-1 Notes were issued as fixed-rate tax-exempt notes with a final maturity of February 1, 2028. The Subseries 2026A-2 Notes were issued as fixed-rate tax-exempt notes with a final maturity of February 1, 2029.

On February 26, 2026, MTA executed a 2,563,830 gallon ultra-low sulfur diesel fuel hedge at an all-in price of $2.2929 (whole dollars) per gallon. The hedge covers the period from February 2027 through January 2028.

On March 5, 2026, MTA issued $763.55 MTA Bridges and Tunnels Payroll Mobility Tax Senior Lien Refunding Bonds, Series 2026A, consisting of Payroll Mobility Tax Senior Lien Refunding Bonds, Subseries 2026A-1. The proceeds will be used to (i) refund certain outstanding Payroll Mobility Tax Senior Lien Bonds of MTA Bridges and Tunnels and Transportation Revenue Bonds of the MTA and (ii) pay certain financing, legal and miscellaneous expenses.

On March 26, 2026, MTA executed a 2,563,849 gallon ultra-low sulfur diesel fuel hedge at an all-in price of $2.6770 (whole dollars) per gallon. The hedge covers the period from March 2027 through February 2028.

On April 1, 2026, MTA issued $44.63 MTA Bridges and Tunnels Payroll Mobility Tax Bond, Series 2026A-2. Proceeds from the transaction were used to (i) refund Transportation Revenue Variable Rate Refunding Bonds, Subseries 2002D-2a-2, (ii) pay certain financing, legal and miscellaneous expenses.

On April 28, 2026, MTA executed a 2,563,835 gallon ultra-low sulfur diesel fuel hedge at an all-in price of $2.6963 (whole dollars) per gallon. The hedge covers the period from April 2027 through March 2028.

CRZ Tolling Program - Subsequent Developments - MTA and the MTA Bridges and Tunnels, have been joined by NYSDOT and NYCDOT, in the ongoing legal dispute with the U.S. Department of Transportation ("USDOT") regarding the federal government's attempt to terminate approval for the CRZ Tolling Program. After federal officials declared the program ineligible under the Value Pricing Pilot Program ("VPPP"), the MTA filed suit and continued toll collection. Multiple letters from federal officials ordered tolls to cease and threatened funding and project-approval consequences. The court issued a temporary restraining order and later a preliminary injunction blocking federal enforcement actions. In March 2026, the court granted summary judgment largely in the MTA's favor, vacating the federal termination letters, restoring the prior agreement and approvals, and ruling that the USDOT Secretary may only terminate the VPPP Agreement under its explicit terms. On May 4, 2026, USDOT filed a notice to appeal the March 2026 court decision.

On May 28, 2026, Triborough Bridge and Tunnel Authority (MTA Bridges and Tunnels) issued $895.550 General Revenue Bonds, Series 2026A, consisting of General Revenue Bonds, Subseries 2026A-1 and General Revenue Refunding Bonds, Subseries 2026A-2. The proceeds of the Subseries 2026A-1 Bonds will be used to (i) finance bridge and tunnel projects included in the MTA Bridges and Tunnels' approved capital programs, and (ii) pay certain financing, legal, and miscellaneous expenses associated with the Subseries 2026A-1 Bonds. The proceeds of the Subseries 2026A-2 Bonds will be used to (i) refund certain outstanding General Revenue Bonds of MTA Bridges and Tunnels, including bonds issued as Build America Bonds and (ii) pay certain financing, legal, and miscellaneous expenses associated with the Subseries 2026A-2 Bonds

On May 28, 2026, MTA executed a 2,796,013 gallon ultra-low sulfur diesel fuel hedge at an all-in price of $2.8228 (whole dollars) per gallon. The hedge covers the period from May 2027 through April 2028.

****

REQUIRED SUPPLEMENTARY INFORMATION

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

($ in thousands)	LIRR Additional Plan									
Plan Measurement Date (December 31):	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Total pension liability:										
Service cost	$ 71	$ 81	$ 146	$ 260	$ 453	$ 621	$ 1,057	$ 1,874	$ 2,752	$ 3,441
Interest	73,782	77,391	81,371	83,489	86,918	93,413	97,611	101,477	104,093	106,987
Effect of economic / demographic (gains) or losses	2,053	3,362	(1,347)	3,729	10,428	13,455	213	1,890	15,801	6,735
Effect of assumption changes or inputs	-	-	-	26,300	-	50,191	-	-	-	-
Benefit payments and withdrawals	(133,794)	(138,824)	(143,764)	(148,630)	(152,046)	(157,254)	(159,565)	(159,717)	(158,593)	(157,071)
Net change in total pension liability	(57,888)	(57,990)	(63,594)	(34,852)	(54,247)	426	(60,684)	(54,476)	(35,947)	(39,908)
Total pension liability—beginning	1,200,887	1,258,877	1,322,471	1,357,323	1,411,570	1,411,144	1,471,828	1,526,304	1,562,251	1,602,159
Total pension liability—ending (a)	1,143,000	1,200,887	1,258,877	1,322,471	1,357,323	1,411,570	1,411,144	1,471,828	1,526,304	1,562,251
Plan fiduciary net position:										
Employer contributions	74,957	140,400	70,764	70,553	68,724	62,774	59,500	76,523	81,100	100,000
Nonemployer contributions	-	-	-	-	-	-	-	145,000	70,000	-
Member contributions	45	50	50	73	140	249	333	760	884	1,108
Net investment income	57,553	58,303	(51,214)	95,247	4,024	116,092	(31,098)	112,614	58,239	527
Benefit payments and withdrawals	(133,794)	(138,824)	(143,764)	(148,630)	(152,046)	(157,254)	(159,565)	(159,717)	(158,593)	(157,071)
Administrative expenses	(915)	(546)	(761)	(610)	(612)	(718)	(1,180)	(1,070)	(611)	(1,218)
Net change in plan fiduciary net position	(2,155)	59,383	(124,925)	16,633	(79,770)	21,143	(132,010)	174,110	51,019	(56,654)
Plan fiduciary net position—beginning	711,781	652,398	777,323	760,690	840,460	819,317	951,327	777,217	726,198	782,852
Plan fiduciary net position—ending (b)	709,626	711,781	652,398	777,323	760,690	840,460	819,317	951,327	777,217	726,198
Employer's net pension liability—ending (a)-(b)	$ 433,374	$ 489,106	$ 606,479	$ 545,148	$ 596,633	$ 571,110	$ 591,827	$ 520,501	$ 749,087	$ 836,053
Plan fiduciary net position as a percentage of the total pension liability	62.08%	59.27%	51.82%	58.78%	56.04%	59.54%	58.06%	64.64%	50.92%	46.48%
Covered payroll	$ 1,802	$ 1,972	$ 2,043	$ 3,230	$ 5,174	$ 7,236	$ 13,076	$ 20,500	$ 29,312	$ 39,697
Employer's net pension liability as a percentage of covered payroll	24049.61%	24802.54%	29685.71%	16877.65%	11531.37%	7892.62%	4526.06%	2539.03%	2555.56%	2106.09%

REQUIRED SUPPLEMENTARY INFORMATION

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

($ in thousands)	MaBSTOA Plan									
Plan Measurement Date (December 31):	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Total pension liability:										
Service cost	$ 101,919	$ 99,603	$ 95,859	$ 93,934	$ 95,514	$ 89,814	$ 86,979	$ 84,394	$ 82,075	$ 77,045
Interest	302,222	292,158	285,410	274,270	266,588	265,454	256,084	246,284	236,722	232,405
Effect of plan changes	12,932	2,586	1,760	-	-	-	-	-	-	-
Effect of economic / demographic (gains) or losses	67,495	30,977	(20,721)	(19,177)	(720)	9,011	5,412	11,826	13,784	(68,997)
Effect of assumption changes or inputs	-	-	-	72,032	-	168,752	-	6,347	-	-
Benefit payments and withdrawals	(279,205)	(266,622)	(257,973)	(245,427)	(237,930)	(221,221)	(213,827)	(209,122)	(187,823)	(179,928)
Net change in total pension liability	205,363	158,702	104,336	175,632	123,452	311,810	134,648	139,729	144,758	60,525
Total pension liability—beginning	4,685,055	4,526,353	4,422,018	4,246,386	4,122,934	3,811,124	3,676,476	3,536,747	3,391,989	3,331,464
Total pension liability—ending (a)	4,890,418	4,685,055	4,526,353	4,422,018	4,246,386	4,122,934	3,811,124	3,676,476	3,536,747	3,391,989
Plan fiduciary net position:										
Employer contributions	189,884	328,430	158,618	156,204	159,486	206,390	205,433	202,684	220,697	214,881
Member contributions	28,506	25,389	25,548	24,935	24,709	23,552	21,955	19,713	18,472	16,321
Net investment income	364,654	413,734	(273,627)	416,287	60,326	447,365	(87,952)	350,186	212,260	(24,163)
Benefit payments and withdrawals	(279,205)	(266,622)	(257,973)	(245,427)	(237,930)	(221,221)	(213,827)	(209,122)	(187,823)	(179,928)
Administrative expenses	(529)	(567)	(806)	(264)	(244)	(220)	(196)	(208)	(186)	(88)
Net change in plan fiduciary net position	303,310	500,364	(348,240)	351,735	6,347	455,866	(74,587)	363,253	263,420	27,023
Plan fiduciary net position—beginning	3,810,475	3,310,111	3,658,351	3,306,616	3,300,268	2,844,402	2,918,989	2,555,736	2,292,316	2,265,293
Plan fiduciary net position—ending (b)	4,113,785	3,810,475	3,310,111	3,658,351	3,306,616	3,300,268	2,844,402	2,918,989	2,555,736	2,292,316
Employer's net pension liability—ending (a)-(b)	$ 776,633	$ 874,580	$ 1,216,242	$ 763,667	$ 939,770	$ 822,666	$ 966,722	$ 757,487	$ 981,011	$ 1,099,673
Plan fiduciary net position as a percentage of the total pension liability	84.12%	81.33%	73.13%	82.73%	77.87%	80.05%	74.63%	79.40%	72.26%	67.58%
Covered payroll	$ 870,820	$ 820,468	$ 775,512	$ 768,868	$ 802,100	$ 786,600	$ 776,200	$ 749,666	$ 716,527	$ 686,674
Employer's net pension liability as a percentage of covered payroll	89.18%	106.60%	156.83%	99.32%	117.16%	104.59%	124.55%	101.04%	136.91%	160.14%

REQUIRED SUPPLEMENTARY INFORMATION

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

($ in thousands)	MNR Cash Balance Plan									
Plan Measurement Date (December 31):	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Total pension liability:										
Interest	$ 10	$ 12	$ 10	$ 11	$ 14	$ 18	$ 20	$ 21	$ 24	$ 29
Effect of economic / demographic (gains) or losses	14	(19)	(6)	(11)	10	4	(11)	12	(15)	(10)
Effect of assumption changes or inputs	-	-	(16)	15	11	-	-	-	-	18
Benefit payments and withdrawals	(34)	(41)	(33)	(38)	(105)	(53)	(58)	(71)	(77)	(113)
Net change in total pension liability	(10)	(48)	(45)	(23)	(70)	(31)	(49)	(38)	(68)	(76)
Total pension liability—beginning	262	310	355	378	448	479	528	566	634	710
Total pension liability—ending (a)	252	262	310	355	378	448	479	528	566	634
Plan fiduciary net position:										
Employer contributions	22	13	4	-	9	-	5	-	23	18
Net investment income	8	2	(43)	(5)	32	40	1	20	16	6
Benefit payments and withdrawals	(34)	(41)	(33)	(38)	(105)	(53)	(58)	(71)	(77)	(113)
Administrative expenses	-	-	-	-	3	(3)	-	-	-	3
Net change in plan fiduciary net position	(4)	(26)	(72)	(43)	(61)	(16)	(52)	(51)	(38)	(86)
Plan fiduciary net position—beginning	253	279	351	394	455	471	523	574	612	698
Plan fiduciary net position—ending (b)	249	253	279	351	394	455	471	523	574	612
Employer's net pension liability—ending (a)-(b)	$ 3	$ 9	$ 31	$ 4	$ (16)	$ (7)	$ 8	$ 5	-$8	$ 22
Plan fiduciary net position as a percentage of the total pension liability	98.76%	96.48%	90.00%	98.87%	104.23%	101.45%	98.33%	99.05%	101.41%	96.53%
Covered payroll	$ -	$ -	$ -	$ -	$ 277	$ 278	$ 268	$ 471	$ 846	$ 1,474
Employer's net pension liability as a percentage of covered payroll	0.00%	0.00%	0.00%	0.00%	-5.78%	-2.52%	2.99%	1.06%	-0.95%	1.49%

REQUIRED SUPPLEMENTARY INFORMATION

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

($ in thousands)	MTA Defined Benefit Plan									
Plan Measurement Date (December 31):	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**	**2015**
Total pension liability:										
Service cost	$ 242,996	$ 230,704	$ 220,423	$ 213,675	$ 213,494	$ 173,095	$ 162,273	$ 148,051	$ 138,215	$ 124,354
Interest	541,037	515,016	485,878	455,230	427,672	387,193	358,118	335,679	308,009	288,820
Effect of economic / demographic (gains) or losses	85,003	23,934	95,172	20,656	92,019	35,935	75,744	(27,059)	86,809	121,556
Effect of assumption changes or inputs	-	5,490	-	113,662	-	690,958	-	10,731	-	(76,180)
Effect of plan changes	10,126	349	-	-	-	-	61,890	76,511	73,521	6,230
Benefit payments and withdrawals	(399,832)	(375,485)	(351,857)	(325,473)	(293,836)	(264,985)	(242,349)	(232,976)	(209,623)	(199,572)
Net change in total pension liability	479,330	400,008	449,616	477,750	439,349	1,022,196	415,676	310,937	396,931	265,208
Total pension liability—beginning	8,277,409	7,877,401	7,427,785	6,950,035	6,510,686	5,488,490	5,072,814	4,761,877	4,364,946	4,099,738
Total pension liability—ending (a)	8,756,739	8,277,409	7,877,401	7,427,785	6,950,035	6,510,686	5,488,490	5,072,814	4,761,877	4,364,946
Plan fiduciary net position:										
Employer contributions	355,279	831,320	400,648	396,144	394,986	344,714	338,967	321,861	280,768	221,694
Member contributions	43,752	38,304	34,471	33,832	32,006	31,504	29,902	31,027	29,392	34,519
Net investment income	633,816	695,942	(464,023)	639,374	99,045	651,919	(150,422)	516,153	247,708	(45,122)
Benefit payments and withdrawals	(399,832)	(375,485)	(351,857)	(325,473)	(293,836)	(264,985)	(242,349)	(232,976)	(209,623)	(199,572)
Administrative expenses	(4,801)	(4,660)	(4,334)	(3,513)	(3,660)	(3,408)	(3,152)	(4,502)	(3,051)	(1,962)
Net change in plan fiduciary net position	628,214	1,185,421	(385,095)	740,364	228,541	759,744	(27,054)	631,563	345,194	9,557
Plan fiduciary net position—beginning	6,553,455	5,368,034	5,753,129	5,012,765	4,784,224	4,024,480	4,051,534	3,419,971	3,074,777	3,065,220
Plan fiduciary net position—ending (b)	7,181,669	6,553,455	5,368,034	5,753,129	5,012,765	4,784,224	4,024,480	4,051,534	3,419,971	3,074,777
Employer's net pension liability—ending (a)-(b)	$ 1,575,070	$ 1,723,954	$ 2,509,367	$ 1,674,656	$ 1,937,270	$ 1,726,462	$ 1,464,010	$ 1,021,280	$ 1,341,906	$ 1,290,169
Plan fiduciary net position as a percentage of the total pension liability	82.01%	79.17%	68.14%	77.45%	72.13%	73.48%	73.33%	79.87%	71.82%	70.44%
Covered payroll	$ 2,383,299	$ 2,347,700	$ 2,111,293	$ 2,028,938	$ 2,050,970	$ 2,052,657	$ 2,030,695	$ 1,857,026	$ 1,784,369	$ 1,773,274
Employer's net pension liability as a percentage of covered payroll	66.09%	73.43%	118.85%	82.54%	94.46%	84.11%	72.09%	55.00%	75.20%	72.76%

REQUIRED SUPPLEMENTARY INFORMATION

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

($ in thousands)

	NYCERS Plan									
Plan Measurement Date: June 30	**2025**	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**
MTA's proportion of the net pension liability	22.750%	21.980%	22.075%	21.900%	22.218%	24.420%	24.493%	23.682%	24.096%	23.493%
MTA's proportionate share of the net pension liability	$ 3,022,481	$ 3,615,094	$ 3,938,599	$ 3,964,996	$ 1,424,952	$ 5,147,445	$ 4,536,510	$ 4,176,941	$ 5,003,811	$ 5,708,052
MTA's actual covered payroll*	$ 3,643,489	$ 3,470,339	$ 3,411,116	$ 3,479,187	$ 3,571,746	$ 3,514,665	$ 3,385,743	$ 3,216,837	$ 3,154,673	$ 3,064,007
MTA's proportionate share of the net pension liability as a percentage of the MTA's covered payroll	82.956%	104.171%	115.464%	113.963%	39.895%	146.456%	113.989%	129.846%	158.616%	186.294%
Plan fiduciary net position as a percentage of the total pension liability	87.659%	84.300%	82.200%	81.276%	77.000%	76.933%	78.836%	78.826%	74.805%	69.568%

	NYSLERS Plan									
Plan Measurement Date: March 31	**2025**	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**	**2016**
MTA's proportion of the net pension liability	0.480%	0.355%	0.299%	0.310%	0.314%	0.346%	0.345%	0.327%	0.311%	0.303%
MTA's proportionate share of the net pension liability	$ 82,359	$ 52,271	$ 64,289	$ (25,856)	$ 313	$ 91,524	$ 24,472	$ 10,553	$ 29,239	$ 48,557
MTA's actual covered payroll*	$ 211,247	$ 160,810	$ 115,946	$ 101,385	$ 106,047	$ 105,457	$ 109,252	$ 105,269	$ 96,583	$ 87,670
MTA's proportionate share of the net pension liability as a percentage of the MTA's covered payroll	38.987%	32.505%	55.447%	-25.503%	0.295%	86.788%	22.400%	10.025%	30.273%	55.386%
Plan fiduciary net position as a percentage of the total pension liability	93.080%	93.880%	90.780%	103.650%	99.950%	86.392%	96.267%	98.240%	94.703%	90.685%

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

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

REQUIRED SUPPLEMENTARY INFORMATION

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

($ in thousands)	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
LIRR Additional Plan										
Actuarially Determined Contribution	$ 77,067	$ 69,737	$ 72,666	$ 70,764	$ 70,553	$ 68,723	$ 62,774	$ 59,196	$ 76,523	$ 83,183
Actual Employer Contribution	1,389	74,957	140,400	70,764	70,553	68,724	62,774	59,500	221,523	151,100
Contribution Deficiency (Excess)	$ 75,678	$ (5,220)	$ (67,734)	$ -	$ -	$ (1)	$ -	$ (304)	$ (145,000)	$ (67,917)
Covered Payroll	$ 1,344	$ 1,802	$ 1,972	$ 2,043	$ 3,230	$ 5,174	$ 7,236	$ 13,076	$ 20,500	$ 29,312
Contributions as a % of Covered Payroll	103.35%	4159.66%	7119.68%	3463.99%	2184.33%	1328.26%	867.54%	455.02%	1080.62%	515.49%
MaBSTOA Plan										
Actuarially Determined Contribution	$ 199,134	$ 183,779	$ 170,033	$ 158,618	$ 156,204	$ 159,486	$ 209,314	$ 202,509	$ 202,924	$ 220,697
Actual Employer Contribution	18,277	189,884	328,430	158,618	156,204	159,486	206,390	205,434	202,684	220,697
Contribution Deficiency (Excess)	$ 180,857	$ (6,105)	$ (158,397)	$ -	$ -	$ -	$ 2,924	$ (2,925)	$ 240	$ -
Covered Payroll	$ 880,382	$ 870,820	$ 820,468	$ 775,512	$ 768,868	$ 802,100	$ 786,600	$ 776,200	$ 749,666	$ 716,527
Contributions as a % of Covered Payroll	2.08%	21.81%	40.03%	20.45%	20.32%	19.88%	26.24%	26.47%	27.04%	30.80%
Metro-North Cash Balance Plan										
Actuarially Determined Contribution	$ 17	$ 22	$ 13	$ 4	$ -	$ -	$ 8	$ 5	$ -	$ 23
Actual Employer Contribution	17	22	13	4	-	-	-	5	-	23
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Covered Payroll	$ -	$ -	$ -	$ -	$ -	$ 277	$ 278	$ 268	$ 471	$ 846
Contributions as a % of Covered Payroll	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.87%	0.00%	2.68%
MTA Defined Benefit Plan										
Actuarially Determined Contribution	$ 460,734	$ 434,841	$ 416,538	$ 404,245	$ 392,547	$ 392,921	$ 349,928	$ 331,566	$ 316,916	$ 290,415
Actual Employer Contribution	92,450	355,279	829,720	404,245	396,144	393,961	343,862	339,800	321,861	280,767
Contribution Deficiency (Excess)	$ 368,284	$ 79,562	$ (413,182)	$ -	$ (3,597)	$ (1,040)	$ 6,066	$ (8,234)	$ (4,945)	$ 9,648
Covered Payroll	$ 2,534,745	$ 2,381,497	$ 2,347,700	$ 2,111,293	$ 2,028,938	$ 2,050,970	$ 2,052,657	$ 2,030,695	$ 1,857,026	$ 1,784,369
Contributions as a % of Covered Payroll	3.65%	14.92%	35.34%	19.15%	19.52%	19.21%	16.75%	16.73%	17.33%	15.73%

REQUIRED SUPPLEMENTARY INFORMATION

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

($ in thousands)	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
NYCERS										
Actuarially Determined Contribution	$ 899,500	$ 785,121	$ 763,929	$ 797,299	$ 842,269	$ 882,690	$ 952,616	$ 807,097	$ 800,863	$ 797,845
Actual Employer Contribution	899,500	785,121	763,929	797,299	842,269	882,690	952,616	807,097	800,863	797,845
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Covered Payroll	$ 4,470,695	$ 4,211,013	$ 4,169,696	$ 3,848,798	$ 3,637,544	$ 3,771,595	$ 3,948,283	$ 3,974,494	$ 3,768,885	$ 3,523,993
Contributions as a % of Covered Payroll	20.12%	18.64%	18.32%	20.72%	23.15%	23.40%	24.13%	20.31%	21.25%	22.64%
NYSLERS										
Actuarially Determined Contribution	$ 31,480	$ 22,194	$ 14,125	$ 16,284	$ 16,284	$ 14,533	$ 14,851	$ 14,501	$ 13,969	$ 12,980
Actual Employer Contribution	31,480	22,194	14,125	16,284	16,284	14,533	14,851	14,501	13,969	12,980
Contribution Deficiency (Excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Covered Payroll	$ 240,794	$ 211,876	$ 150,682	$ 110,702	$ 99,129	$ 102,838	$ 106,913	$ 109,210	$ 103,787	$ 94,801
Contributions as a % of Covered Payroll	13.07%	10.47%	9.37%	14.71%	16.43%	14.13%	13.89%	13.28%	13.46%	13.69%

REQUIRED SUPPLEMENTARY INFORMATION

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

	LIRR Additional Plan		
Valuation Dates:	January 1, 2024	January 1, 2023	January 1, 2022
Measurement Date:	December 31, 2024	December 31, 2023	December 31, 2022
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Period specified in current valuation report (closed 9-year period from January 1, 2024) with level dollar payments.	Period specified in current valuation report (closed 10-year period from January 1, 2023) with level dollar payments.	Period specified in current valuation report (closed 11-year period from January 1, 2022) with level dollar payments.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	3.00%	3.00%	3.00%
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses	6.50%, net of investment expenses	6.50%, net of investment expenses
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 97% for males and 100% for females.	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 97% for males and 100% for females.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 97% for males and 100% for females.	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 97% for males and 100% for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.25%; 3.25%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

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

	LIRR Additional Plan (continued)		
Valuation Dates:	January 1, 2021	January 1, 2020	January 1, 2019
Measurement Date:	December 31, 2021	December 31, 2020	December 31, 2019
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Period specified in current valuation report (closed 12-year period from January 1, 2021) with level dollar payments.	Period specified in current valuation report (closed 13 year period beginning January 1, 2020) with level dollar payments.	Period specified in current valuation report (closed 14 year period beginning January 1, 2019) with level dollar payments.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	3.00%	3.00%	3.00%
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses	6.50%, net of investment expenses.	6.50%, net of investment expenses.
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.25%; 3.25%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

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

	LIRR Additional Plan (continued)			
Valuation Dates:	January 1, 2018	January 1, 2017	January 1, 2016	January 1, 2015
Measurement Date:	December 31, 2018	December 31, 2017	December 31, 2016	December 31, 2015
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Period specified in current valuation report (closed 15 year period beginning January 1, 2018) with level dollar payments.	Period specified in current valuation report (closed 16 year period beginning January 1, 2017) with level dollar payments.	Period specified in current valuation report (closed 17 year period beginning January 1, 2016) with level dollar payments.	Period specified in current valuation report (closed 18 year period beginning January 1, 2015) with level dollar payments.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	3.00%	3.00%	3.00%	3.00%
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%
Cost-of-Living Adjustments:	N/A	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

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

	MaBSTOA Plan		
Valuation Dates:	January 1, 2024	January 1, 2023	January 1, 2022
Measurement Date:	December 31, 2024	December 31, 2023	December 31, 2022
Actuarial cost method:	Frozen Initial Liability cost method	Frozen Initial Liability cost method	Frozen Initial Liability cost method
Amortization method:	For FIL bases, 15 years for Fresh Start base as of January 1, 2020 and subsequent changes in actuarial assumptions and plan provisions. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, 15 years for Fresh Start base as of January 1, 2020 and subsequent changes in actuarial assumptions and plan provisions. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, 15 years for Fresh Start base as of January 1, 2020, mortality change and recognition of Chapter 56 Laws of 2022. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses	6.50%, net of investment expenses	6.50%, net of investment expenses
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 92% for males and 100% for females.	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 92% for males and 100% for females.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
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.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	Pri-2012 Disabled Annuitant mortality table for males and females.	Pri-2012 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.25%	2.25%	2.25%
Cost-of-Living Adjustments:	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.

REQUIRED SUPPLEMENTARY INFORMATION

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

	MaBSTOA Plan (continued)		
Valuation Dates:	January 1, 2021	January 1, 2020	January 1, 2019
Measurement Date:	December 31, 2021	December 31, 2020	December 31, 2019
Actuarial cost method:	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)
Amortization method:	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Reflecting general wage, merit and promotion increases for operating employees and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating employees and non-operating members. Varies by years of employment.	Reflecting general wage, merit, and promotion increases of 3.5% for operating employees and 4.0% for non-operating employees per year. Large increases are assumed in the first 5 years of a member's career.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses.	6.50%, net of investment expenses.	6.50%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.25%	2.25%	2.25%
Cost-of-Living Adjustments:	1.35% per annum	1.35% per annum	1.35% per annum

REQUIRED SUPPLEMENTARY INFORMATION

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

	MaBSTOA Plan (continued)			
Valuation Dates:	January 1, 2018	January 1, 2017	January 1, 2016	January 1, 2015
Measurement Date:	December 31, 2018	December 31, 2017	December 31, 2016	December 31, 2015
Actuarial cost method:	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)
Amortization method:	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	For FIL bases, period specified in current valuation 30-year level dollar. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment and employment type.	Varies by years of employment and employment type.	Varies by years of employment and employment type.	Varies by years of employment and employment type.
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females.	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females.	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.375% per annum	1.375% per annum	1.375% per annum	1.375% per annum

REQUIRED SUPPLEMENTARY INFORMATION

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

	MNR Cash Balance Plan		
Valuation Dates:	January 1, 2024	January 1, 2023	January 1, 2022
Measurement Date:	December 31, 2024	December 31, 2023	December 31, 2022
Actuarial cost method:	Unit Credit	Unit Credit	Unit Credit
Amortization method:	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.
Asset Valuation Method:	Actuarial value equals fair value.	Actuarial value equals fair value.	Actuarial value equals fair value.
Salary increases:	N/A	N/A	N/A
Actuarial assumptions:			
Discount Rate:	4.00%	4.00%	4.00%
Investment rate of return:	4.00%, net of investment expenses	4.00%, net of investment expenses	4.00%, net of investment expenses
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments, projected on a generational basis using Scale AA.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments, projected on a generational basis using Scale AA.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments, projected on a generational basis using Scale AA.
Post-retirement Healthy Lives:	97% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 100% of the rates from the RP-2000 Healthy Annuitant mortality table for females, noth projected on a generational basis using Scale AA.	97% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 100% of the rates from the RP-2000 Healthy Annuitant mortality table for females, noth projected on a generational basis using Scale AA.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females, noth projected on a generational basis using Scale AA.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.37%	2.32%	2.40%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

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

	MNR Cash Balance Plan (continued)		
Valuation Dates:	January 1, 2021	January 1, 2020	January 1, 2019
Measurement Date:	December 31, 2021	December 31, 2020	December 31, 2019
Actuarial cost method:	Unit Credit Cost	Unit Credit Cost	Unit Credit Cost
Amortization method:	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.	One-year amortization of the unfunded liability, if any.
Asset Valuation Method:	Actuarial value equals fair value.	Actuarial value equals fair value.	Actuarial value equals fair value.
Salary increases:	N/A	N/A	N/A
Actuarial assumptions:			
Discount Rate:	3.00%	3.00%	3.50%
Investment rate of return:	3.00%, net of investment expenses.	3.00%, net of investment expenses.	3.50%, net of investment expenses.
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on an experience study for all MTA plans.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. Mortality assumption is based on an experience study for all MTA plans.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments, projected on a generational basis using Scale AA.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females, noth projected on a generational basis using Scale AA.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.25%	2.25%	2.25%
Cost-of-Living Adjustments:	N/A	N/A	N/A

REQUIRED SUPPLEMENTARY INFORMATION

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

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

REQUIRED SUPPLEMENTARY INFORMATION

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

	MTA Defined Benefit Plan		
Valuation Dates:	January 1, 2024	January 1, 2023	January 1, 2022
Measurement Date:	December 31, 2024	December 31, 2023	December 31, 2022
Actuarial cost method:	Frozen Initial Liability cost method	Frozen Initial Liability cost method	Frozen Initial Liability cost method
Amortization method:	For FIL bases, 15 years remaining for Fresh start base, including vacation pay adjustment base as of January 1, 2022; 15 years for other changes in actuarial assumptions and the period specified in current valuation report for specific plan change bases. All bases are determined on a closed basis. Future gains/ losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.	For FIL bases, 15 years remaining for Fresh start base, including vacation pay adjustment base as of January 1, 2022; 15 years for other changes in actuarial assumptions and the period specified in current valuation report for specific plan change bases. All bases are determined on a closed basis. Future gains/ losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.	For FIL bases, 16 years remaining for Fresh start base, including vacation pay adjustment base as of January 1, 2022, 15 years for the mortality change and the period specified in current valuation report for specific plan change bases. All bases are determined on a closed basis. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return:	6.50%, net of investment expenses	6.50%, net of investment expenses	6.50%, net of investment expenses
Mortality:	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Based on experience of all MTA-sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021
Pre-retirement:	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 97% for rail males, 92% for MTA Bus males and 100% for females. For Police, the Mortality Rates for NYC Active Members of Transit and TBTA Ordinary and Accidental Death (no projection scale is applied to the Accidental Death table).	Pri-2012 Employee mortality table with blue collar adjustments multiplied by 97% for rail males, 92% for MTA Bus males and 100% for females. For Police, the Mortality Rates for NYC Active Members of Transit and TBTA Ordinary and Accidental Death (no projection scale is applied to the Accidental Death table).	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 97% for rail males, 92% for MTA Bus males and 100% for females. For Police, the Mortality Rates for NYC Service Retirees for Housing Police and Transit Police.	Pri-2012 Retiree mortality table with blue collar adjustments multiplied by 97% for rail males, 92% for MTA Bus males and 100% for females. For Police, the Mortality Rates for NYC Service Retirees for Housing Police and Transit Police.	95% of the RP-2000 Healthy Annuitant mortality table for males with Blue Collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	PRI-2012 Disabled Annuitant mortality table for males and females. For Police, the Mortality Rates for NYC Disabled Retirees for Housing Police and Transit Police.	PRI-2012 Disabled Annuitant mortality table for males and females. For Police, the Mortality Rates for NYC Disabled Retirees for Housing Police and Transit Police.	RP-2014 Disabled Annuitant mortality table for males and females.
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.25%; 3.25%
Cost-of-Living Adjustments:	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.

REQUIRED SUPPLEMENTARY INFORMATION

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

	MTA Defined Benefit Plan (continued)		
Valuation Dates:	January 1, 2021	January 1, 2020	January 1, 2019
Measurement Date:	December 31, 2021	December 31, 2020	December 31, 2019
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	For FIL bases, 18 years for Fresh start base as of January 1, 2020 and period specified in current valuation report for specific assumption and plan change bases. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.	For Frozen Initial Liability ("FIL") bases, 18 years for Fresh start base as of Jan 1, 2020 and period specified in current valuation report for specific plan change bases. Future gains/ losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary or service, of the projected population for each group and further weighted by total present value of benefits for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment, and employee group; 2.75% general wage increases increases for TWU Local 100 MTA Bus hourly employees.	Varies by years of employment, and employee group. 2.75% general wage increases for TWU Local 100 MTA Bus hourly employees.	Varies by years of employment, and employee group. 2.75% general wage increases for TWU Local 100 MTA Bus hourly employees.
Actuarial assumptions:			
Discount Rate:	6.50%	6.50%	6.50%
Investment rate of return :	6.50%	6.50%	6.50%
Mortality:	Based on experience of all MTA sponsored pension plan members from January 1, 2015 - December 31, 2020 reflecting mortality improvement on a generational basis using Scale MP-2021	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the RP-2000 Healthy Annuitant mortality table for males with Blue Collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females.	RP-2014 Disabled Annuitant mortality table for males and females	RP-2014 Disabled Annuitant mortality table for males and females
Inflation/Railroad Retirement Wage Base:	2.25%; 3.25%	2.25%; 3.25%	2.25%; 3.25%
Cost-of-Living Adjustments:	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.

REQUIRED SUPPLEMENTARY INFORMATION

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

	MTA Defined Benefit Plan (continued)			
Valuation Dates:	January 1, 2018	January 1, 2017	January 1, 2016	January 1, 2015
Measurement Date:	December 31, 2018	December 31, 2017	December 31, 2016	December 31, 2015
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.	For Frozen Initial Liability ("FIL") bases, period specified in current valuation report. Future gains/ losses are amortized through the calculation of the normal cost in accordance with FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population for each group.
Asset Valuation Method:	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.	Actuarial value equals fair value less unrecognized gains/losses over a 5-year period. Gains/losses are based on fair value of assets.
Salary increases:	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.00%
Investment rate of return:	7.00%	7.00%	7.00%	7.00%
Mortality:	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As a general table, it reflects mortality improvements both before and after the measurement date.
Pre-retirement:	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
Post-retirement Healthy Lives:	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.	95% of the rates from the RP-2000 Healthy Annuitant mortality table for males with blue collar adjustments and 116% of the rates from the RP-2000 Healthy Annuitant mortality table for females.
Post-retirement Disabled Lives:	RP-2014 Disabled Annuitant mortality table for males and females	RP-2014 Disabled Annuitant mortality table for males and females	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females. At age 85 and later for males and age 77 and later for females, the disability rates are set to the male and females healthy rates, respectively.	75% of the rates from the RP-2000 Healthy Annuitant mortality table for males and females. At age 85 and later for males and age 77 and later for females, the disability rates are set to the male and females healthy rates, respectively.
Inflation/Railroad Retirement Wage Base:	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%
Cost-of-Living Adjustments:	55% of inflation assumption or 1.375%, if applicable.	55% of inflation assumption or 1.375%, if applicable.	55% of inflation assumption or 1.375%, if applicable.	55% of inflation assumption or 1.375%, if applicable.

REQUIRED SUPPLEMENTARY INFORMATION

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

	NYCERS Plan		
Valuation Dates:	June 30, 2024	June 30, 2023	June 30, 2022
Measurement Date:	June 30, 2025	June 30, 2024	June 30, 2023
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	N/A	N/A	N/A
Asset Valuation Method:	The Plan Fiduciary Net Positions are based on the Fair Values of Assets at the Measurement Dates with certain adjustments made to reflect the Actuary's understanding of the accruals within and the transfers between the QPP and the VSFs for NYCERS, POLICE, and FIRE.	The Plan Fiduciary Net Positions are based on the Fair Values of Assets at the Measurement Dates with certain adjustments made to reflect the Actuary's understanding of the accruals within and the transfers between the QPP and the VSFs for NYCERS, POLICE, and FIRE.	The Plan Fiduciary Net Positions are based on the fair values of Assets at the Measurement Dates with certain adjustments made to reflect the Actuary's understanding of the accruals within and the transfers between the QPP and the VSFs for NYCERS, POLICE, and FIRE.
Salary increases:	3% per annum.	3% per annum.	3% per annum.
Actuarial assumptions:			
Discount Rate:	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses	7.00%, net of investment expenses	7.00%, net of investment expenses
Mortality:	Tables adopted by the Boards of Trustees during Fiscal Year 2019. Applies mortality improvement scale MP-2020 published by the Society of Actuaries.	Tables adopted by the Boards of Trustees during Fiscal Year 2019. Applies mortality improvement scale MP-2020 published by the Society of Actuaries.	Tables adopted by the Boards of Trustees during Fiscal Year 2019. Applies mortality improvement scale MP-2020 published by the Society of Actuaries to active ordinary death mortality rates and pre-commencement mortality rates for deferred vesteds.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.

REQUIRED SUPPLEMENTARY INFORMATION

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

	NYCERS Plan (continued)		
Valuation Dates:	June 30, 2021	June 30, 2020	June 30, 2019
Measurement Date:	June 30, 2022	June 30, 2021	June 30, 2020
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.
Asset Valuation Method:	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.
Salary increases:	3% per annum.	3% per annum.	3% per annum.
Actuarial assumptions:			
Discount Rate:	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was prepared by Bolton, Inc. dated June 2019 analyzed the four-year and ten-year periods ended June 30, 2017.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was prepared by Bolton, Inc. dated June 2019 analyzed the four-year and ten-year periods ended June 30, 2017.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was prepared by Bolton, Inc. dated June 2019 analyzed the four-year and ten-year periods ended June 30, 2017.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.

REQUIRED SUPPLEMENTARY INFORMATION

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

	NYCERS Plan (continued)			
Valuation Dates:	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015
Measurement Date:	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016
Actuarial cost method:	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
Amortization method:	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfundeds.
Asset Valuation Method:	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.	Modified six-year moving average of fair values with a fair value Restart as of June 30, 2011.
Salary increases:	3% per annum.	3% per annum.	3% per annum.	3% per annum.
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.
Pre-retirement:	N/A	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.	1.5% per annum for Auto COLA and 2.5% per annum for Escalation.

REQUIRED SUPPLEMENTARY INFORMATION

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

	NYSLERS Plan		
Valuation Dates:	April 1, 2024	April 1, 2023	April 1, 2022
Measurement Date:	March 31, 2025	March 31, 2024	March 31, 2023
Actuarial cost method:	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
Amortization method:	N/A	N/A	N/A
Asset Valuation Method:	8-year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	8-year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	Market restart
Salary increases:	4.3% in ERS, 6.0% in PFRS	4.4% in ERS, 6.2% in PFRS	4.4% in ERS, 6.2% in PFRS
Actuarial assumptions:			
Discount Rate:	5.90%	5.90%	5.90%
Investment rate of return:	5.90%, net of investment expenses.	5.90%, net of investment expenses.	5.90%, net of investment expenses.
Mortality:	Annuitant mortality rates are adjusted to incorporate mortality improvements under the Society of actuaries's Scale MP-2021.	Annuitant mortality rates are adjusted to incorporate mortality improvements under the Society of actuaries's Scale MP-2021.	Annuitant mortality rates are adjusted to incorporate mortality improvements under the Society of actuaries's Scale MP-2021.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.90%	2.90%	2.70%
Cost-of-Living Adjustments:	1.5% per annum.	1.5% per annum.	1.4% per annum.

REQUIRED SUPPLEMENTARY INFORMATION

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

	NYSLERS Plan (continued)		
Valuation Dates:	April 1, 2021	April 1, 2020	April 1, 2019
Measurement Date:	March 31, 2022	March 31, 2021	March 31, 2020
Actuarial cost method:	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
Amortization method:	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.
Asset Valuation Method:	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.
Salary increases:	4.4% in ERS, 6.2% in PFRS	4.40% in ERS; 6.20% in PFRS	4.20% in ERS; 5.00% in PFRS
Actuarial assumptions:			
Discount Rate:	5.90%	5.90%	6.80%
Investment rate of return:	6.80%, net of investment expenses.	5.90%, net of investment expenses.	6.80%, net of investment expenses.
Mortality:	Annuitant mortality rates are based on April 1, 2015 – March 31, 2020 System experience with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2020.	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2015 through March 31, 2020 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2020.	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2010 through March 31, 2015 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2018.
Pre-retirement:	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.70%	2.70%	2.50%
Cost-of-Living Adjustments:	1.3% per annum.	1.4% per annum.	1.3% per annum.

REQUIRED SUPPLEMENTARY INFORMATION

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

	NYSLERS Plan (continued)			
Valuation Dates:	April 1, 2018	April 1, 2017	April 1, 2016	April 1, 2015
Measurement Date:	March 31, 2019	March 31, 2018	March 31, 2017	March 31, 2016
Actuarial cost method:	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
Amortization method:	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.	Evenly over the remaining working lifetimes of the active membership.
Asset Valuation Method:	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.
Salary increases:	3.80%	3.80%	3.80%	3.80%
Actuarial assumptions:				
Discount Rate:	7.00%	7.00%	7.00%	7.00%
Investment rate of return:	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
Mortality:	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2010 through March 31, 2015 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2015 experience study of the period April 1, 2010 through March 31, 2015 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.
Pre-retirement:	N/A	N/A	N/A	N/A
Post-retirement Healthy Lives:	N/A	N/A	N/A	N/A
Post-retirement Disabled Lives:	N/A	N/A	N/A	N/A
Inflation/Railroad Retirement Wage Base:	2.50%	2.50%	2.50%	2.50%
Cost-of-Living Adjustments:	1.3% per annum.	1.3% per annum.	1.3% per annum.	1.3% per annum.

REQUIRED SUPPLEMENTARY INFORMATION

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

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

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

Changes of Benefit Terms:

Refer to Note 5 Employee Benefits.

Changes of Assumptions:

There were no significant changes in the economic and demographic used in the June 30, 2024 valuation for the NYCERS plan.

There were no significant changes in the economic and demographic assumptions used in the April 1, 2024 valuation for the NYSLERS plan.

REQUIRED SUPPLEMENTARY INFORMATION

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

($ in thousands)

Plan Measurement Date (December 31):	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**
Total OPEB liability:								
Service cost	$ 1,016,084	$ 991,091	$ 1,240,342	$ 1,250,950	$ 1,097,051	$ 928,573	$ 1,002,930	$ 884,548
Interest on total OPEB liability	722,115	855,614	530,983	535,642	610,160	840,532	734,968	731,405
Effect of plan changes	291,217	74,166	-	-	-	-	1,580	27,785
Effect of economic/demographic (gains) or losses	51,425	(3,036,310)	14,299	292,154	(43,890)	247,871	(19,401)	13,605
Effect of assumption changes or inputs	(1,732,215)	1,154,349	(3,449,438)	(738,829)	1,939,528	311,286	(1,800,135)	911,465
Benefit payments	(944,296)	(882,260)	(846,299)	(792,984)	(724,741)	(730,677)	(691,122)	(650,994)
Net change in total OPEB liability	(595,670)	(843,350)	(2,510,113)	546,933	2,878,108	1,597,585	(771,180)	1,917,814
Total OPEB liability—beginning	21,603,051	22,446,401	24,956,514	24,409,581	21,531,473	19,933,888	20,705,068	18,787,254
Total OPEB liability—ending (a)	21,007,381	21,603,051	22,446,401	24,956,514	24,409,581	21,531,473	19,933,888	20,705,068
Plan fiduciary net position:								
Employer contributions	944,296	2,201,541	846,299	792,984	387,371	730,677	691,122	650,994
Net investment income	58,822	43,031	11,828	-	(77,118)	63,647	(18,916)	47,370
Benefit payments	(944,296)	(882,260)	(846,299)	(792,984)	(724,741)	(730,677)	(691,122)	(650,994)
Administrative expenses	(145)	(143)	(176)	(46)	(209)	(200)	(56)	-
Net change in plan fiduciary net position	58,677	1,362,169	11,652	(46)	(414,697)	63,447	(18,972)	47,370
Plan fiduciary net position—beginning	1,373,905	11,736	84	130	414,827	351,380	370,352	322,982
Plan fiduciary net position—ending (b)	1,432,582	1,373,905	11,736	84	130	414,827	351,380	370,352
Net OPEB liability—ending (a)-(b)	$ 19,574,799	$ 20,229,146	$ 22,434,665	$ 24,956,430	$ 24,409,451	$ 21,116,646	$ 19,582,508	$ 20,334,716
Plan fiduciary net position as a percentage of the total OPEB liability	6.82%	6.36%	0.05%	0.00%	0.00%	1.93%	1.76%	1.79%
Covered payroll	$ 7,677,009	$ 7,490,519	$ 6,848,347	$ 6,537,709	$ 6,716,423	$ 6,901,690	$ 6,903,700	$ 5,394,332
Net OPEB liability as a percentage of covered payroll	254.98%	270.06%	327.59%	381.73%	363.43%	305.96%	283.65%	376.96%

Notes to Schedule:

Changes of benefit terms: In the July 1, 2023 actuarial valuation, there were no changes to the benefit terms.

Changes of assumptions: In the July 1, 2023 actuarial valuation, there were updates to various healthcare assumptions including the per capita claim costs assumption and healthcare trend assumptions.

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

REQUIRED SUPPLEMENTARY INFORMATION

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

($ in thousands)	**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)	$ 942,439	$ 944,296	$ 2,201,541	$ 846,299	$ 813,195	$ 391,529	$ 737,297	$ 691,122	$ 650,994
Contribution Deficiency (Excess)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Covered Payroll	$ 8,127,961	$ 7,677,009	$ 7,490,519	$ 6,848,347	$ 6,537,709	$ 6,716,423	$ 6,901,690	$ 6,903,700	$ 5,394,200
Actual Contribution as a Percentage of Covered Payroll	11.60%	12.30%	29.39%	12.36%	12.44%	5.83%	10.68%	10.01%	12.07%

(1) Actual employer contribution includes the implicit rate of subsidy adjustment of $66,606 and $62,445 for the years ended December 31, 2024 and 2023, respectively.

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

REQUIRED SUPPLEMENTARY INFORMATION

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

Valuation date	July 1, 2024	July 1, 2023	July 1, 2022	July 1, 2021
Measurement date	December 31, 2024	December 31, 2023	December 31, 2022	December 31, 2021
Discount rate	4.08%, net of expenses	3.26%, net of expenses	3.72%, net of expenses	2.06%, net of expenses
Inflation	2.30%	2.31%	2.33%	2.30%
Actuarial cost method	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal
Amortization method	Level percentage of payroll	Level percentage of payroll	Level percentage of payroll	Level percentage of payroll
Normal cost increase factor	4.25%	4.25%	4.25%	4.25%
Investment rate of return	4.25%	4.25%	3.72%	2.06%
Salary increases	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.

Valuation date	July 1, 2020	July 1, 2019	July 1, 2018	July 1, 2017
Measurement date	December 31, 2020	December 31, 2019	December 31, 2018	December 31, 2017
Discount rate	2.12%, net of expenses	2.74%, net of expenses	4.10%, net of expenses	3.44%, net of expenses
Inflation	2.25%	2.25%	2.50%	2.50%
Actuarial cost method	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal
Amortization method	Level percentage of payroll	Level percentage of payroll	Level percentage of payroll	Level percentage of payroll
Normal cost increase factor	4.25%	4.50%	4.50%	4.50%
Investment rate of return	2.12%	5.75%	6.50%	6.50%
Salary increases	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.	3%. Varies by years of service and differs for members of the various pension plans.

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

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

Pension And Other Employee Benefit Trust Funds
Combining Statement of Fiduciary Net Position as of December 31, 2025

($ in thousands)	Pension Funds			Other Employee Benefit Trust Fund	
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post-employment Benefits Plan	Total
ASSETS:					
Cash	$ 11,216	$ 839	$ 6,188	$ -	$ 18,243
Receivables:					
Employee loans	-	-	31,065	-	31,065
Participant and union contributions	-	2	279	-	281
Investment securities sold	-	122	5,229	-	5,351
Accrued interest and dividends	10,808	808	5,530	22,552	39,698
Other receivables	9,244	514	-	-	9,758
Total receivables	20,052	1,446	42,103	22,552	86,153
Investments at fair value/NAV:					
Equity securities	3,484,898	260,595	2,057,346	-	5,802,839
Fixed income securities	2,285,244	170,887	1,169,460	1,494,659	5,120,250
Other alternative investments*	2,061,994	228,503	1,153,070	-	3,443,567
Total Investments at fair value/NAV	7,832,136	659,985	4,379,876	1,494,659	14,366,656
Total assets	$ 7,863,404	$ 662,270	$ 4,428,167	$ 1,517,211	$ 14,471,052
LIABILITIES:					
Accounts payable and accrued liabilities	$ 7,198	$ 354	$ 2,415	$ -	$ 9,967
Payable for investment securities purchased	9,359	700	9,704	-	19,763
Accrued benefits payable	-	-	17	248	265
Accrued postretirement death benefits (PRDB) payable	-	-	6,051	-	6,051
Accrued 55/25 Additional Members Contribution (AMC) payable	-	-	167	-	167
Other liabilities	6,844	512	-	-	7,356
Total liabilities	23,401	1,566	18,354	248	43,569
NET POSITION:					
Restricted for pensions	7,840,003	660,704	4,409,813	-	12,910,520
Restricted for postemployment benefits other than pensions	-	-	-	1,516,963	1,516,963
Total net position	7,840,003	660,704	4,409,813	1,516,963	14,427,483
Total liabilities and net position	$ 7,863,404	$ 662,270	$ 4,428,167	$ 1,517,211	$ 14,471,052

*Other alternative investments include opportunistic, real assets, real estate, absolute return, private equity and short-term investment.

See Independent Auditor’s Report.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

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

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

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

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

Pension And Other Employee Benefit Trust Funds
Combining Statement of Changes in Fiduciary Net Position for the year ended December 31, 2025

($ in thousands)	Pension Funds			Other Employee Benefit Trust Fund	
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post-employment Benefit Plan	Total
ADDITIONS:					
Contributions:					
Employer contributions	$ 92,450	$ 1,389	$ 18,277	$ 878,589	$ 990,705
Implicit rate subsidy contribution	-	-	-	63,850	63,850
Participant rollovers	3,878	-	-	-	3,878
Member contributions	42,880	32	34,242	-	77,154
Total contributions	139,208	1,421	52,519	942,439	1,135,587
Investment income:					
Net appreciation / depreciation in fair value of investments	869,753	71,779	488,663	31,909	1,462,104
Dividend income	67,202	5,511	39,688	-	112,401
Interest income	63,778	5,169	35,606	53,530	158,083
Less:					
Investment expenses	45,713	3,297	26,098	886	75,994
Investment income, net	955,020	79,162	537,859	84,553	1,656,594
Total additions	1,094,228	80,583	590,378	1,026,992	2,792,181
DEDUCTIONS:					
Benefit payments and withdrawals	430,246	128,790	293,753	878,589	1,731,378
Implicit rate subsidy payments	-	-	-	63,850	63,850
Transfer to other plans	467	-	-	-	467
Administrative expenses	5,181	715	597	172	6,665
Total deductions	435,894	129,505	294,350	942,611	1,802,360
Net increase / (decrease) in fiduciary net position	658,334	(48,922)	296,028	84,381	989,821
NET POSITION:					
Restricted for Benefits:					
Beginning of year	7,181,669	709,626	4,113,785	1,432,582	13,437,662
End of year	$ 7,840,003	$ 660,704	$ 4,409,813	$ 1,516,963	$ 14,427,483

See Independent Auditor's Review Report.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

Pension And Other Employee Benefit Trust Funds
Combining Statement of Changes in Fiduciary Net Position for the year ended December 31, 2024

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

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

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION
SCHEDULE OF CONSOLIDATED RECONCILIATION BETWEEN FINANCIAL PLAN AND FINANCIAL STATEMENTS FOR THE YEAR ENDED DECEMBER 31, 2025
($ in millions)

Category	Financial Plan Actual	Statement GAAP Actual	Variance
REVENUE:			
Farebox revenue	$ 5,528	$ 5,207	$ (321)
Vehicle toll revenue	2,770	3,257	487
Other operating revenue	1,200	1,080	(120)
Total revenue	9,498	9,544	46
OPERATING EXPENSES:			
Labor:			
Payroll	7,611	6,442	(1,169)
Overtime	1,181	1,152	(29)
Health and welfare	2,165	1,840	(325)
Pensions	1,843	1,200	(643)
Other fringe benefits	1,502	1,020	(482)
Postemployment benefits	989	1,121	132
Reimbursable overhead	-	(701)	(701)
Total labor expenses	15,289	12,074	(3,215)
Non-labor:			
Electric power	642	634	(8)
Fuel	212	206	(6)
Insurance	42	1	(41)
Claims	440	1,029	589
Paratransit service contracts	874	717	(157)
Maintenance and other	1,155	915	(240)
Professional service contract	1,095	602	(493)
Pollution remediation project costs	6	18	12
Materials and supplies	893	694	(199)
Other business expenses	319	293	(26)
Total non-labor expenses	5,678	5,109	(569)
Depreciation	3,927	4,016	88
Other expenses adjustment	224	-	(224)
Total operating expenses	25,118	21,199	(3,919)
NET OPERATING LOSS	$ (15,620)	$ (11,655)	$ 3,965

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

SCHEDULE OF CONSOLIDATED SUBSIDY ACCRUAL RECONCILIATION BETWEEN FINANCIAL PLAN AND FINANCIAL STATEMENTS FOR THE YEAR ENDED DECEMBER 31, 2025
($ in millions)

Accrued Subsidies	Financial Plan Actual	Financial Statement GAAP Actual	Variance	
Mass transportation operating assistance	$ 1,954	$ 3,151	$ 1,197	{1}
Mass transit trust fund subsidies	1,768	587	(1,181)	{1}
Mortgage recording tax 1 and 2	475	440	(35)	{1}
MRT transfer	(15)	(14)	1	{1}
Urban tax	480	490	10	{1}
State and local operating assistance	376	406	30	{1}
Station maintenance	222	226	4	{1}
Connecticut Department of Transportation (CDOT)	261	238	(23)	{1}
Subsidy from New York City for MTA Bus and SIRTOA	798	583	(215)	{1}
Other NYS Subsidies	-	19	19	{1}
Build American Bonds Subsidy	-	56	56	{1}
Mobility tax	4,030	4,727	697	{1}
Assistance Fund (For hire vehicle)	-	454	454	{1}
Real Property Transfer Tax Surcharge (Mansion Tax)	-	417	417	{1}
Internet Marketplace Tax	-	339	339	{1}
NYS/NYC Subway Action Plan	348	-	(348)	{1}
Other non-operating income	1,129	3,681	2,552	{2}
Total accrued subsidies	11,825	15,800	3,975	
Net operating deficit before subsidies and debt service	(15,620)	(11,655)	3,965	
Debt Service	(2,914)	(1,965)	949	
Loss on disposal of subway cars	22	-	(22)	
Conversion to Cash basis: Depreciation	3,927	-	(3,927)	
Conversion to Cash basis: OPEB Obligation	588	-	(588)	
Conversion to Cash basis: GASB 68 pension adjustment	(107)	-	107	
Conversion to Cash basis: Pollution & Remediation	6	-	(6)	
Other Cash Flow adjustments	39	-	(39)	
Total net operating surplus/(deficit) before appropriations, grants and other receipts restricted for capital projects	$ (2,233)	$ 2,180	$ 4,413	

{1} The Financial Plan records on a cash basis while the Financial Statement records on an accrual basis.
{2} The Financial Plan records do not include other non-operating income or changes in fair value.

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION
SCHEDULE OF FINANCIAL PLAN TO FINANCIAL STATEMENTS RECONCILIATION
RECONCILING ITEMS
FOR THE YEAR ENDED DECEMBER 31, 2025
($ in millions)

Financial Plan Actual Operating Loss at December 31, 2025			**$ (15,620)**
The Financial Plan Actual Includes:			
1	Lower farebox and vehicle toll revenues		167
2	Higher other operating revenue		(120)
3	Higher labor expense		3,215
4	Higher non-labor expense		569
5	Other expense adjustments		136
Total operating reconciling items			**3,965**
Financial Statements Operating Loss at December 31, 2025			**(11,655)**
Financial Plan Deficit after Subsidies and Debt Service			**(2,233)**
The Financial Plan Actual Includes:			
1	Debt service bond principal payments		949
2	Adjustments for non-cash assets and liabilities:		
	Depreciation	(3,927)	
	Unfunded OPEB expense	(588)	
	Unfunded GASB No. 68 pension adjustment	107	
	Other non-cash liability adjustment	(28)	(4,436)
3	Other cash flow adjustment		(39)
The Financial Statement includes:			
4	Higher subsidies and other non-operating revenues and expenses		3,975
5	Total operating reconciling items (from above)		3,965
Financial Statement Gain Before Capital Appropriations			**$ 2,180**