Metropolitan Transportation Authority

Finance
Committee Meeting
July 2026

Committee Members

N. Zuckerman, Chair

A. Albert

S. Chu

M. Fleischer

M. Hartzog

M. Herbst

D. Jones

C. Leathers

H. Mihaltses

M. Miller

M. Rand

E. Valente

Finance Committee Meeting

2 Broadway, 20th Floor Board Room
New York, NY 10004

Monday, 7/27/2026
2:00 - 3:00 PM ET

FINANCE COMMITTEE			
July 2026			
Action		**Amount**	**Short Description**
Owner Controlled Insurance Program III – Second Avenue Subway Phase II – Contracts 3 and 4			To obtain MTA Board approval for the placement of an Owner Controlled Insurance Program (OCIP) for Second Avenue Subway Phase II, Contracts 3 and 4, establish not-to-exceed (NTE) insurance costs of $153 million, and execute items necessary to finalize the procurement.
Agency	**Vendor Name**	**Total Amount**	
MTA HQ	Miller Advertising Agency, Inc.	$2,999,304	Contract award for classified, legal and recruitment services; Modification to (1) extend the contract for 12 months in order to continue providing classified, legal and recruitment services for all MTA agencies; and (2) increase the aggregate contract amount.
MTA Real Estate	**Vendor Name**	**Amount**	**Short Description**
Lease with Newburgh Industrial Associates LLC for warehouse space at 3 Enterprise Drive, Newburgh, NY	Newburgh Industrial Associates LLC	MTA to reimburse 100% of its proportionate share of operating expenses associated with common area maintenance and to operate the premises	Authorization to enter into a lease for warehousing, storage and incidental administrative offices on behalf of MTA Metro-North Railroad
Lease agreement with DKG Group Inc. at Queens Plaza Station, Queens NY	DKG Group, Iinc.	Fixed rent of $7,200 in Lease Year 1 with 3% annual escalations (10-year term)	Authorization to enter into a lease agreement for the sale of coffee, other beverages, and grab-and-go food items at Queens Plaza subway Station
Authorization to acquire property interests by negotiation or eminent domain for the Harmon to Poughkeepsie signal system phase II project in Westchester, Putnam and Dutchess counties	Various grantors, per the property list attached to staff summary	To be determined via negotiation or condemnation	Authorization to acquire property interests in connection with the Harmon to Poughkeepsie Signal System Phase II Project
Lease with Westbury Station Market Inc. for the retail unit at Westbury Station in Westbury, NY	Westbury Station Market Inc.	Year 1: $2,398 per annum with three percent (3%) escalations (10-year term)	Authorization to enter into a lease agreement for the operation of a retail concession
Lease with Rockville Centre Station Market Inc. for the retail unit at Rockville Centre Station in Rockville Centre, NY	Rockville Centre Station Market Inc.	Year 1: $10,700.00 per annum with three percent (3%) escalations (10-year term)	Authorization to enter into a lease agreement for the operation of a retail concession

Metropolitan Transportation Authority

MTA Finance Committee

Financial Performance Report

July 27, 2026

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Finance Summary

Summary of Financial Results, June 2026

$ in millions	Year-to-Date June 2026				June 2026			
	Adopted Budget	Actual	Variance	% Diff	Adopted Budget	Actual	Variance	% Diff
Operating Revenue	$4,557.2	$5,112.0	$554.8	12.2%	$799.8	$796.4	($3.3)	-0.4%
Operating Subsidies*	5,077.5	5,301.6	224.1	4.4%	909.7	956.3	46.6	5.1%
Operating Expenses	8,831.9	8,684.8	147.1	1.7%	1,487.0	1,419.3	67.7	4.6%
Debt Service	1,437.9	1,409.9	28.0	1.9%	247.4	256.1	(8.7)	-3.5%
Surplus / (Deficit)			**$954.0**				**$102.3**	

Operating results are preliminary and will be revised as financial results are reviewed and audited. Net preliminary operating results for YTD June were favorable to the Adopted Budget by $954 million.

Overall Latest Condition (compared with the Adopted Budget):

Operating Revenue for YTD June was $555 million (12%) favorable, with other operating revenue favorable by $595 million due to the receipt of $590 million in FEMA COVID reimbursement. This is a timing-related change as the February Financial Plan anticipated FEMA reimbursements would be received over three years from 2026 through 2028. Partially offsetting this was unfavorable passenger revenue of $30 million (1%), and toll revenue of $10 million (less than 1%). For the month of June, Operating Revenue was $3 million (less than 1%) unfavorable.

Operating Subsidies, which also reflect Investment Income, were favorable for YTD June by $224 million (4%). Excluding Investment Income, subsidies directed to the operating budget were favorable by $195 million (4%). This was primarily driven by favorable results for Payroll Mobility Tax (PMT), Urban Tax, and Automated Camera Enforcement (ACE).

Operating Expenses for YTD June were $147 million (2%) favorable. In June, Operating Expenses were $68 million (5%) favorable.

Debt Service expenses for YTD June were $28 million (2%) favorable, primarily due to savings on working capital debt fees and interest, refunding savings, and investment income, partially offset by a delay in the receipt of $6 million in federal subsidies. June was $9 million (4%) unfavorable, primarily due to the reversal of the prior month's positive timing variance and a delay in the receipt of $6 million in federal subsidies.

~~* Also captures Investment Income.~~

Operating Revenue

Farebox, Toll and Other Revenue

Revenue generated from subway, bus, and commuter rail fares and bridges and tunnels tolls. Other revenue includes but is not limited to fare and paratransit reimbursements, as well as advertising, rental, and parking revenue. This report represents revenues received on an accrual basis.

$ in millions	Year-to-Date June 2026 Adopted Budget	Actual	Variance	% Diff	June 2026 Adopted Budget	Actual	Variance	% Diff
Farebox Revenue	**$2,683.9**	**$2,654.2**	**($29.7)**	**-1.1%**	**$472.0**	**$481.7**	**$9.7**	**2.1%**
NYCT	1,918.3	1,883.5	(34.7)	-1.8%	333.3	331.6	(1.7)	-0.5%
Subway	1,569.1	1,558.5	(10.6)	-0.7%	273.8	274.8	1.0	0.4%
Bus	314.4	291.3	(23.1)	-7.4%	53.6	51.0	(2.6)	-4.9%
Other	34.8	33.7	(1.0)	-3.0%	6.0	5.9	(0.0)	-0.5%
Staten Island Railway	2.0	1.9	(0.1)	-5.8%	0.3	0.3	(0.0)	-0.6%
MTA Bus	101.2	88.6	(12.6)	-12.5%	17.4	15.6	(1.8)	-10.5%
LIRR	335.6	345.1	9.5	2.8%	61.2	69.0	7.8	12.7%
Metro-North	326.8	335.1	8.3	2.5%	59.8	65.2	5.4	9.1%
Toll Revenue	**$1,344.2**	**$1,334.2**	**($10.0)**	**-0.7%**	**$244.1**	**$241.0**	**($3.1)**	**-1.3%**
Other Revenue	**$529.2**	**$1,123.6**	**$594.5**	**112.3%**	**$83.7**	**$73.7**	**($10.0)**	**-11.9%**
Total	**$4,557.2**	**$5,112.0**	**$554.8**	**12.2%**	**$799.8**	**$796.4**	**($3.3)**	**-0.4%**

Passenger revenues were unfavorable by $30 million (1%) for YTD June, reflecting lower paid ridership at NYCT and MTA Bus, partially offset by favorable variances from the LIRR and MNR. For the month of June, passenger revenues were favorable by $10 million (2%), reflecting higher paid ridership for NYCT Subway and at the LIRR and MNR, partially offset by lower paid ridership at MTA Bus and NYCT Bus.

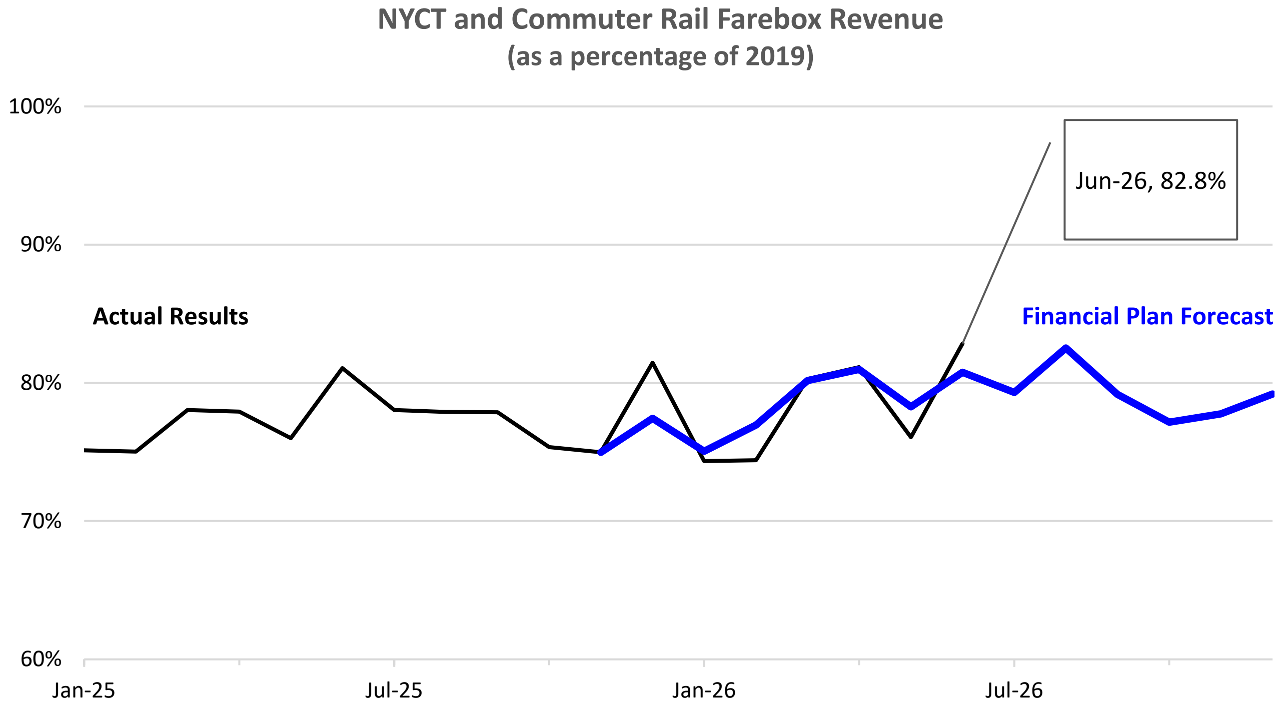
Toll revenue was unfavorable by $10 million for YTD June, reflecting the impacts from the January and February snow events. For the month of June, toll revenue was unfavorable by $3 million, mainly due to lower traffic volume.

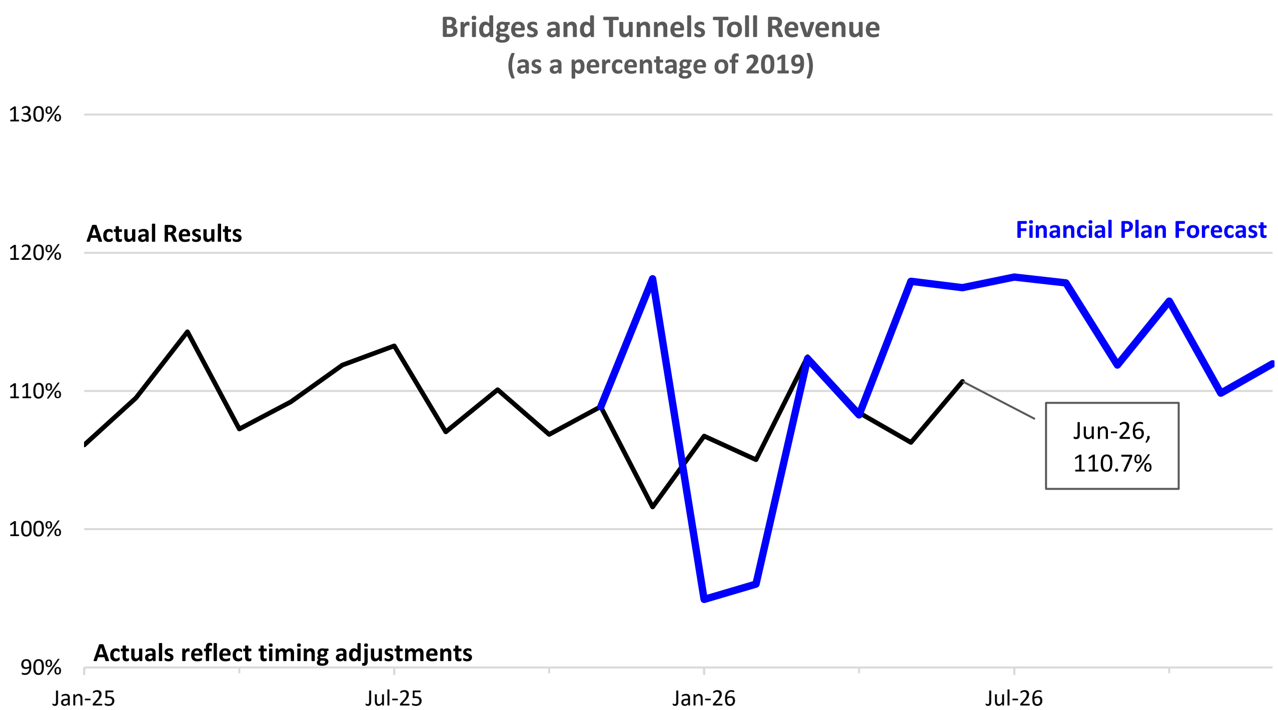
Passenger revenues remain significantly below pre-pandemic levels: YTD June passenger revenues were down $662 million (22%) compared with YTD June 2019. Toll revenue was higher by $83 million (8%). These changes from 2019 are adjusted to account for rate changes in fares and tolls during this period.

Other Revenue was favorable by $595 million for YTD June, mainly due to the receipt of $590 million in FEMA COVID reimbursement. For the month of June, other revenue was unfavorable by $10 million, mostly due to the reclassification of Fare Evasion Program Funds at MTAHQ.

MTA Farebox and Toll Revenue vs. Financial Plan Projections

MTA farebox and toll revenue versus current financial plan projections as a percentage of pre-COVID levels.

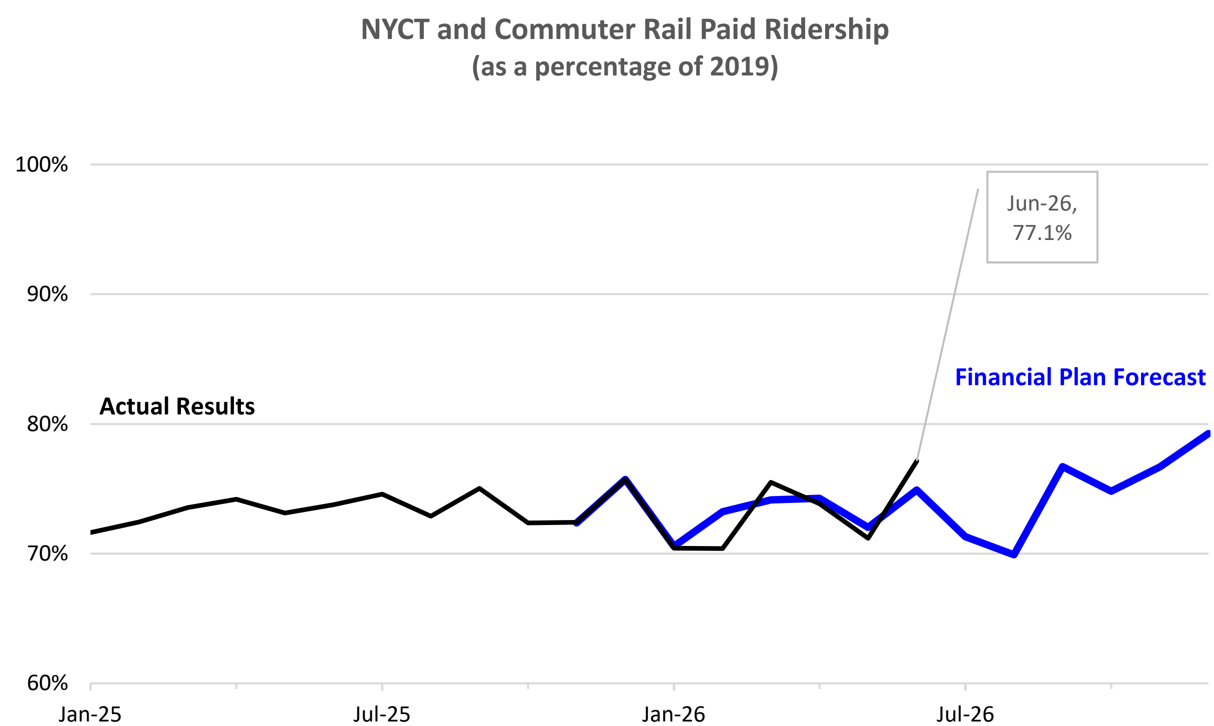


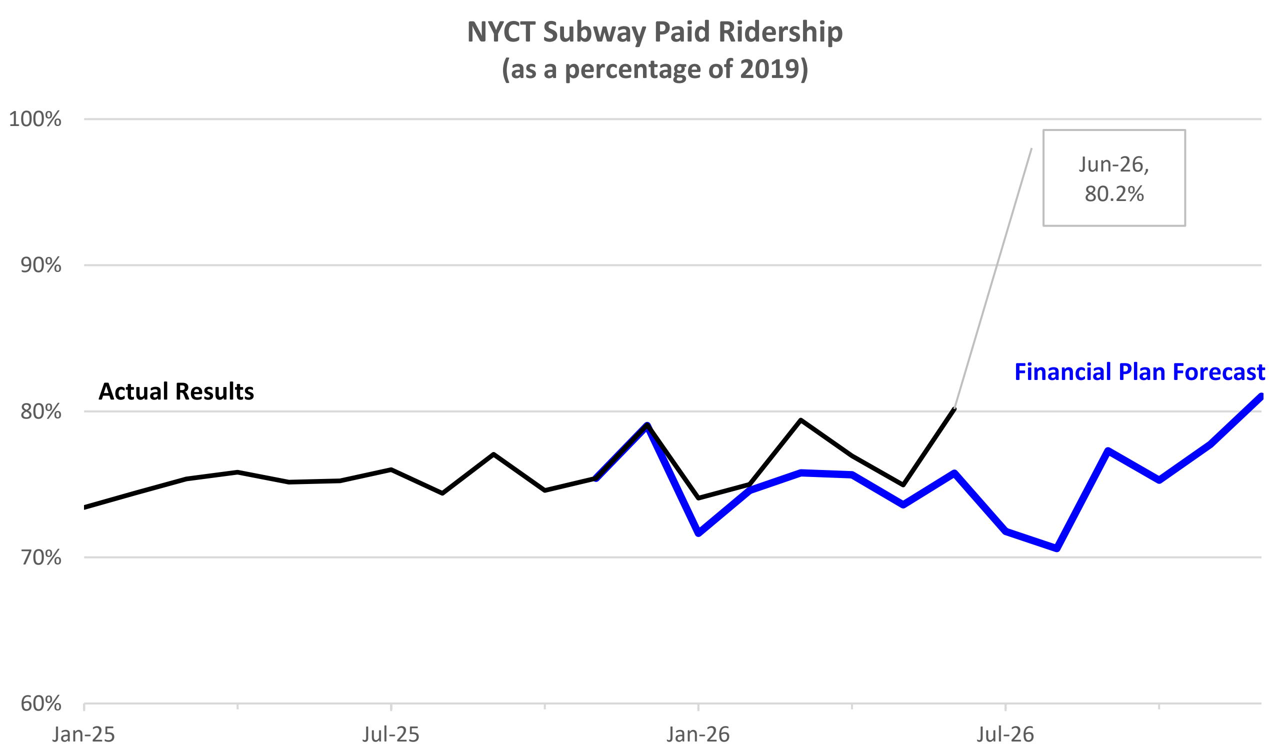


Excludes the impact of fare and toll increases.

MTA Paid Ridership vs. Financial Plan Projections

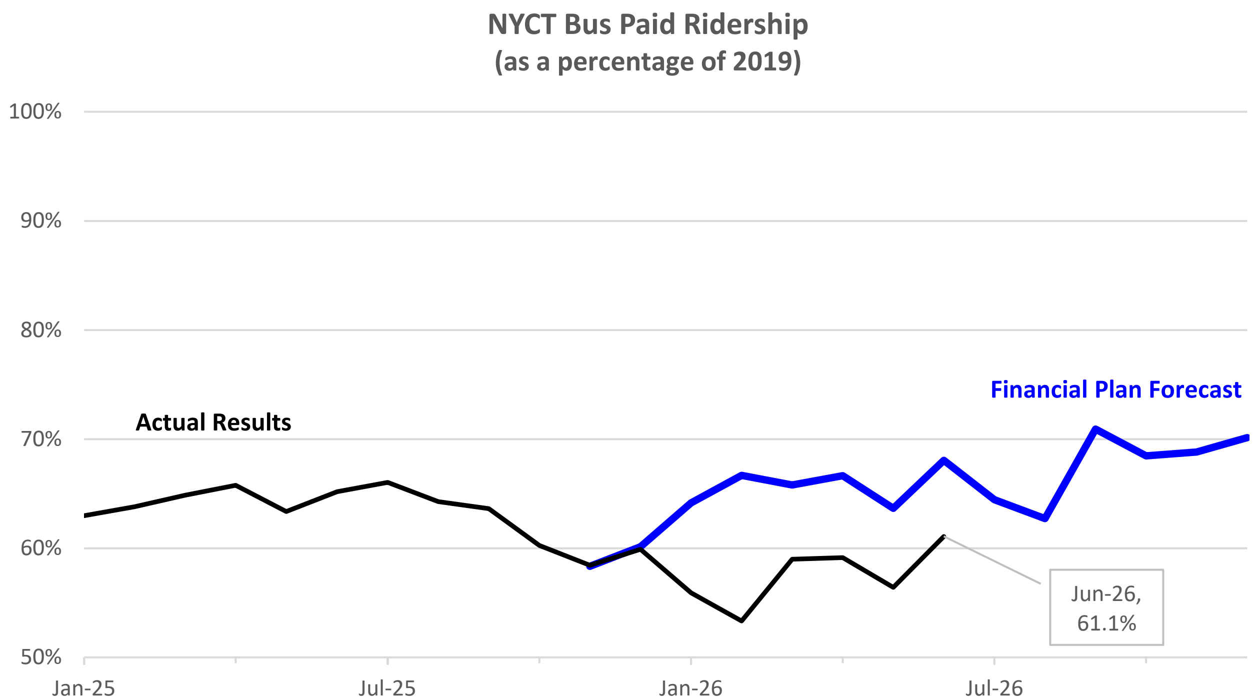
MTA paid ridership versus current financial plan projections as a percentage of pre-COVID levels.

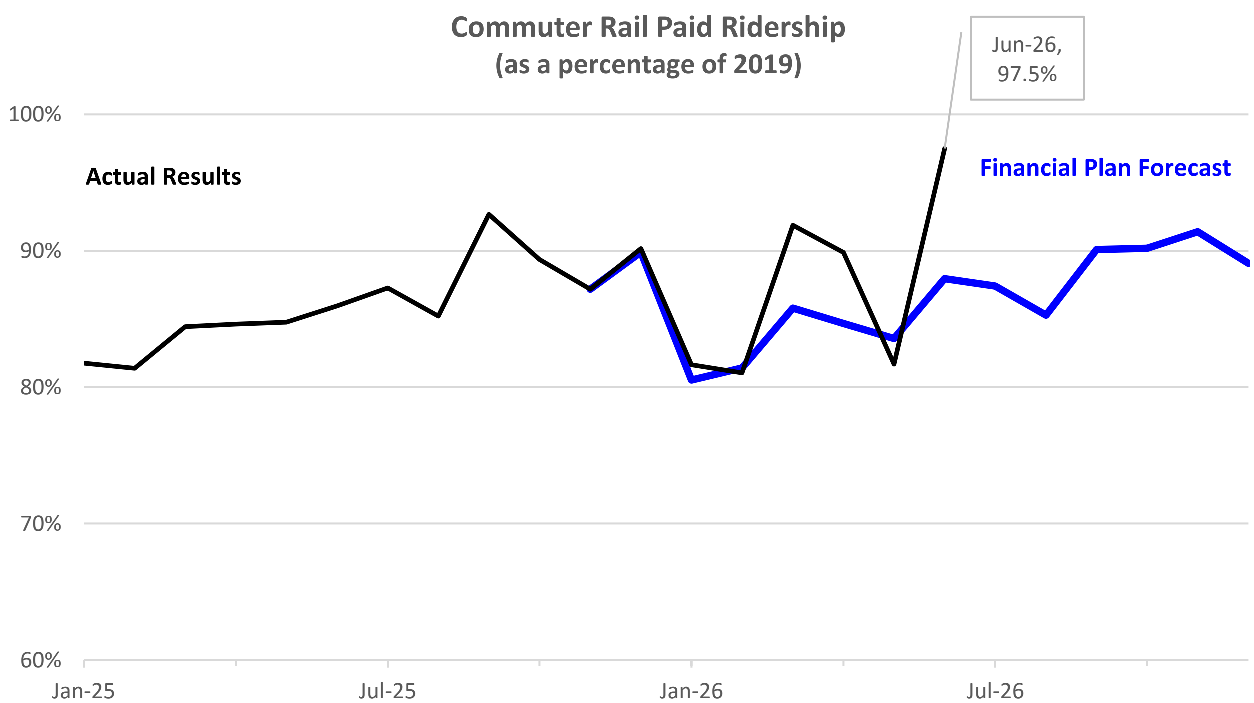




MTA Paid Ridership vs. Financial Plan Projections

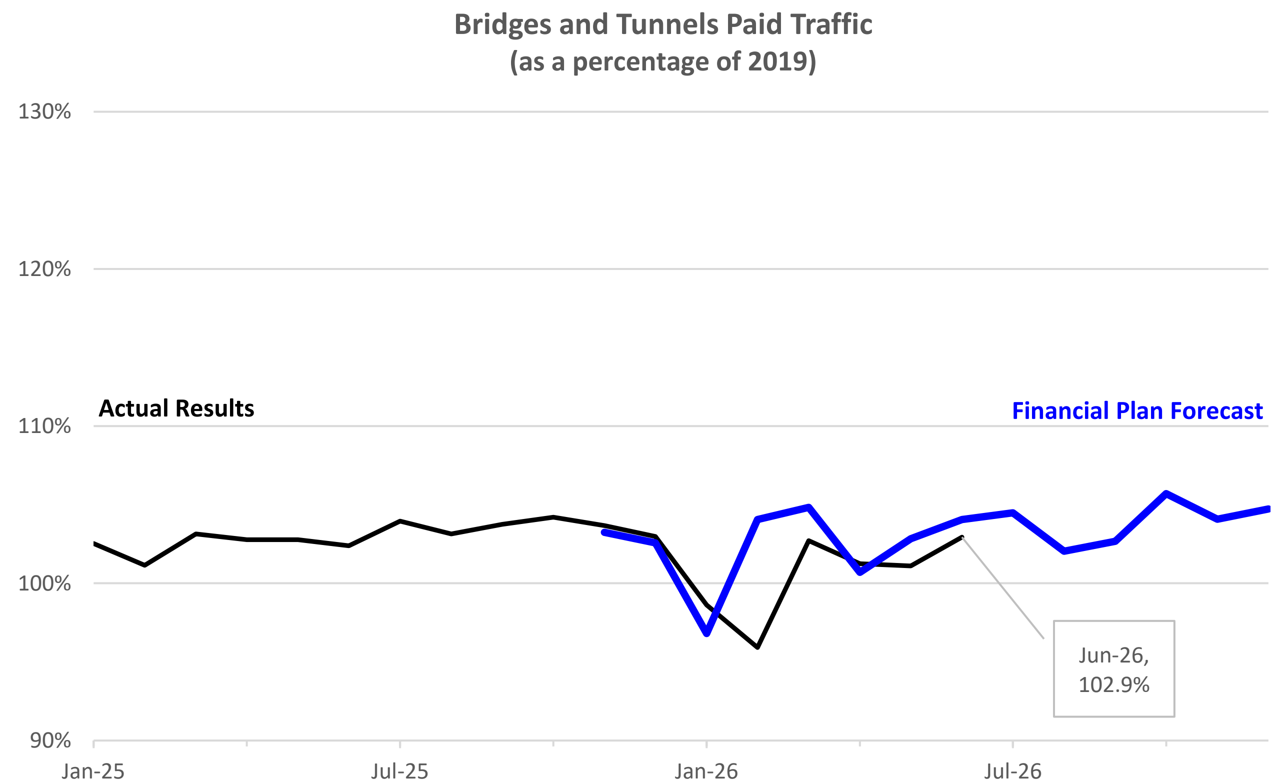
MTA paid subway and bus ridership versus current financial plan projections as a percentage of pre-COVID levels.





MTA Paid Traffic vs. Financial Plan Projections

MTA paid traffic versus current financial plan projections as a percentage of pre-COVID levels.



Total Subsidies

Subsidies - Summary

Dedicated taxes and subsidies received from the State of New York, businesses, individuals and localities in the MTA region.

$ in millions	Year-to-Date June 2026 Adopted Budget	Actual	Variance	% Diff	June 2026 Adopted Budget	Actual	Variance	% Diff
Operating Subsidies	$5,069.5	$5,264.5	$195.0	3.8%	$908.4	$949.9	$41.5	4.6%
B&T Surplus Transfer	666.7	756.7	90.0	13.5%	131.4	122.1	(9.3)	-7.1%
Investment Income	8.0	37.1	29.1	365.6%	1.3	6.4	5.1	384.0%
Total	$5,744.2	$6,058.2	$314.0	5.5%	$1,041.1	$1,078.5	$37.4	3.6%
Capital Subsidies	$1,377.9	$1,514.3	$136.4	9.9%	$203.2	$197.1	($6.1)	-3.0%

YTD Operating Subsidies were $195 million favorable. Favorable variances were recorded for Payroll Mobility Tax (PMT) of $104 million, Urban Tax of $97 million, and Automated Camera Enforcement (ACE) of $2 million, with unfavorable variances for Metropolitan Transportation Trust Fund (MTTF) of $7 million and For-Hire Vehicle (FHV) of $2 million. Station Maintenance was $39 million favorable, while MTA Aid was $19 million unfavorable. The timing of receipts affected several subsidies: CDOT Subsidy for Metro-North Railroad was $15 million unfavorable, City Subsidy for MTA Bus Company was $3 million unfavorable, and Local Operating Assistance was less than $1 million unfavorable.

YTD B&T Operating Surplus Transfer was $90 million favorable, and Investment Income was favorable by $29 million.

YTD through June, total resources funding the operating budget, which include Operating Subsidies, B&T Surplus Transfer and Investment Income, were favorable by $314 million.

June Operating Subsidies were $42 million favorable. Favorable variances were recorded for ACE of $2 million, and FHV of $1 million, with unfavorable variances for PMT of $5 million, Urban Tax of $3 million, and MRT of $2 million. The timing of receipts affected several subsidies: Station Maintenance was $39 million favorable, MTTF was $26 million favorable, and CDOT Subsidy for Metro-North Railroad was $5 million favorable, while MTA Aid was $14 million unfavorable, City Subsidy for MTA Bus was $4 million unfavorable, and Local Operating Assistance was $2 million unfavorable.

The B&T Surplus Transfer for June was unfavorable by $9 million. Investment Income was favorable by $5 million.

In June, total resources funding the operating budget, which include Operating Subsidies, B&T Surplus Transfer and Investment Income, were favorable by $37 million.

Capital Subsidies for YTD through June were favorable by $136 million reflecting favorable receipts for the Real Estate Transfer Tax of $61 million, favorable CBDTP net surplus of $45 million, and favorable PMT Capital accruals of $31 million. June was unfavorable by $6 million reflecting unfavorable PMT Capital accruals of $13 million, partially offset by favorable CBDTP net surplus of $6 million and favorable Real Estate Transfer Tax receipts of $1 million. Receipts for both the City and State components of Internet Marketplace Tax were on target with the Adopted Budget for June.

Consolidated Operating Subsidies

Detailed breakout of the dedicated taxes and subsidies received from the State of New York and businesses, individuals and localities in the MTA region. This is a cash basis record that represents funding received by the MTA.

$ in millions	Year-to-Date June 2026 Adopted Budget	Actual	Variance	% Diff	June 2026 Adopted Budget	Actual	Variance	% Diff
Operating Subsidies	**$5,069.5**	**$5,264.5**	**$195.0**	**3.8%**	**$908.4**	**$949.9**	**$41.5**	**4.6%**
Metropolitan Mass Transportation Operating Assistance (MMTOA)	419.9	419.9	0.0	0.0%	212.5	212.5	0.0	0.0%
Metropolitan Transportation Trust Fund (MTTF)	538.6	531.1	(7.4)	-1.4%	168.8	195.0	26.2	15.5%
Mortgage Recording Tax (MRT)	233.0	233.4	0.4	0.2%	38.8	36.6	(2.2)	-5.8%
MRT Adjustments	*0.0*	*0.0*	*0.0*	*N/A*	*0.0*	*0.0*	*0.0*	*N/A*
Urban Taxes	235.5	332.3	96.7	41.1%	39.3	36.0	(3.3)	-8.3%
Payroll Mobility Tax (PMT)	1,766.7	1,870.2	103.5	5.9%	266.9	261.9	(5.0)	-1.9%
PMT Replacement Funds	48.9	48.9	0.0	0.0%	0.0	0.0	0.0	N/A
MTA Aid	136.8	117.5	(19.3)	-14.1%	68.4	54.0	(14.4)	-21.0%
For-Hire Vehicle (FHV) Surcharge	175.0	173.2	(1.8)	-1.0%	29.2	29.8	0.7	2.3%
Automated Camera Enforcement (ACE)	56.6	58.6	2.0	3.6%	9.4	11.2	1.7	18.4%
Peer-to-Peer Car Sharing Trip Tax	0.6	0.2	(0.4)	N/A	0.3	0.0	(0.3)	-100.0%
State Operating Assistance	47.0	47.0	0.0	0.0%	0.0	0.0	0.0	N/A
Local Operating Assistance	14.6	14.1	(0.5)	-3.4%	7.3	4.9	(2.4)	N/A
Station Maintenance	0.0	39.4	39.4	N/A	0.0	39.4	39.4	N/A
State General Fund Subsidy	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
City Subsidy for MTA Bus Company	265.2	262.2	(3.1)	-1.2%	46.8	43.0	(3.8)	-8.1%
City Subsidy for Staten Island Railway	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
CDOT Subsidy for Metro-North Railroad	131.2	116.5	(14.6)	-11.2%	20.7	25.6	4.9	23.7%
Casino License and Gaming Tax Revenues	1,000.0	1,000.0	0.0	0.0%	0.0	0.0	0.0	N/A
Capital Subsidies*	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$0.0**	**$0.0**	**$0.0**	**N/A**
Payroll Mobility Tax (PMT) for Capital Funding	777.0	808.0	31.0	4.0%	100.8	87.6	(13.2)	-13.1%
Central Business District Tolling Program	264.1	308.9	44.9	17.0%	46.1	52.2	6.1	13.3%
Real Property Transfer Tax Surcharge	*167.8*	*228.3*	*60.5*	*36.0%*	*28.0*	*29.0*	*1.1*	*3.8%*
Internet Marketplace Tax - State	*79.2*	*79.2*	*0.0*	*0.0%*	*13.3*	*13.3*	*0.0*	*0.0%*
Internet Marketplace Tax - City	*89.8*	*89.8*	*0.0*	*0.0%*	*15.0*	*15.0*	*0.0*	*0.0%*
Less: Debt Service, 2020-2024 Capital Program	*(180.7)*	*(149.5)*	*31.1*	*-17.2%*	*(17.1)*	*(17.5)*	*(0.4)*	*2.3%*
Less: Debt Service, 2025-2029 Capital Program	*0.0*	*0.0*	*0.0*	*N/A*	*0.0*	*0.0*	*0.0*	*N/A*
Less: 2020-2024 Capital Program PAYGO and CBDTP Expenses	*(420.2)*	*(556.7)*	*(136.5)*	*32.5%*	*(85.3)*	*(92.1)*	*(6.8)*	*8.0%*
Less: 2025-2029 Capital Program PAYGO	*(777.0)*	*(808.0)*	*(31.0)*	*4.0%*	*(100.8)*	*(87.6)*	*13.2*	*-13.1%*
Additional Income, Adj. and Transfers	**$674.7**	**$793.8**	**$119.1**	**17.7%**	**$132.7**	**$128.5**	**($4.2)**	**-3.2%**
Investment Income	8.0	37.1	29.1	365.6%	1.3	6.4	5.1	384.0%
B&T Operating Surplus Transfer	666.7	756.7	90.0	13.5%	131.4	122.1	(9.3)	-7.1%
Total	**$5,744.2**	**$6,058.2**	**$314.0**	**5.5%**	**$1,041.1**	**$1,078.5**	**$37.4**	**3.6%**

* Capital Subsidies section is reported on an accrued basis.

** Central Business District Tolling Program expenses exclude debt service attributable to infrastructure financing cost of approximately $1.5 million per month.

Operating Expenses

Labor expenses and non-labor expenses rolled up by agency. For a breakdown of Operating Expenses by expense category, see the Statement of Operations. This report represents expenses on an accrual basis.

$ in millions	Year-to-Date June 2026 Adopted Budget	Actual	Variance	% Diff	June 2026 Adopted Budget	Actual	Variance	% Diff
NYCT								
Subway & Bus	$5,512.5	$5,406.8	$105.7	1.9%	$924.4	$866.1	$58.3	6.3%
Staten Island Railway	45.6	44.3	1.3	2.8%	7.8	8.9	(1.1)	-14.1%
MTA Bus	500.7	494.3	6.3	1.3%	84.5	86.6	(2.1)	-2.5%
Commuter Railroads								
Long Island Rail Road	$1,062.1	$1,066.0	($3.9)	-0.4%	$174.7	$181.7	($7.0)	-4.0%
Metro-North Railroad	844.0	858.8	(14.8)	-1.8%	141.1	142.4	(1.3)	-0.9%
GCMOC	51.4	47.9	3.5	6.8%	8.6	7.5	1.1	12.9%
Bridges & Tunnels	$238.7	$245.3	($6.6)	-2.7%	$46.8	$52.9	($6.0)	-12.9%
Headquarters	$589.0	$535.2	$53.8	9.1%	$98.8	$89.5	$9.3	9.4%
Construction & Development	1.5	2.8	(1.3)	N/A	0.5	0.5	0.0	3.3%
FMTAC	(17.0)	(19.9)	2.9	N/A	(2.8)	(18.8)	16.0	N/A
Other Expense Adjustments	$3.7	$3.5	$0.2	N/A	$2.5	$2.0	$0.5	N/A
Total	**$8,831.9**	**$8,684.8**	**$147.1**	**1.7%**	**$1,487.0**	**$1,419.3**	**$67.7**	**4.6%**

Year-to-date expenses were favorable by $147 million (2%). Payroll was $103 million favorable, mainly at NYCT ($97 million) due to vacancies. Health and Welfare/OPEB current payments were favorable by $63 million, $57 million of which was due to the timing of prescription rebate credits at NYCT. Professional service contracts were $51 million favorable, primarily at MTAHQ ($42 million), NYCT ($22 million), and MTA Bus ($7 million), all mainly due to timing. Materials and supplies were $26 million favorable, primarily at the LIRR ($15 million), NYCT ($9 million), and MNR ($4 million), all mainly due to timing. Paratransit service contracts were $46 million favorable, mainly due to lower trip volume and support charges. Other business expenses were favorable by $18 million, mainly at MTAHQ ($12 million) and NYCT ($4 million), both due to timing. Maintenance and other operating contracts were $21 million favorable, mainly due to an expense reclassification and timing at MNR ($26 million). These favorable results were partially offset by unfavorable overtime of $164 million due to higher weather-related requirements, absentee coverage needs, vacancies, and maintenance requirements at NYCT ($141 million), the LIRR ($15 million) and MTAHQ ($5 million); unfavorable electric power ($45 million), primarily at NYCT ($37 million) due to higher prices and consumption; and unfavorable other fringe benefits of $15 million mainly at NYCT ($10 million) due to timing and MNR ($8 million) mainly due to a higher employee claim provision and rates.

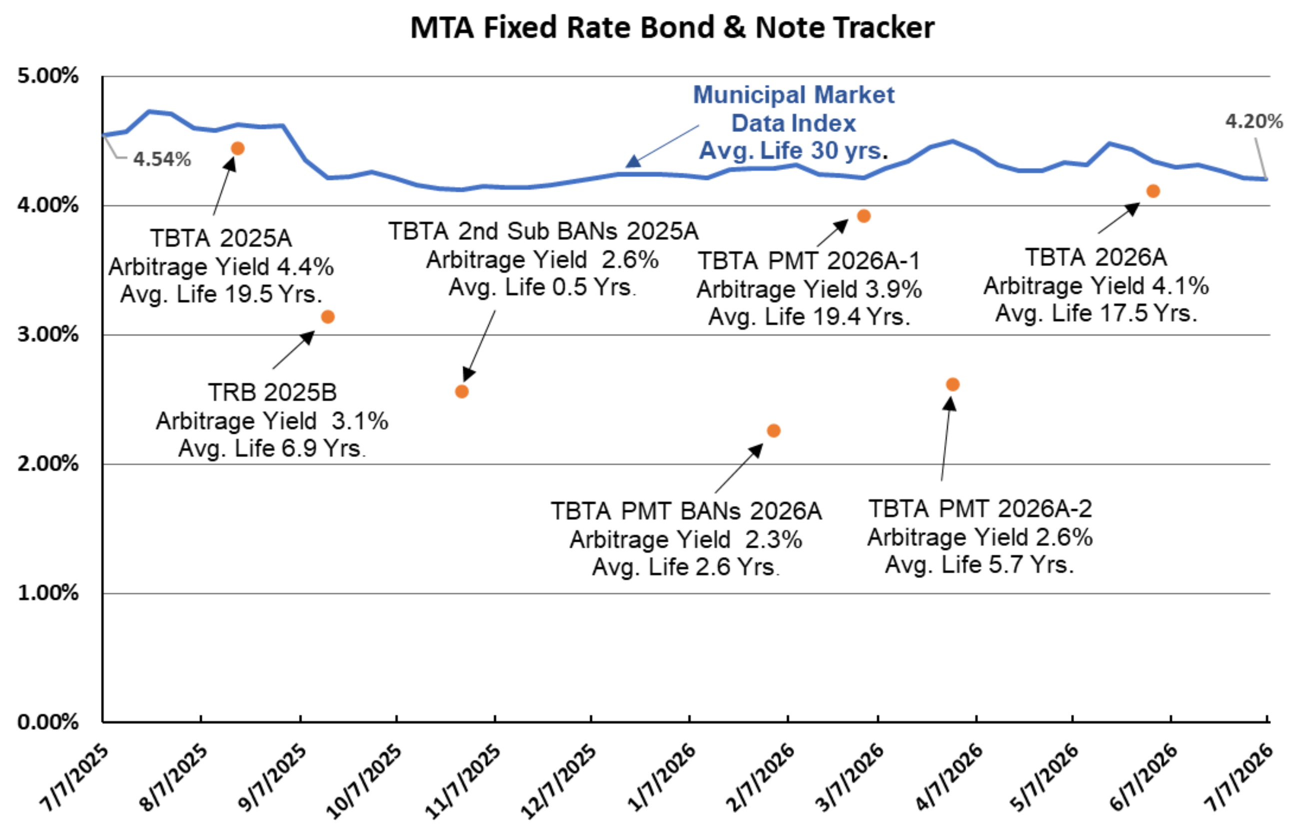
The June favorable variance of $68 million (5%) was mainly driven by favorable pension ($71 million), insurance ($40 million), and professional service contracts ($12 million), primarily due to timing. These results were partially offset by unfavorable OPEB current payments ($30 million), overtime ($28 million), and claims ($21 million).

GCMOC - Grand Central Madison Operating Company
FMTAC - First Mutual Transportation Assurance Corporation

Capital Financing

MTA Fixed Rate Bond & Note Tracker

Tracks MTA Fixed Rate Bonds and Notes against the 30-year Municipal Market Data (MMD) Index, which is the average yield on municipal bonds with 30-year maturities that have an average rating equivalent to Aaa for Moody’s and AAA for S&P.



<u>Upcoming Transaction</u>

<u>Triborough Bridge and Tunnel Authority Real Estate Transfer Tax Revenue Bonds, Series 2026A</u>

In the coming months, MTA expects to issue Triborough Bridge and Tunnel Authority Real Estate Transfer Tax Revenue Bonds, Series 2026A. Proceeds from the transaction are expected to be used to finance approved 2020-2024 Capital Program transit and commuter projects. This transaction will be led by book-running senior manager Goldman Sachs together with co-bookrunner Siebert Williams Shank (WBE), pursuant to a merit-based assignment.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2026 Adopted Budget
Accrual Statement of Operations by Category
June 2026 Year-to-Date
($ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Percent
Revenue												
Farebox Revenue	$2,683.9	$2,654.2	($29.7)	(1.1)	$0.000	$0.000	$0.000	N/A	$2,683.9	$2,654.2	($29.7)	(1.1)
Toll Revenue	1,344.2	1,334.2	(10.0)	**(0.7)**	0.000	0.000	0.000	N/A	1,344.2	1,334.2	(10.0)	**(0.7)**
Other Revenue	529.2	1,123.6	594.5	> 100.0	0.0	(0.2)	(0.2)	N/A	529.2	1,123.4	594.2	>100.0
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	1,359.1	1,262.8	(96.3)	(7.1)	1,359.1	1,262.8	(96.3)	(7.1)
Total Revenues	**$4,557.2**	**$5,112.0**	**$554.8**	**12.2**	**$1,359.1**	**$1,262.6**	**($96.5)**	**(7.1)**	**$5,916.4**	**$6,374.6**	**$458.2**	**7.7**
Expenses												
Labor:												
Payroll	$3,232.6	$3,129.5	$103.1	3.2	$468.2	$391.4	$76.8	16.4	$3,700.8	$3,520.9	$179.9	4.9
Overtime	457.7	622.1	(164.4)	(35.9)	129.6	141.8	(12.1)	9.4	587.3	763.9	(176.6)	(30.1)
Health and Welfare	998.5	952.6	45.9	4.6	57.8	49.8	8.0	13.9	1,056.3	1,002.4	53.9	5.1
OPEB Current Payments	476.5	459.9	16.6	3.5	9.3	9.1	0.1	1.3	485.8	469.1	16.7	3.4
Pension	830.3	774.1	56.2	6.8	67.9	47.0	20.9	30.8	898.3	821.1	77.2	8.6
Other Fringe Benefits	587.1	601.6	(14.5)	(2.5)	160.4	147.2	13.1	8.2	747.5	748.9	(1.3)	(0.2)
Reimbursable Overhead	(279.1)	(289.0)	9.8	3.5	279.1	287.9	(8.8)	(3.1)	0.0	(1.0)	1.0	>100.0
Total Labor Expenses	**$6,303.6**	**$6,250.9**	**$52.7**	***0.8***	**$1,172.4**	**$1,074.3**	**$98.1**	***8.4***	**$7,476.0**	**$7,325.2**	**$150.8**	***2.0***
Non-Labor:												
Electric Power	$318.5	$363.4	($44.9)	(14.1)	$0.3	$0.4	($0.1)	(45.7)	$318.8	$363.8	($45.1)	(14.1)
Fuel	114.6	136.8	(22.2)	(19.4)	0.1	0.3	(0.2)	<(100.0)	114.7	137.1	(22.4)	(19.5)
Insurance	12.7	(8.3)	21.0	> 100.0	5.0	4.3	0.6	12.8	17.6	(4.0)	21.7	>100.0
Claims	220.1	223.1	(3.0)	(1.4)	0.0	0.0	0.0	N/A	220.1	223.1	(3.0)	(1.4)
Paratransit Service Contracts	418.1	372.1	45.9	11.0	0.0	0.0	0.0	N/A	418.1	372.1	45.9	11.0
Maintenance and Other Operating Contracts	502.2	481.1	21.1	4.2	41.4	58.3	(16.9)	(40.9)	543.6	539.4	4.2	0.8
Professional Services Contracts	391.9	340.8	51.0	13.0	84.8	56.8	28.1	33.1	476.7	397.6	79.1	16.6
Materials and Supplies	391.5	365.7	25.7	6.6	55.4	65.1	(9.7)	(17.5)	446.9	430.8	16.1	3.6
Other Business Expenses	160.2	141.9	18.4	11.5	(0.3)	3.1	(3.4)	<(100.0)	160.0	145.0	15.0	9.4
Total Non-Labor Expenses	**$2,529.7**	**$2,416.7**	**$113.1**	***4.5***	**$186.7**	**$188.3**	**($1.6)**	**(0.8)**	**$2,716.4**	**$2,605.0**	**$111.5**	***4.1***
Other Expense Adjustments												
Other	($1.4)	$17.2	($18.6)	<(100.0)	$0.0	$0.0	$0.0	N/A	($1.4)	$17.2	($18.6)	<(100.0)
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	**($1.4)**	**$17.2**	**($18.6)**	<(100.0)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**($1.4)**	**$17.2**	**$18.6**	**>100.0**
Total Expenses Before Non-Cash Liability Adjs.	**$8,831.9**	**$8,684.8**	**$147.1**	**1.7**	**$1,359.1**	**$1,262.6**	**$96.5**	**7.1**	**$10,191.0**	**$9,947.4**	**$243.7**	**2.4**
Depreciation	1,963.3	1,962.2	1.1	0.1	0.0	0.0	0.0	N/A	1,963.3	1,962.2	1.133	0.1
GASB Adjustments	35.6	53.2	(17.6)	(49.5)	0.0	0.0	0.0	N/A	35.6	53.2	(17.611)	(49.5)
Total Non-Cash Liability Adjustments	**$1,998.9**	**$2,015.4**	**($16.5)**	(0.8)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$1,998.9**	**$2,015.4**	**($16.5)**	**(0.8)**
Total Expenses After Non-Cash Liability Adjs.	**$10,830.8**	**$10,700.2**	**$130.6**	**1.2**	**$1,359.1**	**$1,262.6**	**$96.5**	**7.1**	**$12,189.9**	**$11,962.7**	**$227.2**	**1.9**
Less: B&T Depreciation & GASB Adjustments	$116.5	$130.2	($13.8)	(11.8)	$0.0	$0.0	$0.0	N/A	$116.5	$130.2	($13.8)	(11.8)
Adjusted Total Expenses	**$10,714.3**	**$10,569.9**	**$144.4**	**0.0**	**$1,359.1**	**$1,262.6**	**$96.5**	**0.0**	**$12,073.5**	**$11,832.5**	**$241.0**	**0.0**
Net Surplus/(Deficit)	**($6,157.1)**	**($5,457.9)**	**$699.2**	**0.0**	**$0.0**	**$0.0**	**$0.0**	**(0.0)**	**($6,157.1)**	**($5,457.9)**	**$699.2**	**0.0**
Total Subsidies	**$7,138.1**	**$7,549.0**	**$410.9**	**5.8**	**$0.0**	**($2.0)**	**($2.0)**	**N/A**	**$7,138.1**	**$7,547.1**	**$408.9**	**5.7**
Debt Service	**1,437.9**	**1,409.9**	**28.0**	**1.9**	**0.0**	**0.0**	**0.0**	**N/A**	**1,437.9**	**1,409.9**	**28.0**	**1.9**

Notes: Totals may not add due to rounding.
Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the YTD results.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2026 Adopted Budget
Accrual Statement of Operations by Category
June 2026 Monthly
($ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent
Revenue												
Farebox Revenue	$472.0	$481.7	$9.7	2.1	$0.000	$0.000	$0.000	N/A	$472.0	$481.7	$9.7	2.1
Toll Revenue	244.1	241.0	(3.1)	**(1.3)**	0.000	0.000	0.000	N/A	244.1	241.0	(3.1)	**(1.3)**
Other Revenue	83.7	73.7	(10.0)	(11.9)	0.0	0.3	0.3	N/A	83.7	74.0	(9.7)	(11.6)
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	256.0	246.0	(10.0)	(3.9)	256.0	246.0	(10.0)	(3.9)
Total Revenues	**$799.8**	**$796.4**	**($3.3)**	**(0.4)**	**$256.0**	**$246.3**	**($9.7)**	**(3.8)**	**$1,055.7**	**$1,042.7**	**($13.0)**	**(1.2)**
Expenses												
Labor:												
Payroll	$543.0	$521.6	$21.4	3.9	$80.6	$68.4	$12.2	15.1	$623.6	$590.0	$33.6	5.4
Overtime	76.0	103.8	(27.8)	(36.5)	22.3	28.6	(6.3)	28.4	98.3	132.4	(34.1)	(34.7)
Health and Welfare	166.7	167.3	(0.7)	(0.4)	10.4	9.3	1.1	11.0	177.1	176.6	0.5	0.3
OPEB Current Payments	85.0	115.1	(30.1)	(35.4)	1.5	1.6	0.0	(0.7)	86.6	116.7	(30.1)	(34.7)
Pension	138.3	67.4	70.9	51.3	12.3	6.9	5.4	43.9	150.6	74.3	76.3	50.7
Other Fringe Benefits	99.6	103.8	(4.2)	(4.2)	27.2	25.8	1.4	5.2	126.9	129.6	(2.8)	(2.2)
Reimbursable Overhead	(50.4)	(57.9)	7.5	14.9	50.4	58.0	(7.6)	(15.2)	0.0	0.1	(0.1)	<(100.0)
Total Labor Expenses	**$1,058.2**	**$1,021.2**	**$37.1**	***3.5***	**$204.8**	**$198.6**	**$6.2**	***3.0***	**$1,263.0**	**$1,219.7**	**$43.3**	***3.4***
Non-Labor:												
Electric Power	$48.1	$46.2	$1.9	3.9	$0.1	$0.0	$0.0	4.0	$48.2	$46.3	$1.9	3.9
Fuel	15.9	24.9	(9.0)	(56.3)	0.0	0.0	0.0	77.1	16.0	24.9	(9.0)	(56.2)
Insurance	2.4	(37.2)	39.6	> 100.0	1.0	0.9	0.0	2.6	3.4	(36.3)	39.7	>100.0
Claims	37.1	57.6	(20.5)	(55.2)	0.0	0.0	0.0	N/A	37.1	57.6	(20.5)	(55.2)
Paratransit Service Contracts	72.7	66.9	5.9	8.1	0.0	0.0	0.0	N/A	72.7	66.9	5.9	8.1
Maintenance and Other Operating Contracts	91.3	86.6	4.7	5.2	7.0	22.6	(15.6)	<(100.0)	98.3	109.2	(10.9)	(11.1)
Professional Services Contracts	72.2	60.6	11.6	16.1	33.4	9.1	24.3	72.8	105.6	69.7	35.9	34.0
Materials and Supplies	64.4	60.6	3.8	5.9	9.4	14.4	(5.0)	(52.9)	73.8	75.0	(1.2)	(1.6)
Other Business Expenses	22.9	28.8	(5.9)	26.0	0.4	0.6	(0.2)	64.0	23.3	29.4	(6.2)	26.6
Total Non-Labor Expenses	**$427.1**	**$395.0**	**$32.1**	***7.5***	**$51.2**	**$47.7**	**$3.5**	***6.8***	**$478.3**	**$442.7**	**$35.6**	***7.4***
Other Expense Adjustments												
Other	$1.7	$3.2	($1.5)	(86.9)	$0.0	$0.0	$0.0	N/A	$1.7	$3.2	($1.5)	(86.9)
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	**$1.7**	**$3.2**	**($1.5)**	(86.9)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$1.7**	**$3.2**	**$1.5**	***86.9***
Total Expenses Before Non-Cash Liability Adjs.	**$1,487.0**	**$1,419.3**	**$67.7**	**4.6**	**$256.0**	**$246.3**	**$9.7**	**3.8**	**$1,743.0**	**$1,665.6**	**$77.4**	**4.4**
Depreciation	327.2	330.1	(2.9)	(0.9)	0.0	0.0	0.0	N/A	327.2	330.1	(2.889)	(0.9)
GASB Adjustments	(5.5)	4.3	(9.8)	<(100.0)	0.0	0.0	0.0	N/A	(5.5)	4.3	(9.780)	<(100.0)
Total Non-Cash Liability Adjustments	**$321.7**	**$334.4**	**($12.7)**	(3.9)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$321.7**	**$334.4**	**($12.7)**	**(3.9)**
Total Expenses After Non-Cash Liability Adjs.	**$1,808.7**	**$1,753.7**	**$55.0**	**3.0**	**$256.0**	**$246.3**	**$9.7**	**3.8**	**$2,064.7**	**$2,000.0**	**$64.7**	**3.1**
Less: B&T Depreciation & GASB Adjustments	$19.9	$22.1	($2.3)	(11.3)	$0.0	$0.0	$0.0	N/A	$19.9	$22.1	($2.3)	(11.3)
Adjusted Total Expenses	**$1,788.8**	**$1,731.6**	**$57.3**	**0.0**	**$256.0**	**$246.3**	**$9.7**	**0.0**	**$2,044.8**	**$1,977.9**	**$67.0**	**0.0**
Net Surplus/(Deficit)	**($989.1)**	**($935.1)**	**$54.0**	**0.0**	**$0.0**	**$0.0**	**$0.0**	**(0.0)**	**($989.1)**	**($935.1)**	**$54.0**	**0.0**
Total Subsidies	**$766.2**	**$660.9**	**($105.3)**	**(13.7)**	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$766.2**	**$660.9**	**($105.3)**	**(13.7)**
Debt Service	**247.4**	**256.1**	**(8.7)**	**(3.5)**	**0.0**	**0.0**	**0.0**	**N/A**	**247.4**	**256.1**	**(8.7)**	**(3.5)**

Notes: Totals may not add due to rounding.
Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the YTD results.

Total Positions

Total Positions by Agency

The total number of employees at each agency. Totals may differ due to rounding.

Agency	Adopted Budget	June Actual	Variance
Total Positions, All Agencies	**75,321**	**72,453**	**2,868**
NYC Transit	50,471	47,926	2,545
MTA Bus Company	4,057	3,903	154
Staten Island Railway	435	409	26
Long Island Rail Road	8,085	7,799	286
GCMOC[1]	10	9	1
Metro-North Railroad	6,948	6,684	264
Headquarters	3,570	3,750	(180)
Bridges & Tunnels	939	866	73
Construction & Development	805	1,106	(301)
Reimbursable Positions	**7,939**	**7,169**	**770**
Non-Reimbursable Positions	**67,382**	**65,284**	**2,099**

On an MTA-Wide basis, there were 2,868 vacancies in June, representing a vacancy rate of (4%), which was primarily comprised of vacancies in operations and maintenance (81% of total vacancies).

Positions data are as of July 17, 2026 and are subject to revision as well as adjustments.
GCMOC - Grand Central Madison Operating Company

Total Positions by Function and Agency

The number of employees at each agency by position function.

Function/Agency	Adopted Budget	June Actual	Variance
Administration	**4,814**	**4,644**	**171**
NYC Transit	890	588	302
Bus Company	124	62	62
Staten Island Railway	32	34	(2)
LIRR	532	500	32
GCMOC	10	9	1
MNR	552	519	33
HQ	2,137	2,295	(158)
Bridges & Tunnels	71	45	26
C&D	467	591	(124)
Operations	**32,672**	**31,857**	**815**
NYC Transit	24,463	23,604	859
Bus Company	2,745	2,762	(17)
Staten Island Railway	157	147	10
LIRR	2,850	2,854	(4)
GCMOC	-	-	-
MNR	2,343	2,373	(30)
HQ	-	-	-
Bridges & Tunnels	114	117	(3)
C&D	-	-	-
Maintenance	**33,624**	**32,107**	**1,517**
NYC Transit	23,341	22,379	962
Bus Company	1,149	1,054	95
Staten Island Railway	240	221	19
LIRR	4,528	4,343	185
GCMOC	-	-	-
MNR	3,978	3,731	248
HQ	-	-	-
Bridges & Tunnels	388	380	8
C&D	-	-	-
Engineering/Capital	**1,651**	**1,359**	**292**
NYC Transit	913	560	353
Bus Company	26	19	7
Staten Island Railway	6	7	(1)
LIRR	175	102	73
GCMOC	-	-	-
MNR	75	61	14
HQ	-	-	-
Bridges & Tunnels	118	95	23
C&D	338	515	(177)
Public Safety	**2,559**	**2,486**	**73**
NYC Transit	865	796	69
Bus Company	13	6	7
Staten Island Railway	-	-	-
LIRR	-	-	-
GCMOC	-	-	-
MNR	-	-	-
HQ	1,433	1,455	(22)
Bridges & Tunnels	248	229	19
C&D	-	-	-
Total Positions	**75,321**	**72,453**	**2,868**

Farebox Operating Ratios

	Adopted Budget	June Actual YTD
New York City Transit	35.3%	35.7%
Staten Island Railway	5.8%	5.7%
Long Island Rail Road	31.6%	30.9%
Metro-North Railroad	40.3%	39.9%
MTA Bus Company	21.6%	19.2%
MTA Total Agency Average	**34.3%**	**34.2%**

Farebox operating ratio focuses on Agency operating financial performance. It reflects the way the MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control, but are provided centrally by the MTA.

In the agenda materials for the Metro-North/Long Island Rail Road Committee meeting, farebox operating ratios for the LIRR and MNR use a revised methodology to put the railroads on a more comparable basis, and differ from the statistics presented in this table.

Long Island Rail Road farebox operating ratios include expenses associated with the Grand Central Madison Operating Company (GCMOC), which is responsible for the LIRR-operating portion of Grand Central Terminal.

Minutes of the
Metropolitan Transportation Authority
Finance Committee Meeting
2 Broadway, 20th Floor Board Room 1
New York, NY 10004
Monday, June 22, 2026
1:45 p.m.

The following Finance Committee Members were present:
Hon. Neal Zuckerman, Chair
Hon. Samuel Chu
Hon. Marc Herbst
Hon. David R. Jones
Hon. Haeda Mihaltses

The following Finance Committee Members were absent:
Hon. Andrew Albert
Hon. Christopher Leathers
Hon. Melva M. Miller
Hon. John Samuelsen
Hon. Edward Valente

The following Board Members were also present:
Hon. Melanie Hartzog

The following staff members attended:
Jai Patel, Chief Financial Officer
Olga Chernat, Deputy Chief, Financial Services
David Florio, Chief Real Estate Transactions and Operations Officer
Jake Luce, Deputy Chief, Management & Budget
Sergio Paneque, Chief Procurement Officer

To hear the content of public comments, details of Committee presentations, and Committee Members' comments and questions, as well as any part of the Finance Committee meeting, please refer to the video recording of the meeting produced by the MTA, available and maintained on the MTA website:
https://www.mta.info/transparency/board-and-committee-meetings/june-2026

1. **CALL TO ORDER**
   Chair Neal Zuckerman called the meeting of the Finance Committee to order and welcomed Hon. Melanie Hartzog to the committee meeting.

2. **PUBLIC COMMENTS**
   There were no public speakers.

3. **MINUTES**
   The minutes of the meeting held on May 20, 2026, were approved.

4. **FINANCIAL PERFORMANCE**

   Jake Luce, Deputy Chief, Management & Budget, presented operating results through May which were

$852 million favorable, compared with the adopted budget.

This was driven primarily by operating revenue, which is $558M favorable due to earlier-than-anticipated receipt of FEMA reimbursement for COVID expenses.

Mr. Luce went further into revenues:

Operating subsidies are favorable by $177 million year-to-date, driven by favorable results for Payroll Mobility Tax and Urban Tax, which were partially offset by a timing delay related to the Metropolitan Transportation Trust Fund.

Capital subsides are favorable by $142 million driven by the Real Estate Transfer Tax, Capital PMT and net surplus for the Central Business District Tolling Program.
Farebox and toll revenue are unfavorable by $46 million. In addition to fewer trips earlier in the year due to poor winter weather, results for the month unfavorable. May reflects lower paid ridership on Bus, the revenue impact of the LIRR work stoppage, and lower traffic volumes as gas prices surged.

Mr. Luce explained the expense side:

Operating expenses are favorable by $79 million through May. Overall labor expenses are favorable, as high overtime costs driven by winter storm prep and response were more than offset by vacancies and lower-than-budgeted costs for health benefits for current and retired employees. Non-labor expenses are also favorable, with favorable results in categories such as Paratransit Service Contracts, Professional Services and Materials and Supplies offsetting higher Energy and Fuel costs driven by high rates.

Finally, debt service was favorable by $37 million, reflecting savings on working capital and positive investment income.

Olga Chernat, Deputy Chief, Financial Services, presented the results of a recently completed TBTA General Revenue Bond sale. The TBTA Series 2026A issuance provided approximately $558 million in funding for approved bridge and tunnel capital investments and refinanced outstanding TBTA debt to achieve $27.8 million in net present value savings. The transaction was completed at an all-in true interest cost (TIC) of 4.5%, which was at the higher end of the expected range due to prevailing market conditions and resurfaced concerns about inflation rather than any investor concerns regarding TBTA's credit quality.

Jai Patel, Chief Financial Officer, gave a brief update presentation on the FEMA reimbursement, the upcoming July Financial Plan, and Congestion Relief Zone revenue. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records available on the MTA website for details of the presentation.

Ms. Patel addressed a question from Hon. Jones concerning traffic patterns into the Congestion Relief Zone.

5. **MTA HEADQUARTERS AND ALL-AGENCY ITEMS ACTION ITEMS**

Mr. Luce presented one action item. It was payment to the Public Works Enforcement Fund. The board was requested to authorize remittance to the Fund for the current calendar year. State statute requires the MTA and other government entities to pay an assessment based on the value of public work construction projects to cover costs incurred in enforcing the State's prevailing wage laws.

There was some general discussion about the Public Works Enforcement Fund. Please refer to the video recording of the meeting produced by the MTA and maintained in MTA records available on the MTA website for details on the discussion.

Upon motion duly made and seconded, the Committee voted to recommend the action item before the Board for approval.

Sergio Paneque, Chief Procurement Officer, presented two MTA Headquarters items for Finance Committee approval that were estimated in the amount of $118.8 million.

The first item is a request that the Board approve the award of a competitively negotiated multi-agency personal service contract to Milliman Inc. ("Milliman") for actuarial services.

It is also requested that the Board authorize the MTA Assistant Deputy Chief Procurement Officer to approve the exercise of Options 1 and 2.

The MTA is responsible for administration of the MTA Defined Benefit Pension Plan, Manhattan and Bronx Surface Transit Operating Authority Pension Plan, the Metro-North Cash Balance Plan, the Long Island Rail Road Plan for Additional Benefits and the MTA Retiree Welfare Benefits Plan (Other Post-Employment Benefits ("OPEB") ("Plans"). The participants in these plans consist of eligible active participants, retirees and beneficiaries receiving benefits, as well as terminated participants who have vested with a future benefit. The total assets of the MTA sponsored defined benefit plans are approximately $13 billion.

MTA's current contract for actuarial services with Milliman expires on December 31, 2026.

The contract term is three years with two, 1-year renewal options for a total estimated value of $3 million.

The second and final item is a request that the Board approve the award of a competitively negotiated, estimated quantity, miscellaneous service contract to Element Fleet Corporation ("Element") for the management of MTA's fleet maintenance services.

Fleet-management services provided under this contract include routine maintenance and repair services; accident management; roadside assistance; towing; internal shop management, GPS/telematics data integration and driver safety checks. The MTA currently receives these services under a contract with ARI/Holman which expires in August 2026. These services are critical in the continuing operation of the MTA's fleet of 3,600+ vehicles.

The total estimated value of the contract is $115.8 million for a term of five years.

Upon motion duly made and seconded, the Committee voted to recommend the two action items before the Board for approval.

Mr. Paneque presented two information items for Long Island Rail Road were presented: the first was an expedited change order procedure for the M-9A Railcar Procurement with Alstom Transportation Inc; the second was a retroactive modification with George S. Hall, Inc. for additional scopes of work required from January 2025 to December 2025 supporting LIRR access into Grand Central Madison terminal passenger facilities.

At the B&T Committee, a contract award was presented for the E-ZPass® InterOPerability ("EZIOP") Hub Consultant Services with Gannett Fleming.

Mr. Paneque presented three information items presented for NYC Transit: An Authorizing Resolution for the procurement of up to 1,488 buses for NYC Transit and MTA Bus Company; a contract award to furnish, lease, and service bus tires for NYC Transit Department of Buses and MTA Bus Company with The Goodyear Tire and Rubber, Co.; and a modification to extend various contracts by one year and increase funding for the provision of Broker Car Service for Paratransit Access-A-Ride.

There were no information items for Metro-North Railroad.

Chair Zuckerman also reminded the Committee that these items were already approved by their respective Committees and were being presented to the Finance Committee for information and because they are finance related.

6. **REAL ESTATE AGENDA**

David Florio, Chief Real Estate Transactions and Operations Officer, had three transactional action items for consideration and approval.

The first item is for the MTA and is a temporary license with 980 BLC Owner LLC for staging and access in support of the Oak Substation as part of the Penn Station Access Project in the Bronx.

The second item is for MTA New York City Transit and is a lease with JJR Realty LLC for an MTA Bus employee parking lot located at 4865 Arthur Kill Road in Staten Island.

The third item is for MTA Long Island Rail Road and is the disposition of property located at 52 Foster Avenue in Bridgehampton to Farrell Building Company.

Mr. Florio stated that there was one information item which was the report on agreements entered into directly by the Real Estate Department pursuant to board policy.

Upon motion duly made and seconded, the Committee voted to recommend the three transactional action items before the Board for approval.

7. **ADJOURNMENT**

Upon motion duly made and seconded, the Committee voted to adjourn the meeting.

Respectfully submitted,

Patrick Isom,
Senior Manager, Finance and Debt Management

Metropolitan Transportation Authority

Staff Summary
Schedule F: Personal Service Contracts

Item					
Department, Department Head Name: Finance, Jaibala Patel					
Division, Division Head Name: Risk and Insurance Management, Claudia Reuben					
Board Reviews					
Order	**To**	**Date**	**Ap**	**Info**	**Other**
1	**Finance**	7/27/2026	x		
2	**Board**	7/29/2026	x		

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	Procurement	4	Legal
2	Risk and Insurance Mgmt.	5	Chief of Staff
3	CAO	6	CFO

SUMMARY INFORMATION	
Vendor Names: Alliant Insurance Service, Inc.	**Contract Numbers:** 15625-0100
Description: Owner Controlled Insurance Program III – Second Avenue Subway Phase II – Contracts 3 and 4	
Total Amount: $151,500,000	
Contract Term (including Options, if any): Four Years	
Option(s) included in Total Amount?	☐ Yes ☒ No
Renewal?	☐ Yes ☒ No
Procurement Type: ☒ Competitive ☐ Noncompetitive	
Solicitation Type: ☐ RFP ☐ Bid ☒ Other:	
Funding Source: ☐ Operating ☒ Capital ☒ Federal ☐ Other:	

<u>Purpose</u>:

To obtain MTA Board approval for the placement of an Owner Controlled Insurance Program (OCIP) for Second Avenue Subway Phase II, Contracts 3 and 4, establish not-to-exceed (NTE) insurance costs of $151.5 million, and execute the following items necessary to finalize the procurement:

- Placement of the Primary OCIP General Liability and Workers Compensation (GL & WC) insurance policies and the Excess Liability policies with a consortium of underwriters from London, Bermuda, and domestic markets. ($48.8 million);
- Placement of the OCIP's Builder's Risk (BR) policy ($13 million);
- Entry by MTA and First Mutual Transportation Assurance Company (FMTAC, MTA's captive insurance company subsidiary) into an agreement with the insurer establishing a collateral trust that secures MTA obligations to pay the self-insured retentions of GL & WC claims. ($45 million);
- Establishment of separate deductible reimbursement policies within FMTAC for payment of the self-insured retentions for GL & WC estimated at $32.5 million, and BR estimated at $5 million losses, subject to actuarial studies. ($37.5 million);
- Execution of a Supplement Agreement with the selected broker, Alliant Insurance Services, to exercise the agreement for an additional four years from September 1, 2029 to August 31, 2033, and increase broker fees by $2,116,374, marketing fees $120,000, London and Bermuda commissions are included in the NTE listed above, and allow pass-through safety consultants' fees at a not to exceed of $5,000,000.

Staff Summary
Schedule F: Personal Service Contracts

Summary:

To place this insurance, the not-to-exceed (NTE) insurance costs for Contracts 3 and 4 are $151.5 million. The OCIP insurance program is approximately 5.61% of the construction value, which is lower than the 9-11% range typically incurred when contractors supply the insurance. The MTA's utilization of OCIP and its project-specific approach to insurance marketing represents approximately $91.5 to $145.5 million of lower insurance costs to the MTA. This cost reflects the noted efforts made to put in place an insurance program that provides the best value to the MTA.

Discussion:

Over the past 25 years, the MTA has successfully utilized the Owner Controlled Insurance Program concept on its capital projects. The Owner (MTA) purchases the insurance for each contractor and subcontractor of every tier working on the projects with uniform Workers' Compensation, Commercial General Liability, Excess Liability, Railroad Protective Liability, Builder's Risk policies, and receives a discount through the economy of scale in the overall insurance price. The contractors are encouraged to remove their insurance costs from their bids and proposals.

Prior to the Board meeting on August 15, 2025, a competitive mini-RFP was issued for an OCIP program for the entire Second Avenue Subway Phase II (SAS2) project (Contracts 2, 3 and 4) under the OCIP Panel Agreements 15625. The mini-RFP was issued per Procurement guidelines to Willis Towers Watson, Northeast (Willis), Marsh, Inc (Marsh), and Alliant Insurance Services, LLC (Alliant). As a result of the competitive solicitation, Alliant was selected as the Broker of Record.

The Board awarded Alliant the OCIP for all contracts (Contract 2, Contract 3, Contract 4) of SAS2 at the time of award. However, the Board only set the budget (OCIP and broker's fees) for SAS2 Contract 2 as a result of the meeting, the details of which are outlined more extensively in the Staff Summary for August 15, 2025

This request is to place an OCIP program for Contracts 3 and 4. The OCIP primary (GL & WC) coverages and excess will provide MTA and the qualified enrolled contractors with limits up to $200 million, subject to self-insured retentions.

The program is subject to an audit premium to evaluate any increase in construction value and payroll.

As part of the insurance program, MTA will be required to enter into a trust agreement with the insurer to hold a collateral of approximately $45 million to secure its self-insured retentions obligation of GL & WC losses. FMTAC will hold and invest the funds, per FMTAC's investment guidelines, with any interest earned being retained by FMTAC, and the collateral to be returned to FMTAC upon closure of all claims, subject to terms and conditions of the trust agreement. This transaction eliminates the need for a letter of credit or the posting of other security that would otherwise be required in order to place the policy. A Third Party Administrator (TPA) will be selected upon placement of the program to manage claims, to set up reserves, and to establish a loss fund based on retention analysis performed by the broker and the insurer.

Additionally, Builder's Risk coverage will be purchased to protect MTA's interests in the property being constructed. The not-to-exceed premium of this policy is approximately $13 million with policy limits of no less than $100 million.

D/M/WBE Information:
N/A

Impact on Funding:
This work is to be funded from the 2020-2024 Capital Plan.

Alternatives:

Do not utilize OCIP Coverage. The alternative to an OCIP would be to require each construction contractor to purchase insurance coverage and provide the MTA with evidence of that insurance. Costs for insurance would be included in construction contract bids. Based on MTA's prior experience, ensuring the program utilizes this method in lieu of an OCIP could cost an additional 3 to 6% in insurance premiums. OCIPs also provide for greater control over job site safety and assure that all contractors will have the proper insurance coverage in place for the term of the program. Should an OCIP not be purchased, these assurances and benefits will be lost.

Perform brokerage service in-house. This alternative is neither feasible nor cost-effective. The MTA does not have the staff or the ability to enter the insurance marketplace without an insurance broker.

MTA Headquarters Procurements

Sergio Paneque, Chief Procurement Officer

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of $3.0M.

Subject	Request for Authorization to Award Various Procurements					July 21, 2026			
Department	MTA Procurement					**Department**			
Department Head Name	Sergio Paneque					**Department Head Name**			
Department Head Signature	Sergio Paneque					**Department Head Signature**			
Project Manager Name	Rose Davis					**Internal Approvals**			
Board Action									
Order	**To**	**Date**	**Approval**	**Info**	**Other**		**Approval**		**Approval**
1	Committee	7/27/26					CAO		
2	Board	7/29/26					Legal		
							CFO		

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

MTA Headquarters proposes to award Noncompetitive procurements in the following categories: None

MTA Headquarters proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote:	# of Actions	$ Amount
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	$ 3.0 M

MTA Headquarters proposes to award Ratifications in the following categories: None

TOTAL	1	$ 3.0 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

JULY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

H. Modifications to Personal & Miscellaneous Service Contracts Awarded as Contracts for Services
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. Miller Advertising Agency, Inc. **$2,999,304** ***Staff Summary Attached***
One Year
Contract # 15626 Mod. 2

Contract award for classified, legal and recruitment services; Modification to (1) extend the contract for 12 months in order to continue providing classified, legal and recruitment services for all MTA agencies; and (2) increase the aggregate contract amount.

Item Number: 1

Vendor Name (Location)	
Miller Advertising Agency, Inc.	
Description:	
All-Agency Classified, Legal and Recruitment Services	
Contract Term (including Options, if any)	
November 1, 2021–October 31, 2026	
Option(s) included in Total Amount?	☒ Yes ☐ No ☐ n/a
Procurement Type	☒ Competitive ☐ Noncompetitive
Solicitation Type	☒ RFP ☐ Bid ☐ Other: Modification
Funding Source	
☒ Operating ☐ Capital ☐ Federal ☐ Other:	
Requesting Department:	
MTA Marketing, Eugene Ribeiro	

Contract Number	**AWO/Mod. #**	
15626	2	
Original Amount:	$	4,000,000
Prior Modifications:	$	999,700
Prior Budgetary Increases:		1
Current Amount:	$	4,999,700
This Request:	$	$2,999,304
% of This Request to Current Amount:		59.9%
% of Modifications (including This Request) to Original Amount:		99.9%

Discussion:
MTA Headquarters is seeking Board approval to extend a competitively negotiated personal services contract awarded to Miller Advertising Agency, Inc. (“Miller”) to continue providing classified, legal and recruitment services for all MTA agencies for 12 months (November 1, 2026–October 31, 2027), and increase the aggregate contract amount by $2,999,304 to the new not-to-exceed amount of $7,999,004.

In July 2021, the Board approved the five-year contract for a projected amount of $4 million for the term November 1, 2021–October 31, 2026, for various departments at the MTA and its operating agencies to place classified/legal/recruitment advertisements on an as-needed basis. The advertisements are largely placed due to legally mandated requirements or out of business necessity such as to announce bids, public hearings, and job ads. During this contract extension, a replacement Request for Proposals (“RFP”) is estimated to be released by the end of Q3, 2026. Supplemental Agreement 1 added incremental funding in the amount of $999,700 to the contract to cover unforeseen and un-forecasted projects related to the Central Business District Tolling Project and Congestion Pricing initiative that went live January 5, 2025.

The $2,999,304 in additional funding is summarized as follows:

Real Estate is requesting $1.3 million dollars due to expiring tenant agreements requiring approximately 12 RFPs to advertise retail spaces at Grand Central Madison in 2026, and an additional 24 RFPs in 2027. The remaining $1,699,304 is needed for all other agencies to support their advertising and recruitment needs.

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

In connection with the review of Contractor’ s responsibility, the Contractor was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chief Administrative Officer in consultation with the MTA General Counsel on July 16, 2026.

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

<u>Impact on Funding</u>
Actual expenditures on classified, legal, and recruitment advertising are dependent on actual need and will be funded by each Agency’s Operating budget.

MTA Finance Committee

Transit Adjudication Bureau Report

Mid-Year 2026 Key Performance Metrics

July 27, 2026

Overview of the Transit Adjudication Bureau

The Transit Adjudication Bureau (TAB) processes Notices of Violation (NOVs) issued for violations of the rules governing conduct in subway and bus facilities of the New York City transit system, including fare evasion. TAB enforces these rules by processing NOVs and imposing civil penalties, with the goal of promoting safety, compliance, and accountability on transit. NOVs may be issued by either the NYPD, MTAPD, or the EAGLE Team. TAB also administers an appeals process for individuals who wish to challenge an NOV.

TAB revenue consists of payments from: (1) fines in response to NOVs; (2) amounts collected through the garnishment of New York State tax refunds via the Statewide Offset Program (SWOP) for individuals who fail to pay; (3) MTA Bus reimbursements; and (4) other revenue sources.

TAB was established by the New York State Legislature and is an administrative tribunal within New York City Transit.

A note on comparing 2025-2026 data to earlier years

On January 1, 2025, the fine structure for fare evasion violations changed. There were no changes to non-fare evasion violations.[1] Instead of flat fines ($100 on NYCTA subways and buses and $50 on MTA Bus Company buses), fines for fare evasion are now based on the number of violations committed during a four-year period:

<table>
<tr><th></th><th>Full-fare customers</th><th>Fair Fare NYC participants</th></tr>
<tr><td>Warning
(first offense)</td><td colspan="2">Warning; no fine</td></tr>
<tr><td>Tier Two[2]
(second offense)</td><td>$100 fine
Those who pay on time in full receive a $50 credit on an OMNY card</td><td>$50 fine
Those who pay on time in full receive a $25 credit on an OMNY card</td></tr>
<tr><td>Tier Three[2]
(third offense)</td><td>$150 fine</td><td>$75 fine</td></tr>
</table>

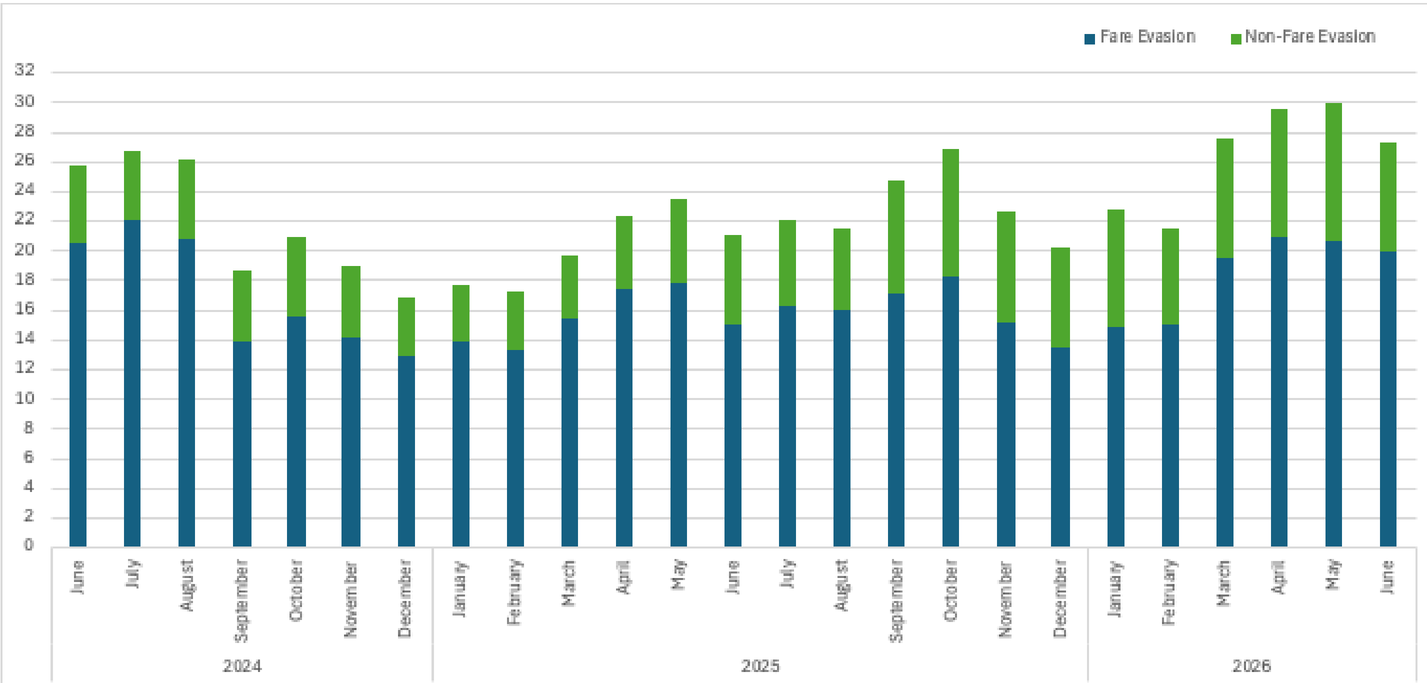
[1] Fines for non-fare evasion violations can be found at MTA Rules of Conduct.
[2] Individuals in the Tier 2 and 3 categories who are eligible for the Fair Fares NYC program but are not enrolled have an opportunity to get their fine waived by enrolling in the program between the violation issuance date and hearing date.

Key Performance Metrics

Notices of Violation Received by TAB

TAB receives Notices of Violation for both fare evasion and other non-fare evasion offenses.[3]

Notices of Violation in thousands

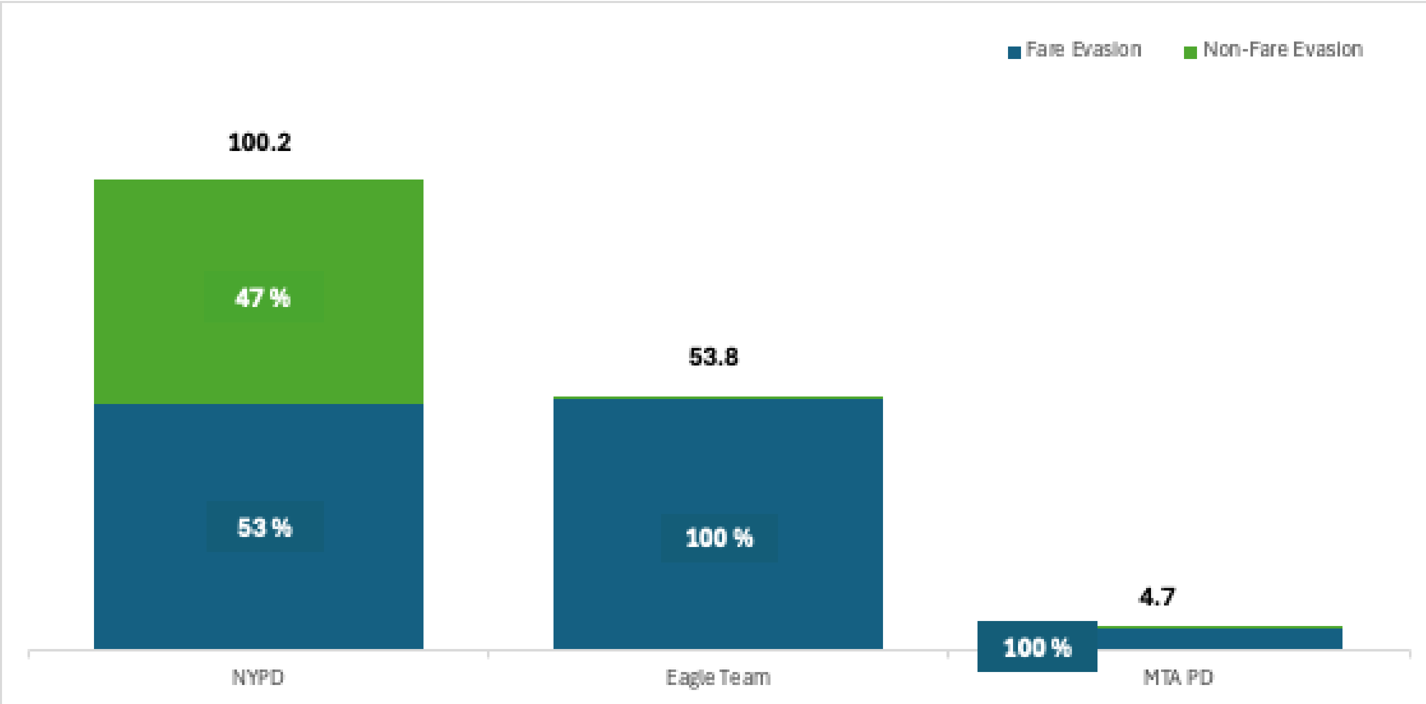


[3] Non-fare evasion offenses include, but are not limited to, rule violations such as excessive noise, littering, smoking, and drinking alcohol.

Notices of Violation by Issuing Agency (January 2026–June 2026)

Fare evasion and non-fare evasion NOVs issued by NYPD, MTAPD, or the NYCT EAGLE Team (the EAGLE Team only issues NOVs on buses).

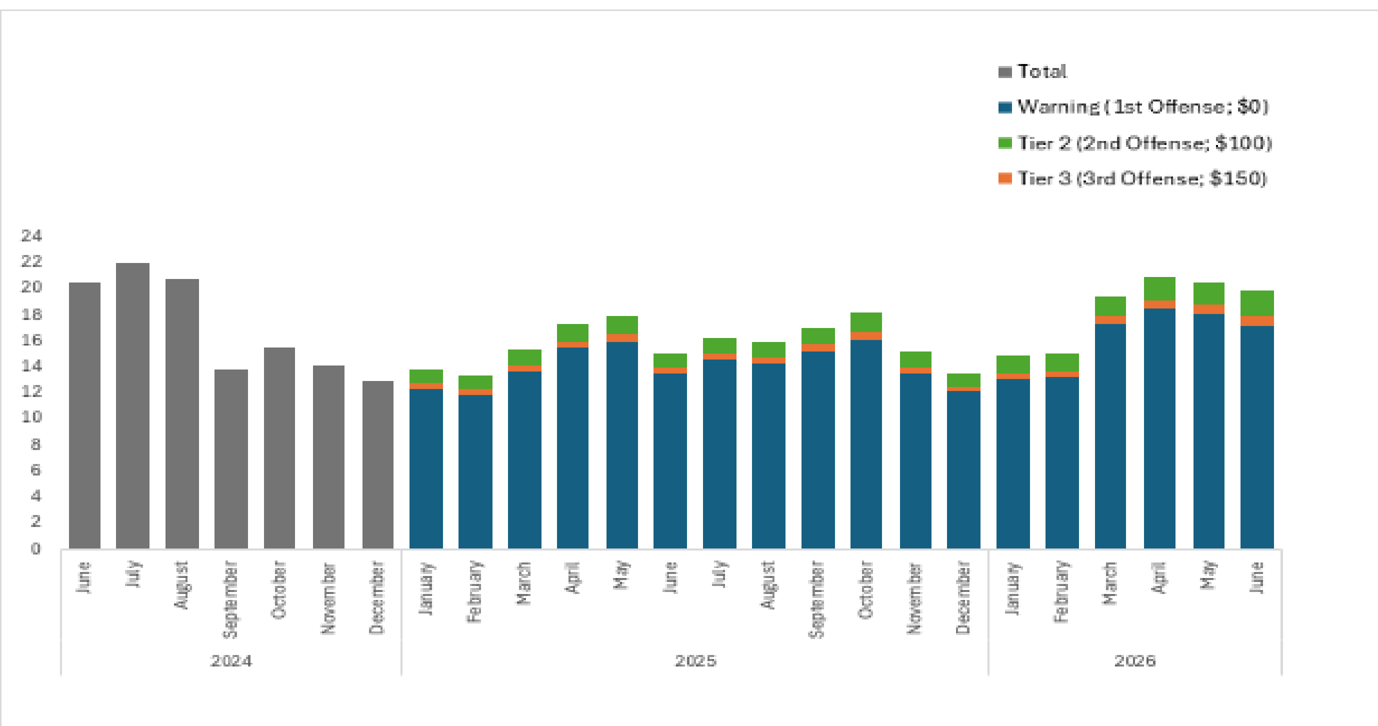
Notices of Violation in thousands



TAB Fare Evasion Notices of Violation

Prior to 2025 there were no violation tiers for fare evasion NOVs.

Notices of Violation in thousands



Total Revenues and Expenses

Revenues & Expenses, (January 2026–June 2026)

$ in thousands

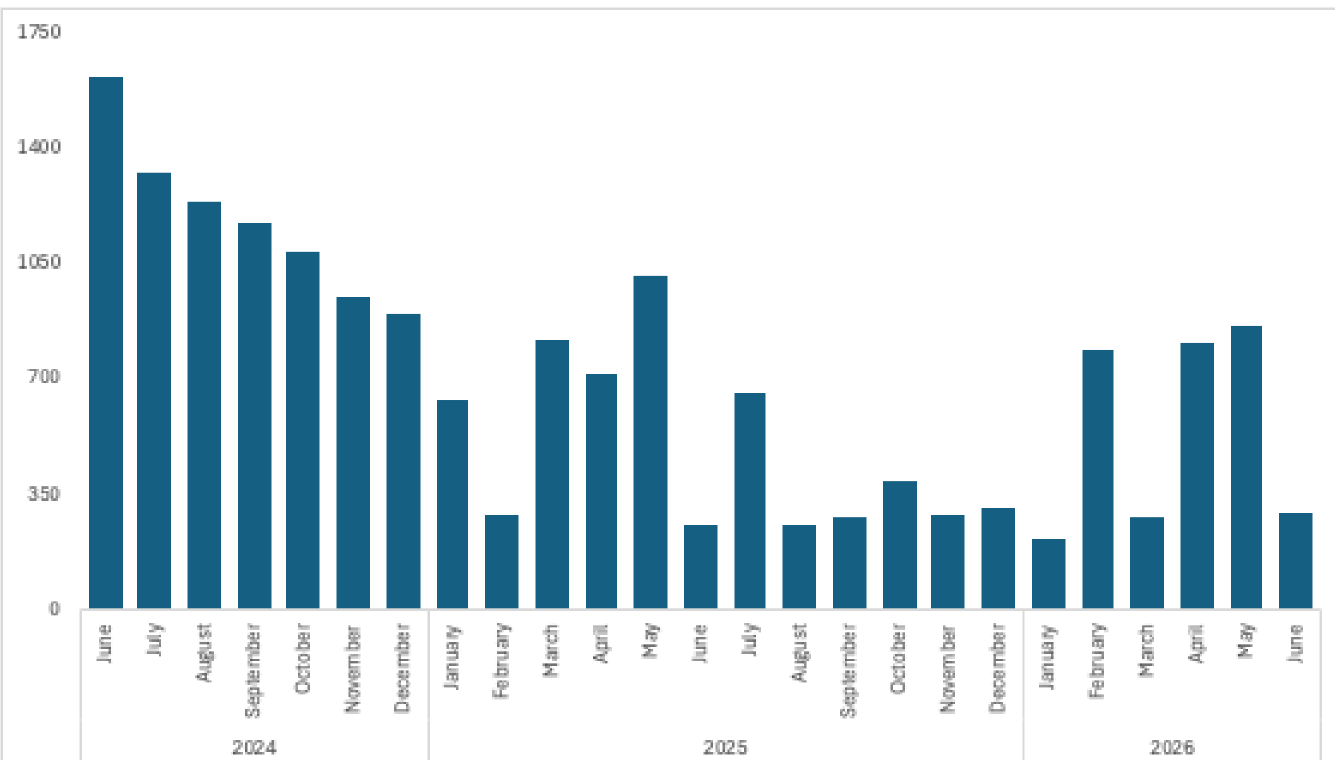
Total Revenue	**$3,265.17**
Fine Revenue[1]	$1,441.40
SWOP Revenue	$1,144.44
MTA Bus Reimbursement[2]	$576.04
Other Revenue	$103.82
Total Expenses	**$2,870.97**
Overhead	$972.11
Contracts	$1,898.55

1 - Fine revenue is less refunds and payment adjustments

2 - MTA Bus Company February 2026 reimbursement

TAB Monthly Revenue

$ in thousands



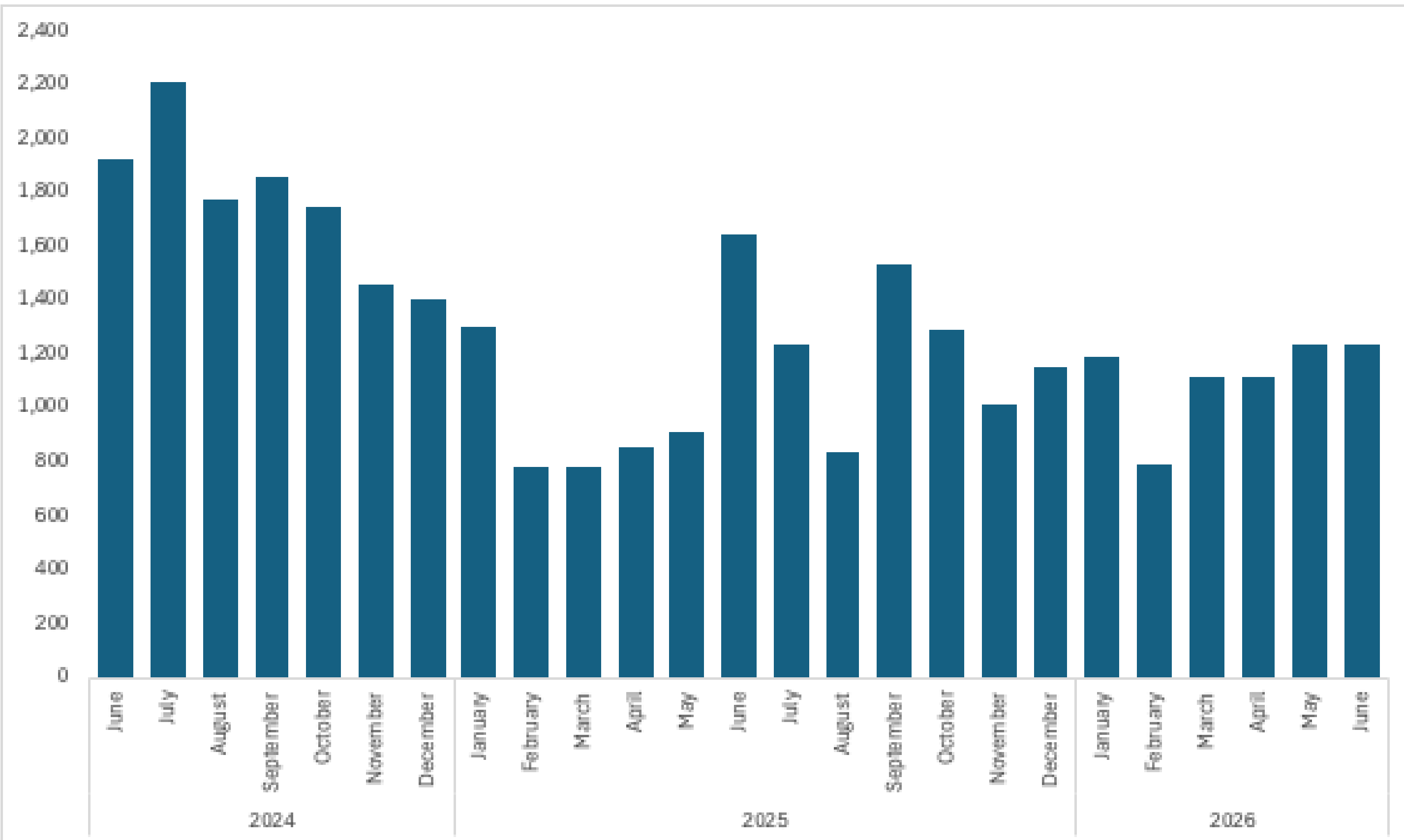
TAB Hearings

A case is adjudicated when a respondent requests a hearing, and a determination is made by a hearing officer.

In 2026 year to date, approximately 88% of the fare evasion offenses resulted in warnings. As a result, both the number of case adjudications and the amount of money collected by TAB have decreased.

TAB Monthly Hearings

Monthly hearings adjudicated by TAB. Includes both in-person and by-mail hearings.



DRAFT

Metropolitan Transportation Authority

(A Component Unit of the State of New York)

Independent Auditor's Review Report

Interim Financial Statements as of and for the Three-Month Period Ended March 31, 2026

Table of Contents

(A Component Unit of the State of New York)

MANAGEMENT'S DISCUSSION AND ANALYSIS

AS OF MARCH 31, 2026 AND DECEMBER 31, 2025 AND FOR THE THREE-MONTH PERIODS ENDED MARCH 31, 2026 AND 2025

($ In Millions, except as noted)

FINANCIAL REPORTING ENTITY

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

The Reporting entity includes the MTA agencies and Fiduciary Funds:

(1) the MTA is comprised of the following:

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

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

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

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

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

- Other Employee Benefit Trust Funds
    - MTA Other Postemployment Benefits Plan (“OPEB Plan”)

OVERVIEW OF THE CONSOLIDATED INTERIM FINANCIAL STATEMENTS

Introduction

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

Management’s Discussion and Analysis

This MD&A provides a narrative overview and analysis of the financial activities of the Metropolitan Transportation Authority and its consolidated subsidiaries and affiliates (the “MTA” or “MTA Group”) as of March 31, 2026 and December 31, 2025 and for the three-month periods ended March 31, 2026 and 2025. For financial reporting purposes, the subsidiaries and affiliates of the MTA are blended component units. This management discussion and analysis is intended to serve as an introduction to the MTA Group’s consolidated interim financial statements. It provides an assessment of how the MTA Group’s position has improved or deteriorated and identifies the factors that, in management’s view, significantly affected the MTA Group’s overall financial position. It may contain opinions, assumptions, or conclusions by the MTA Group’s management that must be read in conjunction with, and should not be considered a replacement for, the consolidated interim financial statements.

The Consolidated Interim Financial Statements

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

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

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

The Fiduciary Funds Financial Statements

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

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

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

Notes to the Consolidated Interim Financial Statements

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

Required Supplementary Information

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

Supplementary Information - Combining Fiduciary Funds Financial Statements

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

Supplementary Information

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

CONDENSED CONSOLIDATED INTERIM FINANCIAL INFORMATION

The following sections discuss the significant changes in the MTA Group's financial position as of March 31, 2026 and December 31, 2025 and for the three-month periods ended March 31, 2026 and 2025. An analysis of major economic factors and industry trends that have contributed to these changes is provided. It should be noted that for purposes of the MD&A, the information contained within the summaries of the consolidated interim financial statements and the various exhibits presented were derived from the MTA Group's consolidated interim financial statements.

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

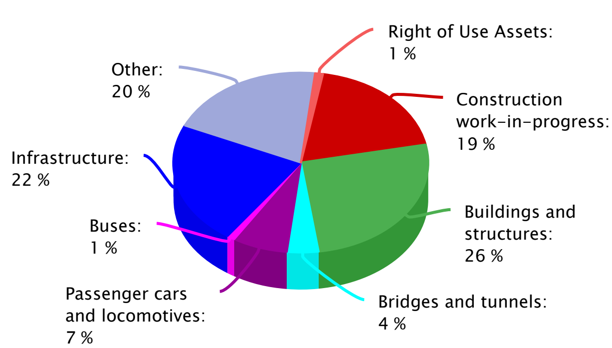
Capital assets include, but are not limited to: bridges, structures, tunnels, construction of buildings and the acquisition of buses, equipment, passenger cars, locomotives, right-of-use assets for leases on building, office space, storage space, equipment and vehicles and intangible right-to-use assets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

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

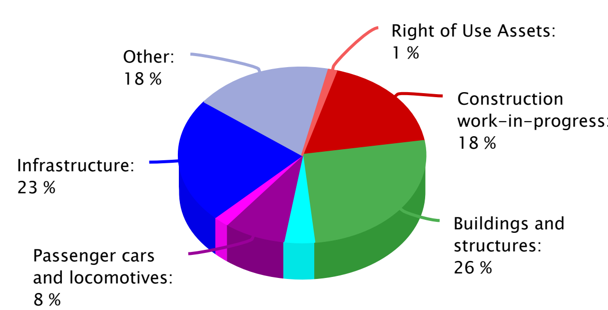
Deferred outflows of resources reflect: changes in fair values of hedging derivative instruments that are determined to be effective, unamortized loss on debt refunding and deferred outflows from pension and OPEB.

(In millions)	**March 31, 2026**	**December 31, 2025**	**Increase / (Decrease)**
Capital assets — net (see Note 6)	$ 99,594	$ 99,312	$ 282
Other assets	24,190	23,915	275
Total Assets	123,784	123,227	557
Deferred outflows of resources	8,162	7,225	937
Total assets and deferred outflows of resources	$ 131,946	$ 130,452	$ 1,494

Capital Assets, Net - March 31 2026



Capital Assets, Net - December 31, 2025



Significant Changes in Assets and Deferred Outflows of Resources Include:

<u>**March 31, 2026 versus December 31, 2025**</u>

- Net capital assets increased by $282, or 0.3%. There was an increase in construction in progress of $1,293, an increase in other assets of $3 primarily from improvements to building at 2 Broadway, and an increase in right-of-use assets of $1. These increases were offset by an increase in accumulated depreciation and amortization of $1,015.

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

- MTA Metro-North Railroad continued network expansion work for Penn Station Access.
- MTA Long Island Rail Road continued investment in M9A passenger railcars and Dual-Mode locomotive procurement.
- MTA Metro-North Railroad continued improvement for station rehabilitation and construction work for various projects relating to signals, depots and yards, track and structures, and investment in M9A passenger railcars.
- MTA Long Island Rail Road infrastructure improvements including track and signal rehabilitations and replacements.
- MTA New York City Transit continued ongoing investments in new subway cars, Station Components Investments, Second Avenue Subway, and New Hybrid Locomotives.
- MTA Bridges and Tunnels continued reconstruction of the Upper-Level Approach of Verrazano-Narrows Bridge and suspended Span Retrofit Painting on Robert F. Kennedy Bridge.

● Other assets increased by $275, or 1.1%. The major items contributing to this change include:

- A net increase in receivables of $387, primarily from state and regional taxes.
- An increase of $97 from other non-current receivables primarily due to a settlement insurance claim.
- An increase of $37 from derivative fuel hedge assets due to the change in the economic exposure.
- An increase of $26 from other non-current assets primarily due to capital funding requisitions.
- An increase of $24 from material and supplies.
- An increase of $4 from derivative assets.

Offsetting the increases were:

- A net decrease of $102 in investments primarily due to decreases in current unrestricted investments of $1,429 and non-current restricted investments of $1,029 offset by increases of $2,356 in current restricted investments.
- A decrease of $88 in other customer receivables.
- A net decrease in restricted and unrestricted cash of $48.
- A net decrease in allowance for doubtful accounts of $48 primarily due to estimated unpaid CRZ tolls.
- A decrease in prepaid expenses and other current assets of $12.
- A decrease of $2 in Other current receivables

Deferred outflows of resources increased by $937, or 13.0%, primarily attributed to net increases in deferred outflows related to net contributions to pensions and other post-employment benefits of $990 offset by decreases in the loss on debt refunding of $41 primarily from PMT bonds and decrease in the fair value of derivative instruments of $12 as a result of market movements.

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

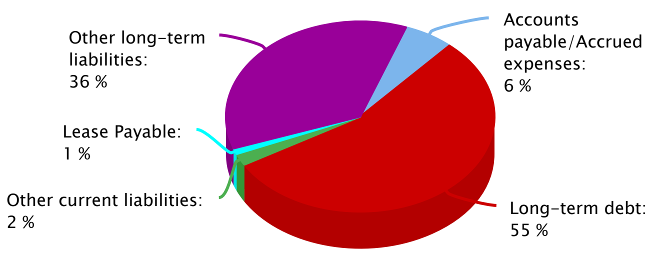
Current liabilities include: accounts payable, accrued expenses including current portion of compensated absences, current portion of long-term debt, pollution remediation liabilities, unredeemed fares and tolls, the current portion of long-term lease liability, and other current liabilities.

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

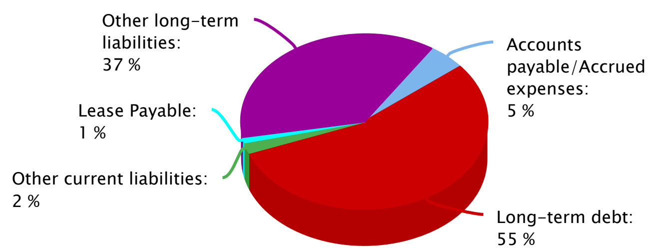
Deferred inflows of resources reflect unamortized gains on debt refunding and deferred inflows related to leases, pensions, and OPEB.

(In millions)	March 31, 2026	December 31, 2025	Increase / (Decrease)
Current liabilities	$ 8,856	$ 8,704	$ 152
Non-current liabilities	85,174	84,351	823
Total liabilities	94,030	93,055	975
Deferred inflows of resources	9,552	9,559	(7)
Total liabilities and deferred inflows of resources	$ 103,582	$ 102,614	$ 968

Total Liabilities – March 31, 2026



Total Liabilities – December 31, 2025



Significant Changes in Liabilities and Deferred Inflows of Resources Include:

March 31, 2026 versus December 31, 2025

- Current liabilities increased by $152, or 1.7%. The increase was primarily due to:
  - An increase of $556 in accrued interest mainly due to the timing of interest payments on long-term debt.
  - A net increase of $136 in employee related expenses.
  - An increase of $105 in accounts payable mainly due to the timing of vendor payments and other payables.
  - An increase in other accrued expenses of $94.

  Offsetting the increases were:
  - A decrease of $314 in capital accruals primarily for New York City Transit Authority.
  - A decrease of $225 in unearned revenues, primarily due to timing of New York State's funding towards the MTA Capital Program and the processing of capital payments.
  - A decrease of $128 in the current portion of long term debt primarily due to the decrease in MTA Bridges and Tunnels General Revenue Bonds in the amount of $22, Payroll Mobility Tax Bonds of $100 and MTA Transportation Revenue Bonds of $6.
  - A decrease of $45 in accrued expenses.
  - A decrease of $20 in estimated liability from injuries to persons.
  - A net decrease of $7 in other current liabilities.
- Non-current liabilities increased by $823, or 1.0%. This increase was mainly due to:
  - An increase in the non-current portion of long-term debt of $739 mainly as a result of issuance of Payroll Mobility Tax Senior Lien Refunding Bonds, Series 2026A-1.
  - An increase of $80 in estimated liability arising from injuries to persons primarily for long term personal injury claims for MTA Metro North Railroad and MTA Bus.
  - An increase of $26 in contract retainage payable due to increased capital construction activity.
  - An increase of $7 in compensated absences.
  - An increase of $3 in Financed Purchase.
  - An increase of $2 in pollution remediation projects and $2 in derivative liabilities with off market elements.

  Offsetting the increases were:
  - A decrease of $10 and $9 in subscription-based information technology arrangements and leases payable, respectively, due to expiring contracts that were not renewed.
  - A decrease of $9 in leases derivative liabilities.
  - A decrease of $7 in other long-term liabilities.
  - A decrease of $1 in loans payable.

- Deferred inflows of resources decreased by $7, or 0.1% primarily attributed to decreases in deferred inflows from leases.

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

(In millions)	March 31, 2026	December 31, 2025	Increase / (Decrease)
Net investment in capital assets	$ 46,115	$ 46,147	$ (32)
Restricted for debt service	1,532	893	639
Restricted for claims	242	231	11
Restricted for other purposes	6,082	5,560	522
Unrestricted	(25,607)	(24,993)	(614)
Total Net Position	$ 28,364	$ 27,838	$ 526

Significant Changes in Net Position Include:

March 31, 2026 versus December 31, 2025

On March 31, 2026, total net position increased by $526, or 1.9%, when compared with December 31, 2025. This change is a result of net non-operating revenues of $3,300, appropriations, grants and other receipts externally restricted for capital projects of $293, which was offset by operating losses of $3,067.

The net investment in capital assets decreased by $32, or 0.1%. Funds restricted for debt service, claims and other purposes increased by $1,172, or 17.5% in the aggregate, mainly due to scheduled debt service payments. Unrestricted net position decreased by $614, or 2.5%.

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

(In millions)	Three-Month Period Ended March 31, 2026	2025	Increase / (Decrease)
Operating revenues			
Passenger and tolls	$ 2,056	$ 1,962	$ 94
Other	229	235	(6)
Total operating revenues	2,285	2,197	88
Non-operating revenues			
Grants, appropriations and taxes	2,411	1,778	633
Other	1,384	538	846
Total non-operating revenues	3,795	2,316	1,479
Total revenues	6,080	4,513	1,567
Operating expenses			
Salaries and wages	1,934	1,822	112
Retirement and other employee benefits	1,095	963	132
Postemployment benefits other than pensions	215	210	5
Depreciation and amortization	1,015	966	49
Other expenses	1,093	1,062	31
Total operating expenses	5,352	5,023	329
Non-operating expenses			
Interest on long-term debt	494	503	(9)
Other net non-operating expenses	1	1	-
Total non-operating expenses	495	504	(9)
Total expenses	5,847	5,527	320
Income (loss) before appropriations, grants and other receipts externally restricted for capital projects	233	(1,014)	1,247
Appropriations, grants and other receipts externally restricted for capital projects	293	837	(544)
Change in net position	526	(177)	703
Net position, beginning of period	27,838	20,194	7,644
Net position, end of period	$ 28,364	$ 20,017	$ 8,347

Revenues and Expenses, by Major Source:

Period ended March 31, 2026 versus 2025

- Total operating revenues increased by $88, or 4.0%. The increase was mainly due to the fare and toll increases, which took effect on January 4, 2026, and increased ridership on trains and subways. Fare and toll revenues increased by $40 and $54, respectively. Other operating revenues decreased by $6 due to higher advertising revenues and higher paratransit reimbursement subsidy in 2025.
- Total non-operating revenues increased by $1,479, or 63.9%.
  - Grants, appropriations, and taxes increased by $633 primarily due to increases in Payroll Mobility Tax subsidies of $588, Urban Tax subsidies of $66, Mortgage Recording Tax subsidies of $10, NYC Assistance Fund of $5, Operating Assistance - 18-B program of $2 and Build America Bond subsidy of $1. These increases were offset by decreases in MTA Aid Trust Account subsidies of $20, Mass Transportation Trust Fund subsidies of $17, Internet Sales Tax of $1 and Mansion Tax of $1.
  - Other non-operating revenues increased by $846, primarily due to receipt of casino license fees from NYS's Gaming Commission of $1,000, a subsidy increase from Connecticut Department of Transportation of $9, an increase in operating subsidies recoverable from NYC of $5, and an increase in station maintenance, operation and use assessments of $4. These increases were offset by a decrease of $180 in FTA reimbursement due to timing in submission of grant requisition.
- Labor costs increased by $249, or 8.3% due to a $112 increase in salaries and wages and a net increase of $137 in employee benefits, including post-retirement benefits.
- Non-labor operating costs increased by $80, or 3.9%. The variance was primarily due to:
  - An increase in depreciation and amortization of $49 primarily due to new assets placed into service.
  - An increase in electric power of $40 due to rate increases.
  - An increase in insurance of $18.
  - An increase in professional service contracts of $14.
  - An increase in maintenance and other operating contracts of $11.
  - An increase in paratransit service contracts of $10.
  - An increase in fuel of $2.
  - An increase in pollution remediation projects of $2.

  These increases were offset by the following decreases:
  - A decrease in other operating expenses of $62 primarily due to MTA Construction and Development payroll expense reimbursement.
  - A decrease in claims of $3.
  - A decrease in material and supplies of $1.
- Total net non-operating expenses decreased by $9, or 1.8%, primarily due to a decrease in interest on long-term debt.
- Appropriations, grants and other receipts externally restricted for capital projects decreased by $544, or 65.0% mainly due to timing of requisitioning for Federal and State grants.

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 first quarter 2026 remained below the pre-pandemic level, with paid ridership 171 million trips (-39%) below 2019 first quarter ridership. The first quarter of 2026 fell below the paid ridership during the first quarter of 2025 by 4 million (-1%). For the first quarter of 2026 compared with the first quarter of 2025, MTA New York City Transit subway paid ridership increased by 7 million trips (2.4%), MTA New York City Transit bus paid ridership decreased by 10 million trips (-12%), MTA Long Island Rail Road paid ridership increased by 603 thousand trips (3.8%), MTA Metro-North

Railroad paid ridership increased by 351 thousand trips (2.2%), MTA Bus paid ridership decreased by 2 million trips (-9.8%), and MTA Staten Island Railway paid ridership increased by 5 thousand trips (0.8%). Paid vehicle traffic at MTA Bridges and Tunnels facilities for the first quarter of 2026 was below 2019 levels by 560 thousand crossings (-0.7%), and TBTA traffic in the first quarter, compared with the first quarter of 2025, was down 2 million crossings (-2.6%). The first quarter of 2026, for both ridership and traffic, was adversely impacted by two major snowstorms, on January 25, 2026 when 11.4 inches of snow fell and on February 23rd, 2026 when 10.9 inches of snow fell based on measurements taken in Central Park.

Seasonally adjusted non-agricultural employment in New York City for the first quarter was lower in 2026 than in 2025 by 8 thousand jobs (-0.2%). On a quarter-to-quarter basis, New York City employment lost 24 thousand jobs (-0.5%), breaking the trend of twenty-month consecutive quarterly increases.

National economic growth, as measured by Real Gross Domestic Product ("RGDP"), increased at an annualized rate of 2.0% in the first quarter of 2026 and 0.5% in fourth 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 reflected increases in investment, exports, consumer spending, and government spending. Imports, which are a subtraction in the calculation of GDP, increased. The increase in investment reflected increases in equipment, intellectual property products, and private inventory investment that were partly offset by decreases in residential and nonresidential structures. Within equipment, the increase primarily reflected an increase in information processing equipment (notably, computers and peripheral equipment), The increase in intellectual property products primarily reflected an increase in software. The decrease in residential structures was led by new single-family units and brokers' commissions. Single-family units decreased and the decrease in nonresidential structures was led by manufacturing structures.

The New York City metropolitan area's price inflation rate, as measured by the Consumer Price Index for All Urban Consumers ("CPI-U"), was above the national average in the first quarter of 2026, with the metropolitan area index increasing 3.4% while the national index increased 2.7% when compared with the first quarter of 2025. Regional prices for energy products increased 8.2% while national prices for energy products increased 4.3%. In the metropolitan area, the CPI-U exclusive of energy products increased by 3.1%, while nationally inflation exclusive of energy products increased 2.6%. The New York Harbor spot price for conventional gasoline increased by 13.5% from an average price of $2.08 per gallon to an average price of $2.37 per gallon between the first quarters of 2025 and 2026.

In its announcement on April 29, 2026, the Federal Open Market Committee ("FOMC") maintained its target for the Federal Funds rate at the 3.50% to 3.75% range. Prior to the April 29th decision, the FOMC lowered the target rate range six consecutive times since September 18, 2024, reducing the target from a 5.25% to 5.50% range to a 4.75% to 5% range, to a 4.5% to 4.75% range on November 7, 2024, to a 4.25% to 4.5% range on December 18, 2024, to a 4.0% to 4.25% range on September 17, 2025, to a 3.75% to 4% range on October 29, 2025 and to a 3.5% to 3.75% range on December 10, 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 Committee is prepared to adjust the stance of monetary policy as appropriate if risks emerge that could impede the attainment of the Committee's goals. The Committee'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 first quarter of 2026 were higher than the first quarter of 2025 by $14 million (13.6%). Average monthly receipts in the first quarter of 2026 were $24 million (-37.6%) 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 first quarter of 2026—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 $84 million (65.9%) higher than receipts during the first quarter of 2025. Average monthly receipts in the first quarter of 2026 were $3 million (-3.9%) 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 three months ended March 31, 2026, operating revenue from tolls totaled $805.0, which was $55.0, or 7.3%, higher than the first three months of 2025. Paid traffic for the first quarter of 2026 totaled 75.3 million crossings, which was 2.0 million, or 2.6 % lower than the first quarter of 2025. Gradually increasing traffic volumes from January to March follow regular patterns as we pass the colder months and head into spring.

MTA New York City Transit – For the three months ended March 31, 2026, revenue from fares was $897, an increase of $30, or 3.4%, compared to March 31, 2025. For the same comparative period, total operating expenses were higher by $236, or 7.6%, totaling $3,319 for the three months ended March 31, 2026.

MTA Long Island Rail Road – Total operating revenue for the three months ended March 31, 2026 was $168, which was higher by $7, or 4.3%, compared to three months ended March 31, 2025. For the same comparative period, operating expenses were higher by $25, or 3.9%, totaling $669 for the three months ended March 31, 2026.

MTA Metro-North Railroad – For the three months ended March 31, 2026, operating revenues totaled $161, an increase of $5, or 2.9%, compared to March 31, 2025. During the same period, operating expenses increased by $25, or 4.9%, to $522. For the three months ended March 31, 2026, fare revenue increased by 4.0%, to $152, compared to the three months ended March 31, 2025. Passenger fares accounted for 94.04% and 93.21% of operating revenues in 2026 and 2025, respectively. The remaining revenue represents collection of rental income from stores in and around passenger stations and revenue generated from advertising.

The MTA receives the equivalent of four quarters of Metropolitan Mass Transportation Operating Assistance ("MMTOA") receipts each year, with the state advancing the first quarter of each succeeding calendar year's receipts in the fourth quarter of the current year. This results in little or no Metropolitan Mass Transportation Operating Assistance receipts being received during the first quarter of each calendar year. The MTA has made other provisions to provide for cash liquidity during this period. During April 2024, the State appropriated $2.99 billion in MMTOA funds. There has been no change in the timing of the State's payment of, or MTA's receipt of, Dedicated Mass Transportation Trust Fund ("MTTF") receipts, which MTA anticipates will be sufficient to make monthly principal and interest deposits into the Debt Service Fund for the Dedicated Tax Fund Bonds. The total MRT for the period ended March 31, 2026 was $114 compared to $104 at March 31, 2025.

Capital Programs

At March 31, 2026, $7,461 had been committed and $732 expended for the combined 2025-2029 Capital Programs and the 2025-2029 MTA Bridges and Tunnels Capital Program, and $38,514 had been committed and $19,774 had been expended for the combined 2020-2024 Capital Programs and the 2020-2024 MTA Bridges and Tunnels Capital Program.

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

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

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

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

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

Compared with the July Plan, Debt Service expense is $161 favorable.

The net cost of Paratransit service, which reflects paratransit service contracts and other expenses, Paratransit fare revenue, Urban Tax receipts dedicated to Paratransit, and City Subsidy for Paratransit, is $11 higher than in the July Plan, driven primarily by higher service expenses due to increased ridership. While the City's contribution to Paratransit is currently legislated at 80 percent of expenses, there is a contribution cap of 50 percent plus $165. As a result, the City's contribution is less than 80 percent and is further reduced each year as expenses continue to increase.

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

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.

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 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.

Financials are unchanged from the November Plan, which was adopted by the MTA Board in December 2025. The February Plan reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board, including:

- MTA Operating Efficiencies for various new initiatives that have been identified and are being implemented in 2026:
- Re-timing of Penn Station Access.

Minor technical adjustments with no material impact have also been incorporated into this Plan.

The February Plan continues to present a balanced budget annually through 2026. Detailed explanations of the programs and assumptions supporting this Plan can be found in the 2025 November Plan.

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

Tropical Storm Sandy Update

The total allocation of emergency relief funding from the Federal Transit Administration ("FTA") to MTA in connection with Superstorm Sandy to date is $5.90 billion, including $1.599 billion allocated on September 22, 2014, through a competitive resiliency program. A total of $5.90 billion in FTA Emergency Relief Funding has been executed: seven repair/local priority resiliency grants totaling $4.55 billion and seventeen competitive resiliency grants totaling $1.26 billion. As of March 31, 2026, MTA has drawn down a total of $4.61 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

At the end of the first quarter of 2026, the MTA employs approximately 74,413 people on a full-time basis, more than 90% of whom are represented by labor unions. Throughout the quarter, labor negotiations continued with unsettled bargaining groups, and two new labor agreements were ratified by the MTA Board. The ensuing paragraphs will describe the overall status of collective bargaining at MTA agencies through March 31, 2026.

MTA Long Island Rail Road – At the end of the first quarter of 2026, MTA Long Island Rail Road has approximately 7,470 employees. Approximately 6,767 of these employees are represented by 10 different unions in 18 bargaining units.

At present, the MTA Long Island Rail Road has ratified new labor agreements for the 2023-2026 period with approximately 50% of its represented workforce. And, after intensive labor negotiations -- and at the conclusion of the first railroad strike since 1994-- the MTA Long Island Rail Road has, as of May 18, 2026, also reached a tentative agreement with all its other represented employees [1].

By the end of the first quarter of 2026, approximately half of the MTA Long Island Rail Road's represented population had settled new agreements with the Railroad for the 2023-2026 period. The first new agreement for the 2023-2026 round of collective bargaining was reached in the final quarter of 2023: 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, which represents approximately 2,970 employees in the Transportation Division. Virtually identical agreements were subsequently reached with several other unions at MTA Long Island Rail Road [2] and, through the end of the first quarter 2026, approximately 50% of the railroad's represented population was covered by these agreements.

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

Through the first quarter of this year and into the second, MTA Long Island Rail Road had not yet reached new agreements with its other unions, which represent approximately the remaining 50% of its union workforce. Its five unsettled unions had chosen not to accept the agreement terms described above, and each filed for mediation under the authority of the National Mediation Board (NMB) in January and February 2024 [2]. Ensuing mediation, however, did not produce settlements, and in August of 2025, the NMB released the MTA Long Island Rail Road and the unsettled unions, finding that a continuation of the NMB's mediation efforts at that time would be unlikely to result in voluntary agreements. Although the MTA Long Island Rail Road accepted the NMB's offer to submit the dispute to arbitration, the unions rejected that option.

After the parties' release from mediation, collective bargaining progressed in the fall of 2025 and in the first quarter of 2026 through hearings by two Presidential Emergency Boards (PEB 253 and 254, respectively), empaneled, as prescribed in the Railway Labor Act ("RLA") to prevent a strike by investigating the dispute and recommending new settlement terms. Although both MTA Long Island Rail Road and the coalition of unions submitted proposals with the same pattern-based wages for the first three years of a new agreement, their disagreement was centered on the demand by the unions for a fourth contract year that would include a wage increase above the MTA Financial Plan; furthermore, the unions were unwilling to concede to the savings measures proposed by the railroads that would offset higher than expected wage increases and ensure Financial Plan consistency.

The non-binding recommendation of PEB 253 on October 17, 2025, included the established wage pattern for the first three years that was acceptable to both sides; but it also included an additional year of contract duration and a gross wage increase of 4.5% in 2026, which the MTA and MTA Long Island Rail Road rejected. After passage of a statutory "cooling off period", the coalition of unions requested the establishment of a second Presidential Emergency Board, which evaluated the parties' competing proposals in January 2026.

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 [3]. 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 [4].

Like the first PEB report, PEB 253 was also 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—the first since 1994 for either of the MTA commuter railroads—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 [5]. The agreement will be advanced during this second quarter of 2026 for union ratification and for MTA Board approval.

MTA Metro-North Railroad – At the end of the first quarter of 2026, MTA Metro-North Railroad employs approximately 6,430 people. Among these are approximately 5,523 employees represented by ten different unions. Through the first quarter of 2026, Metro-North has reached labor agreements with approximately 60% of its represented workforce.

The first agreements reached with unions at MTA Metro-North Railroad for the current round of collective bargaining were approved by the MTA Board in the final quarter of 2024. The two agreements cover Conductors and Assistant Conductors represented by the Association of Commuter Rail Employees, Division 1 through May 1, 2027; and Locomotive Engineers covered by the Association of Commuter Rail Employees, Division 9 through February 28, 2027). In January 2025, a similar agreement between the railroad and the International Brotherhood of Electrical Workers 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, and the National Conference of Firemen & Oilers, 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 ("TWU"), 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 approximately 50% of MTA Long Island Rail Road'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, 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 continue 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 – At the end of the first quarter of 2026, MTA Headquarters employs approximately 5,637 people, of whom 3,443 are union members [6]. In the first quarter, 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 1,300 members) and the Commanding Officers Association (with 33 members)-- expired on April 15, 2024; and all three bargaining units of the Transportation Communications Union, which cover IT titles, Business Service Center titles and Procurement titles expired in 2024 (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 and MaBSTOA – At the end of the first quarter of 2026, MTA New York City Transit and MaBSTOA employs approximately 47,745 people, 46,327 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, MaBSTOA, MTA Bus 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, by which all post-65 Medicare eligible retirees and their eligible dependents will be placed into an alternative health plan. The net economic value of the agreement has informed the MTA's financial assumptions for growth in labor costs for a majority of represented bargaining units, and it is expected that most of the MTA's represented employees will reach future settlements that are consistent with these expectations.

Since the ratification of the TWU Local 100 agreement in 2023, several agreements following a similar economic pattern [7] have, in fact, been reached with other unions at MTA New York City Transit and MaBSTOA, and by the end of the first quarter, more than 80% of the Authorities' represented population are covered under such pattern-following agreements.

Two new labor agreements went into effect during the first quarter of 2026. First, in January, the MTA Board approved a multi-party agreement with more than 900 members of the United Transit Leadership Organization [8]. The agreement will run from January 1, 2025 through February 15, 2027, providing wage increases of 3.0% and 3.5% in 2025 and 2026, respectively. Also in January, an agreement was approved with 14 members of the Doctors Council. The five-year agreement spans the period

March 1, 2022 through February 28, 2027.

At MTA New York City Transit and MaBSTOA, negotiations continue with groups whose agreements remain unsettled post-2023.

MTA Bus – At the end of the first quarter of 2026, MTA Bus has 4,010 employees, approximately 3,891 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. Subsequent labor agreements have also been reached with other bargaining units of TWU Local 100 (covering Administrative, Professional and Technical titles) and with the Amalgamated Transportation Union (Locals 1181 and 1179). More than 90% of MTA Bus Company's represented employees are under effective labor agreements at the end of the first quarter.

MTA Bridges and Tunnels – At the end of the first quarter, MTA Bridges and Tunnels has 774 employees, approximately 563 of whom are represented by three different labor unions (four bargaining units). No new agreements with B&T unions were reached during the first quarter. 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, representing Maintainers and City Custodial Assistants; and Bridge and Tunnel Officers, represented by the Bridge and Tunnel Officers Benevolent Association, have expired, and their membership will be seeking new agreement terms going forward.

MTA Staten Island Railway – At the end of the first quarter of 2026, MTA Staten Island Railway had 402 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 first 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] Once again, 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.

[4] The MTA Long Island Rail Road 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.

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

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

[7] The economic pattern is similar in terms of wage increases and net recurrent costs relative to base labor costs, though specific provisions differ by bargaining unit.

[8] This multi-party agreement included MTA New York City Transit/MaBSTOA, MTA Bus, MTAHQ and MTA Staten Island Railway.

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(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENT OF NET POSITION AS OF MARCH 31, 2026 AND CONSOLIDATED STATEMENT OF NET POSITION AS OF DECEMBER 31, 2025

($ In millions)

	Business-Type Activities	
	March 31, 2026	**December 31, 2025**
ASSETS AND DEFERRED OUTFLOWS OF RESOURCES		
ASSETS		
CURRENT ASSETS:		
Cash unrestricted (Note 3)	$ 791	$ 596
Cash restricted (Note 3)	751	994
Unrestricted investments (Note 3)	10,239	11,668
Restricted investments (Note 3)	5,359	3,004
Restricted investments held under financed purchase obligations (Notes 3 and 10)	100	99
Receivables:		
Station maintenance, operation, and use assessments	222	167
State and regional mass transit taxes	600	254
Mortgage Recording Tax receivable	40	45
State and local operating assistance	8	5
Other receivable from New York City and New York State	202	237
Due from Build America Bonds	1	-
Receivable from federal and state government	406	383
Customer	1,365	1,453
Other	58	60
Less allowance for doubtful accounts	(881)	(833)
Total receivables — net	2,021	1,771
Materials and supplies	848	824
Prepaid expenses and other current assets (Note 2)	259	234
Total current assets	20,368	19,190
NON-CURRENT ASSETS:		
Capital assets (Note 6):		
Land and construction work-in-progress	19,525	18,232
Other capital assets (net of accumulated depreciation and amortization)	80,069	81,080
Restricted investments (Note 3)	2,934	3,967
Restricted investments held under financed purchase obligations (Notes 3 and 10)	318	314
Other non-current receivables	518	422
Other non-current assets	52	22
Total non-current assets	103,416	104,037
TOTAL ASSETS	123,784	123,227
DEFERRED OUTFLOWS OF RESOURCES:		
Accumulated decreases in fair value of derivative instruments (Note 7)	69	81
Loss on debt refunding (Note 7)	106	147
Deferred outflows related to pensions (Note 4)	1,865	1,875
Deferred outflows related to OPEB (Note 5)	6,122	5,122
TOTAL DEFERRED OUTFLOWS OF RESOURCES	8,162	7,225
TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES	$ 131,946	130,452

See notes to the basic interim financial statements.

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENT OF NET POSITION AS OF MARCH 31, 2026 AND CONSOLIDATED STATEMENT OF NET POSITION AS OF DECEMBER 31, 2025

($ In millions)

	Business-Type Activities	
	March 31, 2026	**December 31, 2025**
LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION		
LIABILITIES:		
CURRENT LIABILITIES:		
Accounts payable	$ 698	$ 593
Accrued expenses:		
Interest	855	299
Salaries, wages and payroll taxes	499	363
Current portion - compensated absences	788	781
Current portion — retirement and death benefits	24	31
Current portion — estimated liability from injuries to persons (Note 12)	902	922
Capital accruals	551	865
Other accrued expenses	1,177	1,128
Total accrued expenses	4,796	4,389
Current portion — loan payable (Note 7)	508	509
Current portion — long-term debt (Note 7)	1,570	1,698
Current portion — pollution remediation projects (Note 15)	30	30
Derivative fuel hedge liability (Note 17)	-	6
Unearned revenues	1,254	1,479
Total current liabilities	8,856	8,704
NON-CURRENT LIABILITIES:		
Net pension liability (Note 4)	5,890	5,890
Estimated liability arising from injuries to persons (Note 13)	6,440	6,360
Net OPEB liability (Note 5)	19,575	19,575
Loan payable (Note 7)	41	42
Long-term debt (Note 7)	50,075	49,336
Lease payable (Note 8)	851	860
Subscription-Based Information Technology Arrangements (Note 9)	66	76
Financed purchase (Note 10)	253	250
Compensated absences	826	819
Pollution remediation projects (Note 15)	170	168
Contract retainage payable (Note 16)	613	587
Derivative liabilities (Note 7)	90	97
Other long-term liabilities (Note 16)	284	291
Total non-current liabilities	85,174	84,351
TOTAL LIABILITIES	94,030	93,055
DEFERRED INFLOWS OF RESOURCES:		
Deferred inflows related to leases (Note 8)	470	477
Deferred inflows related to pensions (Note 4)	510	510
Deferred inflows related to OPEB (Note 5)	8,572	8,572
TOTAL DEFERRED INFLOWS OF RESOURCES	9,552	9,559
NET POSITION:		
Net investment in capital assets	46,115	46,147
Restricted for debt service	1,532	893
Restricted for claims	242	231
Restricted for capital program	6,082	5,560
Unrestricted	(25,607)	(24,993)
TOTAL NET POSITION	28,364	27,838
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION	$ 131,946	$ 130,452

See notes to the basic interim financial statements.

(Concluded)

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
THREE-MONTH PERIODS ENDED MARCH 31, 2026 AND 2025

($ In millions)

	Business-Type Activities	
	March 31, 2026	**March 31, 2025**
OPERATING REVENUES:		
Fare revenue	$ 1,254	$ 1,214
Vehicle toll revenue	802	748
Rents, freight, and other revenue	229	235
Total operating revenues	2,285	2,197
OPERATING EXPENSES:		
Salaries and wages	1,934	1,822
Retirement and other employee benefits	1,095	963
Postemployment benefits other than pensions (Note 5)	215	210
Electric power	190	150
Fuel	60	58
Insurance	19	1
Claims	96	99
Paratransit service contracts	178	168
Maintenance and other operating contracts	229	218
Professional service contracts	124	110
Pollution remediation projects (Note 15)	3	1
Materials and supplies	172	173
Depreciation and amortization (Note 2 and Note 6)	1,015	966
Other	22	84
Total operating expenses	5,352	5,023
OPERATING INCOME (LOSS)	(3,067)	(2,826)
NON-OPERATING REVENUES (EXPENSES):		
Grants, appropriations and taxes:		
Tax-supported subsidies — NYS:		
Mass Transportation Trust Fund subsidies	136	153
Payroll Mobility Tax subsidies	1,627	1,039
MTA Aid Trust Account subsidies	47	67
Internet sales tax subsidies	83	84
Tax-supported subsidies — NYC and Local:		
Mortgage Recording Tax subsidies	114	104
Urban Tax subsidies	190	124
Real Estate Transfer Tax	106	107
Other subsidies:		
Operating Assistance - 18-B program	7	5
Build America Bond subsidy	2	1
New York City Assistance Fund	99	94
Total grants, appropriations and taxes	2,411	1,778

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION
THREE-MONTH PERIODS ENDED MARCH 31, 2026 AND 2025

($ In millions)

	Business-Type Activities	
	March 31, 2026	**March 31, 2025**
Connecticut Department of Transportation	67	58
Subsidies paid to Dutchess, Orange, and Rockland Counties	(1)	(1)
Interest on long-term debt and leases (Note 2)	(494)	(503)
Station maintenance, operation and use assessments	55	51
Operating subsidies recoverable from NYC	145	140
Federal Transit Administration reimbursement	1	181
Commercial gaming license fee	1,000	-
Investment income and other net non-operating revenues	116	108
Net non-operating revenues	3,300	34
GAIN / (LOSS) BEFORE APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS	233	(1,014)
APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS	293	837
CHANGE IN NET POSITION	526	(177)
NET POSITION— Beginning of period	27,838	20,194
NET POSITION — End of period	$ 28,364	$ 20,017

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

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENTS OF CASH FLOWS
THREE-MONTH PERIODS ENDED MARCH 31, 2026 AND 2025

($ In millions)

	Business-Type Activities	
	March 31, 2026	**March 31, 2025**
CASH FLOWS FROM OPERATING ACTIVITIES:		
Passenger receipts/tolls	$ 2,063	$ 1,946
Rents and other receipts	411	335
Payroll and related fringe benefits	(2,995)	(3,084)
Other operating expenses	(1,295)	(935)
Net cash used by operating activities	(1,816)	(1,738)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:		
Grants, appropriations, and taxes	2,063	1,201
Operating subsidies from CDOT	60	60
Subsidies paid to Dutchess, Orange, and Rockland Counties	(10)	(8)
Net cash provided by noncapital financing activities	2,113	1,253
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
MTA bond proceeds	-	908
MTA Bridges and Tunnels bond proceeds	1,643	2,671
MTA bonds refunded/reissued	(452)	(779)
Federal and local grants	906	1,007
Other capital financing activities	(712)	843
Payment for capital assets	(2,127)	(1,556)
Debt service payments	(493)	(63)
Receipts from leases	17	18
Payments related to leases	(28)	(26)
Net cash (used by) / provided by capital and related financing activities	(1,246)	3,023
CASH FLOWS FROM INVESTING ACTIVITIES:		
Purchase of long-term securities	(6,780)	(3,471)
Sales or maturities of long-term securities	5,841	3,756
Net sales (purchases) or maturities of short-term securities	1,488	(2,412)
Earnings on investments	137	99
Net cash provided by / (used by) investing activities	686	(2,028)
NET (DECREASE) INCREASE IN CASH	(263)	510
CASH — Beginning of period	1,590	1,780
CASH — End of period	$ 1,327	$ 2,290

See notes to the basic interim financial statements.

(A Component Unit of the State of New York)

CONSOLIDATED INTERIM STATEMENTS OF CASH FLOWS
THREE-MONTH PERIODS ENDED MARCH 31, 2026 AND 2025

($ In millions)

	Business-Type Activities	
	March 31, 2026	**March 31, 2025**
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES:		
Operating loss (Note 2)	$ (3,067)	$ (2,834)
Adjustments to reconcile to net cash used in operating activities:		
Depreciation and amortization	1,015	974
Net increase in payables, accrued expenses, and other liabilities	201	77
Net increase / (decrease) in receivables	61	(121)
Net (decrease) / increase in materials and supplies and prepaid expenses	(26)	166
NET CASH USED BY OPERATING ACTIVITIES	$ (1,816)	$ (1,738)
NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES:		
Noncash investing activities:		
Interest expense includes amortization of net (premium) / discount (Note 2)	$ (3)	$ (244)
Total Noncash investing activities	(3)	(244)
Noncash capital and related financing activities:		
Capital assets related liabilities	1,535	1,187
Interest expense for leases	16	45
Interest income from leases	5	5
Total Noncash capital and related financing activities	1,556	1,237
TOTAL NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES	$ 1,553	$ 993

See notes to the basic interim financial statements.

(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
Investments at fair value/NAV:	-	-
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
Restricted for other employee benefits	-	-
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 interim financial statements.

(A Component Unit of the State of New York)

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

FOR THE YEARS ENDED DECEMBER 31, 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 INTERIM FINANCIAL STATEMENTS AS OF MARCH 31, 2026 AND DECEMBER 31, 2025 AND FOR THE THREE-MONTH PERIODS ENDED MARCH 31, 2026 AND 2025

($ In millions, except as noted)

1. BASIS OF PRESENTATION

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

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

Metropolitan Transportation Authority and Related Groups (Component Units)

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

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

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

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 ("Additional Plan")
  - Manhattan and Bronx Surface Transit Operating Authority ("MaBSTOA Plan")
  - Metro-North Commuter Railroad Company Cash Balance Plan ("MNR Cash Balance Plan")
- Other Employee Benefit Trust Funds
  - MTA Other Postemployment Benefits Plan ("OPEB" Plan)

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

2. SIGNIFICANT ACCOUNTING POLICIES

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

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

Accounting Standards Issued but Not Yet Adopted

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

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

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

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

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

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

Investments with a maturity of 12 months or less from the balance sheet date have been classified as current assets in the consolidated interim financial statements. Investments with a maturity beyond 12 months from the balance sheet date are classified as non-current.In 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 on March 31, 2026 and December 31, 2025.

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 March 31, 2026 and December 31, 2025 of $294 and $286, respectively.

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

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

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

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

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, insurance, depreciation, lease and SBITA amortization, etc.) are reported as operating expenses. All other expenses (e.g. interest on long-term debt, interest on leases and SBITAs, subsidies paid to counties, etc.) are reported as non-operating expenses.

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

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

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

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

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

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

Non-operating Revenues

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

Mortgage Recording Taxes ("MRT") — Under New York State law, the MTA receives capital and operating assistance through a Mortgage Recording Tax ("MRT-1"). MRT-1 is collected by New York City and the seven other counties within the MTA's service area, at the rate of 0.25% of the debt secured by certain real estate mortgages. Effective September 2005, the rate was increased from 25 cents per 100 dollars of recorded mortgage to 30 cents per 100 dollars of recorded mortgage.

The MTA also receives an additional Mortgage Recording Tax ("MRT-2") of 0.25% of certain mortgages secured by real estate improved or to be improved by structures containing one to nine dwelling units in the MTA's service area. MRT-1 and MRT-2 taxes are recognized as revenue based upon reported amounts of taxes collected.

- MRT-1 proceeds are initially used to pay MTAHQ's operating expenses. Remaining funds, if any, are allocated 55% to certain transit operations and 45% to the commuter railroads operations. The commuter railroad portion is first used to fund the New York State Suburban Highway Transportation Fund in an amount not to exceed $20 annually (subject to the monies being returned under the conditions set forth in the governing statute if the Commuter Railroads are operating at a deficit).
- The first $5 of the MRT-2 proceeds is transferred to the MTA Dutchess, Orange, and Rockland ("DOR") Fund ($1.5 each for Dutchess and Orange Counties and $2 for Rockland County). Additionally, the MTA must transfer to each County's fund an amount equal to the product of (i) the percentage by which each respective County's mortgage recording tax payments (both MRT-1 and MRT-2) to the MTA increased over such payments in 1989 and (ii) the base amount received by each county as described above. The counties do not receive any portion of the September 1, 2005 increase in MRT-1 from 25 cents per $100 of recorded mortgage to 30 cents. As of March 31, 2026, the MTA paid Dutchess, Orange and Rockland Counties the 2025 excess amounts of MRT-1 and MRT-2 totaling $11.7.
- In addition, MTA New York City Transit receives operating assistance directly from New York City through a mortgage recording tax at the rate of 0.625% of the debt secured by certain real estate mortgages and through a property transfer tax at the rate of one percent of the assessed value (collectively referred to as "Urban Tax Subsidies") of certain properties.

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

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

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

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

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

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

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

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

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

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

Dedicated Revenues - In April 2019, 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 CBDTP, Governor Hochul announced a proposal to proceed with the CBDTP, but with the toll structure and rates that had been adopted by the MTA Bridges and Tunnels Board on March 27, 2024 being phased-in gradually over several years with proportionally lower toll rates for all vehicle classes in the first six-years of the program. In response, the MTA Bridges and Tunnels Board, at its November 18, 2024 meeting, adopted the phase-in approach to the toll rate schedule that it had approved on March 27, 2024

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

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

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

Prior to April 1995, New York City was obligated to reimburse MTA New York City Transit for the transit police force. As a result of the April 1995 merger of the transit police force into the New York City Police Department, New York City no longer reimburses MTA New York City Transit for the costs of policing the Transit System on an ongoing basis since policing of the Transit System is being carried out by the New York City Police Department at New York City's expense. MTA New York City Transit continues to be responsible for certain capital costs and support services related to such police activities, a portion of which is reimbursed by New York City. MTA New York City Transit received approximately $1.4 in the three months ended March 31, 2026 and $3.5 in the three months ended March 31, 2025 from New York City for the reimbursement of transit police costs.

MTAHQ bills MTA Metro-North Railroad through its consolidated services for MTA police costs in the New Haven line of which MTA Metro-North Railroad recovers approximately 65% from CDOT. The amounts billed for the periods ended

March 31, 2026 and 2025 were $7.9 and $8.3, respectively. The amounts recovered for the periods ended March 31, 2026 and 2025 were approximately $5.1 and $5.4, respectively.

Federal law and regulations require a paratransit system for passengers who are not able to ride the buses and trains because of their disabilities. Pursuant to an agreement between New York City and the MTA, MTA New York City Transit, effective July 1, 1993, assumed operating responsibility for all paratransit service required by the Americans with Disability Act of 1990. Services are provided by private vendors under contract with MTA New York City Transit. New York City reimburses MTA New York City Transit for the lesser of 33% of net paratransit operating expenses defined as labor, transportation, and administrative costs less fare revenues and 6% of gross urban tax proceeds as described above or, an amount that is 20% greater than the amount paid by New York City for the preceding calendar year. Fare revenues and New York City's reimbursement aggregated approximately $144.4 for the three months ended March 31, 2026 and $143.3 for the three months ended March 31, 2025.

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 March 31, 2026, the balance of the assets in this program was $222.13.

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, 2026, 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 TRIA is not extended or renewed on or before January 1, 2028, then effective January 1, 2028, coverage will be limited to $255 for any one occurrence.

Pension Plans — In accordance with the provisions of GASB 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 March 31, 2026, restricted cash, primarily for capital projects, totaled $751. Cash, including deposits in transit, consists of the following at March 31, 2026 and December 31, 2025 (in millions):

	March 31, 2026		December 31, 2025	
	Carrying Amount	Bank Balance	Carrying Amount	Bank Balance
FDIC insured or collateralized deposits	$ 144	$ 138	$ 97	$ 94
Uninsured and not collateralized	1,398	1,300	1,493	1,484
Total Balance	$ 1,542	$ 1,438	$ 1,590	$ 1,578

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 March 31, 2026 and December 31, 2025 (in millions):

Investments by fair value level	March 31, 2026			December 31, 2025		
	Total	Level 1	Level 2	Total	Level 1	Level 2
Debt Securities:						
U.S. treasury securities	$ 17,863	$ 17,075	$ 788	$ 17,972	$ 17,190	$ 782
U.S. government agency	128	-	128	188	-	188
Asset-backed securities	64	-	64	69	-	69
Commercial mortgage-backed securities	173	-	173	180	-	180
Foreign bonds	18	18	-	19	19	-
Corporate bonds	148	148	-	141	141	-
Tax Benefit Lease Investments:						
U.S. treasury securities	155	155	-	154	154	-
U.S. government agency	135	75	60	136	75	61
Repurchase agreements	138	138	-	69	69	-
Total investments by fair value level	18,822	$ 17,609	$ 1,213	18,928	$ 17,648	$ 1,280
Financed Purchases	128			124		
Total Investments	$ 18,950			$ 19,052		

Investments classified as Level 1 of the fair value hierarchy, totaling $17,609 and $17,648 as of March 31, 2026 and December 31, 2025, respectively, are valued using quoted prices in active markets. Fair values include accrued interest to the extent that interest is included in the carrying amounts. Accrued interest on investments other than Treasury bills and coupons is included in other receivables on the statement of net position. The MTA's investment policy states that securities underlying repurchase agreements must have a fair value at least equal to the cost of the investment.

U.S. Government agency securities totaling $188 and $249, U.S, treasury securities totaling $788 and $782, asset-backed securities totaling $64 and $69, and commercial mortgage-backed securities totaling $173 and $180 as of March 31, 2026 and December 31, 2025, respectively, classified in Level 2 of the fair value hierarchy, are valued using matrix pricing techniques maintained by a third-party pricing service. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices and indices. Fair value is defined as the quoted fair value on the last trading day of the period. These prices are obtained from a third-party pricing service or our custodian bank.

In connection with certain financed purchases transactions described in Note 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 3.60% and 3.86% for the three months ended March 31, 2026 and year ended December 31, 2025, respectively.

Credit Risk — At March 31, 2026 and December 31, 2025, the following credit quality rating has been assigned to MTA investments by a nationally recognized rating organization (in millions):

Quality Rating Standard & Poor's	March 31, 2026	Percent of Portfolio	December 31, 2025	Percent of Portfolio
AAA	$ 107	1%	$ 114	1%
AA+	61	0%	61	0%
AA	220	1%	225	1%
A	98	1%	98	1%
A-	6	0%	59	0%
BBB	49	0%	47	0%
Not Rated	190	1%	120	1%
U.S. Government	18,091	96%	18,204	96%
Total	18,822	100%	18,928	100%
Financed Purchases	128		124	
Total investment	$ 18,950		$ 19,052	

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

	March 31, 2026		December 31, 2025	
	Fair Value	Duration	Fair Value	Duration
(In millions)		**(in years)**		**(in years)**
U.S. treasury securities	$ 17,863	5.35	$ 17,972	5.06
U.S. government agency	128	4.43	189	4.68
Tax benefit financed purchase investments	290	4.22	289	4.14
Repurchase agreement	138	-	69	-
Asset-backed securities (1)	64	2.48	69	2.73
Commercial mortgage-backed securities (1)	173	4.42	180	4.43
Foreign bonds (1)	18	5.53	19	5.20
Corporates (1)	148	5.52	141	5.61
Total fair value	18,822		18,928	
Modified duration		5.27		5.01
Investments with no duration reported	128		124	
Total investments	$ 18,950		$ 19,052	

(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 capitalizable implementation costs, less any incentives received. GASB 94 public-private and public-public partnerships that result in a newly purchased or constructed underlying nonfinancial asset being transferred to the agency are classified as capital assets and recognized at the cost of the underlying asset when the arrangement meets the definition of a service concession arrangement or when ownership transfers to the 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, 2024, December 31, 2025 and March 31, 2026 (in millions):

	December 31, 2024	Additions / Reclassifications	Deletions / Reclassifications	December 31, 2025	Additions / Reclassifications	Deletions / Reclassifications	March 31, 2026
Capital assets not being depreciated:							
Land	$ 331	$ -	$ -	$ 331	$ -	$ -	$ 331
Construction work-in-progress	14,741	8,969	5,809	17,901	1,299	6	19,194
Total capital assets not being depreciated	15,072	8,969	5,809	18,232	1,299	6	19,525
Capital assets being depreciated:							
Buildings and structures	37,018	1,036	-	38,054	(4)	-	38,050
Bridges and tunnels	4,771	20	-	4,791	-	-	4,791
Equipment:							
Passenger cars and locomotives	15,905	1,288	46	17,147	-	-	17,147
Buses	4,148	45	42	4,151	-	-	4,151
Infrastructure	37,810	1,521	6	39,325	3	-	39,328
Other	32,710	1,799	42	34,467	4	-	34,471
Total capital assets being depreciated	132,362	5,709	136	137,935	3	-	137,938
Less accumulated depreciation:							
Buildings and structures	11,164	893	-	12,057	230	-	12,287
Bridges and tunnels	1,075	51	-	1,126	13	-	1,139
Equipment:							
Passenger cars and locomotives	9,221	415	46	9,590	107	-	9,697
Buses	2,446	212	42	2,616	65	-	2,681
Infrastructure	15,603	1,107	6	16,704	270	-	16,974
Other	14,447	1,189	41	15,595	293	-	15,888
Total accumulated depreciation	53,956	3,867	135	57,688	978	-	58,666
Total capital assets being depreciated - net	78,406	1,842	1	80,247	(975)	-	79,272
Capital assets - net	$ 93,478	$ 10,811	$ 5,810	$ 98,479	$ 324	$ 6	$ 98,797

	December 31, 2024	Additions / Reclassifications	Deletions / Reclassifications	December 31, 2025	Additions / Reclassifications	Deletions / Reclassifications	March 31, 2026
Right of Use Assets being amortized:							
Leased buildings and structures	$ 856	$ 36	$ 3	$ 889	$ 1	$ -	$ 890
Leased equipment and vehicles	52	3	1	54	-	-	54
Leased other	10	2	2	10	-	-	10
Subscription-based IT arrangements	438	77	16	499	-	-	499
Total Right-of-Use Assets being amortized	1,356	118	22	1,452	1	-	1,453
Less accumulated amortization:							
Leased buildings and structures	211	55	-	266	13	-	279
Leased equipment and vehicles	46	5	-	51	1	-	52
Leased other	6	1	-	7	1	-	8
Subscription-based IT arrangements	218	86	9	295	22		317
Total accumulated amortization	481	147	9	619	37	-	656
Right-of-Use Assets being amortized – net	875	(29)	13	833	(36)	-	797
Total Capital Assets, including Right-of-Use Assets, net of depreciation and amortization	$ 94,353	$ 10,782	$ 5,823	$ 99,312	$ 288	$ 6	$ 99,594

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

For certain construction projects, the MTA holds in a trust account marketable securities pledged by third-party contractors in lieu of cash retainages. On March 31, 2026 and December 31, 2025, these securities, which are not included in these interim financial statements, had a fair value of $142.3 and $137.1.

As of March 31, 2026, $1.5 billion is unexpended from the MTA's Capital Program (2005-2029) and $2.0 billion has been committed.

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.

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:

Year ended December 31,	2025	2024
($ in millions)	Actual Employer Contributions	Actual Employer Contributions
Additional Plan	$ 1.4	$ 75.0
MaBSTOA Plan	18.3	188.5
MNR Cash Balance Plan	0.0 *	0.0*
MTA Defined Benefit 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 periods ended December 31, 2025 and 2024 were $17,322 (whole dollars) and $22,354 (whole dollars), respectively.

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

Actuarial Assumptions

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

	LIRR Additional Plan		MaBSTOA Pension Plan		MNR Cash Balance Plan	
Valuation Date:	**January 1, 2024**	**January 1, 2023**	**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.	4.00%, net of investment expenses.	4.00%, net of investment expenses.
Salary Increases	3.00%	3.00%	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Reflecting general wage, merit and promotion increases for operating and non-operating members. Varies by years of employment.	Not applicable	Not applicable
Inflation	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%	2.25%	2.37%	2.32%
Cost-of-Living Adjustments	Not applicable	Not applicable	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	Not applicable	Not applicable

	MTA Defined Benefit Pension Plan		NYCERS		NYSLERS	
Valuation Date:	**January 1, 2024**	**January 1, 2023**	**June 30, 2024**	**June 30, 2023**	**April 1, 2024**	**April 1, 2023**
Investment Rate of Return	6.50%, net of investment expenses	6.50%, net of investment expenses	7.0% per annum, net of Investment Expenses	7.0% per annum, net of Investment Expenses	5.90% per annum, including inflation, net of investment expenses.	5.90% per annum, including inflation, net of investment expenses.
Salary Increases	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	Varies by years of employment, and employee group; 2.75% GWI increases for MTA Bus hourly employees.	In general, merit and promotion increases plus assumed General Wage Increases of 3.0% per annum.	In general, merit and promotion increases plus assumed General Wage Increases of 3.0% per annum.	4.3% in ERS, 6.0 % in PFRS	4.3% in ERS, 6.0 % in PFRS
Inflation	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%; 3.25% for Railroad Retirement Wage Base.	2.50%	2.50%	2.90%	2.90%
Cost-of-Living Adjustments	60% of inflation assumption or 1.35%, if applicable.	60% of inflation assumption or 1.35%, if applicable.	AutoCOLA – 1.5% per annum Escalation – 2.5% per annum	AutoCOLA – 1.5% per annum Escalation – 2.5% per annum	1.50% per annum.	1.50% per annum.

Mortality

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

The actuarial assumptions used in the January 1, 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%**

Asset Class	MTA Defined Benefit Pension Plan Target Asset Allocation	MTA Defined Benefit Pension Plan Long - Term Expected Real Rate of Return	MNR Cash Balance Plan Target Asset Allocation	MNR Cash Balance Plan 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%**

Asset Class	NYCERS Target Asset Allocation	NYCERS Long - Term Expected Real Rate of Return	NYSLERS Target Asset Allocation	NYSLERS 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 three months ended March 31, 2026 and year ended December 31, 2025, the MTA recognized pension expense related to each pension plan as follows (in $ thousands):

Pension Plan	**March 31, 2026**	**December 31, 2025**
LIRR Additional Plan	$ 20,298	$ 46,690
MaBSTOA Plan	50,609	220,333
MNR Cash Balance plan	0	26
MTA Defined Benefit Plan	123,846	517,843
NYCERS	228,741	464,905
NYSLERS	13,791	22,205
Total	**$ 437,285**	**$ 1,272,002**

For the three-month period ended March 31, 2026 and year ended December 31, 2025, the MTA reported deferred outflow of resources and deferred inflow of resources for each pension plan as follows (in $ thousands):

For the Period Ended March 31, 2026	**LIRR Additional Plan** Deferred Outflows of Resources	**LIRR Additional Plan** Deferred Inflows of Resources	**MaBSTOA Plan** Deferred Outflows of Resources	**MaBSTOA Plan** Deferred Inflows of Resources	**MNR Cash Balance Plan** Deferred Outflows of Resources	**MNR Cash Balance Plan** Deferred Inflows of Resources	**MTA Defined Benefit Plan** Deferred Outflows of Resources	**MTA Defined Benefit Plan** Deferred Inflows of Resources
Differences between expected and actual experience	$ -	$ -	$ 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 Period Ended March 31, 2026	**NYCERS** Deferred Outflows of Resources	**NYCERS** Deferred Inflows of Resources	**NYSLERS** Deferred Outflows of Resources	**NYSLERS** Deferred Inflows of Resources	**Total** Deferred Outflows of Resources	**Total** Deferred Inflows of Resources
Differences between expected and actual experience	$ 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	478,073	-	31,480	-	620,497	-
Total	$ 958,278	$ 288,942	$ 78,189	$ 1,803	$ 1,864,906	$ 509,912

For the Year Ended December 31, 2025	LIRR Additional Plan		MaBSTOA Plan		MNR Cash Balance Plan		MTA Defined Benefit Plan	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ -	$ -	$ 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

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

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

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

For the three-month period ended March 31, 2026 and year ended December 31, 2025, $620.5 and $630.9 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 Plan	NYCERS	NYSLERS	Total
				(in thousands)			
2025	$ 17,318	$ 90,949	$ 12	$ 222,322	$ (89,859)	$ (8,415)	$ 232,327
2026	7,794	54,614	15	180,037	459,601	11,535	713,596
2027	17,507	74,419	12	234,904	(27,475)	16,275	315,642
2028	(2,346)	(32,269)	2	31,201	(18,412)	(4,513)	(26,337)
2029	-	4,328	-	37,898	25,426	-	67,652
Thereafter	-	999	-	25,933	-	-	26,932
	$ 40,273	$ 193,040	$ 41	$ 732,295	$ 349,281	$ 14,882	$ 1,329,812

Deferred Compensation Program

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

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

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

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

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

- Tier 1 – The MTA Asset Allocation Programs offer two options, for those participants who would like to make retirement investing easy, 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 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 shall not exceed 3% of the member's base pay. MTA Bus also makes a basic contribution equal to 2% of the member's compensation. These contributions vest as follows:

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

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

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

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

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

MTAHQ – Business Services - Effective January 1, 2011, all newly hired MTA Business Services Center 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:

i. Completing 5 years of service,

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

iii. Death while in continuous employment.

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

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

	2025	2024
	(In thousands)	
Employer 401K 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%

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).

	Union Health Plans Medical Trend			Union Health Plans Rx Trend		
Fiscal Year	**< 65**	**> = 65**	**TWU MA Trend**	**< 65**	**> = 65**	**TWU MA Trend**
2023	7.20%	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):

	March 31, 2026		December 31, 2025	
	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	$ 256,138	$ 2,275,615
Changes of assumptions	1,681,354	4,045,230	1,681,354	4,045,230
Net difference between projected and actual earnings on OPEB plan investments	-	9,223	-	9,223
Changes in proportion and differences between contributions and proportionate share of contributions	2,242,054	2,242,054	2,242,054	2,242,054
Employer contributions to the plan subsequent to the measurement of net OPEB liability	1,942,439	-	942,439	-
Total	**$ 6,121,985**	**$ 8,572,122**	**$ 5,121,985**	**$ 8,572,122**

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, 2025	Issued	Retired	March 31, 2026
MTA:					
Transportation Revenue Bonds					
1.43%–5.15% due through 2057	$ 48,645	$ 16,667	$ -	$ 410	$ 16,257
Dedicated Tax Fund Bonds					
1.86%–5.00% due through 2057	12,780	4,577	-	-	4,577
	61,425	21,244	-	410	20,834
Net unamortized bond premium	-	571	-	21	550
	61,425	**21,815**	**-**	**431**	**21,384**
TBTA:					
General Revenue Bonds					
1.00%–5.50% due through 2057	12,939	8,646	-	23	8,623
Payroll Mobility Tax Senior Lien Obligations					
2.00%-5.50% due through 2059	13,000	11,543	1,514	421	12,636
Sales Tax Revenue Bonds					
3.73%-5.50% due through 2064	3,604	3,602	-	-	3,602
Subordinate Revenue Bonds					
1.00%-5.50% due through 2032	1,832	225	-	-	225
Real Estate Transfer Tax Revenue Bond					
4.50%-5.50% due through 2059	1,600	1,588	-	-	1,588
Subordinate BAN					
5.00% due through 2028	500	500	-	-	500
Bond Anticipation Notes					
5.00% due through 2028	379	230	-	-	230
	33,854	26,334	1,514	444	27,404
Net unamortized bond premium	-	2,062	119	95	2,086
	33,854	**28,396**	**1,633**	**539**	**29,490**
MTA Hudson Rail Yards Trust:					
MTA Hudson Rail Yards Trust Obligations					
1.88%–2.65% due through 2056	1,220	741	-	52	689
Net unamortized bond premium	-	82	-	-	82
	1,220	**823**	**-**	**52**	**771**
Total	**$ 96,499**	**$ 51,034**	**$ 1,633**	**$ 1,022**	**$ 51,645**
Current portion		$ 1,698			$ 1,570
Long-term portion		$ 49,336			$ 50,075

Details of the current portion of Long-Term debt at December 31, 2025 and March 31, 2026 are as follows:

Current Portion - MTA	December 31, 2025	March 31, 2026
Transportation Revenue Bonds	$ 505	$ 579
Dedicated Tax Fund Bonds	111	$ 117
	616	**696**
Current Portion - TBTA		
General Revenue Bonds	366	376
PMT Bonds/ BAN	470	478
Sales Tax Revenue Bonds	2	2
Real Estate Transfer Tax Revenue Bonds	-	19
Subordinate Revenue Bonds	18	-
	856	**875**
Total	**$ 1,472**	**$ 1,571**

(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
Bond Anticipation Notes					
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 December 31, 2025 are as follows:

Current Portion - MTA	December 31, 2024	December 31, 2025
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**

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") and loans issued as interim financing in anticipation of permanent bonds.

The New York State 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 March 31, 2026. 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. As of March 31, 2026, no Transportation Revenue Bonds have been issued in 2026.

On March 10, 2026, MTA redeemed $52.315 Transportation Revenue Variable Rate Refunding Bonds, Series 2020B.

On March 17, 2026, MTA defeased $15.365 TRB, Series 2012H; $8.155 Transportation Revenue Refunding Bonds, Subseries 2015D-1; and $343.245 Transportation Revenue Green Bonds, Subseries 2016A-1.

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 bond anticipation notes with bonds no later than five years from the issuance of the notes. As of March 31, 2026, MTA has not issued any Transportation Revenue BANs in 2026.

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 incurred any Subordinated Contract Obligations in 2026.

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 TRBs, Subordinated Contract Obligations, and Subordinated Indebtedness issued under the Transportation Resolution. The maturity on such Revenue Anticipation Notes ("RANs") may not exceed 18 months. While such notes can be rolled over, the final maturity cannot exceed five years from the date of their original issuance. From time to time, MTA enters into Revolving Credit Agreements pursuant to the Transportation RAN Resolution. Draws under such agreements are evidenced by RANs.

As of March 31, 2026, MTA maintains taxable revolving credit agreements of $800 with JP Morgan Chase Bank, N.A., expiring April 28, 2026, $200 with Bank of America, N.A., expiring July 30, 2027, and $300 with Wells Fargo Bank, N.A., expiring February 4, 2028.

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. As of March 31, 2026, no Dedicated Tax Fund Bonds have been issued.

2 Broadway CoP Swap Payments - The Certificates of Participation have been 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 - are secured under TBTA's General Resolution Authorizing General Revenue Obligations adopted on March 26, 2002. The General Revenue Bonds are MTA Bridges and Tunnels' general obligations payable generally from the net revenues collected on the bridges and tunnels operated by MTA Bridges and Tunnels. As of March 31, 2026, no MTA Bridges and Tunnels General Revenue Bonds have been issued in 2026.

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

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. As of March 31, 2026, there have been no MTA Bridges and Tunnels Subordinate Revenue Bonds issued in 2026.

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. As of March 31, 2026, no MTA Bridges and Tunnels Subordinate Revenue Bond Anticipation Notes have been issued in 2026.

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. As of March 31, 2026, there have been no MTA Bridges and Tunnels Second Subordinate Bonds Anticipation Notes issued in 2026.

MTA and TBTA Payroll Mobility Tax Senior Lien Bonds - are issued in accordance with the MTA Payroll Mobility

Tax Obligation Resolution, adopted by the Board on November 18, 2020, and the TBTA Payroll Mobility Tax Obligation Resolution, adopted by the Board on March 17, 2021, as applicable. Each of the MTA PMT Senior Lien Obligations and any TBTA PMT Senior Lien Obligations are secured by a first lien on, and parity pledge of, the PMT Receipts, consisting of two distinct revenue streams: Mobility Tax Receipts and MTA Aid Trust Account Receipts.

On March 17, 2026, MTA issued $763.555 TBTA Payroll Mobility Tax Senior Lien Refunding Bonds, Subseries 2026A-1. Proceeds were used to refund currently callable TRB, as well as to refund Payroll Mobility Tax Senior Lien Bonds and TRB with upcoming put or repayment dates. The Subseries 2026A-1 bonds were issued as fixed rate tax-exempt bonds with a final maturity of November 15, 2056.

On March 17, 2026, MTA redeemed $99.560 TBTA Payroll Mobility Tax Senior Lien Variable Rate Refunding Green Bonds (Secured Overnight Financing Rate Notes-Climate Bond Certified), Subseries 2022E-2a.

On March 17, 2026, MTA defeased $118.745 TBTA Payroll Mobility Tax Senior Lien Refunding Bonds (Tax-exempt Mandatory Tender Bonds), Subseries 2021A-2; $127.615 TBTA Payroll Mobility Tax Senior Lien Bonds (Mandatory Tender Bonds), Subseries 2021B-2; and $75.000 TBTA Payroll Mobility Tax Senior Lien Bonds, Subseries 2021C-1b.

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

On February 5, 2026, MTA issued $750 TBTA Payroll Mobility Tax Bond Anticipation Notes, Subseries 2026A-1 & 2026A-2. Proceeds from the transaction were 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.

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 ResolutionAuthorizing 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. As of March 31, 2026, there have been no MTA Bridges and Tunnels Sales Tax Revenue Bonds issued in 2026.

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 RevenueFund, and certain of the funds and accounts established under the MTA Bridges and Tunnels RETT Resolution, including the Senior Lien Debt Service Reserve Fund. As of March 31, 2026, no Real Estate Transfer Tax Revenue Bonds have been issued in 2026.

Congestion Relief Zone Tolling Program Obligations – On March 26, 2026, TBTA entered into a $500 million CRZ Tolling Program loan to refinance the outstanding CRZ Tolling Program loan entered into on May 2, 2025. The prior (2025) loan proceeds were used to finance transit and commuter projects included in the 2020–2024 Capital Program. Similar to the prior financing, the 2026 loan agreement is with a custodian on behalf of a lender, and repayment of principal and interest is secured by a lien on CRZ program revenues, net of operating expenses and certain other costs. The loan matures on October 1, 2027.

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, 2026, MTA effectuated the early mandatory redemption of a portion of the MTA Hudson Rail Yard Trust Obligations, Series 2020A maturing November 15, 2046 in the Principal Component of $52.315.

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

Refer to Note 8 for further information on Leases.

Debt Limitation — The New York State Legislature has imposed limitations on the aggregate amount of debt that the MTA and MTA Bridges and Tunnels can issue to fund the approved transit and commuter capital programs. The current aggregate ceiling, subject to certain exclusions, is $115,500 compared with issuances totaling approximately $50,037 as of March 31, 2026. The MTA expects that the current statutory ceiling will allow it to fulfill the bonding requirements of the approved Capital Programs.

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

For the three months ended March 31, 2026, MTA refunding transactions decreased aggregate debt service payments by $32 and provided an economic gain of $29. For the December 31, 2025, MTA refunding transactions decreased aggregate debt service payments by $154 and provided an economic gain of $140. Details of bond refunding savings for the period ended March 31, 2026 and for the year ended December 31, 2025 are as follows (in millions):

Refunding Bonds Issued in 2026	Series	Date issued	Par value Refunded	Debt Service Savings (Increase)	Net Present Value of Savings
MTA Payroll Mobility Tax Senior Lien Refunding Bonds	2026A-1	3/17/2026	$ 358	$ 32	$ 29
Total Bond Refunding Savings			$ 358	$ 32	$ 29

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

Unamortized losses related to bond refundings were as follows:

	December 31, 2024	(Gain)/ loss on refunding	2025 amortization	December 31, 2025	(Gain)/ loss on refunding	Current year amortization	March 31, 2026
MTA:							
Transportation Revenue Bonds	$ 105	$ (85)	$ (11)	$ 9	$ 10	$ (2)	$ 17
Dedicated Tax Fund Bonds	121	-	(11)	110	-	(3)	107
	226	(85)	(22)	119	10	(5)	124
TBTA:							
General Revenue Bonds	65	(24)	(12)	29	-	(4)	25
Subordinate Revenue Bonds	(1)	-	-	(1)	-	1	-
Payroll Mobility Tax Bonds	-	-	-	-	(43)	-	(43)
	64	(24)	(12)	28	(43)	(3)	(18)
Total	$ 290	$ (109)	$ (34)	$ 147	$ (33)	$ (8)	$ 106

Debt Service Payments — Future principal and interest debt service payments at March 31, 2026 are as follows:

	MTA		MTA BRIDGES AND TUNNELS		Debt Service	
	Principal	Interest	Principal	Interest	Principal	Interest
2025	$ 696	$ 929	$ 874	$ 1,212	$ 1,570	$ 2,141
2026	642	878	$ 1,649	$ 1,162	$ 2,291	2,040
2027	710	803	$ 1,590	$ 1,084	$ 2,300	1,887
2028	752	781	$ 1,566	$ 1,024	$ 2,318	1,805
2029	897	734	$ 864	$ 986	$ 1,761	1,720
2030-2034	4,662	3,332	$ 3,832	$ 4,542	$ 8,494	7,874
2035-2039	3,828	2,718	$ 3,497	$ 3,741	$ 7,325	6,459
2040-2044	3,609	1,886	$ 3,224	$ 2,847	$ 6,833	4,733
2045-2049	3,518	845	$ 3,877	$ 1,995	$ 7,395	2,840
2050-2054	1,755	232	$ 3,367	$ 1,061	$ 5,122	1,293
2055-2059	454	5	$ 1,427	$ 413	$ 1,881	418
2060-2064	-	-	$ 913	$ 92	$ 913	92
	$ 21,523	$ 13,143	$ 26,680	$ 20,159	$ 48,203	$ 33,302

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 on the unhedged portion; and 3.52% and 4.45% per annum taking into account the interest rate swaps.*
- *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 ("CIC") with NYPA for turn-key, energy efficiency projects, which would usually be long-term funded and constructed by NYPA. The repayment period for the NYPA loan can be up to 20 years but can be repaid at any time without penalty.

The Loans Payable debt service requirements at March 31, 2026 are as follows (in millions):

Year	Principal	Interest	Total
2026	$ 8	$ 3	$ 11
2027	9	2	11
2028	8	1	9
2029	6	1	7
2030	8	1	9
2031-2035	10	1	11
Total	$ 49	$ 9	$ 58

Current portion - NYPA Loan	$ 8
Current portion - CRZ Loan	500*
Subtotal - Current Portion	508
Long-term portion - NYPA Loan	41
Total - Loans Payable	$ 549

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

* On May 26, 2026, MTA TBTA entered into a $500 CRZ Tolling Program loan to refinance the CRZ Tolling Program loan entered into on May 2, 2025. The prior 2025 loan proceeds were used to finance transit and commuter projects included in the 2020-2024 Capital Program. The new loan matures on October 1, 2027.

Tax Rebate Liability — Under the Internal Revenue Code of 1986, the MTA may accrue a liability for an amount of rebateable arbitrage resulting from investing low-yielding, tax-exempt bond proceeds in higher-yielding, taxable securities. The arbitrage liability is payable to the federal government every five years. There was no payment made for the period ended March 31, 2026.

Liquidity Facility — MTA and MTA Bridges and Tunnels have entered into several Standby Bond Purchase Agreements ("SBPA") and Letter of Credit Agreements ("LOC") as listed on the table below. In the event an LOC is scheduled to expire without being further extended or substituted with another Credit Facility, the bonds are subject to mandatory purchase by the LOC. The obligation to repay the LOC is secured by Bank Bonds. Currently, the terms of the LOC reimbursement agreements require repayment of Bank Bonds in 10 equal semi-annual installments beginning 180 days after the incurrence of Bank Bonds. As of March 31, 2026, there were no outstanding Bonds.

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

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

The fair value balances and notional amounts of derivative instruments outstanding at March 31, 2026 and December 31, 2025, classified by type, and the changes in fair value of such derivative instruments from the year ended December 31, 2025 are as follows (in $ millions):

Derivative Instruments - Summary Information as of March 31, 2026

Bond Resolution Credit	Underlying Bond Series	Type of Derivative	Hedge Type	Effective Methodology	Trade/Hedge Association Date	Notional Amount	Fair Value
MTA Bridges and Tunnels Senior Revenue Bonds	2018E & 2003B (Citi 2005B)	SOFR Fixed Payer	Cash Flow	Regression/Dollar Offset	6/2/2005	$ 172.700	$ (4.115)
MTA Bridges and Tunnels Senior Revenue Bonds	2005B-2,3,4	SOFR Fixed Payer	Cash Flow	Synthetic Instrument/ Regression	6/2/2005	518.100	(12.346)
MTA Bridges and Tunnels Senior Revenue Bonds	2005A (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	8.475	(0.161)
MTA Bridges and Tunnels Senior Revenue Bonds	2001C (COPS 2004A)	SOFR Fixed Payer	Cash Flow	Regression	12/5/2016	4.000	(0.089)
MTA Dedicated Tax Fund Bonds	2008A	SOFR Fixed Payer	Cash Flow	Regression	3/8/2005	180.435	(4.611)
MTA Transportation Revenue Bonds	2002D-2	SOFR Fixed Payer	Cash Flow	Regression	7/11/2002	200.000	(19.383)
MTA Transportation Revenue Bonds	2005D & 2005E	SOFR Fixed Payer	Cash Flow	Regression/Synthetic Instrument	9/10/2004	243.920	(12.004)
MTA Transportation Revenue Bonds	2012G	SOFR Fixed Payer	Cash Flow	Synthetic Instrument	12/12/2007	353.575	(19.106)
MTA Transportation Revenue Bonds	2015E-1	SOFR Fixed Payer	Cash Flow	Regression	4/1/2016	73.800	(1.404)
					Total	**$ 1,755.005**	**$ (73.219)**

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)**

	Changes In Fair Value	Fair Value at March 31, 2026	
	Amount	Amount	Notional

	Classification	(in millions)	Classification	(in millions)	(in millions)
Government activities					
Cash Flow hedges:					
Pay-fixed interest rate swaps	Deferred outflow of resources	$11.931	Debt	$(73.219)	$1,755

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 March 31, 2026).

Metropolitan Transportation Authority						
Related Bonds	Notional Amount as of March 31, 2026	Effective Date	Maturity Date	Terms	Counterparty and Ratings(S&P / Moody's / Fitch)	Fair Value as of March 31, 2026
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)	$ (19.383)
TRB 2005D & 2005E	182.940	11/02/05	11/01/35	Pay 3.561%; receive 67% SOFR + 0.076%	UBS AG (A+ / Aa2 / A+)	(9.003)
TRB 2005E	60.980	11/02/05	11/01/35	Pay 3.561%; receive 67% SOFR + 0.076%	AIG Financial Products [1] (A- / Baa1 / A-)	(3.001)
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)	(19.106)
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)	(4.611)
Total	$ 977.930					$ (55.104)

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

MTA Bridges and Tunnels						
Related Bonds	Notional Amount as of March 31, 2026	Effective Date	Maturity Date	Terms	Counterparty and Ratings (S&P / Moody's / Fitch)	Fair Value as of March 31, 2026
TBTA 2018E & 2003B (4)	$ 172.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	Citibank, N.A. (A+ / Aa3/ A+)	$ (4.115)
TBTA 2005B-2	172.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	JPMorgan Chase Bank, NA (AA- / Aa2 / AA)	(4.115)
TBTA 2005B-3	172.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	BNP Paribas North America (1) (A+ / A1 / AA-)	(4.115)
TBTA 2005B-4	172.700	07/07/05	01/01/32	Pay 3.076%; receive 67% SOFR + 0.076%	UBS AG (A+ / Aa2/ A+)	(4.115)
TRB 2015E-1 & TBTA 2005A & 2001C (2)	43.138 (3)	04/01/16	01/01/30	Pay 3.52%; receive 67% SOFR + 0.076%	U.S. Bank N.A. (A+ / A2/ A+)	(0.828) (3)
TRB 2015E-1 & TBTA 2005A & 2001C (2)	43.138 (3)	04/01/16	01/01/30	Pay 3.52%; receive 67% SOFR + 0.076%	Wells Fargo Bank, N.A. (A+ / Aa2 / AA-)	(0.828) (3)
Total	**$ 777.076**					**$ (18.116)**

1 Guarantor: BNP Paribas.

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

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

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

5 On November 1, 2022 the TRB Series 2011B bonds were refunded with the PMT Series 2022E-2a bonds, and the portion of the U.S. Bank and Wells Fargo swaps associated with the 2011B bonds were allocated to the PMT 2022E bonds. On March 17, 2026, the PMT 2022E-2a bonds were refunded with the PMT series 2026A-1 bonds and the portion of the U.S. Bank and wells Fargo swaps associated with the PMT 2022E bonds were allocated to TRB 2015E-1.

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 March 31, 2026, 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 March 31, 2026, 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	$726,275	41.38%
UBS AG	A+	Aa2	A+	355,640	20.26%
The Bank of New York Mellon	AA-	Aa2	AA	180,435	10.28%
Citibank, N.A.	A+	Aa3	A+	172,700	9.84%
BNP Paribas US Wholesale Holdings, Corp.	A+	A1	AA-	172,700	9.84%
U.S. Bank National Association	A+	A2	A+	43,137	2.45%
Wells Fargo Bank, N.A.	A+	Aa2	AA-	43,138	2.46%
AIG Financial Products Corp.	A-	Baa1	A-	60,980	3.47%
Total				**$1,755,005**	**99.98%**

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 2015E-1 (swaps with U.S. Bank/Wells Fargo)	November 15, 2050	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 March 31, 2026 , the aggregate mid-market valuation of the MTA's swaps subject to collateral posting agreements was $55.80 million; as of this date, the MTA was not subject to collateral posting based on its credit ratings (see further details below).

As of March 31, 2026, the aggregate mid-market valuation of MTA Bridges and Tunnels' swaps subject to collateral posting agreements was $18.41 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 JP Morgan counterparty thresholds. Fitch rating is replacement for 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 highest 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: 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 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: Equivalent 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	Aa3/AA- & above: $15 million A1/A+ to A3/A-: $5 million Baa1/BBB+ & below: Zero

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

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

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

MTA (in millions)				
Period Ended March 31, 2026	Variable-Rate Bonds		Net Swap Payments	Total
	Principal	Interest		
2026	63.6	32.1	(3.1)	92.6
2027	55.9	29.6	(2.8)	82.7
2028	70.2	39.5	(2.5)	107.2
2029	95.9	37.8	(2.1)	131.6
2030	145.7	73.4	(1.8)	217.3
2031-2035	620.1	323.6	(3.2)	940.5
2036-2040	78.1	14.8	(0.4)	92.5
2041-2045	21.5	0.7	-	22.2

MTA Bridges and Tunnels (in millions)				
Period Ended March 31, 2026	Variable-Rate Bonds		Net Swap Payments	Total
	Principal	Interest		
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

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 March 31, 2026, the remaining lease terms are between 1 year to 99 years. In addition, MTA also receives payments for variable leases and operating expenses associated with spaces that are not included in the measurement of lease receivable.

The total amount of inflows of resources recognized for the periods ended March 31, 2026 and December 31, 2025 is presented below (in thousands):

	March 31, 2026	December 31, 2025
Lease Revenue - Operating	$ 8,890	$ 42,228
Lease Revenue - Non-Operating	664	1,107
Interest Revenue	5,147	13,589
Other Variable Revenue	76,061	31,378

A summary of activity in lease receivable for the period ended March 31, 2026 and December 31, 2025 is presented below (in thousands):

	March 31, 2026	December 31, 2025
Balance – beginning of year	$ 456,502	$ 240,815
Additions/remeasurements	3,694	300,577
Receipts/Interest	(13,420)	(84,890)
Balance – end of year	446,776	456,502
Less: current portion	37,700	45,526
Lease receivable noncurrent	$ 409,076	$ 410,976

MTA recognized revenue of $0 and $68 associated with residual value guarantees and termination penalties for periods ended March 31, 2026 and December 31, 2025, respectively.

The principal and interest requirements to maturity for the lease receivable subsequent to March 31, 2026, are as follows (in thousands):

March 31, 2026	Principal	Interest	Total
2026	$ 18,117	$ 15,921	$ 34,038
2027	22,780	20,810	43,590
2028	20,754	20,587	41,341
2029	11,987	20,281	32,268
2030	6,367	20,064	26,431
2031 - 2035	2,355	100,458	102,813
2036 - 2040	-22,229	105,166	82,937
2041 - 2045	-26,330	112,950	86,620
Thereafter	412,975	2,531,074	2,944,049
Total	$ 446,776	$ 2,947,311	$ 3,394,087

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 March 31, 2026, the remaining lease terms are between 1 year to 68 years.

The amount of lease expense recognized for variable payments not included in the measurement of lease liability were $4,579 and $24,167 for March 31, 2026 and December 31, 2025, respectively. MTA did not recognize any expenses attributable to residual value guarantees and termination penalties for the three months ended March 31, 2026 and for the year ended December 31, 2025, respectively.

A summary of activity in lease liability for March 31, 2026 and December 31, 2025 is presented below (in thousands):

	March 31, 2026	December 31, 2025
Balance – beginning of year	$ 901,901	$ 911,629
Additions/remeasurements	732	33,584
Receipts/Interest	(14,016)	(43,312)
Balance – end of year	888,617	901,901
Less: current portion	37,903	41,585
Lease liability noncurrent	$ 850,714	$ 860,316

The principal and interest requirements to maturity for the lease liability subsequent to March 31, 2026, are as follows (in thousands):

March 31, 2026	Principal	Interest	Total
2026	$ 27,310	$ 39,398	$ 66,708
2027	36,242	51,475	87,717
2028	34,085	50,328	84,413
2029	38,408	49,019	87,427
2030	39,475	47,424	86,899
2031 - 2035	212,035	210,347	422,382
2036 - 2040	148,066	159,962	308,028
2041 - 2045	168,774	101,619	270,393
Thereafter	184,222	74,228	258,450
Total	$ 888,617	$ 783,800	$ 1,672,417

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

MTA's SBITA include software licenses, cloud data storage, hosting applications, security platforms and others. These subscriptions have terms between 1 years to 12 years, with payments required monthly, quarterly, or annually. As of March 31, 2026, the remaining subscription terms are between 1 years to 10 years. The amount of subscription expense recognized for variable payments not included in the measurement of lease liability were $12 and $10 for the period ended March 31, 2026 and year ended December 31, 2025, respectively. MTA recognized $3,392 and $16,424 expense attributable to termination penalties and impairment for the period ended March 31, 2026 and year ended December 31, 2025, respectively.

A summary of activity in SBITA liability for the period ended March 31, 2026 and year ended December 31, 2025 is presented below (in thousands):

	March 31, 2026	December 31, 2025
Balance – beginning of year	$ 127,618	$ 176,635
Additions / remeasurements	-	63,693
Payments/Interest	(12,021)	(112,710)
Balance – end of year	115,597	127,618
Less: current portion	49,527	52,018
SBITA liability noncurrent	$ 66,070	$ 75,600

The principal and interest requirements to maturity for the Subscription-Based Information Technology Arrangements liability subsequent to March 31, 2026, are as follows:

March 31, 2026	Principal	Interest	Total
2026	$ 39,993	$ 3,868	$ 43,861
2027	38,066	3,227	41,293
2028	3,834	1,783	5,617
2029	4,775	1,631	6,406
2030	4,326	1,399	5,725
2031 - 2035	24,057	3,434	27,491
2036 - 2040	546	12	558
Total	$ 115,597	$ 15,354	$ 130,951

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 March 31, 2026, 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 period ended March 31, 2026 and the year ended December 31, 2025 is presented below (in thousands):

	March 31, 2026	December 31, 2025
PPP revenue	$ 140	$ 904
Interest revenue	57	681
Other variable revenue	-	400

A summary of PPP receivable activity for the period ended March 31, 2026 and the year ended December 31, 2025 is presented below (in thousands):

	March 31, 2026	December 31, 2025
Balance – beginning of year	$ 4,502	-
Additions / remeasurements	-	9,393
Payments / Interest	(426)	(4,891)
Balance – end of year	4,076	4,502
Less: current portion	19	259
PPP/SCA receivable noncurrent	$ 4,057	$ 4,243

March 31, 2026	Principal	Interest	Total
2026	$ (170)	$ 168	$ (2)
2027	284	211	495
2028	299	196	495
2029	231	184	415
2030	258	170	428
2031-2035	1,747	595	2,342
2036-2040	1,103	137	1,240
2041-2045	80	77	157
2046-2050	136	46	182
2051-2055	108	6	114
Total	$ 4,076	$ 1,790	$ 5,866

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 Purchases Schedule

Description	For the period ended March 31, 2026			
	December 31, 2025	Increase	Decrease	March 31, 2026
Met Life	$ 9	$ -	$ -	$ 9
Met Life Equity	19	-	-	19
Bank of New York	22	-	-	22
Bank of America	46	3	-	49
Bank of America Equity	16	-	-	16
Met Life Equity	78	-	-	78
Total MTA Financed Purchase	$ 190	$ 3	$ -	$ 193
Long Term Portion Financed Purchase	$ 190			$ 193

Financed Purchases Schedule

Description	For the Year Ended December 31, 2025			
	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 Financed Purchase	$ 183			$ 190

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 Ground Leases are as follows as of March 31, 2026:

Year	ERY	WRY	Total
2026	$ 4	$ 36	$ 40
2027	4	36	40
2028	4	37	41
2029	4	40	44
2030	4	40	44
Thereafter	1,576	14,091	15,667
Total	**$ 1,596**	**$ 14,280**	**$ 15,876**

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 March 31, 2026 and December 31, 2025, the remaining APA term is 25.50 and 25.75 years, respectively.

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

A summary of activity in the APA liability for the period ended March 31, 2026 year ended December 31, 2025 is presented below (in thousands):

	March 31, 2026	December 31, 2025
Balance – beginning of year	$ 59,706	$ -
Additions / remeasurements	0	59,054
Payments/Interest	72	652
Balance – end of year	59,778	59,706
Less: current portion	-	-
APA liability - noncurrent	$ 59,778	$ 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	$ (165)	$ 3,367	$ 3,202
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
	$ 59,778	$ 83,031	$ 142,809

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. The interests in AY Phase II Development Company, LLC ("AYDC") (the successor-in-interest to AADC) were foreclosed in 2025 and AYDC's rights and obligations under certain documents (including the Agreement) were assigned to and assumed by Brooklyn Ascending Owner LLC ("BAO") on October 7, 2025.

After BAO and its affiliates have completed the new yard and transit improvements to be constructed by them at and in the vicinity of the site, BAO 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 non cash 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 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 three-month period ended March 31, 2026 and year ended December 31, 2025 is presented below (in thousands):

	March 31, 2026	December 31, 2025
Balance - beginning of year	$ 1,600,154	$ 1,284,862
Net adjustment	14,013	315,292
Balance - end of year	1,614,167	1,600,154
Less: current portion	787,681	781,387
Compensated absences liability - noncurrent	$ 826,486	$ 818,766

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 period ended March 31, 2026 and year ended December 31, 2025 is presented below (in millions):

	March 31, 2026	December 31, 2025
Balance - beginning of year	$ 7,282	$ 6,826
Activity during the year:		
Current year claims and changes in estimates	241	1,454
Claims paid	(230)	(998)
Balance - end of year	7,293	7,282
Less: current portion	(902)	(922)
Long-term liability	$ 6,391	$ 6,360

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 semi-annual deficiency payments to the TIFIA Debt Service Reserve Account.

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

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 period ended March 31, 2026 and the year ended December 31, 2025 totaled $849 million and $11.1 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 period ended March 31, 2026 and the year ended December 31, 2025, revenues from Federal grants and reimbursements were $308 million and $5.9 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 $3 and $51 for the periods ended March 31, 2026 and 2025, respectively. A summary of the activity in pollution remediation liability at March 31, 2026 and December 31, 2025 were as follows:

	March 31, 2026	December 31, 2025
Balance at beginning of year	$ 198	$ 201
Current year expenses/changes in estimates	3	51
Current year payments	(1)	(54)
Balance at end of year	200	198
Less: current portion	30	30
Long-term liability	$ 170	$ 168

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 periods ended March 31, 2026 and December 31, 2025 are presented below:

	Balance December 31, 2024	Additions	Reductions	Balance December 31, 2025	Additions	Reductions	Balance March 31, 2026
Non-current liabilities:							
Contract retainage payable	$ 500	$ 87	$ -	$ 587	$ 26	$ -	$ 613
Other long-term liabilities	267	24	-	291	-	(7)	284
Total non-current liabilities	**$ 767**	**$ 111**	**$ -**	**$ 878**	**$ 26**	**$ (7)**	**$ 897**

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 twenty-four (24) active ultra-low sulfur diesel ("ULSD") hedges in whole dollars:

Counterparty	Goldman Sachs	Cargill	Cargill	Cargill	Cargill	Cargill	Goldman Sachs	Goldman Sachs
Trade Date	4/29/2024	5/29/2024	6/27/2024	7/30/2024	8/28/2024	9/26/2024	10/31/2024	11/26/2024
Effective Date	4/1/2025	5/1/2025	6/1/2025	7/1/2025	8/1/2025	9/1/2025	10/1/2025	11/1/2025
Termination Date	3/31/2026	4/30/2026	5/31/2026	6/30/2026	7/31/2026	8/31/2026	9/30/2026	10/31/2026
Price/Gal	$2.4632	$2.4272	$2.4759	$2.3380	$2.2900	$2.2105	$2.2460	$2.1952
Original Notional Quantity	2,329,828	2,535,018	2,535,006	2,535,001	2,535,006	2,535,002	2,535,017	2,535,018

Counterparty	Goldman Sachs	Goldman Sachs	BOA_ Merrill	Cargill	Cargill	BOA_ Merrill	BOA_ Merrill	Cargill
Trade Date	12/23/2024	1/28/2025	2/24/2025	3/27/2025	4/29/2025	5/29/2025	6/25/2025	7/29/2025
Effective Date	12/1/2025	1/1/2026	2/1/2026	3/1/2026	4/1/2026	5/1/2026	6/1/2026	7/1/2026
Termination Date	11/30/2026	12/31/2026	1/31/2027	2/28/2027	3/31/2027	4/30/2027	5/31/2027	6/30/2027
Price/Gal	$2.1568	$2.2255	$2.2142	$2.1770	$2.0747	$2.0483	$2.1496	$2.2221
Original Notional Quantity	2,535,019	2,535,012	2,535,003	2,535,019	2,534,997	2,535,018	2,535,006	2,535,001

Counterparty	Goldman Sachs	BOA_ Merrill	Cargill	Cargill	Goldman Sachs	Cargill	Cargill	Cargill
Trade Date	8/28/2025	9/30/2025	10/29/2025	11/25/2025	12/30/2025	1/29/2026	2/26/2026	3/26/2026
Effective Date	8/1/2026	9/1/2026	10/1/2026	11/1/2026	12/1/2026	1/1/2027	2/1/2027	3/1/2027
Termination Date	7/31/2027	8/31/2027	9/30/2027	10/31/2027	11/30/2027	12/31/2027	1/31/2028	2/29/2028
Price/Gal	$2.1690	$2.1749	$2.1909	$2.1058	$2.0798	$2.2063	$2.2929	$2.6770
Original Notional Quantity	2,535,006	2,535,002	2,773,442	2,563,808	2,563,829	2,563,823	2,563,830	2,563,849

The monthly settlements are based on the daily prices of the respective commodities whereby MTA will either receive a payment, or make a payment to the various counterparties depending on the average monthly price of the commodities in relation to the contract prices. At a contract's termination date, the MTA will take delivery of the fuel. As of March 31, 2026, the total outstanding notional value of the ULSD contracts was 47.4 million gallons with a positive fair value of $37.6. 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).

March 31, 2026	MTA	Metro - North Railroad	Long Island Railroad	New York City Transit Authority	Triborough Bridge and Tunnel Authority	Eliminations	Consolidated Total
Current assets	$ 15,133	$ 303	$ 314	$ 794	$ 3,841	$ (17)	$ 20,368
Capital assets	13,776	8,738	11,777	56,748	8,555	-	99,594
Other Assets	30,186	153	47	34	2,018	(28,616)	3,822
Intercompany receivables	(520)	285	270	3,938	13,683	(17,656)	-
Deferred outflows of resources	3,140	584	750	3,387	361	(60)	8,162
Total assets and deferred outflows of resources	**$ 61,715**	**$ 10,063**	**$ 13,158**	**$ 64,901**	**$ 28,458**	**$ (46,349)**	**$ 131,946**
Current liabilities	$ 3,431	$ 325	$ 347	$ 2,322	$ 2,484	$ (53)	$ 8,856
Non-current liabilities	26,514	2,441	3,548	22,883	29,810	(22)	85,174
Intercompany payables	16,335	153	52	567	485	(17,592)	-
Deferred inflows of resources	1,244	771	1,125	6,017	396	(1)	9,552
Total liabilities and deferred inflows of resources	$ 47,524	$ 3,690	$ 5,072	$ 31,789	$ 33,175	$ (17,668)	$ 103,582
Net investment in capital assets	$ (12,212)	$ 8,522	$ 11,703	$ 56,189	$ (17,549)	$ (538)	$ 46,115
Restricted	2,865	-	-	-	5,501	(510)	7,856
Unrestricted	23,538	(2,149)	(3,617)	(23,077)	7,331	(27,633)	(25,607)
Total net position	**$ 14,191**	**$ 6,373**	**$ 8,086**	**$ 33,112**	**$ (4,717)**	**$ (28,681)**	**$ 28,364**
For the period ended March 31, 2026							
Fare revenue	$ 43	$ 152	$ 162	$ 897	$ -	$ -	$ 1,254
Vehicle toll revenue	-	-	-	-	805	(3)	802
Rents, freight and other revenue	17	10	6	201	6	(11)	229
Total operating revenue	**60**	**162**	**168**	**1,098**	**811**	**(14)**	**2,285**
Total labor expenses	430	310	404	2,036	65	(1)	3,244
Total non-labor expenses	98	122	121	690	75	(13)	1,093
Depreciation and amortization	124	90	145	593	64	(1)	1,015
Total operating expenses	**652**	**522**	**670**	**3,319**	**204**	**(15)**	**5,352**
Operating (deficit) surplus	**(592)**	**(360)**	**(502)**	**(2,221)**	**607**	**1**	**(3,067)**
Subsidies and grants	123	-	-	94	2	(111)	108
Tax revenue	2,031	-	-	199	-	73	2,303
Interagency subsidy	361	206	316	151	-	(1,034)	-
Interest expense	(348)	(2)	(1)	(12)	(131)	-	(494)
Other	1,426	64	1	12	(188)	68	1,383
Total non-operating revenues (expenses)	**3,593**	**268**	**316**	**444**	**(317)**	**(1,004)**	**3,300**
Gain (Loss) before appropriations	3,001	(92)	(186)	(1,777)	290	(1,003)	233
Appropriations, grants and other receipts externally restricted for capital projects	(1,839)	165	226	542	229	970	293
Change in net position	1,162	73	40	(1,235)	519	(33)	526
Net position, beginning of period	13,029	6,300	8,046	34,347	(5,236)	(28,648)	27,838
Net position, end of period	**$ 14,191**	**$ 6,373**	**$ 8,086**	**$ 33,112**	**$ (4,717)**	**$ (28,681)**	**$ 28,364**
For the period ended March 31, 2026							
Net cash (used by) / provided by operating activities	$ (556)	$ (163)	$ (361)	$ (1,399)	$ 664	$ (1)	$ (1,816)
Net cash provided by / (used by) non-capital financing activities	2,064	266	316	949	811	(2,291)	2,115
Net cash (used by) / provided by capital and related financing activities	(2,401)	(101)	46	(193)	(104)	1,720	(1,033)
Net cash provided by / (used by) investing activities	769	-	-	722	(1,377)	572	686
Cash at beginning of period	1,526	19	5	16	24	-	1,590
Cash at end of period	**$ 1,402**	**$ 21**	**$ 6**	**$ 95**	**$ 18**	**$ -**	**$ 1,542**

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 period ended March 31, 2025							
Fare revenue	$ 47	$ 146	$ 154	$ 867	$ -	$ -	$ 1,214
Vehicle toll revenue	-	-	-	-	750	(2)	748
Rents, freight and other revenue	17	11	7	203	8	(11)	235
Total operating revenue	**64**	**157**	**161**	**1,070**	**758**	**(13)**	**2,197**
Total labor expenses	$ 360	$ 295	$ 376	$ 1,900	$ 64	$ -	2,995
Total non-labor expenses	111	112	126	634	91	(12)	1,062
Depreciation and amortization	124	90	142	549	62	(1)	966
Total operating expenses	**595**	**497**	**644**	**3,083**	**217**	**(13)**	**5,023**
Operating (deficit) surplus	**(531)**	**(340)**	**(483)**	**(2,013)**	**541**	**-**	**(2,826)**
Subsidies and grants	$ 110	$ -	$ -	$ 84	$ 1	$ (95)	100
Tax revenue	1,363	-	-	139	-	176	1,678
Interagency subsidy	312	226	174	74	-	(786)	-
Interest expense	(344)	(2)	(1)	(27)	(129)	-	(503)
Other	543	64	2	188	(313)	53	537
Total non-operating revenues (expenses)	**1,984**	**288**	**175**	**458**	**(441)**	**(652)**	**1,812**
Gain (Loss) before appropriations	1,453	(52)	(308)	(1,555)	100	(652)	(1,014)
Appropriations, grants and other receipts externally restricted for capital projects	(730)	109	190	709	(269)	828	837
Change in net position	723	57	(118)	(846)	(169)	176	(177)
Net position, beginning of the period	8,589	5,500	7,517	30,779	(4,769)	(27,422)	20,194
Net position, end of period	**$ 9,312**	**$ 5,557**	**$ 7,399**	**$ 29,933**	**$ (4,938)**	**$ (27,246)**	**$ 20,017**
For the period ended March 31, 2025							
Net cash (used in) / provided by operating activities	$ 190	$ (286)	$ (267)	$ (1,480)	$ 504	$ (399)	$ (1,738)
Net cash provided by / (used in) non-capital financing activities	1,376	291	259	1,788	1,436	(3,891)	1,259
Net cash (used in) / provided by capital and related financing activities	(82)	(9)	18	(39)	352	2,971	3,211
Net cash provided by / (used in) investing activities	(1,054)	-	-	(288)	(2,005)	1,319	(2,028)
Cash at beginning of period	1,482	26	6	66	200	-	1,780
Cash at end of period	**$ 1,912**	**$ 22**	**$ 16**	**$ 47**	**$ 487**	**$ -**	**$ 2,484**

21. SUBSEQUENT EVENTS

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. As part of this deal, the swap on Transportation Revenue Variable Rate Refunding Bonds, Subseries 2002D-2a-2 in notional amount of $50 was re-allocated to Transportation Revenue Variable Rate Bonds, Subseries 2015E-1.

On April 1, 2026, MTA effected a mandatory tender and repaid $50 of Transportation Revenue Variable Rate Bonds (Secured Overnight Financing Rate Tender Notes), Subseries 2012A-3.

On April 9, 2026, MTA amended its taxable revolving credit agreement with Wells Fargo Bank, National Association, to a $500 credit agreement and extended it through April 9, 2029. On May 13, 2026, MTA amended it again to incorporate certain clarifying changes.

On April 15, 2026, MTA amended its taxable revolving credit agreement with JPMorgan Chase Bank, National Association, to a $400 credit agreement and extended it through April 27, 2029.

On April 27, 2026, MTA entered into a $200 taxable revolving credit agreement with The Bank of New York Mellon, which is active through April 26, 2029.

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 June 17, 2026, USDOT filed its appellate brief with the Second Circuit Court of Appeals.

On May 13, 2026, MTA amended its taxable revolving credit agreement with Bank of America, National Association, to incorporate certain clarifying changes.

On May 13, 2026, Fitch upgraded the ratings on Barclays Bank PLC and U.S. Bank National Association to F1+ from F1, resulting in an upgrade of the short-term rating for certain TRB and TBTA variable-rate bonds.

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 were 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 were 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, TBTA redeemed $295.905 Triborough Bridge and Tunnel Authority (MTA Bridges and Tunnels) General Revenue Bonds, Series 2016A, and defeased $21.82 Triborough Bridge and Tunnel Authority (MTA Bridges and Tunnels) General Revenue Bonds, Series 2016A, and defeased $23.155 Triborough Bridge and Tunnel Authority (MTA Bridges and Tunnels) General Revenue Bonds, Series 2015A.

On June 29, 2026, Triborough Bridge and Tunnel Authority (MTA Bridges and Tunnels) refunded $73.34 Triborough Bridge and Tunnel Authority (MTA Bridges and Tunnels) General Revenue Bonds, Series 2009B (Build America 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.

On June 3, 2026, Fitch downgraded the ratings on U.S. Bank National Association to F1 from F1+, resulting in a downgrade of the short-term rating for certain TBTA variable-rate bonds.

On June 25, 2026, MTA executed a 2,675,604 gallon ultra-low sulfur diesel fuel hedge at an all-in price of $2.6620 (whole dollars) per gallon. The hedge covers the period from June 2027 through May 2028.

On July 9, 2026, MTA effectuated a mandatory tender and remarketed $84.450 of Transportation Revenue Variable Rate Refunding Bonds, Subseries 2012G-1. The bonds will remain as Variable Interest rate Obligations in Daily Mode and will be replaced withbacked by an irrevocable direct-pay letter of credit issued by TD Bank, N.A. with an expiration date of July 8, 2031.

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.

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
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.

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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 Review Report.

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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 Review Report.

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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.

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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.

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SUPPLEMENTARY INFORMATION

SCHEDULE OF CONSOLIDATED RECONCILIATION BETWEEN FINANCIAL PLAN AND FINANCIAL STATEMENTS FOR THE PERIOD ENDED MARCH 31, 2026
($ in millions)

Category	Financial Plan Actual	Statement GAAP Actual	Variance
REVENUE:			
Farebox revenue	$ 1,277	$ 1,254	$ (23)
Vehicle toll revenue	630	802	172
Other operating revenue	269	229	(40)
Total revenue	2,176	2,285	109
OPERATING EXPENSES:			
Labor:			
Payroll	1,833	1,601	(232)
Overtime	295	333	38
Health and welfare	526	490	(36)
Pensions	448	434	(14)
Other fringe benefits	373	303	(70)
Postemployment benefits	243	215	(28)
Reimbursable overhead	1	(132)	(133)
Total labor expenses	3,719	3,244	(475)
Non-labor:			
Electric power	164	190	26
Fuel	63	60	(3)
Insurance	7	19	12
Claims	110	96	(14)
Paratransit service contracts	198	178	(20)
Maintenance and other operating contracts	271	229	(42)
Professional service contract	219	124	(95)
Pollution remediation project costs	2	3	1
Materials and supplies	223	172	(51)
Other business expenses	80	22	(58)
Total non-labor expenses	1,337	1,093	(244)
Depreciation and amortization	980	1,015	35
Other Expenses Adjustment	(2)	-	2
Total operating expenses	6,034	5,352	(682)
NET OPERATING LOSS	$ (3,858)	$ (3,067)	$ 791

(A Component Unit of the State of New York)

SUPPLEMENTARY INFORMATION

SCHEDULE OF CONSOLIDATED SUBSIDY ACCRUAL RECONCILIATION BETWEEN FINANCIAL PLAN AND FINANCIAL STATEMENTS FOR THE PERIOD ENDED MARCH 31, 2026
($ in millions)

Accrued Subsidies	Financial Plan Actual	Financial Statement GAAP Actual	Variance	
Mass transit trust fund subsidies	$ 152	$ 136	-$16	{1}
Mortgage recording tax 1 and 2	117	114	(3)	{1}
MRT transfer	-	(1)	(1)	{1}
Urban tax	118	190	72	{1}
State and local operating assistance	7	7	0	{1}
Station maintenance	53	55	2	{1}
Connecticut Department of Transportation (CDOT)	72	67	(5)	{1}
Subsidy from New York City for MTA Bus and SIRTOA	239	145	(94)	{1}
Build American Bonds Subsidy	-	2	2	{1}
Mobility tax	1,620	1,674	54	{1}
Assistance Fund (For hire vehicle)	88	99	11	{1}
Real Property Transfer Tax Surcharge (Mansion Tax)	84	106	22	{1}
Internet Marketplace Tax	84	83	(1)	{1}
Transfer to Central Business District Capital Lockbox	(736)	-	736	{1}
Other non-operating income	1,032	117	(915)	{2}
Total accrued subsidies	**2,930**	**2,794**	**(136)**	
Net operating deficit before subsidies and debt service	(3,858)	(3,067)	791	
Debt Service	(766)	(494)	272	
Conversion to Cash basis: Depreciation	980	-	(980)	
Conversion to Cash basis: Pollution & Remediation	2	-	(2)	
Conversion to Cash basis: GASB Lease Adjustment	5	-	(5)	
Total net operating surplus/(deficit) before appropriations, grants and other receipts restricted for capital projects	**$ (707)**	**$ (767)**	**$ (60)**	

{1} The Financial Plan records on a cash basis while the Financial Statement records on an accrual basis.
{2} The Financial Plan records do not include other non-operating income or changes in fair value.
{3} Timing of receipt in the Financial Plan.

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SUPPLEMENTARY INFORMATION

SCHEDULE OF FINANCIAL PLAN TO FINANCIAL STATEMENTS RECONCILIATION
RECONCILING ITEMS
FOR THE PERIOD ENDED MARCH 31, 2026
($ in millions)

Financial Plan Actual Operating Loss at March 31, 2026			**$ (3,858)**
The Financial Plan Actual Includes:			
1	Lower Other operating revenue		109
2	Higher labor expense primarily from higher payroll expense projections		475
3	Higher non-labor expense primarily from higher professional service contract expense		244
4	Other expense adjustments		(37)
Total operating reconciling items			**791**
Financial Statements Operating Loss at March 31, 2026			**$ (3,067)**
Financial Plan Deficit after Subsidies and Debt Service			**$ (707)**
The Audited Financial Statements Includes:			
1	Debt service bond principal payments		272
2	Adjustments for non-cash liabilities:		
	Depreciation	(980)	
	Other non-cash liability adjustment	(7)	(987)
The Financial Statement includes:			
3	Lower subsidies and other non-operating revenues and expenses		(136)
4	Total operating reconciling items (from above)		791
Financial Statement Loss Before Capital Appropriations			**$ (767)**

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	Quarterly		ACFR			
	March 31, 2025		December 31, 2025		December 31, 2024	
	e n d i n g _ balance	Rounded_in_ millions	e n d i n g _ balance	Rounded_in_ millions	e n d i n g _ balance	Rounded_in_ millions
CONSOLIDATED STATEMENTS OF NET POSITION	2,999,999.31	247,376.00	(138,998.16)	260,904.00	(82,914.28)	240,466.00
ASSETS:		115,409.00		123,227.00		111,890.00
DEFERRED OUTFLOWS OF RESOURCES:		8,279.00		7,225.00		8,343.00
LIABILITIES:		94,692.00		93,055.00		91,056.00
CURRENT LIABILITIES:		8,905.00		8,704.00		8,060.00
NON-CURRENT LIABILITIES:		85,787.00		84,351.00		82,996.00
Net pension liability		6,755.00		5,890.00		6,755.00
Estimated liability arising from injuries to persons		5,809.00		6,360.00		5,789.00
Net OPEB liability		20,229.00		19,575.00		20,229.00
Loan payable		50.00		42.00		51.00
Long-term debt		49,963.00		49,336.00		47,232.00
Lease payable		879.00		860.00		868.00
Subscription-Based Information Technology Arrangements		107.00		76.00		118.00
Financed purchase		186.00		250.00		183.00
Compensated absences		757.00		819.00		749.00
Pollution remediation projects		165.00		168.00		166.00
Contract retainage payable		523.00		587.00		500.00
Derivative liabilities		97.00		97.00		89.00
Other long-term liabilities		267.00		291.00		267.00
DEFERRED INFLOWS OF RESOURCES:		8,979.00		9,559.00		8,983.00
NET POSITION:		20,017.00		27,838.00		20,194.00
CONSOLIDATED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION		46,063.00		96,743.00		72,105.00
OPERATING REVENUES:		2,197.00		9,544.00		8,508.00
Fare revenue		1,214.00		5,207.00		4,996.00
Vehicle toll revenue		748.00		3,257.00		2,564.00
Rents, freight, and other revenue		235.00		1,080.00		948.00
OPERATING EXPENSES:		5,023.00		21,199.00		20,935.00
Salaries and wages		1,822.00		7,594.00		7,273.00
Salaries and wages excluding overtimes		1,538.00		6,442.00		6,162.00
Overtimes		284.00		1,152.00		1,111.00
Retirement and other employee benefits		963.00		3,359.00		3,359.00
Health and welfare		442.00		1,840.00		1,663.00
Pensions		381.00		1,200.00		1,394.00
Other fringe benefits		290.00		1,020.00		971.00
Reimbursable overhead		(150.00)		(701.00)		(669.00)
Postemployment benefits other than pensions		210.00		1,121.00		1,305.00
Electric power		150.00		634.00		531.00
Fuel		58.00		206.00		205.00
Insurance	1,014,883.79	1.00	627,299.20	1.00	7,845,876.46	8.00
Claims		99.00		1,029.00		1,160.00
Paratransit service contracts		168.00		717.00		617.00
Maintenance and other operating contracts		218.00		915.00		909.00
Professional service contracts		110.00		602.00		602.00
Pollution remediation projects	646,953.11	1.00		18.00		52.00
Materials and supplies		173.00		694.00		646.00
Depreciation and amortization		966.00		4,016.00		3,951.00
Other		84.00		293.00		317.00
OPERATING INCOME (LOSS)		(2,826.00)		(11,655.00)		(12,427.00)
NON-OPERATING REVENUES (EXPENSES):		1,812.00		14,335.00		11,380.00
Grants, appropriations and taxes:		1,778.00		11,067.00		9,660.00
Tax-supported subsidies — NYS:		1,343.00		8,804.00		7,770.00
Mass Transportation Trust Fund subsidies		153.00		587.00		599.00
Metropolitan Mass Transportation Operating Assistance subsidies	-	-		3,151.00		3,000.00
Payroll Mobility Tax subsidies		1,039.00		4,258.00		3,375.00
MTA Aid Trust Account subsidies		67.00		469.00		463.00
Internet sales tax subsidies		84.00		339.00		333.00
Tax-supported subsidies — NYC and Local:		335.00		1,347.00		1,066.00

DRAFT

	Quarterly		ACFR			
	March 31, 2025		December 31, 2025		December 31, 2024	
	ending_ balance	Rounded_in_ millions	ending_ balance	Rounded_in_ millions	ending_ balance	Rounded_in_ millions
Mortgage Recording Tax subsidies		104.00		440.00		352.00
Urban Tax subsidies		124.00		490.00		387.00
Real Estate Transfer Tax		107.00		417.00		327.00
Other subsidies:		100.00		916.00		824.00
Operating Assistance - 18-B program		5.00		406.00		376.00
Build America Bond subsidy	(957,366.21)	1.00		56.00		75.00
New York City Assistance Fund		94.00		454.00		373.00
Connecticut Department of Transportation		58.00		238.00		260.00
Subsidies paid to Dutchess, Orange, and Rockland Counties	1,250,000.01	(1.00)		(14.00)		(12.00)
Interest on long-term debt and leases		(503.00)		(1,965.00)		(1,950.00)
Station maintenance, operation and use assessments		51.00		226.00		211.00
Operating subsidies recoverable from NYC		140.00		583.00		573.00
Federal Transit Administration reimbursement		181.00		3,060.00		2,309.00
Commercial gaming license fee	-	-		500.00	-	-
Investment income and other net non-operating revenues		108.00		640.00		329.00
GAIN / (LOSS) BEFORE APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS		(1,014.00)		2,680.00		(1,047.00)
APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS		837.00		4,964.00		4,368.00
CHANGE IN NET POSITION		(177.00)		7,644.00		3,321.00
NET POSITION— Beginning		20,194.00		20,194.00		16,873.00
NET POSITION — End		20,017.00		27,838.00		20,194.00
Cross check	-	-	0.14	(0.14)	-	(1.00)

New York City Transit Procurements

Sergio Paneque, Chief Procurement Officer – Procurement Operations

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of $554.8M.

Subject Request for Authorization to Award Various Procurements		July 23, 2026	
Department MTA Procurement		**Department**	
Department Head Name Sergio Paneque		**Department Head Name**	
Department Head Signature Sergio Paneque		**Department Head Signature**	
Project Manager Name Rose Davis		**Internal Approvals**	

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	7/27/26			
2	Board	7/29/26			

	Approval		Approval
	President NYCT	X	Buses
X	CFO	X	Diversity/Civil Rights
X	Law		

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

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

NYC Transit proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote:	# of Actions	$ Amount
Schedule I: Modifications to Purchase and Public Works Contracts	1	$ 554.8 M

NYC Transit proposes to award Ratifications in the following categories: None

TOTAL	1	$ 554.8 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

New York City Transit

JULY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. **New Flyer of America, Inc.** **$554,746,353** *Staff Summary Attached*
192 Months from Notice of Award
Contract# B40706.3 / B40666-2.10 / B40715.2
Contract award for the purchase and delivery of NYC Transit buses; Three contract modifications to substitute 85 hybrids for 85 BEBs, add reliability demonstration requirements for BEBs, accelerate the delivery of existing hybrid and clean diesel bus orders, and exercise an option for the purchase of 425 low-floor 60-foot clean diesel buses on an expedited schedule.

Schedule I: Modifications to Purchase and Public Work Contracts New York City Transit

Item Number: 1

Vendor Name (Location)	**Contract Number**	**AWO/Mod. #**
New Flyer of America, Inc. (St. Cloud, Minnesota)	B40706 B40666-2 B40715	Mod 3 Mod 10 Mod 2

Original Description Furnish and Deliver 205 low-floor battery-electric buses with up to 265 Option Buses Furnish and Deliver 110 low-floor 40-foot diesel-electric hybrid buses with up to 558 Option Buses Furnish and Deliver 224 low-floor 60-foot clean diesel buses with up to 446 Option Buses	**Original Amount:** B40706 B40666-2 B40715	 $ $ $	 286,150,22 86,555,60 266,751,23
Contract Term (including Options, if any) 192 months from Notice of Award (inclusive of delivery of the buses and provision of warranty support)	**Prior Modifications:** B40706 B40666-2 B40715	 $ $ $	 386,030,323 507,104,593 20,706,509
	Prior Budgetary Increases:	$	0
Option(s) included in Total Amount? ☒ Yes ☐ No ☐ n/a	**Current Amount:** B40706 B40666-2 B40715	 $ $ $	 672,180,545 593,660,201 287,457,747
Procurement Type ☒ Competitive ☐ Noncompetitive	**This Request:** B40706 B40666-2 B40715	 $ $ $	 (3,196,439) 0 557,942,792
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modifications			
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	**% of This Request to Current Amount:** B40706 B40666-2 B40715		 -0.48% 0% 194%
Requesting Department: Department of Buses, Frank Farrell	**% of Modifications (including This Request) to Original Amount:** B40706 B40666-2 B40715		 134% 586% 217%

Discussion:

It is requested that the Board approve modifications to the following three contracts between NYC Transit and New Flyer of America, Inc. ("New Flyer"): Modification No. 3 to Contract B40706 will reduce the quantity of low-floor 40-foot battery-electric buses ("BEB") to be purchased under this contract by 85 and add 85 low-floor 40-foot diesel-electric-hybrid buses ("hybrid"), resulting in a net credit in the estimated amount of $3,196,439; Modification No. 10 to Contract B40666-2 will accelerate the delivery of hybrid buses previously awarded under this contract; and Modification No. 2 to Contract B40715 will exercise the option for the expedited purchase of 425 low-floor 6 foot clean diesel option buses, resulting in an increase in the estimated amount of $557,942,792.

New Flyer and its parent company NFI Group Inc. (NFI) have been reliable bus manufacturers for the MTA for many years. NYC Tran currently has three active contracts with New Flyer to manufacture new low-floor buses: Contract B40706 for 40-foot and 60-foot BEE Contract B40666-2 for 40-foot hybrid and clean diesel buses, and Contract B40715 for 60-foot clean diesel buses (collectively, t "Contracts"), as detailed below.

In general, New Flyer has met its obligations under the current contracts for hybrid and clean diesel buses. However, New Flyer has fac challenges meeting the BEB contract obligations. These challenges are not unique to New Flyer. The BEB industry and broader batte,y supply chain are only now beginning to mature quickly enough to support the explosive growth in demand for zero-emissions buses, driven by commitments like the MTA's to transition to a zero-emissions fleet by 2040.

The MTA determined that recent BEB performance data shows the technology may now be ready to support our requirements to deliver safe and reliable service. As explained in more detail below, making the proposed contract modifications now will position the MTA to obtain assurance that the BEBs can meet our performance requirements before issuing notice to proceed for a larger quantity. Additionally, these modifications enable the MTA to support the maturation of the BEB industry generally and New Flyer specifically, such that the MTA is able to achieve its sustainability goals while simultaneously reducing overall implementation costs, maintaining good service, and improving customer experience.

Contract B40706 (BEBs): is a federally funded contract that was awarded to New Flyer from a competitively solicited and negotiated Request for Proposal (RFP) for the purchase of up to 470 low-floor BEBs (380 40-foot and 90 60-foot) for NYC Transit and MTA Bus Company. Due to funding constraints, only 205 BEBs (187 40-foot and 18 60-foot) were awarded in the base contract on January 31, 2024 in the estimated amount of $286,150,222. The remaining 265 BEBs (193 40-foot and 72 60-foot) were awarded as options on November 27, 2024 in the estimated amount of $386,030,323 bringing the total estimated value of this contract to $672,180,545. These 470 BEBs were scheduled to be delivered beginning in Q3 2025 and concluding in Q2 2029. To date, only three have been delivered, while 30 more are expected to be delivered in Q3 2026 and the remaining 437 are on hold.

Contract B40666-2 (40-foot Hybrid Buses): is a locally funded contract that was awarded to New Flyer from a competitively solicited and negotiated RFP for the purchase of up to 275 low-floor 40-foot hybrid buses for NYC Transit. The original RFP resulted in a split award; New Flyer's portion was awarded on December 30, 2019 for 110 hybrid buses in the estimated amount of $86,555,608 with options to purchase up to 558 additional buses. All 558 option buses (245 hybrid and 313 clean diesel) were subsequently awarded bringing the total quantity of buses ordered under this contract to 668, of which 449 were delivered between Q2 2021 and Q3 2024. The remaining 219 (161 hybrid and 58 clean diesel) which were awarded in December 2025 are scheduled for delivery beginning in Q4 2026 and concluding in Q4 2028.

Contract B40715 (60-foot Clean Diesel Buses): is a locally funded contract that was awarded to New Flyer from a competitively solicited and negotiated RFP for the purchase of 245 low-floor 60-foot clean diesel buses for NYC Transit. Due to funding constraints, only 224 buses were awarded in the base contract on December 22, 2023 in the estimated amount of $266,751,238 with options to purchase up to 446 additional buses. Twenty-one of the option buses were awarded on June 27, 2025 in the estimated amount of $26,439,579 bringing the total quantity of buses ordered under this contract to 245; delivery of these buses began in Q4 2025 and is scheduled to conclude in Q2 2028.

MTA and NYCT staff have conducted extensive negotiations with New Flyer over the past few months to develop a multipronged approach to modify the existing Contracts with New Flyer. The Contracts will be concurrently modified to minimize further delays in procuring reliable buses by: (1) recovering and accelerating the delivery timeframe of existing bus orders; (2) establishing a 52-week Reliability Demonstration period for a fleet of 45 BEBs supported by robust performance KPIs and flexibility for the MTA to substitute hybrids and/or clean-diesel bus for BEBs during the 52-week pilot and beyond, as needed, and (3) exercising an option for additional 60-foot clean diesel buses.

<u>**Modifications that are the subject of this request are as follows:**</u>

Modification to Contract B40706 (BEBs) will reduce the total quantity of low-floor 40-foot BEBs to be purchased from 380 to 295 and add 85 low-floor 40-foot hybrid buses; approval was requested and received from the Federal Transit Administration to substitute hybrid buses in place of federally funded BEBs under this contract. New Flyer will deliver the 85 hybrid buses beginning in Q2 2028 and concluding in Q4 2028. Additionally, the delivery schedule for the remaining 352 BEBs (262 40-foot and 90 60-foot) will be postponed to until at least 2028 to allow NYC Transit and New Flyer to perform the Reliability Demonstration. New Flyer has agreed to maintain the existing price for the remaining 352 BEBs and forego any escalation. NYC Transit and New Flyer have agreed upon a set of criteria which must be met in order for NYC Transit to be obligated to purchase any of the remaining 352 BEBs; if those criteria are not met, hybrid and/or clean diesel buses may be substituted at NYC Transit's discretion. NYC Transit will seek Board approval if the decision is made to substitute hybrid and/or clean diesel buses for any of the remaining BEBs. The changes included in this B40706 Modification No. 3 will result ir net credit of $3,196,439.

Modification to Contract B40666-2 (40-foot Hybrid Buses) will update the delivery schedule to accelerate the delivery of 161 low-floor 40-foot hybrid buses which were awarded in December 2025. Delivery of these 161 buses will now be completed no later than Q2 2028 instead of Q4 2028.

Modification to Contract B40715 (60-foot Clean Diesel Buses) will allow for the purchase of 425 low-floor 60-foot clean diesel option buses to replace buses that are beyond their 12-year service life. This award will consist of 425 option buses in the estimated amount of $557,942,792 (an average unit price of $1,312,807 per bus). Additional requirements for diagnostic tools, manuals, training, and spare parts will be acquired via a subsequent contract modification. Pricing for these Option Buses is based on the unweighted unit price per bus obtained in the competitively solicited base contract to which an agreed upon adjustment formula has been applied. New Flyer will deliver these 425 buses starting in Q4 2027 and concluding in Q4 2030.

These contract modifications will include provisions for the payment of a portion of certain tariff costs associated with the buses delivered pursuant to these modifications. This is in consideration for contract terms favorable to the MTA and supports the best value for the MTA. The tariff costs cannot be determined at this time but are expected to be less than two percent of the overall modified Contracts' values.

Collectively, these modifications will position the MTA to achieve its near-term fleet replacement objectives and long-term sustainability goals. These modifications will also provide New Flyer with the commercial rationale to invest in its MTA production capacity with terr that secure favorable pricing for the MTA, new buses delivered on an accelerated schedule, and measurable performance standards for t BEBs.

Procurement, the Department of Buses, and NYC Transit's Cost-Price Analysis Unit have determined the final prices associated with these three modifications to be fair and reasonable.

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

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

The modifications resulting from this procurement have been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. New Flyer has not committed to all of the MTA's cybersecurity requirements but has agreed to review its cybersecurity framework to continuously improve its cybersecurity protections throughout the term of these Contracts.

M/W/DBE Information
The MTA Department of Diversity and Civil Rights (DDCR) has established zero percent MWBE and zero percent SDVOB goals on Contracts B40666-2 and B40715 as historically, there has been limited M/WBE/SDVOB attainment due to lack of subcontracting availability.

Transit Vehicle Manufacturers (TVM) is a program whereby the Federal Transit Administration (FTA) pre-approves vehicle manufacturers to propose on federally funded vehicle procurements based on established guidelines to ensure Disadvantaged Business Enterprises (DBE) participation. As Contract B40706 is federally funded, TVM program applies. New Flyer has furnished its TVM Certification of Compliance with DBE Regulations in accordance with FTA guidelines.

Impact on Funding
The 85 low-floor 40-foot diesel-electric hybrid buses for NYC Transit will be using federal funds secured through an executed federal grant and associated local match in the MTA 2020–2024 Capital Program. The 425 low-floor 60-foot clean diesel option buses for NYC Tran will be funded with 100 percent MTA funds which have been approved in the MTA 2025–2029 Capital Program. No award shall be ma until WAR certificates have been secured.

Alternatives
There are no alternatives. There is no reason to believe that conducting another solicitation will result in a better outcome.

Recommendation
It is recommended that the Board approve the award of these three contract modifications (B40706 Modification No. 3, B40666-2 Modification No. 10 and B40715 Modification No. 2) to New Flyer of America, Inc. to substitute 85 hybrids for 85 BEBs, add reliability demonstration requirements for BEBs, accelerate the delivery of existing hybrid and clean diesel bus orders, and exercise an option for t purchase of 425 low-floor 60-foot clean diesel buses on an expedited schedule in the combined total estimated amount of $554,746,353.

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of $152.5M.

Subject	Request for Authorization to Award Various Procurements	July 21, 2026
Department	MTA Procurement	Department
Department Head Name	David Hanley	Department Head Name
Department Head Signature		Department Head Signature
Project Manager Name	Various	Internal Approvals

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	7/27/26			
2	Board	7/29/26			

Internal Approvals

Order	Approval	Order	Approval
	President		
	Gen. Counsel & Corporate Secretary		
	MTA Chief Procurement Officer		

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Chief Financial Officer		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		

PURPOSE

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Bridges & Tunnels Committee of these procurement actions.

DISCUSSION

MTA B&T proposes to award Noncompetitive procurements in the following categories: None

MTA B&T proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote:	# of Actions	$ Amount
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	$ 152.5 M

MTA B&T proposes to award Ratifications in the following categories: None

TOTAL	1	$ 152.5 M

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

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

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

The legal name of MTA Bridges & Tunnels is Triborough Bridge and Tunnel Authority.

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

Bridges and Tunnels

JULY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. TransCore LP **$152,454,311** ***Staff Summary Attached***
12 years + 7 months
Contract # PSC-13-2949 Mod. 21

Contract award for the All-Electronic Open-Road Tolling system; Modification in order to extend the contract term, upgrade, and maintain the existing Open Road Toll collection system so that it aligns with the capacity and functional capabilities of the Central Business District Tolling system.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Bridges and Tunnels

Item Number: 1

Vendor Name (Location) TransCore LP (Nashville, Tennessee)	
Description All-Electronic Open-Road Tolling System	
Contract Term (including Options, if any) 12 Years, Seven Months (July 18, 2014–February 28, 2027)	
Option(s) included in Total Amount?	☐ Yes ☒ No ☐ n/a
Procurement Type	☒ Competitive ☐ Noncompetitive
Solicitation Type	☒ RFP ☐ Bid ☐ Other:
Funding Source ☒ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Department Vice President, Tolling Operations, Sergio Reis	

Contract Number	**AWO/Modification #**	
PSC-13-2949	21	
Original Amount:	$	7,968,282
Prior Modifications:	$	208,315,034
Prior Budgetary Increases:	$	0.00
Current Amount:	$	216,283,316
This Request:	$	$152,454,311
% of This Request to Current Amount:		70.5%
% of Modifications (including This Request) to Original Amount:		4527%

Discussion

Bridges and Tunnels ("B&T"), in accordance with the All-Agency Service Contract Procurement Guidelines, is seeking Board approval to amend personal service Contract PSC-13-2949 with TransCore, LP ("TransCore"), in the not-to-exceed amount of $152,454,311, and extend the contract term 4 years, upgrade and enhance the existing Open Road Toll ("ORT") collection system so that it aligns with the capacity and functional capabilities of the Central Business District ("CBD") Tolling system.

The base contract was awarded in July 2014 for a term of eight years to install and maintain an All-Electronic Tolling / Open-Road Tolling ("ORT") system at the Henry Hudson Bridge. This system enables B&T to debit toll accounts or invoice registered vehicle owners for tolls incurred. Patrons are identified either through an on-board transponder (E-ZPass tag) or by capturing a license plate image via on-site cameras. Under ORT, cash is not accepted and traffic flows freely, similar to an open highway. Subsequent amendments increased the contract value by $208,351,034 to extend cashless tolling to eight additional Authority Toll Facilities and implement an automated revenue recovery system to address plate obstructions. Additional amendments: (1) funded full-system cashless tolling implementation with a one-year ORT maintenance term (October 2016); (2) provided additional maintenance support at all facilities for six years (February 2018); and (3) exercised three one-year renewal options for ORT maintenance (January 2024), establishing a new expiration date of February 28, 2027.

Aligning ORT with the CBD tolling platform, launched in 2025 and operating through 2031 under its current contract, will improve reliability, cybersecurity, customer experience, and long-term maintainability. Upgrading now enables the Authority to sustain stable operations through 2030 while avoiding the inefficiencies and higher costs of a standalone ORT procurement in the near term. This approach positions the Authority to issue a single, consolidated RFP around 2028 for a next-generation integrated tolling platform, reducing duplication, improving cost-effectiveness, and supporting a seamless transition to a unified system. The funding request extends the ORT period of performance to align with the CBD expiration.

The ORT system generates more than $2.4 billion in annual toll revenue across nine bridges and tunnels, but the technology installed in 2016 is now nearing the end of useful life. In contrast, the CBD system uses more modern camera-based technologies that improve billing accuracy, enhance customer service, and support more flexible business rules. To close this technology gap and ensure continued reliable operations, B&T has directed TransCore to upgrade the ORT System to a CBD equivalent technology standard that will extend ORT's service life by an estimated six to ten years.

TransCore proposed a cost of $152,454,311 which is slightly below the Project Manager's estimate and is consistent with the existing rates of the contract. Based on the aforementioned, the value of this Amendment is considered fair and reasonable. TransCore shall be compensated under the existing rates of the contract. The total amount of this amendment is in the not-to-exceed amount of $152,454,311.

This contract has been evaluated to determine the necessary and appropriate, if any, cybersecurity requirements, including any requirements under federal and local law or regulation. TransCore has certified that pursuant Executive Order 16, it is not doing business in Russia. The user departments for this contract have found TransCore's performance to be satisfactory during the contract's present term. TransCore is a responsible contractor.

Impact on Funding

Funding for the ORT System Upgrade is available in in a mixture of the 2020-2024 and 2025-2029 Capital Programs. Funding for ORT System O&M is available in the Operating Budget under GL #711420.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2026 Adopted Budget
Accrual Statement of Operations by Category
June 2026 Monthly
($ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Variance: Fav/(Unfav) Percent
Revenue												
Farebox Revenue	$472.0	$481.7	$9.7	2.1	$0.000	$0.000	$0.000	N/A	$472.0	$481.7	$9.7	2.1
Toll Revenue	244.1	241.0	(3.1)	**(1.3)**	0.000	0.000	0.000	N/A	244.1	241.0	(3.1)	**(1.3)**
Other Revenue	83.7	73.7	(10.0)	(11.9)	0.0	0.3	0.3	N/A	83.7	74.0	(9.7)	**(11.6)**
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	256.0	246.0	(10.0)	(3.9)	256.0	246.0	(10.0)	(3.9)
Total Revenues	**$799.8**	**$796.4**	**($3.3)**	**(0.4)**	**$256.0**	**$246.3**	**($9.7)**	**(3.8)**	**$1,055.7**	**$1,042.7**	**($13.0)**	**(1.2)**
Expenses												
Labor:												
Payroll	$543.0	$521.6	$21.4	3.9	$80.6	$68.4	$12.2	15.1	$623.6	$590.0	$33.6	5.4
Overtime	76.0	103.8	(27.8)	(36.5)	22.3	28.6	(6.3)	28.4	98.3	132.4	(34.1)	(34.7)
Health and Welfare	166.7	167.3	(0.7)	(0.4)	10.4	9.3	1.1	11.0	177.1	176.6	0.5	0.3
OPEB Current Payments	85.0	115.1	(30.1)	(35.4)	1.5	1.6	0.0	(0.7)	86.6	116.7	(30.1)	(34.7)
Pension	138.3	67.4	70.9	51.3	12.3	6.9	5.4	43.9	150.6	74.3	76.3	50.7
Other Fringe Benefits	99.6	103.8	(4.2)	(4.2)	27.2	25.8	1.4	5.2	126.9	129.6	(2.8)	(2.2)
Reimbursable Overhead	(50.4)	(57.9)	7.5	14.9	50.4	58.0	(7.6)	(15.2)	0.0	0.1	(0.1)	<(100.0)
Total Labor Expenses	**$1,058.2**	**$1,021.2**	**$37.1**	***3.5***	**$204.8**	**$198.6**	**$6.2**	***3.0***	**$1,263.0**	**$1,219.7**	**$43.3**	***3.4***
Non-Labor:												
Electric Power	$48.1	$46.2	$1.9	3.9	$0.1	$0.0	$0.0	4.0	$48.2	$46.3	$1.9	3.9
Fuel	15.9	24.9	(9.0)	(56.3)	0.0	0.0	0.0	77.1	16.0	24.9	(9.0)	(56.2)
Insurance	2.4	(37.2)	39.6	> 100.0	1.0	0.9	0.0	2.6	3.4	(36.3)	39.7	>100.0
Claims	37.1	57.6	(20.5)	(55.2)	0.0	0.0	0.0	N/A	37.1	57.6	(20.5)	(55.2)
Paratransit Service Contracts	72.7	66.9	5.9	8.1	0.0	0.0	0.0	N/A	72.7	66.9	5.9	8.1
Maintenance and Other Operating Contracts	91.3	86.6	4.7	5.2	7.0	22.6	(15.6)	<(100.0)	98.3	109.2	(10.9)	(11.1)
Professional Services Contracts	72.2	60.6	11.6	16.1	33.4	9.1	24.3	72.8	105.6	69.7	35.9	34.0
Materials and Supplies	64.4	60.6	3.8	5.9	9.4	14.4	(5.0)	(52.9)	73.8	75.0	(1.2)	(1.6)
Other Business Expenses	22.9	28.8	(5.9)	26.0	0.4	0.6	(0.2)	64.0	23.3	29.4	(6.2)	26.6
Total Non-Labor Expenses	**$427.1**	**$395.0**	**$32.1**	***7.5***	**$51.2**	**$47.7**	**$3.5**	***6.8***	**$478.3**	**$442.7**	**$35.6**	***7.4***
Other Expense Adjustments												
Other	$1.7	$3.2	($1.5)	(86.9)	$0.0	$0.0	$0.0	N/A	$1.7	$3.2	($1.5)	(86.9)
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	**$1.7**	**$3.2**	**($1.5)**	(86.9)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$1.7**	**$3.2**	**$1.5**	***86.9***
Total Expenses Before Non-Cash Liability Adjs.	**$1,487.0**	**$1,419.3**	**$67.7**	**4.6**	**$256.0**	**$246.3**	**$9.7**	**3.8**	**$1,743.0**	**$1,665.6**	**$77.4**	**4.4**
Depreciation	327.2	330.1	(2.9)	(0.9)	0.0	0.0	0.0	N/A	327.2	330.1	(2.889)	(0.9)
GASB Adjustments	(5.5)	4.3	(9.8)	<(100.0)	0.0	0.0	0.0	N/A	(5.5)	4.3	(9.780)	<(100.0)
Total Non-Cash Liability Adjustments	**$321.7**	**$334.4**	**($12.7)**	(3.9)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$321.7**	**$334.4**	**($12.7)**	**(3.9)**
Total Expenses After Non-Cash Liability Adjs.	**$1,808.7**	**$1,753.7**	**$55.0**	**3.0**	**$256.0**	**$246.3**	**$9.7**	**3.8**	**$2,064.7**	**$2,000.0**	**$64.7**	**3.1**
Less: B&T Depreciation & GASB Adjustments	$19.9	$22.1	($2.3)	(11.3)	$0.0	$0.0	$0.0	N/A	$19.9	$22.1	($2.3)	(11.3)
Adjusted Total Expenses	**$1,788.8**	**$1,731.6**	**$57.3**	**0.0**	**$256.0**	**$246.3**	**$9.7**	**0.0**	**$2,044.8**	**$1,977.9**	**$67.0**	**0.0**
Net Surplus/(Deficit)	**($989.1)**	**($935.1)**	**$54.0**	**0.0**	**$0.0**	**$0.0**	**$0.0**	**(0.0)**	**($989.1)**	**($935.1)**	**$54.0**	**0.0**
Total Subsidies	**$766.2**	**$660.9**	**($105.3)**	**(13.7)**	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$766.2**	**$660.9**	**($105.3)**	**(13.7)**
Debt Service	**247.4**	**256.1**	**(8.7)**	**(3.5)**	**0.0**	**0.0**	**0.0**	**N/A**	**247.4**	**256.1**	**(8.7)**	**(3.5)**

Notes: Totals may not add due to rounding.
Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the YTD results.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2026 Adopted Budget
Accrual Statement of Operations by Category
June 2026 Year-to-Date
($ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Percent	Adopted Budget	Actual	Variance: Fav/(Unfav) Dollars	Percent
Revenue												
Farebox Revenue	$2,683.9	$2,654.2	($29.7)	(1.1)	$0.000	$0.000	$0.000	N/A	$2,683.9	$2,654.2	($29.7)	(1.1)
Toll Revenue	1,344.2	1,334.2	(10.0)	**(0.7)**	0.000	0.000	0.000	N/A	1,344.2	1,334.2	(10.0)	**(0.7)**
Other Revenue	529.2	1,123.6	594.5	> 100.0	0.0	(0.2)	(0.2)	N/A	529.2	1,123.4	594.2	>100.0
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	1,359.1	1,262.8	(96.3)	(7.1)	1,359.1	1,262.8	(96.3)	(7.1)
Total Revenues	**$4,557.2**	**$5,112.0**	**$554.8**	**12.2**	**$1,359.1**	**$1,262.6**	**($96.5)**	**(7.1)**	**$5,916.4**	**$6,374.6**	**$458.2**	**7.7**
Expenses												
Labor:												
Payroll	$3,232.6	$3,129.5	$103.1	3.2	$468.2	$391.4	$76.8	16.4	$3,700.8	$3,520.9	$179.9	4.9
Overtime	457.7	622.1	(164.4)	(35.9)	129.6	141.8	(12.1)	9.4	587.3	763.9	(176.6)	(30.1)
Health and Welfare	998.5	952.6	45.9	4.6	57.8	49.8	8.0	13.9	1,056.3	1,002.4	53.9	5.1
OPEB Current Payments	476.5	459.9	16.6	3.5	9.3	9.1	0.1	1.3	485.8	469.1	16.7	3.4
Pension	830.3	774.1	56.2	6.8	67.9	47.0	20.9	30.8	898.3	821.1	77.2	8.6
Other Fringe Benefits	587.1	601.6	(14.5)	(2.5)	160.4	147.2	13.1	8.2	747.5	748.9	(1.3)	(0.2)
Reimbursable Overhead	(279.1)	(289.0)	9.8	3.5	279.1	287.9	(8.8)	(3.1)	0.0	(1.0)	1.0	>100.0
Total Labor Expenses	**$6,303.6**	**$6,250.9**	**$52.7**	***0.8***	**$1,172.4**	**$1,074.3**	**$98.1**	***8.4***	**$7,476.0**	**$7,325.2**	**$150.8**	***2.0***
Non-Labor:												
Electric Power	$318.5	$363.4	($44.9)	(14.1)	$0.3	$0.4	($0.1)	(45.7)	$318.8	$363.8	($45.1)	(14.1)
Fuel	114.6	136.8	(22.2)	(19.4)	0.1	0.3	(0.2)	<(100.0)	114.7	137.1	(22.4)	(19.5)
Insurance	12.7	(8.3)	21.0	> 100.0	5.0	4.3	0.6	12.8	17.6	(4.0)	21.7	>100.0
Claims	220.1	223.1	(3.0)	(1.4)	0.0	0.0	0.0	N/A	220.1	223.1	(3.0)	(1.4)
Paratransit Service Contracts	418.1	372.1	45.9	11.0	0.0	0.0	0.0	N/A	418.1	372.1	45.9	11.0
Maintenance and Other Operating Contracts	502.2	481.1	21.1	4.2	41.4	58.3	(16.9)	(40.9)	543.6	539.4	4.2	0.8
Professional Services Contracts	391.9	340.8	51.0	13.0	84.8	56.8	28.1	33.1	476.7	397.6	79.1	16.6
Materials and Supplies	391.5	365.7	25.7	6.6	55.4	65.1	(9.7)	(17.5)	446.9	430.8	16.1	3.6
Other Business Expenses	160.2	141.9	18.4	11.5	(0.3)	3.1	(3.4)	<(100.0)	160.0	145.0	15.0	9.4
Total Non-Labor Expenses	**$2,529.7**	**$2,416.7**	**$113.1**	***4.5***	**$186.7**	**$188.3**	**($1.6)**	**(0.8)**	**$2,716.4**	**$2,605.0**	**$111.5**	***4.1***
Other Expense Adjustments												
Other	($1.4)	$17.2	($18.6)	<(100.0)	$0.0	$0.0	$0.0	N/A	($1.4)	$17.2	($18.6)	<(100.0)
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	**($1.4)**	**$17.2**	**($18.6)**	<(100.0)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**($1.4)**	**$17.2**	**$18.6**	**>100.0**
Total Expenses Before Non-Cash Liability Adjs.	**$8,831.9**	**$8,684.8**	**$147.1**	**1.7**	**$1,359.1**	**$1,262.6**	**$96.5**	**7.1**	**$10,191.0**	**$9,947.4**	**$243.7**	**2.4**
Depreciation	1,963.3	1,962.2	1.1	0.1	0.0	0.0	0.0	N/A	1,963.3	1,962.2	1.133	0.1
GASB Adjustments	35.6	53.2	(17.6)	(49.5)	0.0	0.0	0.0	N/A	35.6	53.2	(17.611)	(49.5)
Total Non-Cash Liability Adjustments	**$1,998.9**	**$2,015.4**	**($16.5)**	(0.8)	**$0.0**	**$0.0**	**$0.0**	**N/A**	**$1,998.9**	**$2,015.4**	**($16.5)**	**(0.8)**
Total Expenses After Non-Cash Liability Adjs.	**$10,830.8**	**$10,700.2**	**$130.6**	**1.2**	**$1,359.1**	**$1,262.6**	**$96.5**	**7.1**	**$12,189.9**	**$11,962.7**	**$227.2**	**1.9**
Less: B&T Depreciation & GASB Adjustments	$116.5	$130.2	($13.8)	(11.8)	$0.0	$0.0	$0.0	N/A	$116.5	$130.2	($13.8)	(11.8)
Adjusted Total Expenses	**$10,714.3**	**$10,569.9**	**$144.4**	**0.0**	**$1,359.1**	**$1,262.6**	**$96.5**	**0.0**	**$12,073.5**	**$11,832.5**	**$241.0**	**0.0**
Net Surplus/(Deficit)	**($6,157.1)**	**($5,457.9)**	**$699.2**	**0.0**	**$0.0**	**$0.0**	**$0.0**	**(0.0)**	**($6,157.1)**	**($5,457.9)**	**$699.2**	**0.0**
Total Subsidies	**$7,138.1**	**$7,549.0**	**$410.9**	**5.8**	**$0.0**	**($2.0)**	**($2.0)**	**N/A**	**$7,138.1**	**$7,547.1**	**$408.9**	**5.7**
Debt Service	**1,437.9**	**1,409.9**	**28.0**	**1.9**	**0.0**	**0.0**	**0.0**	**N/A**	**1,437.9**	**1,409.9**	**28.0**	**1.9**

Notes: Totals may not add due to rounding.
Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the YTD results.

METROPOLITAN TRANSPORTATION AUTHORITY
CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND PRELIMINARY ACTUAL - ACCRUAL BASIS
June 2026
($ in millions)

		June			June 2026 YEAR-TO-DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) $	%	Reason for Variance	Favorable (Unfavorable) $	%	Reason for Variance
Farebox Revenue	NR	9.7	2.1	The LIRR and MNR were favorable by $7.8M and $5.4M, respectively, due to higher ridership. These results were partially offset by unfavorable variances at MTA Bus and NYCT of $1.8M and $1.7M, respectively, mainly due to lower paid ridership and lower average fares	(29.7)	(1.1)	NYCT and MTA Bus were unfavorable by $34.7M and $12.6M, respectively, mainly due to lower paid ridership, including from the impacts of extreme snowfall on January 25th and February 20th. These results were partially offset by favorable variances at the LIRR and MNR of $9.5M and $8.3M, respectively, due to the continuation of drivers for the month.
Vehicle Toll Revenue	NR	(3.1)	(1.3)	B&T was unfavorable by $3.1M due to lower traffic volume.	(10.0)	(0.7)	B&T was unfavorable by $10.0M due to the continuation of drivers for the month and the impacts from winter storms.
Other Operating Revenue	NR	(10.0)	(11.9)	MTAHQ was unfavorable by $7.2M due to the reclassification of the Fare Evasion Program grant income to expense recovery, and NYCT was unfavorable by $2.9M due to lower paratransit reimbursement.	594.5	*	MTAHQ was favorable by $593.9M due to FEMA COVID reimbursement. FMTAC was favorable by $3.4M due to higher realized investment income. MNR was favorable by $3.0M due to higher interest, advertising, and station revenues, and the LIRR was favorable by $2.7M due to higher interest income, advertising revenue, and miscellaneous income. These results were partially offset by unfavorable variances of $4.3M at NYCT due to the continuation of drivers for the month; $2.4M at B&T mainly due to lower telephone cable rental income and lower-than-expected FEMA storm-related reimbursement; and $1.9M at MTA Bus was mainly due to lower advertising revenue and insurance recoveries, and other contract service revenue.
Payroll	NR	21.4	3.9	NYCT was favorable by $17.1M, mainly due to vacancies. MNR was favorable by $2.3M, mainly due to the net impact of hiring and attrition, as well as the lower retroactive wage payments. LIRR was favorable by $1.9M, mainly due to lower average pay rates reflecting new hires and vacancies.	103.1	3.2	NYCT, the LIRR, and MNR were favorable by $96.6M, $11.9M, and $3.3M, respectively, due to the continuation of drivers for the month. These results were partially offset by unfavorable variances of $7.3M at MTAHQ mainly due to budgets residing at other agencies and $1.5M at MTA Bus mainly due to represented contract settlements and retroactive wage payments.
Overtime	NR	(27.8)	(36.5)	NYCT was unfavorable by $24.7M, mainly due to higher than projected vacancy/absentee coverage. The LIRR was unfavorable by $1.9M, mainly due to vacancy/absentee coverage, programmatic/routine maintenance, unscheduled maintenance, unscheduled service, and weather emergencies; MTAHQ was unfavorable by $1.3M, mainly due to higher MTAPD overtime demand from special events.	(164.4)	(35.9)	NYCT, the LIRR, and MTAHQ were unfavorable by $141.5M, $14,7M, and $5.2M, mainly due to the continuation of drivers for the month. MTA Bus was unfavorable by $1.7M, due to weather emergencies and programmatic maintenance and vacancy-related coverage requirements. and $1.2M at B&T, mainly due to higher maintenance requirements, increased coverage due to attrition, and weather emergencies.
Health and Welfare	NR	(0.7)	(0.4)	SIR and MTA Bus were unfavorable by $2.0M and $1.0M, respectively, due to timing. These results were partially offset by favorable variances of $0.9M at the LIRR, mainly due to vacancies and lower rates, and $0.6M at MNR, mainly due to lower labor costs and rates.	45.9	4.6	NYCT was favorable by $32.0M mainly due to the timing of prescription rebate credits. MTA Bus was favorable by $8.1M mainly due to timing. The LIRR was favorable by $5.9M mainly due to the continuation of drivers for the month, and B&T was favorable by $2.5M mainly due to lower rates. These results were partially offset by unfavorable variances of $1.9M at SIR mainly due to timing and $0.6M at MNR mainly due to higher rates.
OPEB - Current Payment	NR	(30.1)	(35.4)	NYCT and MTAHQ were unfavorable by $26.0M and $2.5M, respectively, due to timing.	16.6	3.5	NYCT and MTA Bus were favorable by $25.1M and $1.3M, respectively, mainly due to timing. These favorable variances were partially offset by unfavorable variances at MTAHQ, mainly due to actuarial requirements, and B&T, MNR, and the LIRR were unfavorable by $2.8M, $1.7M, and $0.7M, respectively, mainly due to a higher number of retirees.
Pensions	NR	70.9	51.3	NYCT was favorable by $72.9M mainly due to timing, partially offset by an unfavorable variance of $2.5M at the LIRR mainly due to timing and the higher percentage of expenses allocated to reimbursable.	56.2	6.8	NYCT was favorable by $70.4M, mainly due to timing, and MNR was favorable by $1.1M, mainly due to lower costs and rates. These favorable variances were partially offset by unfavorable variances of $14.1M due to the continuation of drivers for the monthly variance, and $1.2M at B&T mainly due to an unfavorable non-reimbursable/reimbursable allocation mix.
Other Fringe Benefits	NR	(4.2)	(4.2)	MNR was unfavorable by $3.7M, mainly due to higher employee claims provisions and rates.	(14.5)	(2.5)	NYCT and SIR were unfavorable by $9.7M and $1.3M, respectively, mainly due to timing; MNR was unfavorable by $7.8M due to the continued drivers referenced in the monthly explanation; and MTAHQ was unfavorable by $1.1M, mainly due to higher workers' compensation expenses. These results are partially offset by favorable variances of $2.9M at MTA Bus, mainly due to timing; $1.9M at the LIRR, mainly due to lower Railroad Retirement taxes; and $0.8M at B&T, mainly due to lower workers' compensation costs.
Reimbursable Overhead	NR	7.5	14.9	The timing of project activity was responsible for the favorable variances of $5.1M at MTAHQ and $4.9M at NYCT, partially offset by an unfavorable variance of $2.5M at MNR.	9.8	3.5	The timing of project activity resulted in favorable variances of $17.0M at NYCT, $13.4M at MTAHQ, $1.9M at the LIRR, and $0.7M at MTA Bus, partially offset by unfavorable variances of $19.8M at MNR and $1.7M at MTA C&D and B&T.
Electric Power	NR	1.9	3.9	MNR and the LIRR were favorable by $1.1M and $0.9M, mainly due to timing and consumption.	(44.9)	(14.1)	Unfavorable variances include $36.7M at NYCT, $6.0M at the LIRR, $1.4M at MNR, and $1.2M at B&T, all mainly due to higher consumption and higher rates.
Fuel	NR	(9.0)	(56.3)	NYCT was unfavorable by $5.7M, mainly due to higher consumption. The LIRR, MNR, and MTA Bus were unfavorable by $1.2M, $1.1M, and $1.1M, respectively, due to higher prices.	(22.2)	(19.4)	Unfavorable variances include $7.7M at NYCT, mainly due to higher consumption; $5.3M at MTA Bus, $5.1M at the LIRR, and $4.8M at MNR, all mainly due to higher rates.
Insurance	NR	39.6	*	FMTAC and NYCT were favorable by $37.9M and $1.2M, mainly due to timing.	21.0	*	Favorable variances include $14.8M at FMTAC, $3.8M at NYCT, $1.6M, and $0.8M at B&T, all mainly due to timing; $0.8M at MNR and $0.7M at MTAHQ, both mainly due to lower insurance premiums. These favorable variances were partially offset by an unfavorable variance of $1.2M at the LIRR, mainly due to higher property insurance.
Claims	NR	(20.5)	(55.2)	Unfavorable variances of $19.5M at FMTAC, mainly due to the recording of claim expense based on 2025 year-end projected loss reserves from the actuary, and $1.6M at MTA Bus, mainly due to higher premiums. These results were partially offset by a favorable variance of $0.6M, mainly due to lower claims expenses.	(3.0)	(1.4)	MTA Bus was unfavorable by $9.4M, mainly due to the continuation of drivers for the month, and the LIRR was unfavorable by $ 3.6M, mainly due to an increase in reserves. These results were partially offset by favorable variances of $8.9M at FMTAC and $0.8M at MTAHQ, driven by continued drivers for the month.
Paratransit Service Contracts	NR	5.9	8.1	NYCT was favorable by $5.9M due to lower trip volume and lower support costs.	45.9	11.0	NYCT was favorable by $45.9M due to lower trip volume and lower support costs.

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EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND PRELIMINARY ACTUAL - ACCRUAL BASIS
June 2026
($ in millions)

		June			June 2026 YEAR-TO-DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) $	%	Reason for Variance	Favorable (Unfavorable) $	%	Reason for Variance
Maintenance and Other Operating Contracts	NR	4.7	5.2	MNR was favorable by $4.4M at MNR, mainly due to the reclassification of MTA police and real estate chargeback actuals to professional services; MTAHQ was favorable by $4.4M, mainly due to lower real estate rentals; and GCMOC and SIR were favorable by $2.1M and $1.0M, both mainly due to timing. These results were partially offset by unfavorable variances of $4.4M at B&T mainly due to Major Maintenance & Painting expenses and $2.5M at NYCT mainly due to timing.	21.1	4.2	Reflecting the continuation of drivers referenced for the month, MNR, GCMOC, and SIR were favorable by $25.6M, $4.4M, and $4.4M, and respectively; MTA Bus was $4.0M mainly due to timing; $3.2M at the LIRR mainly due to higher project reimbursement for vehicles and work train usage and timing; $2.3M at B&T, mainly due to lower than anticipated expenses for tolling back office costs, and Customer Service Center; and $2.0M at MTAHQ mainly due to telecom credits. These results were partially offset by an unfavorable variance of $24.8M at NYCT, mainly due to timing.
Professional Services Contracts	NR	11.6	16.1	The overall outcome was primarily attributable to the following favorable variances: MTAHQ was favorable by $6.5M, mainly due to lower IT requirements, professional service contracts, and expense recoveries; NYCT, the LIRR, and MTA Bus were favorable by $6.4M, $0.8M, and $1.2M, respectively, mainly due to timing. These results were partially offset by unfavorable variances of $3.6M at MNR, mainly due to MTAPD allocation and real estate expenses from maintenance and other operating contracts.	51.0	13.0	Reflecting the continuation of drivers referenced for the month, MTAHQ, NYCT, and MTA Bus were favorable by $41.9M, $22.2M, and $ 7.5 M, respectively. SIR was favorable by $1.4M, mainly due to timing. These results were partially offset by unfavorable variances of $15.6M at MNR and $5.7M at B&T, mainly due to higher Bond Issuance costs and overruns in consultant costs.
Materials & Supplies	NR	3.8	5.9	NYCT was favorable by $9.1M, mainly due to timing, and MNR was favorable by $0.8M, mainly due to an excess & obsolete inventory adjustment and true-ups for material adjustments. These results were partially offset by an unfavorable variance of $5.3M at the LIRR, mainly due to miscellaneous inventory adjustments.	25.7	6.6	The LIRR, NYCT, and MNR were favorable by $15.5M, $9.3M, and $4.3M, respectively, all mainly due to timing. These results were partially offset by unfavorable variances of $1.8M at MTA Bus, mainly due to timing, and $0.9M at B&T, mainly due to higher deicing materials expenses.
Other Business Expenses	NR	(5.9)	(26.0)	MTAHQ was unfavorable by $3.8M, mainly due to an internal subsidy payment, and B&T was unfavorable by $1.6M, mainly due to credit/debit card processing fees and write-offs of bad debt.	18.4	11.5	MTAHQ was favorable by $12.5M, mainly due to the timing of internal subsidies; NYCT was favorable by $3.9M mainly due to timing; the LIRR was favorable by $1.9M mainly due to lower payroll taxes, bad debt reserves and payments received from restitution on property damage; MNR was favorable by $1.3M, mainly due to lower miscellaneous expenses and timing; and B&T was favorable by $1.0M, mainly due to lower debt collection expenses. These favorable variances were partially offset by $1.9M, mainly due to higher general & administrative expenses.
Other Expense Adjustments	NR	(1.5)	(86.9)	FMTAC was unfavorable by $2.0M due to a shift in the market value of the invested asset portfolio, partially offset by a favorable variance of $0.5M at B&T.	(18.6)	*	FMTAC was unfavorable by $18.8M due to the continuation of drivers for the month.
Depreciation	NR	(2.9)	(0.9)	Unfavorable variances: $4.9M at MTAHQ, $1.7M at the LIRR, $1.3M at SIR, $1.2M at B&T, $1.1M at MTA Bus, and $1.0M at GCMOC. Favorable variances: $7.9M at NYCT.	1.1	0.1	Favorable variances of $57.1M at NYCT and $1.0M at MNR. Unfavorable variances of $24.9M at MTAHQ, $9.7M at the LIRR, $7.2M at SIR, $6.2M at GCMOC, $5.7M at MTA Bus, and $3.2M at B&T.
GASB 49 Environmental Remediation	NR	1.3	*	Favorable variances of $1.1M for the LIRR.	(0.3)	(10.0)	Unfavorable variance of $2.1M for the LIRR. Favorable variance of $1.8M for MNR.
GASB 68 Pension Expense Adjustment	NR	0.0	*	Agency variances were minor.	0.0	*	Agency variances were minor.
GASB 75 OPEB Expense Adjustment	NR	0.0	*	GAAP-required recognition of certain lease assets and liabilities for leases previously classified as operating leases based on contract provisions. Variances were minor.	0.0	*	GAAP-required recognition of certain lease assets and liabilities for leases previously classified as operating leases based on contract provisions. Variances were minor.
GASB 87 Lease Adjustment	NR	(0.6)	(14.8)	GAAP-required recognition of certain lease assets and liabilities for leases previously classified as operating leases based on contract provisions, including an unfavorable variance of $1.3M at NYCT, partially offset by a favorable variance of $0.6M at B&T.	0.7	4.6	GAAP-required recognition of certain lease assets and liabilities for leases previously classified as operating leases based on contract provisions, including favorable variances of $8.3M at MTAHQ and $2.4M at NYCT by $2.4M, partially offset by unfavorable variances of $4.7M at the LIRR, $4.1M at MNR, and $1.0M at B&T.
GASB 96 SBITA Adjustment	NR	(9.6)	(81.6)	GAAP-required recognition of subscription-based information technology arrangements, including an unfavorable variance of $12.4M at MTAHQ, partially offset by favorable variances of $2.4M at the LIRR and $0.5M at MNR.	(12.3)	*	GAAP-required recognition of subscription-based information technology arrangements, including unfavorable variances of $14.5M at MTAHQ and $0.5M at NYCT, partially offset by favorable variances of $1.6M at the LIRR and $1.0M at MNR.
GASB 101 Compensated Absences	NR	(0.9)	(55.6)	GAAP-required recognition of liabilities for compensated absences that are recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means, including unfavorable variances of $0.6M for MTAHQ and $0.5M for NYCT.	(5.7)	(57.6)	GAAP-required recognition of liabilities for compensated absences that are recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means, including unfavorable variances of $3.8M at MTAHQ and $3.2M at NYCT, partially offset by a favorable variance of $0.9M at the LIRR.

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June 2026
($ in millions)

Reimbursable revenue and expense activity are primarily influenced by the nature and timing of project activity. Accordingly, variances reflect the impact of the aforementioned influences as well as changes in reimbursement and vacancy assumptions, refinements to project scheduling, as well as project delays/accelerations. At MTAHQ, impacts reflect reimbursable directed patrol (police coverage) requirements. The following lists the major contributors of the variance by Agency.

Generic Revenue or Expense Category	Nonreimb or Reimb	June Favorable (Unfavorable) $	June Favorable (Unfavorable) %	June Reason for Variance	June 2026 YEAR-TO-DATE Favorable (Unfavorable) $	June 2026 YEAR-TO-DATE Favorable (Unfavorable) %	June 2026 YEAR-TO-DATE Reason for Variance
Other Operating Revenue	R	0.3	*	Agency variances were minor.	(0.2)	*	Unfavorable variance: $2.0M at MTAHQ. Favorable variance: $1.8M at MTA C&D.
Capital & Other Reimbursements	R	(10.0)	(3.9)	Unfavorable variances: $10.0M at MNR, and $2.1M at B&T, $1.5M at the LIRR. Favorable variances: $3.8M at MTAHQ, and $0.6M at MTA C&D.	(96.3)	(7.1)	Unfavorable variances: $51.7M at MNR, $27.8M at the LIRR, $15.2M at NYCT, $8.9M at B&T,$2.3M at MTA Bus, and $1.8M at SIR, $1.5M at MTA C&D Favorable variance: $12.9M at MTA HQ.
Payroll	R	12.2	15.1	Favorable variances: $9.8M at NYCT, $2.1M at the LIRR, $1.4M at the MNR, and $1.0M at B&T. Unfavorable variance: $2.5M at MTA C&D	76.8	16.4	Favorable variances: $58.7M at NYCT, $11.9M at the LIRR, $10.9M at MNR, $4.6M at B&T, $1.5M at MTA Bus, and $1.4M at SIR, and $0.5M at MTAHQ. Unfavorable variance: $12.7M at MTA C&D.
Overtime	R	(6.3)	(28.4)	Unfavorable variance: $4.9M at NYCT, $0.8M at the LIRR, and $0.7M at MTAHQ.	(12.1)	(9.4)	Unfavorable variances: $15.6M at NYCT and $2.3M at MTAHQ. Favorable variances: $3.9M at MNR and $1.6M at the LIRR.
Health and Welfare	R	1.1	11.0	Minor Variance.	8.0	13.9	Favorable variances: $3.4M at MNR, $2.5M at MTA C&D, $1.1M at the LIRR, $0.8M a both MTA Bus and B&T. Unfavorable variance: $0.7M at NYCT.
OPEB Current Payments	R	0.0	(0.7)	No variance.	0.1	1.3	Minor Variance
Pensions	R	5.4	43.9	Favorable variance: $2.7M at NYCT, and $2.0M at the LIRR.	20.9	30.8	Favorable variances: $11.1M at the LIRR, $4.9M at NYCT, $2.3M at MTA C&D, $1.5M at MNR, and $1.0M at B&T.
Other Fringe Benefits	R	1.4	5.2	Favorable variance: $0.7M at NYCT.	13.1	8.2	Favorable variances: $6.5M at NYCT, $2.6M at the LIRR, $2.5M at MNR, $0.6M at B&T, and $0.5M at MTA C&D.
Reimbursable Overhead	R	(7.6)	(15.2)	Unfavorable variances: $5.1M at MTAHQ, $4.9M at NYCT, and $0.5M at the LIRR. Favorable variances: $2.0M at MNR and $0.6M at B&T.	(8.8)	(3.1)	Unfavorable variances: $17.0M at NYCT, $12.3M at MTAHQ, and $1.9M at the LIRR. Favorable variances: $19.0M at MNR, $1.7M at both MTA C&D and B&T.
Electric Power	R	0.0	4.0	No variance.	(0.1)	(45.7)	Variances were minor.
Fuel	R	0.0	77.1	No variance.	(0.2)	*	Variances were minor.
Insurance	R	0.0	2.6	No variance.	0.6	12.8	Variances were minor.
Claims	R	0.0	-	No variance.	0.0	-	No variance.
Paratransit Service Contracts	R	0.0	-	No variance.	0.0	-	No variance.
Maintenance and Other Operating Contracts	R	(15.6)	*	Unfavorable variances: $13.8M at MNR, $1.3M at the LIRR, and $0.7M at NYCT.	(16.9)	(40.9)	Unfavorable variances: $9.5M at MNR, $5.4M at the LIRR, and $2.5M at NYCT. Favorable variance: $0.5M at MTA C&D.
Professional Services Contracts	R	24.3	72.8	Unfavorable variances: $22.3M at MNR and $1.9M at MTAHQ.	28.1	33.1	Favorable variances: $22.2M at MNR, 4.6M at MTAC&D and $2.8M at MTAHQ. Unfavorable variance: $1.3M at NYCT.
Materials & Supplies	R	(5.0)	(52.9)	Unfavorable variance: $2.5M at MNR, $2.0M at NYCT, and $0.5M at the LIRR.	(9.7)	(17.5)	Unfavorable variance: $14.3M at NYCT and $2.4M at MNR. Favorable variance: $6.9M at the LIRR.
Other Business Expenses	R	(0.2)	64.0	Agency variances were minor.	(3.4)	*	Unfavorable variance of $3.5M at NYCT. Other agency variances were minor.
Subsidies	NR	(105.3)	(13.7)	The unfavorable variance reflects City Subsidy for MTA Bus of $61.1M, PMT of $33.2M, MTTF of $25.3M, City Subsidy for SIR of $2.1M and CDOT of $2.1M. These were partially offset by favorable variances for Urban Tax of $21.1M, MRT of $6.3M, Investment Income of $5.6M, ACE of $1.7M, and FHV of $0.7M. Unfavorable variance were also reported for MTA Aid of $14.4M, Local Operating Assistance of $2.4M, partially offset by favorable Station Maintenance of $0.3M, all due to timing.	410.9	5.8	The favorable year-to-date variance reflects an additional $204M in MMTOA that was appropriated in the NYS Enacted Budget that was not in the MTA Adopted Budget. The favorable variance also includes Urban Tax of $88.7M, MTTF of $83.4M, PMT of $77.8M, Investment Income of $28.9M, City Subsidy for SIR of $5.1M, and ACE of $2.0M. Partially offsetting these were unfavorable variances for City Subsidy for MTA Bus of $46.3M and CDOT of $8.6M. Station Maintenance was favorable by $2.9M, while MTA Aid and Local Operating Assistance were unfavorable by $19.3M and $0.5M, respectively, all due to timing. FHV was unfavorable by $6.4M due to the timing of transfer of OBTA moneys for B&T rebates and less-than-expected receipts.
Debt Service	NR	(8.7)	(3.5)	Unfavorable primarily due to the reversal of the prior month's positive timing variance and a delay in the receipt of $6 million in federal subsidies.	28.0	1.9	Favorable, primarily due to savings on working capital debt fees and interest, refunding savings and investment income, partially offset by a delay in the receipt of $6 million in federal subsidies.

Real Estate Transaction Taxes Receipts ($ in millions)

Adopted Budget vs. Actual Receipts

2026 Adopted Budget	2026	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD July
MRT-1	$311.3	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$25.9	$181.6
MRT-2	154.6	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	12.9	90.2
Total MRT	$466.0	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$38.8	$271.8
RPTT	$281.8	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$23.5	$140.9
MRT	189.3	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	15.8	94.6
Total Urban Tax - *NYCT 90% share*	$471.0	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$39.3	$235.5
Total Real Estate Taxes	$937.0	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$78.1	$507.3

2026 Actuals	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD July
MRT-1	$32.9	$29.1	$22.9	$27.6	$26.5	$25.4	$32.6						$197.0
MRT-2	12.5	11.6	9.9	12.4	11.3	11.2	12.6						81.6
Total MRT	$45.4	$40.7	$32.9	$40.0	$37.8	$36.6	$45.1						$278.6
RPTT	$40.5	$83.4	$24.8	$26.7	$20.2	$22.3	$37.8						$217.8
MRT	27.9	20.8	14.8	19.2	18.0	17.7	22.5						118.4
Total Urban Tax - *NYCT 90% share*	$68.3	$104.2	$39.6	$45.9	$38.2	$40.0	$60.3						$336.3
Total Real Estate Taxes	$113.7	$144.9	$72.5	$85.9	$76.0	$76.6	$105.5						$614.8

Variances	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD July
MRT-1	$6.9	$3.1	($3.0)	$1.7	$0.6	($0.6)	$6.6						$15.3
MRT-2	(0.4)	(1.3)	(3.0)	(0.5)	(1.6)	(1.7)	(0.3)						(8.6)
Total MRT	$6.6	$1.9	($6.0)	$1.2	($1.0)	($2.2)	$6.3						$6.7
RPTT	$17.0	$59.9	$1.3	$3.2	($3.3)	($1.2)	$14.4						$76.9
MRT	12.1	5.1	(0.9)	3.5	2.2	1.9	6.7						23.8
Total Urban Tax - *NYCT 90% share*	$29.1	$65.0	$0.4	$6.6	($1.1)	$0.7	$21.1						$100.7
Total Real Estate Taxes	$35.7	$66.8	($5.6)	$7.8	($2.1)	($1.5)	$27.4						$107.5
MRT-1	26.7%	12.1%	-11.6%	6.4%	2.2%	-2.1%	25.5%						8.5%
MRT-2	-2.7%	-9.7%	-22.9%	-3.6%	-12.2%	-13.1%	-2.5%						-9.5%
Total MRT	17.0%	4.8%	-15.4%	3.1%	-2.6%	-5.8%	16.2%						2.5%
RPTT	72.3%	255.0%	5.6%	13.6%	-14.0%	-5.0%	61.2%						54.6%
MRT	76.6%	32.2%	-5.9%	21.9%	14.0%	12.1%	42.5%						25.2%
Total Urban Tax - *NYCT 90% share*	74.1%	165.5%	1.0%	16.9%	-2.7%	1.9%	53.7%						42.8%
Total Real Estate Taxes	45.7%	85.6%	-7.1%	10.0%	-2.7%	-1.9%	35.1%						21.2%

Real Estate Transaction Taxes Receipts ($ in millions)

2026 Receipts vs. 2025 Receipts

2025 Actuals	2025 Act	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	YTD July
MRT-1	$288.7	$21.5	$29.4	$21.0	$20.8	$22.6	$22.0	$20.6	$28.2	$28.1	$26.6	$27.2	$20.6	$158.0
MRT-2	137.2	11.0	12.2	9.7	10.4	10.7	10.4	10.4	14.1	12.7	13.1	12.2	10.3	74.8
Total MRT	$425.9	$32.6	$41.6	$30.6	$31.3	$33.3	$32.4	$31.1	$42.3	$40.8	$39.7	$39.4	$31.0	$232.8
RPTT	$299.7	$26.5	$41.1	$20.3	$21.7	$20.0	$21.0	$12.1	$20.1	$37.6	$27.7	$32.7	$18.9	$150.6
MRT	160.5	11.7	14.0	14.3	9.9	13.9	13.8	11.0	14.5	16.6	13.4	16.2	11.2	77.6
Total Urban Tax - *NYCT 90% share*	$460.2	$38.2	$55.1	$34.5	$31.6	$33.9	$34.9	$23.2	$34.5	$54.3	$41.1	$48.9	$30.1	$228.2
Total Real Estate Taxes	$886.1	$70.8	$96.6	$65.2	$62.8	$67.2	$67.3	$54.2	$76.8	$95.1	$80.8	$88.2	$61.0	$461.0

2026 Actuals	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	YTD July
MRT-1	$32.9	$29.1	$22.9	$27.6	$26.5	$25.4	$32.6						$197.0
MRT-2	12.5	11.6	9.9	12.4	11.3	11.2	12.6						81.6
Total MRT	$45.4	$40.7	$32.9	$40.0	$37.8	$36.6	$45.1						$278.6
RPTT	$40.5	$83.4	$24.8	$26.7	$20.2	$22.3	$37.8						$217.8
MRT	27.9	20.8	14.8	19.2	18.0	17.7	22.5						118.4
Total Urban Tax - *NYCT 90% share*	$68.3	$104.2	$39.6	$45.9	$38.2	$40.0	$60.3						$336.3
Total Real Estate Taxes	$113.7	$144.9	$72.5	$85.9	$76.0	$76.6	$105.5						$614.8

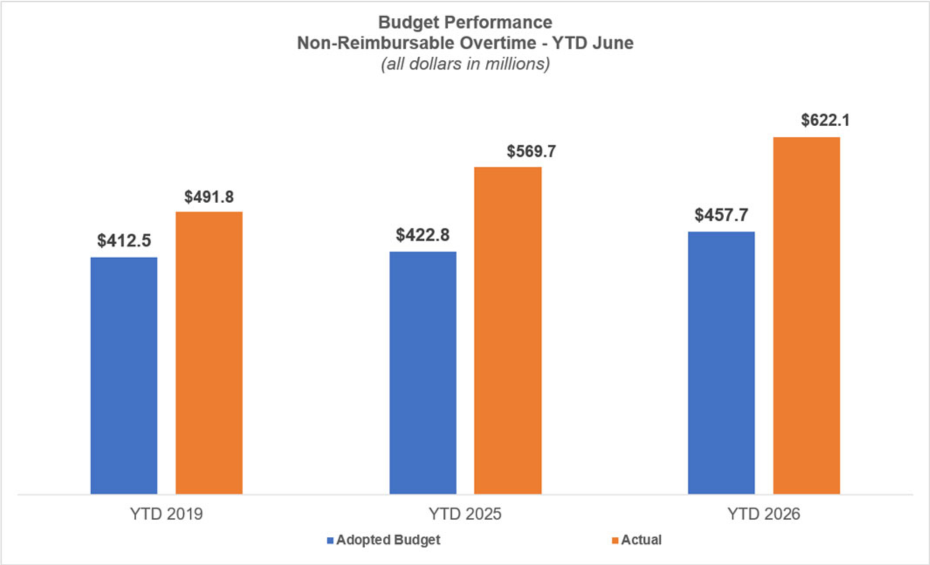
Variances	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD July
MRT-1	$11.3	($0.3)	$2.0	$6.8	$3.9	$3.4	$12.0						$38.9
MRT-2	1.5	(0.5)	0.3	2.0	0.6	0.8	2.1						6.8
Total MRT	$12.8	($0.9)	$2.2	$8.8	$4.5	$4.2	$14.1						$45.7
RPTT	$13.9	$42.3	$4.5	$5.0	$0.2	$1.3	$25.7						$67.2
MRT	16.2	6.8	0.6	9.3	4.1	3.9	11.4						40.8
Total Urban Tax - *NYCT 90% share*	$30.1	$49.1	$5.1	$14.3	$4.3	$5.1	$37.1						$108.1
Total Real Estate Taxes	$42.9	$48.3	$7.3	$23.1	$8.8	$9.3	$51.2						$153.8
MRT-1	52.6%	-1.1%	9.3%	32.4%	17.1%	15.2%	58.0%						24.6%
MRT-2	13.6%	-4.3%	2.9%	19.3%	5.9%	7.7%	20.3%						9.1%
Total MRT	39.4%	-2.0%	7.3%	28.1%	13.5%	12.8%	45.3%						19.6%
RPTT	52.5%	102.9%	22.4%	23.1%	1.1%	6.1%	211.8%						44.7%
MRT	138.2%	48.9%	3.9%	94.5%	29.3%	28.0%	103.5%						52.6%
Total Urban Tax - *NYCT 90% share*	78.7%	89.2%	14.8%	45.4%	12.7%	14.8%	160.2%						47.4%
Total Real Estate Taxes	60.6%	49.9%	11.3%	36.8%	13.1%	13.8%	94.4%						33.4%

ALL AGENCIES

NON-REIMBURSABLE OVERTIME

THE BIG PICTURE

- YTD June overspend of $164M, 36% vs 2026 Adopted Budget, was mostly due to overspending of $141M at NYCT, $15M at the LIRR, $5M at MTAHQ, $2M at MTA Bus, and $1M at B&T, and was partially offset by slight underspending at MNR, $0.2M.
- YTD June overtime was 27% higher vs. YTD 2019 and 9% higher vs YTD 2025.
- June overspend of $28M, 37% vs. 2026 Adopted Budget, was due to overspending of $25M at NYCT, $2M at the LIRR, and $1M at MTAHQ.



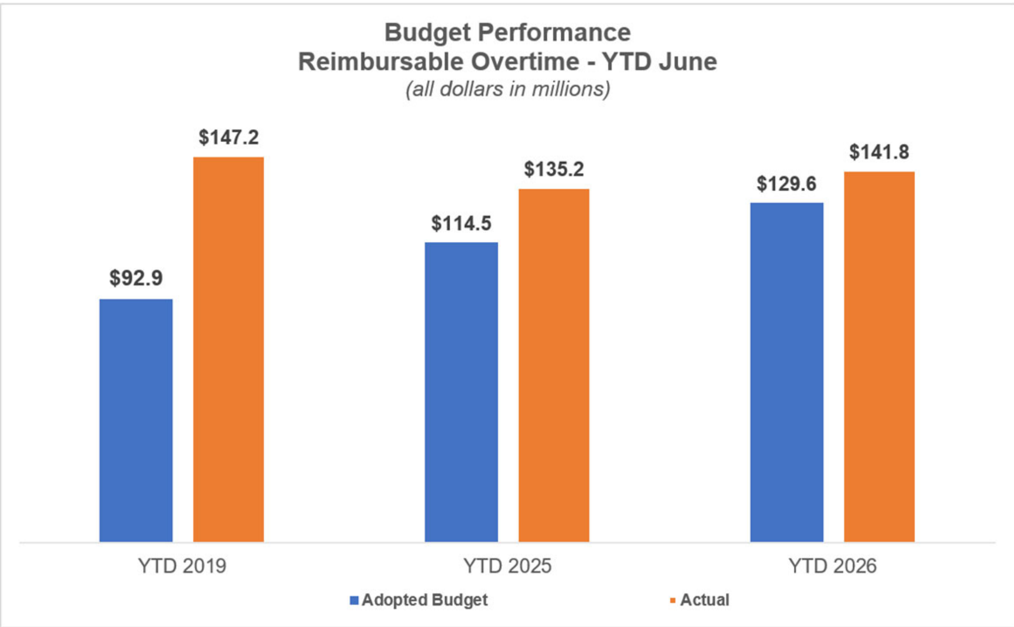
Agency Detail

- **NYCT:** $402M spent YTD and $141M unfavorable, mainly driven by higher vacancy/absentee coverage and weather-related requirements.
- **LIRR:** $94M spent YTD and $15M unfavorable, mainly due to higher weather-related requirements, unscheduled maintenance, and vacancy/absentee coverage.
- **MNR:** $44M spent YTD and $0.2M favorable, mainly due to lower programmatic maintenance requirements, vacancy/absentee coverage, and scheduled service.
- **MTA Bus:** $50M spent YTD and $2M unfavorable, mainly due to higher programmatic maintenance, weather-related requirements, and vacancy/absentee coverage.
- **MTA HQ:** $15M spent YTD and $5M unfavorable, mainly due to higher MTA PD-related safety/security/ enforcement and vacancy/absentee coverage requirements.
- **B&T:** $15M spent YTD and $1M unfavorable, due to higher maintenance requirements, vacancy coverage, and weather-related requirements.
- **SIR:** $2M spent YTD and $0.3M unfavorable, mainly due to higher weather-related requirements.

ALL AGENCIES

THE BIG PICTURE

- YTD June overspend of $12M, 9% vs. 2026 Adopted Budget, was mainly due to overspending of $16M at NYCT and $2M at MTAHQ, partially offset by underspending of $4M at MNR and $2M at the LIRR.
- YTD June overtime was 4% lower vs. YTD 2019 and 5% higher vs YTD 2026.
- June overspend of $6M, 28% vs. 2026 Adopted Budget, was due to overspending of $5M at NYCT and $1M each at the LIRR and MTAHQ.



REIMBURSABLE OVERTIME

Agency Detail

- **NYCT:** $99M spent YTD and $16M unfavorable, primarily due to higher vacancy/absentee coverage. requirements.
- **LIRR:** $22M spent YTD and $2M favorable, mainly due to lower capital project and Transportation flagging requirements.
- **MNR:** $17M spent YTD and $4M favorable, mainly due to lower Maintenance of Way capital work requirements and Transportation flagging costs.
- **MTA HQ:** $2M spent YTD and $2M unfavorable, mainly due to higher spending for MTA PD directed patrol, anti-terror strategic efforts, and special event-related requirements.

METROPOLITAN TRANSPORTATION AUTHORITY
Farebox Recovery and Operating Ratios
2026 Adopted Budget and Actuals

FAREBOX RECOVERY RATIOS

	2026 Adopted Budget Full Year	2026 Actual Jun YTD
New York City Transit	25.5%	26.5%
Staten Island Railway	3.6%	3.4%
Long Island Rail Road	19.0%	18.6%
Metro-North Railroad	28.0%	28.9%
MTA Bus Company	17.7%	16.8%
MTA Total Agency Average	**24.1%**	**24.8%**

FAREBOX OPERATING RATIOS

	2026 Adopted Budget Full Year	2026 Actual Jun YTD
New York City Transit	35.3%	35.7%
Staten Island Railway	5.8%	5.7%
Long Island Rail Road	31.6%	30.9%
Metro-North Railroad	40.3%	39.9%
MTA Bus Company	21.6%	19.2%
MTA Total Agency Average	**34.3%**	**34.2%**

(1) Farebox recovery ratio has a long-term focus. It includes costs that are not funded in the current year, except in an accounting-ledger sense, but are, in effect, passed on to future years; those costs include depreciation and interest on long-term debt. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management, Legal and Shared Services.

(2) Farebox operating ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control, but are provided centrally by the MTA.

(3) In the agenda materials for the Meeting of the Metro-North and Long Island Rail Road Committees, the calculations of the farebox operating and recovery ratios for the LIRR and MNR use a revised methodology to put the railroads on a more comparable basis. Those statistics, which are included in the respective financial and ridership reports of both Agencies, differ from the statistics presented in this table.

(4) Long Island Rail Road farebox operating and recovery ratios include expenses associated with the Grand Central Madison Operating Company (GCMOC), which is responsible for the LIRR-operating portion of Grand Central Terminal.

Fuel Hedge Program

Fuel Hedging Program: Active Ultra-Low Sulfur Diesel (ULSD) Hedges

Date	Gallons Hedged	Percent of Expected Gallons Purchased*	Weighted Average Hedge Price for Each Month	2026 Adopted Budget (February Plan) Forecasted Commodity Price
July-26	2,556,244	46	2.18	2.17
August-26	2,649,408	48	2.17	2.17
September-26	2,443,308	48	2.17	2.17
October-26	2,770,490	50	2.17	2.17
November-26	2,522,092	50	2.16	2.17
December-26	2,626,256	50	2.15	2.17
January-27	2,504,669	44	2.15	2.15
February-27	2,296,373	45	2.16	2.15
March-27	2,454,053	45	2.20	2.15
April-27	2,497,844	45	2.25	2.15
May-27	2,532,586	45	2.32	2.15
June-27	2,428,410	45	2.36	2.15
July-27	2,569,475	46	2.37	2.15
August-27	2,299,082	42	2.39	2.15
September-27	1,928,286	37	2.41	2.15
October-27	1,846,920	33	2.44	2.15
November-27	1,471,136	29	2.49	2.15
December-27	1,313,023	25	2.56	2.15
January-28	1,173,623	21	2.65	2.14
February-28	848,137	17	2.72	2.14
March-28	679,635	12	2.73	2.14
April-28	459,791	8	2.74	2.14
May-28	231,969	4	2.66	2.14

*MTA's fuel hedging program mitigates budget risk by dollar cost averaging approximately 50% of projected fuel expenses. The goal of the program is to be 50% hedged for the next 12 months. Monthly hedges are equal to approximately 4% of the projected fuel purchases expected to occur 13-24 months from each hedge execution date. The actual percentage hedged could be higher or lower than the 50% target depending on the actual levels of fuel consumption. While the fuel heding program includes compressed natrual gas, there are currently no actve hedges.

Annual Impact as of Jul 3, 2026

	($ in millions)		
	2026	2027	2028
Ultra Low Sulfur Diesel			
Current Prices vs. 2026 Adopted Budget	($72.983)	($40.932)	($32.431)
Impact of Hedge	23.911	8.444	0.052
Net Impact: Fav/(Unfav)	($49.072)	($32.489)	($32.379)
Compressed Natural Gas			
Current Prices vs. 2026 Adopted Budget	($24.672)	($3.078)	($5.041)
Impact of Hedge	0.000	0.000	0.000
Net Impact: Fav/(Unfav)	($24.672)	($3.078)	($5.041)
Summary			
Current Prices vs. 2026 Adopted Budget	($97.655)	($44.010)	($37.472)
Impact of Hedge	23.911	8.444	0.052
Net Impact: Fav/(Unfav)	($73.744)	($35.567)	($37.419)

JULY 2026

MTA REAL ESTATE

FINANCE COMMITTEE AGENDA ITEMS

1. **TRANSACTIONAL ACTION ITEMS**

MTA New York City Transit

a. Lease with DKG Group Inc. for a travel/convenience store at the Queens Plaza Subway Station, Long Island City, NY

MTA Metro-North Railroad

b. Authorization to acquire property interests by negotiated settlement or eminent domain for the Harmon to Poughkeepsie Signal System Phase II Project, Westchester, Putnam, and Dutchess Counties, NY

c. Lease with Newburgh Industrial Associates LLC for warehouse space at 3 Enterprise Drive, Newburgh, NY

MTA Long Island Rail Road

d. Lease with Westbury Station Market Inc. for a travel/convenience store at the Westbury Station, Westbury, NY

e. Lease with Rockville Centre Station Market Inc. for a travel/convenience store at the Rockville Centre Station, Rockville Centre, NY

2. **INFORMATION ITEMS**

a. Report on agreements entered into directly by the Real Estate Department pursuant to board policy

Legal Name	Popular Name	Abbreviation
New York City Transit Authority	MTA New York City Transit	NYC Transit
The Long Island Rail Road Company	MTA Long Island Rail Road	LIRR
Metro-North Commuter Railroad Company	MTA Metro-North Railroad	MNR
Triborough Bridge and Tunnel Authority	MTA Bridges and Tunnels	MTA B&T
MTA Construction and Development Company	MTA Construction and Development	MTA C&D
MTA Bus Company	MTA Bus Company	MTA Bus
MTA Grand Central Madison Operating Company	Grand Central Madison	GCMC

Staten Island Rapid Transit Operating Authority is a subsidiary of the Metropolitan Transportation Authority. Its popular name is MTA Staten Island Railway (abbreviated as SIR).

Manhattan and Bronx Surface Transit Operating Authority is a subsidiary of the New York City Transit Authority (abbreviated as MaBSTOA).

MTA NEW YORK CITY TRANSIT

Staff Summary

Metropolitan Transportation Authority

Subject **LEASE WITH DKG GROUP, INC. AT QUEENS PLAZA STATION, QUEENS, NY**	**Date** **JULY 29, 2026**
Department **REAL ESTATE**	**Vendor Name**
Department Head Name **DAVID FLORIO**	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name **ARTURO ESPINOZA**	**Table of Contents Ref. #**

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	Finance Committee	07/27/26	X		
2	Board	07/29/26	X		

Internal Approvals			
Order	**Approval**	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY:	MTA New York City Transit ("NYCT")
LESSEE:	DKG Group, Inc.
LOCATION:	Queens Plaza subway station, Queens Blvd Line, Queens, NY
PREMISES:	Two freestanding platform units measuring approximately 90 square feet each
USE:	Sale of coffee, other beverages, grab-and-go food items, and lottery tickets
ACTION REQUESTED:	Authorization to enter into a lease agreement
TERM:	Ten (10) years with one option to extend for a period of five years
COMPENSATION:	Fixed rent of $7,200 in Lease Year 1 with 3% annual escalations

COMMENTS:

MTA Real Estate issued a Request for Proposals ("RFP") in July, 2025, seeking qualified proposals to lease the Premises. One (1) proposal was received by the closing date of December 5, 2025.

The sole proposal received is from DKG Group, Inc. with a net present value (NPV) of $59,895 over the term. Dippa Karki and Prabhakar Gupta, the owners of DKG Group, Inc., submitted a proposal offering a starting annual rent of $7,200 with 3% annual increases during years 1–10, for a total lease term of ten (10) years. Lessee proposes investing $71,000 in initial improvements.

DKG Group is a newcomer to the NYCT system and has experience in food distribution operating a pizzeria, and six food trucks throughout Brooklyn and Queens. DKG Group stated it has $300,000 in liquid assets to deploy in the buildout of multiple retail locations. A credit and background investigation confirmed DKG Group has the financial resources to undertake the proposed improvements and pay the rent offered and Mr. Gupta will serve as guarantor of the lease.

MTA's independent appraisal estimated the space's annual fair market rent at $20,000. Although DKG Group's proposed base rent is lower, MTA Real Estate has determined that the transaction reflects fair market value when considering the permanent improvements, the tenant will fund and the fact that the space was competitively bid, providing reliable market evidence of its true value.

Based on the foregoing, MTA requests authorization to enter into a lease agreement on behalf of NYCT with DKG Group, Inc. under the above-described terms and conditions.

MTA METRO-NORTH RAILROAD

Staff Summary

Metropolitan Transportation Authority

Subject **AUTHORIZATION TO ACQUIRE PROPERTY INTERESTS BY NEGOTATION OR EMINENT DOMAIN FOR THE HARMON TO POUGHKEEPSIE SIGNAL SYSTEM PHASE II PROJECT IN WESTCHESTER, PUTNAM, AND DUTCHESS COUNTIES**	**Date** **JULY 29, 2026**
Department **REAL ESTATE**	**Vendor Name**
Department Head Name **DAVID FLORIO**	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name **GARRETT BURGER**	**Table of Contents Ref. #**

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	MNR Committee	07/27/26		X	
2	Finance Committee	07/27/26	X		
3	Board	07/29/26	X		

Internal Approvals			
Order	**Approval**	Order	Approval
1	Legal		
3	Chief Administrative Officer		
2	Chief Financial Officer		

AGENCY: MTA Metro-North Railroad (“MNR”)

GRANTORS: Various grantors per the attached list

LOCATIONS: Various locations per the attached list

ACTION REQUESTED: Authorization to acquire property interests in connection with the Harmon to Poughkeepsie Signal System Phase II Project (the “Project”)

COMPENSATION: To be determined via negotiation or condemnation

COMMENTS:

In connection with the Project to upgrade and replace signal and communications equipment along the northern portion of the Hudson Line from Croton-Harmon to Poughkeepsie, the MTA must acquire the property interests for various uses including access for construction and ongoing maintenance of signal equipment, and installation of surface and subsurface utilities.

The MTA will endeavor to acquire the property interests for the Project through negotiated agreements. However, should the MTA be unable to reach agreement with any of the property owners, the property interests will need to be acquired by eminent domain. Thus, Board approval is being sought for the MTA to begin taking steps to satisfy the requirements of the Eminent Domain Procedure Law in order to preserve MTA’s rights, lessen the potential for future delays to the Project and ensure the timely acquisition of the property interests. If a negotiated agreement to acquire any of the property interests is reached prior to the filing of condemnation papers with the court, the terms of any such agreement will be presented to the Finance Committee and MTA Board for further approval as required.

Based on the foregoing, MTA Real Estate requests authorization to proceed with the acquisition of the property interest, by negotiated agreement or condemnation, on the above-described terms and conditions.

Staff Summary

Metropolitan Transportation Authority

FINANCE COMMITTEE MEETING
AUTHORIZATION TO ACQUIRE PROPERTY INTERESTS BY NEGOTATION OR EMINENT DOMAIN FOR THE MNR HARMON TO POUGHKEEPSIE SIGNAL SYSTEM PHASE II PROJECT IN WESTCHESTER, PUTNAM, AND DUTCHESS COUNTIES (Cont'd.)

Property List

PROPERTY OWNER (N/F)	PROPERTY ADDRESS	CITY/TOWN	TAX ID/LOT NUMBER	TYPE OF EASEMENT
Croton-On Hudson Realty	1 Half Moon Bay Dr (Municipal Place, Hudson River Rd)	Croton-on-Hudson	78.12-4-1	PERMANENT
Roa Hook Associates	180 Roa Hook Rd	Cortlandt	22.18-1-2	PERMANENT
Roa Hook Associates	Roa Hook Rd	Cortlandt	n/a	PERMANENT
Plymouth Realty Group Inc	Roa Hook Rd	Cortlandt	22.18-1-3	PERMANENT
Michael S Clemente	102 Manitou Road	Phillipstown	89.11-1-1	TEMPORARY
Open Space Institute Land Trust	Manitou Station Rd	Phillipstown	89.7-1-34	PERMANENT
Manitou Point Preserve LLC	100 Mystery Point Rd	Phillipstown	81.-1-4	TEMPORARY
Manitou Point Preserve LLC	Mystery Point Rd	Phillipstown	81-1-1.1	TEMPORARY
Manitou Point Preserve LLC	90 Mystery Point Rd	Phillipstown	81.-1-1.2	PERMANENT
Watchtower Bible and Tract Society of New York, Inc.	Brockway S	Fishkill	764799	PERMANENT
Watchtower Bible and Tract Society of New York, Inc.	5-26 Chealsea Industrial Park	Fishkill	798930	TEMPORARY
Tilcon Minerals	461 Sheafe Rd	Poughkeepsie	800100	PERMANENT
IBM Corp	South Rd	Poughkeepsie	820769	PERMANENT
IBM Corp	South Rd	Poughkeepsie	820769	PERMANENT
Pirate Canoe Club	Rivercrest Rd	Poughkeepsie	715867	PERMANENT
Chelsea Retreat LLC	Sand Dock Road	Wappinger	River Rd N ROW	PERMANENT

Staff Summary

Metropolitan Transportation Authority

Subject	Date
LEASE WITH NEWBURGH INDUSTRIAL ASSOCIATES LLC FOR WAREHOUSE SPACE AT 3 ENTERPRISE DRIVE, NEWBURGH, NY	**JULY 29, 2026**
Department: **REAL ESTATE**	Vendor Name
Department Head Name: **DAVID FLORIO**	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name: **ANDREW D. GREENBERG**	Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	07/27/26	X		
2	Board	07/29/26	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
3	Chief Administrative Officer		
2	Chief Financial Officer		

AGENCY:	MTA Metro-North Railroad (“MNR”)
LESSOR:	Newburgh Industrial Associates LLC
LOCATION:	3 Enterprise Drive, Newburgh, NY
PREMISES:	Portion of a single-story building, comprising approximately 49,925 square feet of space with non-exclusive rights to a pro-rata share of parking (approximately 15 spaces)
USE:	Warehousing, storage and general administrative offices incidental thereto
ACTION REQUESTED:	Authorization to enter into a lease
TERM:	Ten (10) years with two (2) five (5) year renewal options
REAL ESTATE TAXES:	MNR will pay its proportionate share of real estate taxes. Lessor will endeavor to segregate the Premises into a condominium unit at MNR’s expense up to a maximum of $175,000, which will enable MNR to tax exempt the lot(s) it exclusively occupies and save approximately $3.40 per square foot per annum
OPERATING EXPENSES:	MNR to reimburse its proportionate share of operating expenses associated with common area maintenance and to operate the premises
UTILITIES:	MNR pays directly to the public utility from, and after the date that Lessor directly meters utilities. Prior to direct metering, MNR will pay utilities to lessor based on submetering. If lessor fails to direct meter a utility prior to the anniversary of the Commencement Date, then MNR has no further obligation to pay for such utility until same is direct metered.
LESSOR WORK:	Lessor to deliver the Premises substantially complete of all Lessor’s Work by January 1, 2027, including two (2) offices and restroom(s), sprinkler distribution, heating to all warehouse portions, HVAC for offices and restrooms, two (2) private loading docks and overhead door access, electrical distribution of sufficient capacity, and demising walls
LEASE COMMENCEMENT:	Later of (i) January 1, 2027 and (ii) the date the Lessor delivers sole and exclusive possession of the premises to MNR
BASE RENT:	$249,625.00 per annum ($5.00 per square foot) with 2.5% annual increases

FINANCE COMMITTEE MEETING
LEASE WITH NEWBURGH INDUSTRIAL ASSOCIATES LLC FOR WAREHOUSE SPACE AT 3 ENTERPRISE DRIVE, NEWBURGH, NY (Cont'd.)

COMMENTS:

MNR has occupied approximately 35,000 square feet of warehouse/storage space at 101 Executive Blvd, Elmsford, New York since 2017. Their current lease expires in 2028, unless sooner terminated by providing the lessor with nine (9) months notice and reimbursement for unamortized brokerage commission by no later than August 2026.

In an effort to reduce costs and MNR's requirements for long-term storage space throughout the region. MTA Real Estate engaged the services of its exclusive broker CBRE, Inc., to evaluate the marketplace in Westchester, Putnam, and counties north through Albany to identify suitable locations of 35,000 to 50,000 sq. ft.

CBRE provided a summary of 22 available space options for consideration in properties distributed across Dutchess, Orange, Putnam, Rockland, Westchester, Fairfield, and Greater Albany markets. MTA/MNR toured 7 of those locations and narrowed the site search to 2 locations for negotiations and further consideration. At $5 per square foot base rent with 2.5% annual increases, 3 Enterprise Drive, Newburgh, NY is the least costly option and compared with the existing lease in Elmsford, yields a 58% annual cost savings (50% savings when calculated including all initial project costs amortized over the lease term).

Based on the foregoing, MTA Real Estate requests authorization to enter into a new lease on behalf of MNR with Newburgh Industrial Associates LLC under the above-described terms and conditions.

MTA LONG ISLAND RAIL ROAD

Staff Summary

Metropolitan Transportation Authority

Subject	Date
LEASE WITH WESTBURY STATION MARKET INC. FOR THE RETAIL UNIT AT WESTBURY STATION IN WESTBURY, NY	JULY 29, 2026
Department: REAL ESTATE	Vendor Name
Department Head Name: DAVID FLORIO	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name: SELINA STORZ	Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	07/27/26		X	
2	Finance Committee	07/27/26	X		
3	Board	07/29/26	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY: MTA Long Island Rail Road ("LIRR")

LESSEE: Westbury Station Market Inc.

LOCATION: LIRR's Westbury Station – 362 Union Avenue, Westbury, NY

PREMISES: Approximately 215 sq. ft. retail concession space within the Location.

USE: Operation of a retail concession

ACTION REQUESTED: Authorization to enter into a lease agreement

TERM: Ten (10) years

COMPENSATION: Year 1: $2,398 per annum with three percent (3%) escalations

COMMENTS:

The MTA Real Estate issued a Request for Proposals ("RFP") on December 12, 2025, seeking qualified proposals to lease the Premises.

A total of two (2) proposals were received by the closing date of March 12, 2026 and are summarized below:

Proposer	Term	Use/Concept	Yr 1 MAG/ % Rent	NPV
Westbury Station Market Inc.	Ten (10) years	Travel Convenience	$2,390.00 with 3% annual increases	$21,096.27
Tom Tom Cafe	Ten (10) years	Travel Convenience	$400.00 a year with no annual increases	$2,944.03

The most favorable proposal was submitted by Westbury Station Market Inc., with Muhammad Afzal as its principal. Throughout the term, the Lessee will be responsible for ongoing maintenance and necessary repairs to the Premises, its components and all related systems including fixtures and equipment. Lessee will ensure quality merchandise, compliance with safety, sanitation and business practices. Lessee proposes investing $29,000 in initial improvements.

A credit and background investigation was performed and indicates that Westbury Station Market Inc. and its principal have no open civil or criminal records and possesses adequate financial resources to pay the proposed lease compensation, maintain the required insurance, make the required improvements and carry out the required property maintenance on the Premises.

The proposed compensation is below the appraised annual rental value of $12,000 as determined by the MTA's independent appraiser. However, the Premises has remained vacant since late 2020 and requires initial improvements to comply with current code requirements. Despite being actively marketed and advertised, the offering generated only two proposals. Given the extended vacancy, limited market interest, and the need for upfront investment by the Lessee, accepting a lower rental rate is reasonable in order to secure a qualified tenant and reactivate a long-idle space.

Based on the foregoing, MTA Real Estate hereby requests authorization to enter into a lease agreement on behalf of LIRR with Westbury Station Market Inc. under the above-described terms and conditions.

Staff Summary

Metropolitan Transportation Authority

Subject	Date
LEASE WITH ROCKVILLE CENTRE STATION MARKET INC. FOR THE RETAIL UNIT AT ROCKVILE CENTRE STATION IN ROCKVILLE CENTRE, NY	JULY 29, 2026
Department REAL ESTATE	**Vendor Name**
Department Head Name DAVID FLORIO	**Contract Number**
Department Head Signature	**Contract Manager Name**
Project Manager Name SELINA STORZ	**Table of Contents Ref. #**

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	LIRR Committee	07/27/26		X	
2	Finance Committee	07/27/26	X		
3	Board	07/29/26	X		

Internal Approvals			
Order	**Approval**	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY: MTA Long Island Rail Road ("LIRR")

LESSEE: Rockville Centre Station Market Inc.

LOCATION: LIRR's Rockville Centre Station, Rockville Centre, NY

PREMISES: Approximately 160 sq. ft. retail concession space within the Location

USE: Operation of a retail concession

ACTION REQUESTED: Authorization to enter into a lease agreement

TERM: Ten (10) years

COMPENSATION: Year 1: $10,700.00 per annum with three percent (3%) escalations

COMMENTS:

MTA Real Estate issued a Request for Proposals ("RFP") dated December 12, 2025. One (1) proposal was received by the closing date of March 12, 2026. The sole proposal received is from Rockville Centre Station Market Inc., with Muhammad Afzal as its principal. The proposal offers a net present value of $178,976.80, with a starting annual Year 1 base rent of $10,700. Lessee proposes investing $108,500 in initial improvements.

Throughout the term, the Lessee will be responsible for ongoing maintenance and necessary repairs to the Premises, its components, and all related systems including fixtures and equipment. Lessee will ensure quality merchandise, compliance with safety, sanitation, and business practices.

A credit and background investigation was performed and indicates that Rockville Centre Station Market Inc. and its principal have no open civil or criminal records and possess adequate financial resources to pay the proposed lease compensation, maintain the required insurance, make the required improvements and carry out the required property maintenance on the Premises.

The proposed Compensation exceeds a lease appraisal of the Premises provided by MTA's independent appraiser which estimated an annual rent of $8,000 per annum.

FINANCE COMMITTEE MEETING
LEASE WITH ROCKVILLE CENTRE STATION MARKET INC. FOR THE RETAIL UNIT AT ROCKVILLE CENTRE STATION IN ROCKVILLE CENTRE, NY (Cont'd.)

Based on the foregoing, MTA Real Estate hereby requests authorization to enter into a lease agreement on behalf of LIRR with Rockville Centre Station Market Inc. under the above-described terms and conditions.

INFORMATION ITEMS

REPORT ON AGREEMENTS ENTERED INTO DIRECTLY BY THE REAL ESTATE DEPARTMENT PURSUANT TO BOARD POLICIES
July 2026

Agency	Agreement Type/ Counterparty	Location/Premises	Use	Term	Compensation	RFP Proposals
NYCT	License Agreement Licensee: Jessi Highet LLC	42 Street – 8 Avenue Station, Unit 11, New York, NY 10018	Installation, maintenance, and display of artwork	One (1) Year	None	N/A
NYCT	License Agreement Licensee: Art on the Ave NYC, Inc.	W 4 St – Wash Sq Station, Unit 3, New York, NY 10018	Installation, maintenance, and display of artwork	One (1) year with automatic one-month renewal periods	None	N/A
NYCT	License Agreement Licensor: NYC Department of Housing Preservation, and Development (HPD)	Parking Lot located at the corner of 220th and 9th Avenue, New York , NY	Final extension of agreement for parking for approximately 60 buses during ongoing construction at Kingsbridge Bus Depot	10 days	None	N/A
NYCT	Lease Agreement Tenant: NY City Transit Corp.	34th Street – Penn Station (8th Avenue Line), Units 1, 2, 3 & 4, NY, NY	Operation of four (4) Travel Convenience units	Ten (10) years with one (1) five (5) year renewal option	**NY CITY Transit Corp.** Year YR 1 MAG 1 $42,000 2 $43,260 3 $44,558 4 $45,895 5 $47,271 6 $48,690 7 $50,150 8 $51,655 9 $53,204 10 $54,800 **NPV@6%: $349,389.76 plus 5% of gross sales above $900K**	**DKG Group Inc.** Year YR 1 MAG 1 $22,000 2 $22,660 3 $23,340 4 $24,040 5 $24,761 6 $25,504 7 $26,269 8 $27,057 9 $27,869 10 $28,705 **NPV@6%: $99,366.80** **Nita Patel** Year YR 1 MAG 1 $5,000 2 $5,150 3 $5,305 4 $5,464 5 $5,628 6 $5,796 7 $5,970 8 $6,149 9 $6,334 10 $6,524 **NPV@6%: $83,188**
NYCT	Lease Agreement Landlord: Optimus Property Corp.	1353 Castle Hill Avenue, Bronx, NY 10462	NYCT swing room for bus operators	10 years, two (2) five (5) year Tenant renewal options	$87,000/year with 3% annual escalations (including renewal periods)	N/A
MNR	Permit Agreement Permitee: Storm King Art Center	Salisbury Mills- Cornwall Station Parking Lot	Use for overflow parking	Various days from June 21, 2026 to November 15, 2026	None	N/A

MNR	License Agreement Licensee: Gary J. Schnetzler LLC	MNR right-of-way along the Harlem Line Adjacent to 9 Hunts Lane, Chappaqua, NY	Use of MNR property for a deck adjacent to the licensee's property	Five (5) Years	$8,974.88 annually with 3% escalation	N/A
LIRR	License Agreement Licensee: Korea Art Forum Inc.	Fence surrounding LIRR's Murray Hill Station	Installation, maintenance, and display of artwork	One (1) Year	None	N/A
LIRR	License Agreement Licensee: United States Golf Association	Long Island Rail Road right-of-way between Hamptons Bay and South Hampton Train stations	Construction and use of a temporary passenger station and platform and pedestrian bridge to support the 2026 U.S. Golf Championship at Shinnecock Hills	June 15, 2026 to June 21, 2026	$5,000 per day	N/A
GCMOC	First Ammendment To License Agreement Licensee: GCC Level LLC, d/b/a/ Grab N' Go on the Run	Grand Central Madison / GCMK-04	Retail sale of pre-packaged goods, candy, gum, chips, coffee, and a selection of cold beverages	1 Year	16% Gross Sales	N/A
MNR GCT	Lease Agreement Tenant: Starbucks Coffee Company	Grand Central Terminal / Shuttle Passage Main Concourse - MC-06	Retail sale of Starbucks signature coffee, teas and ancillary branded items	10 Years with 2.5% annual escalations for Years 2 through 10	Year Rent 1 $674,736.00 2 $691,604.00 3 $708,894.00 4 $726,617.00 5 $744,782.00 6 $762,402.00 7 $782,487.00 8 $802,049.00 9 $822,100.00 10 $842,652.00 **NPV @ 7% $5,236,999.87**	Dunkin' Year Rent / Le Cafe Coffee Year Rent 1 $120,000.00 / 1 $433,875.00 2 $120,400.00 / 2 $446,891.25 3 $124,828.00 / 3 $460,297.99 4 $127,344.96 / 4 $474,106.93 5 $129,891.96 / 5 $488,330.13 6 $132,489.70 / 6 $502,980.04 7 $135,139.49 / 7 $518,069.44 8 $137,842.28 / 8 $533,611.52 9 $140,599.13 / 9 $549,619.87 10 $143,411.11 / 10 $566,108.47 **NPV @** **7% $911,017.00** / **NPV @ 7% $3,436,518.43**
MNR GCT	Lease Agreement Tenant: BTCT2 LLC dba Coffee Table	Grand Central Terminal / Shuttle Passage - MC-15	Retail sale of coffee and craft beers	10 Years with 3% annual escalations for Years 2 through 10	Year Rent 1 $98,000.00 2 $100,940.00 3 $103,968.30 4 $107,087.25 5 $110,299.86 6 $113,608.86 7 $117,017.13 8 $120,527.64 9 $124,143.47 10 $127,867.77 **NPV @ 6% $815,242.86**	Woops Year Rent / CMNY Xpress Year Rent 1 $53,364.00 / 1 $123,060.00 2 $54,965.00 / 2 $126,752.00 3 $56,614.00 / 3 $130,554.00 4 $58,312.00 / 4 $134,471.00 5 $60,062.00 / 5 $138,505.00 6 $61,864.00 / 6 $142,660.00 7 $63,719.00 / 7 $146,940.00 8 $65,631.00 / 8 $151,348.00 9 $67,600.00 / 9 $155,889.00 10 $69,628.00 / 10 $160,565.00 **NPV @ 6% $443,924.64** / **NPV @ 6% $1,023,711.99**
MNR GCT	License Agreement Licensee: Gravity Sports International Corporated	Grand Central Terminal / MC-09	Retail sale of FIFA World Cup licensed merchandise, including jerseys, accessories, and collectibles	3 Months	$22,500 + 10% of gross sales	N/A
	License Agreement		Retail sale of hair care, skincare,		Beginning July 1, 2026 Greater of	

MNR GCT	Licensee: Malin + Goetz	Grand Central Terminal / Lexington Passage - MC-70	and fragrance specializing in high quality, easy-to-use products made for city living	3 Years	$3,100 per month or 15% of sales and escalating at 3% annually	N/A