



**Metropolitan Transportation Authority**

**A Component Unit of the State of New York**

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# 2022 Annual Comprehensive Financial Report

for the Years Ended December 31, 2022 and 2021

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**METROPOLITAN TRANSPORTATION AUTHORITY**

**(A Component Unit of the State of New York)**

**ANNUAL COMPREHENSIVE FINANCIAL REPORT**

**For the Years Ended December 31, 2022 and 2021**

Prepared by the Office of the Controller

Kevin Willens, Chief Financial Officer  
James McGovern, Acting Deputy Chief

2 Broadway, New York, New York 10004

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# INTRODUCTORY SECTION

June 30, 2023

Chairman and Members of the Board  
Metropolitan Transportation Authority

I hereby submit the Annual Comprehensive Financial Report (“Annual Report”) of the Metropolitan Transportation Authority (“MTA,” the “Authority”) prepared by the Controller’s Office for the year ended December 31, 2022. Responsibility for both the accuracy of the enclosed data and the completeness and fairness of the presentation, including all disclosures, rests with the MTA. I believe that the data as presented is accurate in all material respects and that the information is presented in a manner designed to set forth fairly the financial position and results of operations of the MTA in accordance with generally accepted accounting principles.

### **Operating Budget**

The MTA employs a robust multi-year financial planning process. The plan for itself and its affiliates and subsidiaries is updated throughout the year in order to enable all such entities to include the impact of operational efficiencies and cost reductions. MTA Financial Plans provide a framework for financial and debt management of the operating and capital budgets.

*Budgetary Controls* - The MTA maintains budgetary procedures in order to ensure compliance with the annual operating budgets approved by the MTA Board. It is the responsibility of each office to administer its operations in such a manner as to ensure that the use of funds is consistent with the goals and programs authorized by the Board and that approved levels are not exceeded.

MTA budgeting is a rigorous and thorough process that begins in the spring and culminates with the passage of the Budget in December. In the course of a year, MTA prepares a February, July, and November Financial Plan, and the Financial Plan Adoption Materials in December. In addition to the existing year, each Plan requires Agencies to prepare four-year projections which include the upcoming and three future calendar years.

The July Financial Plan presents actual results from the previous year, a revised forecast of the current year’s finances, a preliminary presentation of the following year’s proposed budget, and a three-year re-forecast of out-year finances. This Plan may include a series of gap-closing proposals necessary to maintain a balanced budget and actions requiring public hearings. The Mid-Year Forecast is allocated over the remaining months of the calendar year and becomes the basis upon which monthly results are compared for the remainder of the year. After stakeholders weigh in and the impact of new developments and risks are quantified, a November Plan is prepared, which is an update to the July Financial Plan. The November Plan includes actual results from the previous year, a revised current year forecast, the finalization of the proposed budget for the upcoming year, and projections for the three out-years. In December, the November Plan is updated to capture further developments, risks, and actions that are necessary to ensure budget balance, which is ultimately presented to the MTA Board for review and approval. Finally, in the February Plan or Adopted Budget, the below-the-line policy issues are moved into the baseline and technical adjustments are made. The current year (Adopted Budget) is allocated over a period of 12 months and becomes the basis upon which monthly results are compared until it is replaced by the Mid-Year Forecast.

The plans include detailed assumptions of revenues, expenditures, and subsidies, as well as utilization of services on a consolidated basis and updates on the capital programs. The Financial Plan also contains budget information for the subsidiaries and affiliates. Every Financial Plan also addresses debt service and its key debt structuring elements, which are reviewed and approved by the MTA Board.

To the best of my knowledge, all disclosures necessary to enable the reader to gain an understanding of the MTA’s financial affairs have been included. Additional information is contained in the Management’s Discussion and Analysis beginning on page 15.

## Capital Budget

The MTA also employs a robust multi-year capital program planning process. The MTA is required by statute to develop a five-year capital plan for review and approval by the Capital Program Review Board (“CPRB”). Each five-year plan identifies the capital projects and funding sources. CPRB members are appointed by the Governor. Formal revisions to a capital plan may be submitted to the CPRB as needed. The Triborough Bridge and Tunnel Authority (“TBTA”) is not required to seek approval from the CPRB for its Capital Program. The MTA (including TBTA) develops a five-year capital plan informed by a strategic Twenty-Year Capital Needs Assessment, which identifies needs to achieve and then maintain a state of good repair and supports long-term service goals. As a member of the New York Metropolitan Transportation Council, the MTA also participates in the Regional Transportation Plan, which sets the region’s transportation agenda for the next twenty-five years. MTA and TBTA regularly report progress on the capital plans to the MTA Board.

Updates regarding operations, the operating budget, and capital plans are presented to the MTA Committees and Board monthly.

### The Reporting Entity

The MTA is a public benefit corporation and the largest public transportation provider in the Western Hemisphere. It was chartered by the New York State Legislature in 1968. Its agencies serve 15 million people spread over 5,000 square miles from New York City through Long Island, southeastern New York State, and Connecticut.

The MTA is governed by a Board consisting of a Chairman, sixteen other voting Members and six non-voting Members, all of whom are appointed by the Governor, with four recommended by New York City’s mayor and one each by the county executives of Nassau, Suffolk, Westchester, Dutchess, Orange, Rockland, and Putnam counties (members representing the last four counties cast one collective vote). The six non-voting seats are held evenly by members of the Permanent Citizens Advisory Committee (“PCAC”), which serves as a voice for users of MTA transit and commuter services, and by representatives of organized labor. All voting and non-voting Members are confirmed by the New York State Senate.

The financial reporting entity consists of subsidiaries and affiliates considered component units of the MTA and Fiduciary Funds considered fiduciary component units. 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. The MTA engages in Business-Type Activities. For financial reporting purposes, the financial results of the MTA are reported as consolidated financial statements because the oversight boards of each agency consist of the same members. The MTA is comprised of the following MTA operating agencies.

The following table shows the legal and popular names of the MTA operating agencies:

<u>Legal Name:</u>	<u>Popular Name:</u>
New York City Transit Authority	MTA New York City Transit
Staten Island Rapid Transit Operating Authority	MTA Staten Island Railway
The Long Island Rail Road Company	MTA Long Island Rail Road
Metro-North Commuter Railroad Company	MTA Metro-North Railroad
Triborough Bridge and Tunnel Authority	MTA Bridges and Tunnels
MTA Construction and Development Company	MTA Construction and Development
MTA Bus Company	MTA Bus
MTA Grand Central Madison Operating Company	MTA GCMOC
First Mutual Transportation Assurance Company	FMTAC

The Fiduciary Funds are comprised of the following MTA fiduciary component units, categorized within Pension and Other Employee Benefit Trust Funds and reported as Fiduciary Activities of the MTA. Separate financial statements are reported for the Fiduciary Funds.

**Pension Trust Funds**

MTA Defined Benefit Plan

The Long Island Railroad Company Plan for Additional Pensions

Manhattan and Bronx Surface Transit Operating Authority

Metro-North Commuter Railroad Company Cash Balance Plan

**Other Employee Benefit Trust Funds**

MTA Other Postemployment Benefits Plan

**Accounting**

Management of the MTA is responsible for establishing and maintaining an internal control structure to ensure that the assets of the MTA are protected from loss, theft, or misuse, and ensure that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with generally accepted accounting principles. Because the cost of internal control should not exceed anticipated benefits, the objective of the controls is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

*Basis of Accounting* - The MTA prepares the consolidated financial statements of the business-type activities and the financial statements of the fiduciary activities using the accrual basis of accounting. The activities of the MTA are similar to those of proprietary funds of local jurisdictions and are therefore reported in conformity with governmental accounting and financial reporting principles issued by the Governmental Accounting Standards Board (“GASB”).

**Independent Audit**

The accounting firm of Deloitte & Touche LLP performed the annual audit of the Financial Statements of the MTA in accordance with auditing standards generally accepted in the United States of America. The report of the independent auditors on the basic Financial Statements of the MTA is included in the Financial Section of this Annual Report.

**Awards**

Government Finance Officers Association of the United States and Canada (“GFOA”) awarded a Certificate of Achievement for Excellence in Financial Reporting to the MTA for its annual comprehensive financial report for the year ended December 31, 2020. This was the 27th consecutive year that the MTA has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government or government agency must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current annual comprehensive financial report continues to meet the Certificate of Achievement Program’s requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

**Acknowledgments**

The preparation of the annual comprehensive financial report on a timely basis was made possible by the dedicated service of the entire staff of the Comptroller’s Office. Each member of the office has our sincere appreciation for the contributions made in the preparation of this report.



Kevin Willens, Chief Financial Officer





Government Finance Officers Association

Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting

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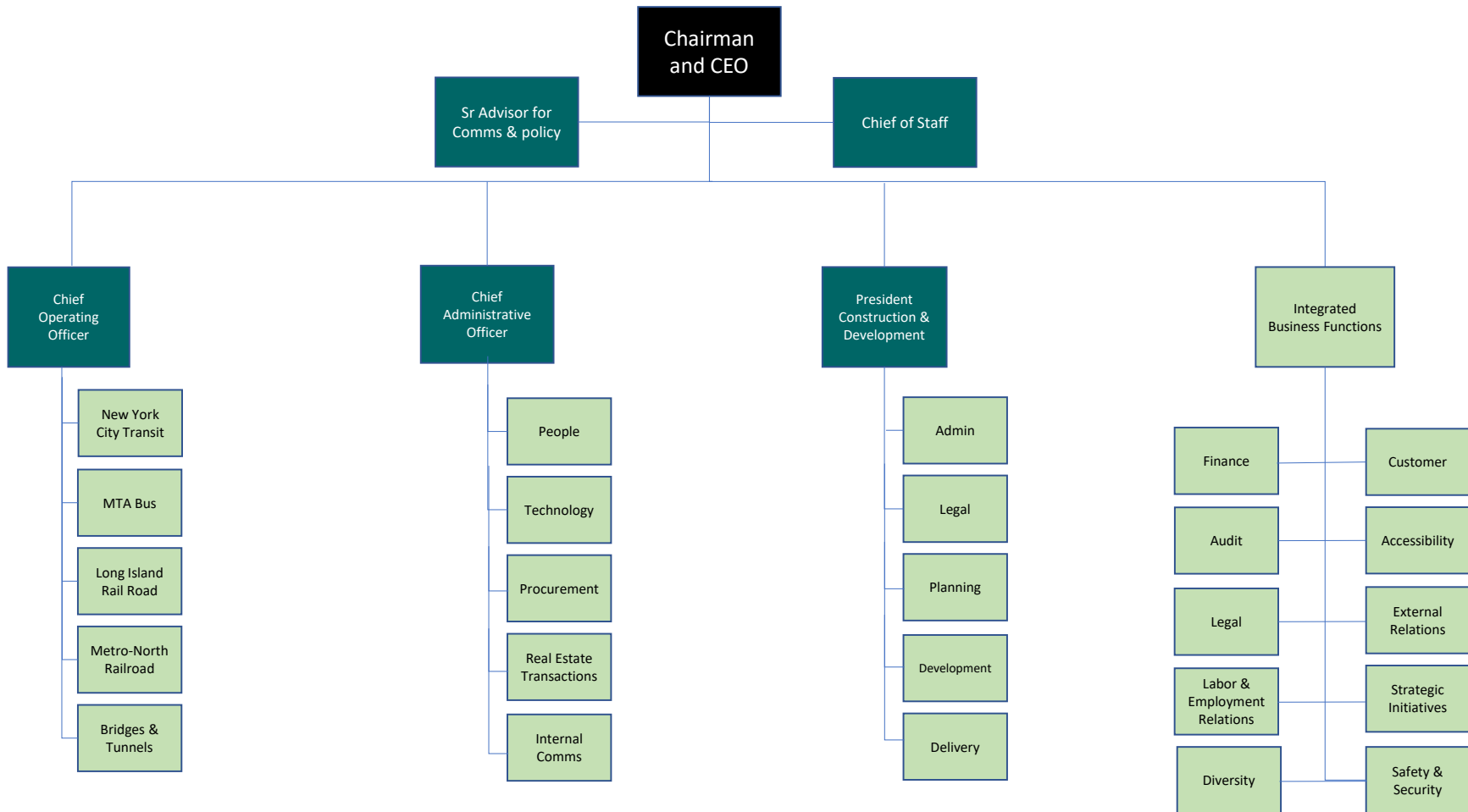
**Metropolitan Transportation Authority  
New York**

For its Annual Comprehensive  
Financial Report  
For the Fiscal Year Ended

December 31, 2021

*Christopher P. Morill*

Executive Director/CEO





# FINANCIAL SECTION

## INDEPENDENT AUDITOR'S REPORT

To the Members of the Board of  
Metropolitan Transportation Authority

### Opinions

We have audited the financial statements of the business-type activities and fiduciary activities of the Metropolitan Transportation Authority (the "MTA"), a component unit of the State of New York, as of and for the years ended December 31, 2022 and 2021, and the related notes to the financial statements, which collectively comprise the MTA's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the MTA as of December 31, 2022 and 2021, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

### Basis for Opinions

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

### Emphasis of Matters

As discussed in Note 1 to the financial statements, the MTA is a component unit of the State of New York. The MTA requires significant subsidies from, and has material transactions with, the City of New York, the State of New York, and the State of Connecticut, and depends on certain tax revenues that are economically sensitive. Our opinions are not modified with respect to this matter.

As discussed in Note 2 to the financial statements, the MTA adopted Governmental Accounting Standards Board ("GASB") Statement No. 87, *Leases*, as of January 1, 2021. The adoption of GASB Statement No. 87 resulted in the restatement of the 2021 financial statements. Our opinions are not modified with respect to this matter.

### Responsibilities of Management for the Financial Statements

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

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

## **Auditor’s Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor’s report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we

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

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

## **Required Supplementary Information**

Accounting principles generally accepted in the United States of America require that the required supplementary information on pages 15-33 and 118-142, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management’s responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audits of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

## **Supplementary Information**

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the MTA’s basic financial statements. The supplementary information on pages 143-149, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the

underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audits of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information on pages 143-149 are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### **Other Information**

Management is responsible for the other information included in the annual comprehensive financial report. The other information comprises the introductory section and statistical section but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

*Deloitte & Touche LLP*

June 6, 2023

**METROPOLITAN TRANSPORTATION AUTHORITY****(A Component Unit of the State of New York)****MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)  
AS OF AND FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021****(\$ In Millions, except as noted)**

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**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:

(1) the MTA is comprised of the following:

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

### *Introduction*

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

### *Management’s Discussion and Analysis*

This MD&A provides a narrative overview and analysis of the financial activities of the Metropolitan Transportation Authority and its consolidated subsidiaries and affiliates (the “MTA” or “MTA Group”) as of and for the years ended December 31, 2022 and 2021. For financial reporting purposes, the subsidiaries and affiliates of the MTA are blended component units. This management discussion and analysis is intended to serve as an introduction to the MTA Group’s consolidated financial statements. It provides an assessment of how the MTA Group’s position has improved or deteriorated and identifies the factors that, in management’s view, significantly affected the MTA Group’s overall financial position. It may contain opinions, assumptions, or conclusions by the MTA Group’s management that must be read in conjunction with, and should not be considered a replacement for, the consolidated financial statements.

### *The Consolidated Financial Statements*

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

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

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

### *The Fiduciary Funds Financial Statements*

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

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

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

### *Notes to the Consolidated Financial Statements*

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

### *Required Supplementary Information*

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



**Supplementary Information - Combining Fiduciary Funds Financial Statements**

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

**Supplementary Information**

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

**CONDENSED CONSOLIDATED FINANCIAL INFORMATION AND CONDENSED CONSOLIDATED FINANCIAL INFORMATION**

The following sections discuss the significant changes in the MTA Group’s financial position as of and for the years ended December 31, 2022 and 2021. An analysis of major economic factors and industry trends that have contributed to these changes is provided. It should be noted that for purposes of the MD&A, the information contained within the summaries of the consolidated financial statements and the various exhibits presented were derived from the MTA Group’s consolidated financial statements.

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

Capital assets include, but are not limited to: bridges, structures, tunnels, construction of buildings and the acquisition of buses, equipment, passenger cars, and locomotives. Right-of-use assets for leases on building, office space, storage space, equipment and vehicle have been included as a result of the implementation of GASB Statement No. 87, *Leases* with retroactive effect of this adoption as of January 1, 2021. Refer to footnote 2 for additional information.

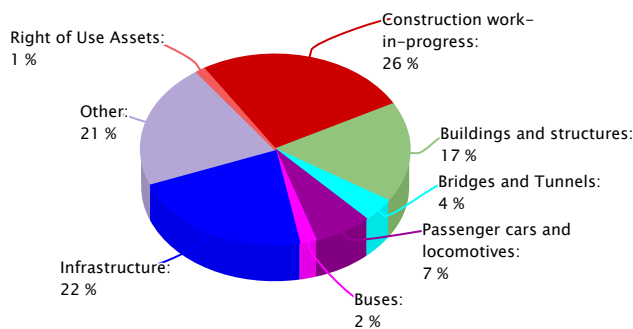
Other assets include, but are not limited to: cash, restricted and unrestricted investments, State and regional mass transit taxes receivables, and receivables from New York State. This also includes the receivable from leases of MTA’s land, building, station space, equipment, and right-of-way to third parties as a result of the implementation of GASB Statement No. 87, *Leases*. Refer to footnote 2 for additional information.

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

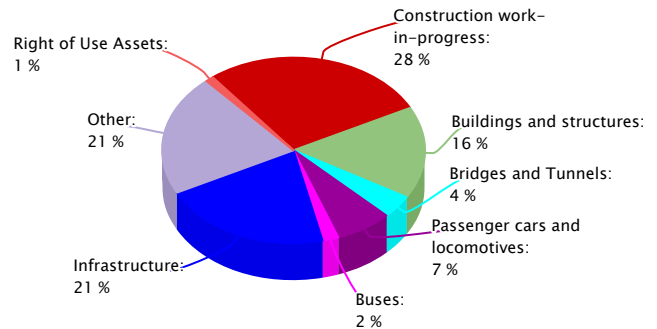
(In millions)	December 31,			Increase / (Decrease)	
	2022	2021 (Restated)	2020	2022 - 2021	2021 - 2020 (Restated) *
Capital assets — net (see Note 6)	\$ 87,506	\$ 84,400	\$ 80,895	\$ 3,106	\$ 3,505
Other assets	21,138	20,355	12,899	783	7,456
Total Assets	108,644	104,755	93,794	3,889	10,961
Deferred outflows of resources	8,274	7,863	6,201	411	1,662
Total assets and deferred outflows of resources	\$ 116,918	\$ 112,618	\$ 99,995	\$ 4,300	\$ 12,623

\*GASB 87 restatement is as of 1/1/2021, therefore 2021 balances are not comparative with 2020.

**Capital Assets, Net – December 31, 2022**



**Capital Assets, Net – December 31, 2021 (restated)**



### *Significant Changes in Assets and Deferred Outflows of Resources Include:*

#### December 31, 2022 versus December 31, 2021

- Net capital assets increased at December 31, 2022 by \$3,106 or 3.7%. There was an increase in buildings and structures of \$2,789, an increase in infrastructure of \$2,120, an increase in other capital assets of \$1,326, an increase in bridges and tunnels of \$253, an increase in passenger cars and locomotives of \$155, an increase in buses of \$120, an increase in land of \$82, and an increase in right-of-use assets of \$5. This was offset by a net increase in accumulated depreciation of \$2,896, and an increase in amortization of \$68 and a decrease in construction in progress of \$780. See Note 6 to the MTA's Consolidated Financial Statements for further information. Some of the more significant projects contributing to the net increase included:
  - Continued progress on the East Side Access, Second Avenue Subway and the subway action plan.
  - Infrastructure work including:
    - Repairs and improvements of all MTA Bridge and Tunnels' facilities.
    - Construction of a third track between Floral Park and Hicksville by MTA Long Island Railroad.
    - Improvements to MTA Long Island Railroad's road-assets, replacement of signal power lines, various right-of-way enhancements and upgrades of radio communications.
    - Continued improvements to MTA Metro-North Railroad stations, tracks and structures, power rehabilitation of substations, and security.
    - Subway and bus real-time customer information and communications systems.
    - Continued structural rehabilitation and repairs of the ventilation system at various facilities.
    - Continued passenger station rehabilitation for Penn Station and East Side Access Passenger station.
    - Ongoing work by MTA New York City Transit to make stations fully accessible and structurally reconfigured in accordance with the Americans with Disability Act ("ADA") standards.
- Other assets increased by \$783, or 3.8%. The major items contributing to this change include:
  - An increase in cash and investments of \$4,172 primarily due to the timing of proceeds received from the American Rescue Plan Assistance grants.
  - An increase in various other current assets and noncurrent assets of \$72.

Offsetting these increases was:

- A \$3,461 net decrease in current receivables, primarily due to Coronavirus Response and Relief Supplemental Appropriations Act of 2021 ("CRRSAA") funds received during 2022 which were accrued for in 2021.
- Deferred outflows of resources increased by \$411, or 5.2%. This was due to an increase of \$886 related to OPEB and pensions, primarily due to change in assumptions offset by a decrease in deferred outflows related to pensions based upon the most recent actuarial valuation report in accordance with GASB Statements No. 68, Accounting and Financial Reporting for Pensions, and GASB No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date*. Offsetting this increase were decreases in the fair value of derivative instruments of \$275 and deferred outflows for unamortized losses on refundings of \$200.

#### December 31, 2021 versus December 31, 2020

- Net capital assets increased at December 31, 2021 by \$3,505 or 4.3%. There was an increase in construction in progress of \$1,602, an increase in other capital assets of \$1,160, an increase infrastructure of \$1,155, an increase in buildings and structures of \$1,225 an increase in right of use assets of \$785, of which \$97 were new additions during 2021 as a result of the implementation of GASB Statement No. 87, *Leases*, an increase in bridges and tunnels of \$195, an increase in passenger cars and locomotives of \$127, an increase in buses of \$181, and an increase in land of \$1. This was offset by a net increase in accumulated depreciation of \$2,862, and an increase in amortization of \$64. See Note 6 to the MTA's Consolidated Financial Statements for further information. Some of the more significant projects contributing to the net increase included:
  - Continued progress on the East Side Access, Second Avenue Subway and Number 7 Extension Project.
  - Infrastructure work including:
    - Repairs and improvements of all MTA Bridge and Tunnels' facilities.
    - Improvements to MTA Long Island Railroad's road-assets, replacement of signal power lines, various right-of-way

- enhancements and upgrades of radio communications.
- Continued improvements to MTA Metro-North Railroad stations, tracks and structures, power rehabilitation of substations, and security.
  - Subway and bus real-time customer information and communications systems.
  - Continued structural rehabilitation and repairs of the ventilation system at various facilities.
  - Continued improvements made to the East River Tunnel Fire and Life Safety project for 1st Avenue, Long Island City and construction of three Montauk bridges.
  - Continued passenger station rehabilitations for Penn Station and East Side Access Passenger station.
  - Ongoing work by MTA New York City Transit to make stations fully accessible and structurally reconfigured in accordance with the Americans with Disability Act (“ADA”) standards.
  - Other assets increased by \$7,456, or 57.8%. The major items contributing to this change include:
    - An increase in investments of \$3,432 mainly due to proceeds received from the \$4,000 issuance of Grant Anticipation Notes in December 2021.
    - An increase in current receivable of \$3,820 primarily due to an increase in receivable from the federal government for the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (“CRRSAA”) of \$3,523, an increase in State and regional mass transit taxes of \$21, an increase in subsidies from New York City for MTA New York City Transit and MTA Bus of \$102, an increase in Mortgage Recording Tax of \$12, and a decrease in State and local operating assistance of \$1. There was also a net increase in various current receivables of \$163 partly due to a \$33 increase as a result of the adoption of GASB Statement No. 87, *Leases*.
    - An increase in non-current receivable of \$408 primarily due to the adoption of GASB Statement No. 87, *Leases*.
    - An increase in various other current assets of \$41, primarily due to an increase in derivative fuel hedge assets of \$24.
    - A decrease in various other noncurrent assets of \$1.
    - A decrease in cash of \$244 from net cash flow activities.
  - Deferred outflows of resources increased by \$1,662, or 26.8%. This was due to an increase of \$2,216 related to OPEB, primarily due to change in assumptions offset by a decrease in deferred outflows related to pensions of \$347 based upon the most recent actuarial valuation report in accordance with GASB Statements No. 68, Accounting and Financial Reporting for Pensions, and GASB No. 71, Pension Transition for Contributions Made Subsequent to the Measurement Date. In addition, there was a decrease in the fair value of derivative instruments of \$110 and a decrease in deferred outflows for unamortized losses on refundings of \$97.

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

Current liabilities include: accounts payable, accrued expenses, current portion of long-term debt, pollution remediation liabilities, unredeemed fares and tolls, and other current liabilities. This also includes the current portion of long-term lease liability as a result of the implementation of GASB Statement No. 87, *Leases*. Refer to footnote 2 for additional information.

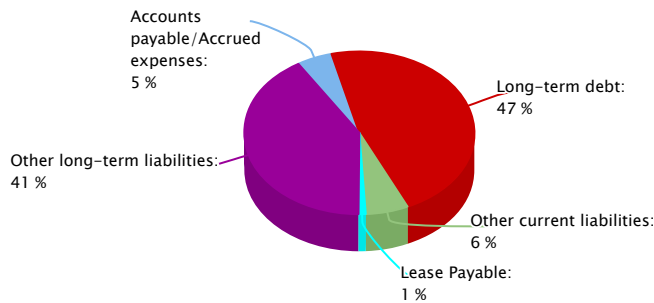
Non-current liabilities include: long-term debt, claims for injuries to persons, post-employment benefits and other non-current liabilities. This also includes the long-term lease liability as a result of the implementation of GASB Statement No. 87, *Leases*. Refer to footnote 2 for additional information.

Deferred inflows of resources reflect unamortized gains on debt refunding, pension related deferred inflows, and deferred inflows from OPEB activities. As a result of the implementation of GASB Statement No. 87, *Leases*, a deferred inflow of resources from leases at the amount of the lease receivable was recognized. Refer to footnote 2 for additional information.

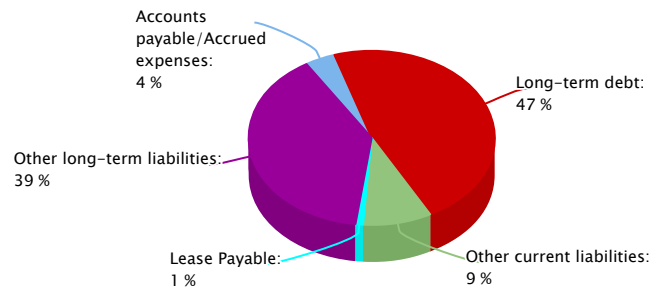
(In millions)	December 31,			Increase/(Decrease)	
	2022	2021 (Restated)	2020	2022 - 2021	2021 - 2020 (Restated) *
Current liabilities	\$ 10,552	\$ 13,600	\$ 7,184	\$ (3,048)	\$ 6,416
Non-current liabilities	85,375	84,775	85,263	600	(488)
Total liabilities	95,927	98,375	92,447	(2,448)	5,928
Deferred inflows of resources	4,074	5,102	2,565	(1,028)	2,537
Total liabilities and deferred inflows of resources	\$ 100,001	\$ 103,477	\$ 95,012	\$ (3,476)	\$ 8,465

\*GASB 87 restatement is as of 1/1/2021, therefore 2021 balances are not comparative with 2020.

**Total Liabilities – December 31, 2022**



**Total Liabilities – December 31, 2021 (Restated)**



**Significant Changes in Liabilities and Deferred Inflows of Resources Include:**

**December 31, 2022 versus December 31, 2021**

- Current liabilities decreased by \$3,048, or 22.4%. The decrease was primarily due to:
  - A decrease in the current portion of long-term debt of \$3,269, primarily from the redemption of MTA Grant Anticipation Notes and MTA Bond Anticipation Notes.
  - Net decreases in accounts payable, accrued expenses and other current liabilities of \$150.
 Offsetting increases were:
  - An increase in unearned revenue of \$377 due to timing of New York State’s funding towards the MTA Capital Program and processing of capital payments.
  - An increase in interest payable of \$76, mainly due to timing of interest payments on long-term debt.
- Non-current liabilities increased by \$600, or 0.7%. This increase was mainly due to:
  - An increase in net pension liability and post retirement benefits other than pensions of \$2,571 due to changes in the actuarial valuation primarily as a result of a decrease in net plan investments.
  - An increase of \$311 in estimated liability arising from injuries to persons.
 Offsetting decreases were:
  - A net decrease in the non-current portion of long-term debt of \$1,938 due to redemptions and maturities.
  - Decreases in derivative liabilities of \$248 resulting mainly from changes in market valuation and a reduction in the notional amount of derivative contracts.
  - A net decrease in other various non-current liabilities of \$96.
- Deferred inflows of resources decreased by \$1,028, or 20.1%, primarily due to a decrease in deferred inflows related to pensions of \$1,939 as a result of changes in the actuarially determined calculations for the pension plans as required by GASB Statement No. 68, an increase in deferred inflows related to OPEB of \$962 due to changes in actuarial calculations for OPEB as required by GASB Statement No. 75, and a decrease in other deferred inflows from leases of \$44.

**December 31, 2021 versus December 31, 2020**

- Current liabilities increased by \$6,416, or 89.3%. The net increase in current liabilities was primarily due to an increase in the current portion of long-term debt of \$6,526, due mainly to the issuance of Grant Anticipation Notes of \$4,000 in December 2021, which will mature on November 15, 2022, an increase in other accrued expenses of \$129, of which \$41 relates to GASB 87 implementation, an increase of \$65 in employee related accruals, an increase in interest payable of \$50, and an increase in financed purchase (see Note 9) of \$10. This was offset by a decrease in accounts payable due to vendors of \$113, a decrease in unearned premiums of \$116, and a decrease in capital accruals of \$130, and a decrease in various other current liabilities of \$5.
- Non-current liabilities decreased by \$488, or 0.6%. This decrease was mainly due to:

- A decrease in the non-current portion of long-term debt of \$1,039 primarily due to the movement of early retirement of bond anticipation notes to current liability, as required by GASB Statement No. 62 (see Note 7).
- A decrease in pension liability of \$3,460, resulting from actuarial calculations as required by GASB Statement No. 68 (see Note 4).
- A decrease in contract retainage payable of \$63.
- A decrease in other long-term liabilities of \$73, due to higher employer social security taxes payments in 2021 that were accrued in 2020 under the payroll tax deferral relief offered by the Coronavirus Aid, Relief, and Economic Security (CARES) Act, and a decrease of \$21 due to the adoption of GASB Statement No. 87, *Leases* (see Note 2).
- An increase in lease payable and financing agreements of \$632, which includes an increase of \$636 from the adoption of GASB Statement No. 87, *Leases* (see Note 2).
- An increase in estimated liability arising from injuries to persons (see Note 11) of \$373 due to revised actuarial calculations of the workers' compensation reserve.
- A decrease in derivative liability (see Note 8) of \$110.
- An increase in net OPEB liability of \$3,292 due to changes in actuarial calculations for OPEB as required by GASB Statement No. 75 (see Note 5).
- Deferred inflows of resources increased by \$2,537, or 98.9%, primarily due to an increase in deferred inflows related to pensions of \$2,198 as a result of changes in the actuarially determined calculations for the pension plans as required by GASB Statement No. 68, an increase in deferred inflows from leases of \$342 due to the adoption of GASB Statement No. 87, *Leases* (see Note 2), an increase in deferred inflows related to OPEB of \$2 due to changes in actuarial calculations for OPEB as required by GASB Statement No. 75, and a decrease in the gain on refunding of debt of \$7.

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

(In millions)	December 31,			Increase/(Decrease)	
	2022	2021 (Restated)	2020	2022 - 2021	2021 - 2020 (Restated) *
Net investment in capital assets	\$ 34,886	\$ 29,885	\$ 32,884	\$ 5,001	\$ (2,999)
Restricted for debt service	381	1,039	480	(658)	559
Restricted for claims	192	225	287	(33)	(62)
Restricted for other purposes	4,491	1,346	1,184	3,145	162
Unrestricted	(23,033)	(23,354)	(29,852)	321	6,498
Total Net Position	\$ 16,917	\$ 9,141	\$ 4,983	\$ 7,776	\$ 4,158

\*GASB 87 restatement is as of 1/1/2021, therefore 2021 balances are not comparative with 2020.

#### Significant Changes in Net Position Include:

##### December 31, 2022 versus December 31, 2021

At December 31, 2022, total net position increased by \$7,776, or 85.1%, when compared with December 31, 2021. This change is a result of net non-operating revenues of \$14,581 and appropriations, grants and other receipts externally restricted for capital projects of \$4,611, which was offset by operating losses of \$11,416.

The net investment in capital assets increased by \$5,001, or 16.7%. Funds restricted for debt service, claims and other purposes increased by \$2,454, or 94.% in the aggregate, mainly due to an increase in funds restricted for other purposes of \$3,145, offset by a decrease in funds restricted for debt service of \$658. Unrestricted net position increased by \$321, or 1.4%.

##### December 31, 2021 versus December 31, 2020

At December 31, 2021, total net position increased by \$4,158, or 83.4%, when compared with December 31, 2020. This change is a result of net non-operating revenues of \$11,413 and appropriations, grants and other receipts externally restricted for capital projects of \$3,789, which was offset by operating losses of \$11,044. The total net position includes a restatement of (\$2) as a result of the implementation of GASB Statement No. 87, *Leases*. Refer to footnote 2 for additional information.

The net investment in capital assets decreased by \$2,999, or 9.1%. Funds restricted for debt service, claims and other purposes increased by \$659, or 33.8% in the aggregate, mainly due to a \$559 increase in funds restricted for debt service and an increase in funds restricted for other purposes of \$162, which was offset by a decrease in funds restricted for claims of \$62. Unrestricted net position increased by \$6,498, or 21.8%.

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

(In millions)	December 31,	December 31,	December 31,	Increase/(Decrease)	
	2022	2021 (Restated)	2020	2022 - 2021	2021 - 2020 (Restated) *
Operating revenues					
Passenger and tolls	\$ 6,356	\$ 5,218	\$ 4,265	\$ 1,138	\$ 953
Other	649	561	463	88	98
Total operating revenues	<u>7,005</u>	<u>5,779</u>	<u>4,728</u>	<u>1,226</u>	<u>1,051</u>
Non-operating revenues					
Grants, appropriations and taxes	8,419	7,761	6,014	658	1,747
Other	8,084	5,476	4,961	2,608	515
Total non-operating revenues	<u>16,503</u>	<u>13,237</u>	<u>10,975</u>	<u>3,266</u>	<u>2,262</u>
Total revenues	<u>23,508</u>	<u>19,016</u>	<u>15,703</u>	<u>4,492</u>	<u>3,313</u>
Operating expenses					
Salaries and wages	6,578	6,204	6,246	374	(42)
Retirement and other employee benefits	2,890	2,264	3,054	626	(790)
Postemployment benefits other than pensions	1,892	1,865	1,677	27	188
Depreciation and amortization	3,361	3,218	3,011	143	207
Other expenses	3,700	3,272	3,030	428	242
Total operating expenses	<u>18,421</u>	<u>16,823</u>	<u>17,018</u>	<u>1,598</u>	<u>(195)</u>
Non-operating expenses					
Interest on long-term debt	1,904	1,811	1,722	93	89
Other net non-operating expenses	18	13	13	5	-
Total non-operating expenses	<u>1,922</u>	<u>1,824</u>	<u>1,735</u>	<u>98</u>	<u>89</u>
Total expenses	<u>20,343</u>	<u>18,647</u>	<u>18,753</u>	<u>1,696</u>	<u>(106)</u>
Loss before appropriations, grants and other receipts					
externally restricted for capital projects	3,165	369	(3,050)	2,796	3,419
Appropriations, grants and other receipts					
externally restricted for capital projects	4,611	3,789	3,582	822	207
Change in net position	<u>7,776</u>	<u>4,158</u>	<u>532</u>	<u>3,618</u>	<u>3,626</u>
Net position, beginning of year	9,141	4,983	4,451	4,158	532
Restatement of beginning net position -					
Net position, end of year	<u>\$ 16,917</u>	<u>\$ 9,141</u>	<u>\$ 4,983</u>	<u>\$ 7,776</u>	<u>\$ 4,158</u>

\*GASB 87 restatement is as of 1/1/2021, therefore 2021 balances are not comparative with 2020.

**Revenues and Expenses, by Major Source:**
**Years ended December 31, 2022 versus 2021**

- Total operating revenues increased by \$1,226, or 21.2%. The increase was mainly due to increased ridership on trains and subways, as well as increased tolls from vehicle crossings. Fare and toll revenue had increases of \$976 and \$162, respectively. Other operating revenues increased by \$87 when compared with the same period in 2021 due to higher advertising revenues and higher paratransit reimbursement subsidy.
- Total non-operating revenues increased by \$3,266, or 24.7%.
  - Other subsidies increased by \$2,608, primarily due to \$6,967 from the Federal government's American Rescue Plan Act ("ARPA") to support operations. In 2021, the MTA reported \$4,114 from the Federal government's Coronavirus Response and Relief Supplemental Appropriations Act ("CRRSAA"). There was an increase in operating subsidies from New York City of \$52. These increases were offset by a decrease in other net non-operating revenues of \$249 and a decrease in subsidies from the Connecticut Department of Transportation for the MTA Metro-North Railroad of \$44.
  - Grants, appropriations, and taxes increased by \$658 primarily due to an increase in Metropolitan Mass Transportation Operating Assistance of \$354, an increase in Urban Tax of \$144, an increase in Mansion Tax of \$119, an increase in New York City Assistance Fund of \$92, an increase in Payroll Mobility Tax of \$24, and an increase in Mass Transportation Trust Fund from New York State of \$14. This was offset by a decrease in Mortgage Recording Tax of \$37, a decrease in Operating Assistance of \$37, a decrease in Internet Sales Tax of \$14, and a decrease in Build America Bond Subsidy of \$1.
- Labor costs increased by \$1,027, or 9.9%. The major changes within this category are:

- Retirement and employee benefits increased by \$626 primarily due to changes in the actuarial valuation for pensions under GASB Statement No. 68.
- Salaries and wages increased by \$374 mainly due to an increase in headcount coupled with wage adjustments.
- Postemployment benefits other than pensions increased by \$27 due to changes in the actuarial valuation for OPEB.
- Non-labor operating costs increased by \$571, or 8.8%. The variance was primarily due to:
  - An increase in depreciation and amortization of \$143, due to more assets placed in service in the current year.
  - An increase in electric power of \$126 and fuel of \$120 due to higher rates and consumption.
  - An increase in material and supplies of \$75, mainly due to higher maintenance and repairs requirements.
  - An increase in paratransit service contracts of \$66 primarily due to increased ridership.
  - An increase in maintenance and other operating contracts by \$21.
  - A net increase in other various expenses of \$21 due to changes in operational requirements.
- Total net non-operating expenses increased by \$98, or 5.4% primarily due to an increase in interest on long-term debt and net \$15 due to interest on leases from adoption of GASB Statement No. 87, *Leases*.
- Appropriations, grants and other receipts externally restricted for capital projects increased by \$822, or 21.7%, mainly due to timing in the availability of Federal and State grants for capital projects.

#### Years ended December 31, 2021 versus 2020

- Total operating revenues increased by \$1,051, or 22.2%. This was attributable to the increase in fare and toll revenues of \$423 and \$530, respectively, mainly due to the lifting of major travel restrictions of the Stay at Home Executive Order issued by New York State governor in March 2020 and a toll increase effective April 11, 2021. Other operating revenues increased by \$98 when compared with the same period in 2020 due to higher advertising revenues and higher paratransit reimbursement subsidy.
- Total non-operating revenues increased by \$2,262, or 20.6%.
  - The favorable variance of \$1,747 in grants, appropriations, and taxes was primarily due to increases in tax-supported subsidies from New York State, New York City and local service areas. There was an increase in Metropolitan Mass Transportation Operating of \$683, increase in Payroll Mobility Tax of \$247, an increase in Internet Sales Tax of \$85, an increase in Mansion Tax of \$214, an increase in Mortgage Recording Tax subsidies of \$195 due to greater mortgage transactions in the MTA service area, an increase in Urban Tax subsidies of \$160, an increase in MTA Aid Trust of \$16, an increase in Operating Assistance of \$78, an increase in Mass Transportation Trust Fund of \$21, and an increase in New York City Assistance Fund \$53. The increases were offset by a decrease in Build America Bond subsidy of \$5.
  - Other non-operating revenues increased by \$515 primarily due to an increase in funds from the Federal government's Coronavirus Response and Relief Supplemental Appropriations Act ("CRRSAA") over CARES funding received in 2020 of \$104, an increase in subsidies from the Connecticut Department of Transportation for the MTA Metro-North Railroad of \$36, an increase in other net non-operating revenues of \$276, an increase in Station maintenance of \$3, and an increase in subsidies from New York City of \$105 for MTA Bus and MTA Staten Island Railway for the deficit funding requirement for MTA Bus.
- Labor costs decreased by \$644, or 5.9%. The major changes within this category are:
  - Retirement and employee benefits decreased by \$790 primarily due to changes in the actuarial valuation for pensions under GASB Statement No. 68.
  - Salaries and wages decreased by \$42 mainly due to a decrease in headcount as a result of retirements and the sustained agency hiring freeze.
  - Postemployment benefits other than pensions increased by \$188 due to changes in the actuarial valuation for OPEB.
- Non-labor operating costs increased by \$449, or 7.4%. The variance was primarily due to:
  - An increase in claims arising from injuries to persons of \$189 based on the most recent actuarial valuations.
  - An increase in depreciation and amortization of \$207 (including \$64 from the adoption of GASB Statement No. 87, *Leases*) due to more assets placed in service in the current year.
  - An increase in paratransit service contracts of \$20 primarily due to increased ridership.

- An increase in professional service contracts of \$65 primarily due to changes in consulting service requirements.
- An increase in electric power of \$45 and fuel of \$60 due to higher rates and consumption.
- An increase in insurance of \$31 due to changes in property and liability reserve requirements.
- A decrease in material and supplies by \$57, mainly due to revised maintenance and repairs requirements for transit and commuter systems.
- A decrease in pollution remediation projects of \$86 primarily due to identification of additional areas of exposure requiring environmental remediation in 2020.
- A decrease in maintenance and other operating contracts by \$70, including a decrease of \$66 from adoption of GASB Statement No. 87, *Leases*.
- A net increase in other various expenses of \$46 due to changes in operational requirements.
- Total net non-operating expenses increased by \$89, or 5.1% primarily due to an increase in interest on long-term debt.
- Appropriations, grants and other receipts externally restricted for capital projects increased by \$207, or 5.8%, mainly due to timing in the availability of Federal and State grants for capital projects.

## OVERALL FINANCIAL POSITION AND RESULTS OF OPERATIONS AND IMPORTANT ECONOMIC CONDITIONS

### *Economic Conditions*

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

MTA system-wide utilization for 2022 exceeded the depths experienced in 2020, with ridership up by 589.3 million trips (61.8%) over the 2020 ridership level. Year-over-year improvements continued, with 2022 exceeding 2021 ridership levels by 332.0 million trips (27.4%), with ridership during the fourth quarter of 2022 up 40.9 million trips (10.9%) compared with the fourth quarter of 2021. For the fourth quarter compared with the fourth quarter of 2021, MTA New York City Transit subway ridership increased by 33.9 million trips (13.9%), MTA New York City Transit bus decreased by 72 thousand trips (-0.1%), MTA Long Island Rail Road ridership increased by 2.9 million trips (25.3%), MTA Metro-North Railroad increased by 3.6 million trips (34.4%), MTA Bus increased by 423 thousand trips (2.0%), and MTA Staten Island Railway increased by 32 thousand trips (6.3%). Vehicle traffic at MTA Bridges and Tunnels facilities in 2022 exceeded 2020 levels by 73.1 million crossings (28.9%), and B&T traffic in the fourth quarter, compared with the fourth quarter of 2021, was up 1.4 million crossings (1.7%).

The Central Business District Tolling Program (CBDTP) was authorized by the MTA Reform and Traffic Mobility Act and enacted in April 2019. The CBDTP will impose a toll for vehicles entering or remaining in the Central Business District (CBD), which is defined as Manhattan south of and inclusive of 60th Street, not including the FDR Drive or the West Side Highway (which includes the Battery Park underpass and or any surface roadway portion of the Hugh L. Carey Tunnel that connects to West Street). If implemented, changes in travel patterns are predicted as drivers to the CBD may avoid the toll by switching to transit or other modes, taking alternative routes, or not making the trip. On August 10, 2022, the Environmental Assessment (EA) was released for public review as part of the formal public comment period, which also included six public hearings, and meetings of the Environmental Justice Technical Advisory Group and Environmental Justice Stakeholder Working Group. Subsequent to the closing of the public comment period on September 23, 2022, the FHWA and MTA began and are currently coordinating to review and respond to each of the thousands of comments received. Taking into account the EA analysis, the comments and responses to them, and any modifications as a result of those comments, FHWA will then determine whether there are no significant effects or whether any significant effects have been mitigated so they are no longer significant. If a favorable decision is issued by FHWA, a Finding of No Significant Impact (FONSI) will be issued and the notice to proceed to our contractor can follow. The contractor will have up to 310 days to complete the design, development, installation, and testing, and then commence toll collection.

Seasonally adjusted non-agricultural employment in New York City for the fourth quarter was higher in 2022 than in 2021 by 215.4 thousand jobs (4.9%). On a quarter-to-quarter basis, New York City employment gained 27.5 thousand jobs (0.6%), the tenth consecutive quarterly increase. These increases were preceded by the steep decline of 891.4 thousand jobs (19.0%) during the second quarter of 2020.

National economic growth, as measured by Real Gross Domestic Product ("RGDP"), increased at an annualized rate of 2.7% in the fourth quarter of 2022, according to the most recent advance estimate released by the Bureau of Economic Analysis; in the third quarter of 2022, the revised RGDP increased 3.2%. The increase in fourth quarter real GDP reflected increases in private



inventory investment, consumer spending, nonresidential fixed investment, federal government spending, and state and local government spending. These were partially offset by decreases residential fixed investment and exports. Imports, which are a subtraction in the calculation of GDP, decreased. The increase in private inventory investment was led by manufacturing, mainly petroleum and coal products, as well as mining, utilities, and construction industries. The increase in consumer spending reflected an increase in services that was partly offset by a decrease in goods. Within services, the increase was led by health care as well as housing and utilities. Within goods, the leading contributor to the decrease was “other” durable goods. Within nonresidential fixed investment, increases in intellectual property products and structures were partly offset by a decrease in equipment. Within federal government spending, the increase was led by nondefense spending. The increase in state and local government spending primarily reflected an increase in compensation of state and local government employees. Within residential fixed investment, the leading contributors to the decrease were new single-family construction and brokers’ commissions. Within exports, a decrease in goods was partly offset by an increase in services (led by travel as well as transport). Within imports, a decrease in goods, led by durable consumer goods, was partly offset by an increase in services, led by travel.

The New York City metropolitan area’s price inflation rate, as measured by the Consumer Price Index for All Urban Consumers (“CPI-U”), was lower than the national average in the fourth quarter of 2022, with the metropolitan area index increasing 6.1% while the national index increased 7.1% when compared with the fourth quarter of 2021. Regional prices for energy products increased 15.3%, and national prices of energy products rose 12.7%. In the metropolitan area, the CPI-U exclusive of energy products increased by 5.5%, while nationally, inflation exclusive of energy products increased 6.7%. The New York Harbor spot price for conventional gasoline increased more steeply, by 16.0%, from an average price of \$2.36 per gallon to an average price of \$2.74 per gallon between the fourth quarters of 2021 and 2022.

In its announcement on February 1, 2023, the Federal Open Market Committee (“FOMC”) raised its target for the Federal Funds rate to the 4.50% to 4.75% range, the seventh increase since March 2022. The Federal Funds rate target had been in the 0.00% to 0.25% range from March 15, 2020 through March 16, 2022, when the FOMC increased the target to the 0.25% to 0.50% range. The target was further increased to the 0.75% to 1.00% range on May 4, 2022, to the 1.50% to 1.75% range on June 15, 2022, to the 2.25% to 2.50% range on July 27, 2022, to the 3.00% to 3.25% range on September 21, 2022, to the 3.75% to 4.00% range on November 2, 2022, to the 4.25% to 4.50% range on December 14, 2022, and most recently to the 4.5% to 4.75% range on February 1, 2023. In support of its actions, FOMC noted that job gains have remained robust, the unemployment rate has remained low, and inflation remains elevated and reflects supply and demand imbalances related to the pandemic, higher food and energy prices, and broader price pressures. Russia’s war in Ukraine, in addition to the tremendous human and economic hardship it is causing, has created additional upward pressure on inflation and is weighing on global economic activity. In addition to increases in the Federal Funds rate target, the FOMC since May has been reducing its holdings of Treasury securities and agency mortgage-backed securities. The FOMC seeks to achieve maximum employment, with achieving a two percent inflation rate over the longer term and is prepared to adjust the stance of its monetary policy as appropriate if risks emerge that could impede its employment and inflation goals based on assessments of the economic outlook, considering information on public health, labor market conditions, inflation pressures and expectations, and financial and international developments.

Banking conditions are currently under higher stress as Silicon Valley Bank and Signature Bank have entered receivership and the Federal Reserve has proactively moved to protect the health of the overall system from a contagion event. This situation is being monitored.

On March 27, 2020, the Coronavirus Aid, Relief, and Economic Security (“CARES”) Act was signed into law and provided \$4.0 billion in funding to the MTA. The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (“CRRSAA”) became law on December 27, 2020, and provided the MTA with \$4.1 billion in aid. On March 11, 2021, the American Rescue Plan Act of 2021 (“ARPA”) was signed in law, with the MTA receiving \$6.9 billion in aid from ARPA.

The influence of the Federal Reserve’s monetary policy on the mortgage market is a matter of interest to the MTA, since variability of mortgage rates can affect real estate transactions and thereby impact receipts from the Mortgage Recording Taxes (“MRT”) and the Urban Taxes, two important sources of MTA revenue. While real estate transaction activity initially was severely impacted by social distancing and the economic disruption caused by the COVID-19 pandemic, demand for suburban residential real estate, along with mortgage rates that were historically low until recently, significantly strengthened mortgage activity and refinancing of existing mortgages. Mortgage Recording Tax collections in the fourth quarter of 2022 were lower than the fourth quarter of 2021 by \$52.0 million (32.0%). Average monthly receipts in the fourth quarter of 2022 were \$9.6 million (15.1%) lower than the monthly average for 2006, just prior to the steep decline in Mortgage Recording Tax revenues during the Great Recession. MTA’s Urban Tax receipts during the fourth quarter of 2022—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 \$9.8 million (7.8%) lower than receipts during the fourth quarter of 2021. Average monthly receipts in the fourth quarter of 2022 were \$12.8 million (17.4%) lower than the monthly average for 2007, just prior to the steep decline in Urban Tax revenues during the Great Recession.

### **Results of Operations**

*MTA Bridges and Tunnels* - For the twelve months ended December 31, 2022, operating revenue from tolls totaled \$2,332, which was \$162, or 7.47%, higher than the twelve months of 2021. Total crossings in 2022 were 326.3 million versus 307.3

million crossings in 2021, an increase of 6.2%. Traffic continued to recover from the impacts of the Covid-19 pandemic but is still below pre-pandemic levels.

*MTA New York City Transit* - Total revenue from fares was \$2,951 in 2022, an increase of \$604 or 25.7% from 2021. Total ridership was 1,334 million, an increase of 254 or 23.5% from 2021. Total operating expenses, including depreciation, other post-employment benefits and environmental remediation expenses, were \$11,792 in 2022, an increase of \$1,295 or 12.3%.

*MTA Long Island Rail Road* – Total operating revenue for the twelve months ended December 31, 2022 was \$492, which was higher by \$168, or 51.9%, compared to twelve months ended December 31, 2021. For the same comparative period, operating expenses were higher by \$99, or 4.8%, totaling \$2,156 for the twelve months ended December 31, 2022.

*MTA Metro-North Railroad* – For the twelve months ended December 31, 2022, operating revenues totaled \$487, an increase of \$198, or 68.2%, compared to December 31, 2021. During the same period, operating expenses increased by \$104, or 6.0%, to \$1,839. Passenger fares accounted for 91.97% and 90.65% of operating revenues in 2022 and 2021, respectively. The remaining revenue represents rental income from retail businesses in and around passenger stations and from advertising revenues.

The MTA receives the equivalent of four quarters of Metropolitan Mass Transportation Operating Assistance (“MMTOA”) receipts each year, with the state advancing the first quarter of each succeeding calendar year’s receipts in the fourth quarter of the current year. This results in little or no Metropolitan Mass Transportation Operating Assistance receipts being received during the first quarter of each calendar year. The MTA has made other provisions to provide for cash liquidity during this period. During April 2022, the State appropriated \$2.6 billion in MMTOA funds. There has been no change in the timing of the State’s payment of, or MTA’s receipt of, Dedicated Mass Transportation Trust Fund (“MTTF”) receipts, which MTA anticipates will be sufficient to make monthly principal and interest deposits into the Debt Service Fund for the Dedicated Tax Fund Bonds. The total MRT for the year ended December 31, 2022 was \$622.9 compared to \$659.7 at December 31, 2021.

### *Capital Programs*

At December 31, 2022, \$18,076 had been committed and \$4,283 had been expended for the 2020-2024 MTA Bridges and Tunnels Capital Program, \$30,606 had been committed and \$23,372 had been expended for the combined 2015-2019 MTA Capital Programs and the 2015-2019 MTA Bridges and Tunnels Capital Program, and \$29,403 had been committed and \$27,477 had been expended for the combined 2010- 2014 MTA Capital Programs and the 2010-2014 MTA Bridges and Tunnels Capital Program, and \$24,117 had been committed and \$23,971 had been expended for the combined 2005- 2009 MTA Capital Programs and the 2005-2009 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.

*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. The revised 2020-2024 MTA Bridges and Tunnels Capital Program totaling \$3,327 as approved by the MTA Board on July 27, 2022, was not subject to CPRB approval.

By December 31, 2022, the revised 2020-2024 Capital Programs provided \$55,442 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, \$8,041 in MTA bonds and PAYGO, \$3,327 in MTA Bridges and Tunnels bonds, \$12,424 in Federal funds, \$3,101 in State of New York funding, \$3,007 in City of New York funding, and \$542 in other contributions.

*2015-2019 Capital Program* — Capital programs covering the years 2015-2019 for: (1) the commuter railroad operations of the MTA conducted by MTA Long Island Rail Road and MTA Metro-North Railroad (the “2015–2019 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 “2015–2019 Transit Capital Program”) were originally approved by the MTA Board in September 2014. The capital programs were subsequently submitted to the Capital Program Review Board (“CPRB”) in October 2014. This plan was disapproved by the CPRB, without prejudice, in October 2014. The capital program

for the toll bridges and tunnels operated by MTA Bridges and Tunnels (the “2015–2019 MTA Bridges and Tunnels Capital Program”) was approved by the MTA Board in September 2014 and was not subject to CPRB approval.

On April 20, 2016, the MTA Board approved revised capital programs for the years covering 2015-2019. The revised capital programs provided for \$29,456 in capital expenditures. On May 23, 2016, the CPRB deemed approved the revised 2015-2019 Capital Programs for the Transit and Commuter systems as submitted. The revised 2015-2019 MTA Bridges and Tunnels Capital Program, was approved by the MTA Board on April 20, 2016. On February 23, 2017, the MTA Board approved a revision to the CPRB portion of the capital programs for the years covering 2015-2019, adding \$119 transferred from prior capital programs to support additional investment projects. On March 30, 2017, the CPRB deemed approved the revised 2015-2019 Capital Programs for the Transit and Commuter systems as submitted. On May 24, 2017, the MTA Board approved a full amendment to the 2015-2019 Capital Programs to reflect updated project estimates and rebalanced programs to address budgetary and funding needs of priority projects that include Second Avenue Subway Phase 2, MTA Long Island Rail Road regional mobility, station enhancement work, investments at Penn Station, and new Open Road Tolling at MTA Bridges and Tunnels. On July 31, 2017, the CPRB deemed approved the revised 2015-2019 Capital Programs for the Transit and Commuter systems totaling \$29,517, as submitted. The revised 2015-2019 MTA Bridges and Tunnels Capital Program totaling \$2,940, as approved by the MTA Board in May 2017, was not subject to CPRB approval. On December 13, 2017, the MTA Board approved an amendment adding \$349 to the 2015-2019 Capital Program for the Transit system in support of the NYC Subway Action Plan. On April 25, 2018, the MTA Board approved a full amendment to increase the 2015-2019 Capital Programs to

\$33,270 reflecting updated project cost estimates, emerging new needs across the agencies, and reallocation of funds within the East Side Access and Regional Investment programs, among others. On May 31, 2018, the CPRB deemed approved the revised 2015-2019 Capital Programs for the Transit and Commuter systems totaling \$30,334, as submitted. The revised 2015-2019 MTA Bridges and Tunnels Capital Program totaling \$2,936, as approved by the MTA Board in April 2018, was not subject to CPRB approval. On September 25, 2019, the MTA Board approved a full amendment to increase the 2015-2019 Capital Program to \$33,913 reflecting updated project timing and cost estimates, new needs, and changing priorities. On February 21, 2020, the CPRB deemed approved the revised 2015-2019 Capital Program for the Transit and Commuter systems totaling \$30,977, as submitted. The revised 2015- 2019 MTA Bridges and Tunnels Capital Program totaling \$2,936, as approved by the MTA Board in September 2019, was not subject to CPRB approval.

By December 31, 2022, the revised 2015-2019 Capital Programs provided \$33,969 in capital expenditures, of which \$16,749 relates to ongoing repairs of, and replacements to, the transit system operated by MTA New York City Transit and MaBSTOA and the rail system operated by MTA Staten Island Railway; \$6,142 relates to ongoing repairs of, and replacements to, the commuter system operated by MTA Long Island Rail Road and MTA Metro-North Railroad; \$7,507 relates to the expansion of existing rail networks for both the transit and commuter systems; \$258 relates to Planning and Customer Service; \$376 relates to MTA Bus Company initiatives; and \$2,935 in capital expenditures for ongoing repairs of, and replacements to, MTA Bridges and Tunnels facilities.

The combined funding sources for the revised 2015–2019 MTA Capital Programs and the 2015-2019 MTA Bridges and Tunnels Capital Program, include \$8,398 in MTA bonds, \$2,942 in MTA Bridges and Tunnels dedicated funds, \$9,196 in State of New York funding, \$7,638 in Federal funds, \$2,669 in City of New York funding, \$2,156 in pay-as-you-go (“PAYGO”) capital, \$806 from asset sale/leases, and \$163 from other sources.

*2010-2014 Capital Program* — Capital programs covering the years 2010-2014 for: (1) the commuter railroad operations of the MTA conducted by MTA Long Island Rail Road and MTA Metro-North Railroad (the “2010–2014 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 “2010–2014 Transit Capital Program”) were originally approved by the MTA Board in September 2009. The capital programs were subsequently submitted to the CPRB in October 2009. This plan was disapproved by the CPRB, without prejudice, in December 2009 allowing the State Legislature to review funding issues in their 2010 session. The capital program for the toll bridges and tunnels operated by MTA Bridges and Tunnels (the “2010–2014 MTA Bridges and Tunnels Capital Program”) was approved by the MTA Board in September 2009 and was not subject to CPRB approval. The MTA Board approved the revised plan for the Transit and Commuter systems on April 28, 2010 and CPRB approval of the five- year program of projects was obtained on June 1, 2010. The approved CPRB program fully funded only the first two years (2010 and 2011) of the plan, with a commitment to come back to CPRB with a funding proposal for the last three years for the Transit and Commuter Programs. On December 21, 2011, the MTA Board approved an amendment to the 2010-2014 Capital Program for the Transit, Commuter, and Bridges and Tunnels systems that fund the last three years of the program through a combination of self-help (efficiency improvements and real estate initiatives), participation by our funding partners, and innovative and pragmatic financing arrangements. On March 27, 2012, the CPRB deemed approved the amended 2010-2014 Capital Programs for the Transit and Commuter systems as submitted.

On December 19, 2012, the MTA Board approved an amendment to the 2010-2014 Capital Programs for the Transit, Commuter, and Bridges and Tunnels systems to add projects for the repair/restoration of MTA agency assets damaged as a result of Superstorm Sandy, which struck the region on October 29, 2012. On January 22, 2013, the CPRB deemed approved the amended 2010-2014 Capital Programs for the Transit and Commuter systems as submitted. On July 22, 2013, the MTA Board approved a

further amendment to the 2010-2014 Capital Programs for the Transit, Commuter, and Bridges and Tunnels systems to include specific revisions to planned projects and to include new resilience/mitigation initiatives in response to Superstorm Sandy.

On August 27, 2013, the CPRB deemed approved those amended 2010-2014 Capital Programs for the Transit and Commuter systems as submitted. On July 28, 2014, the MTA Board approved an amendment to select elements of the Disaster Recovery (Sandy) and MTA New York City Transit portions of the 2010- 2014 Capital Programs, and a change in the funding plan. On September 3, 2014, the CPRB deemed approved the amended 2010-2014 Capital Programs for the Transit and Commuter systems as submitted.

In May 2017, the MTA Board approved an amendment to the 2010-2014 Capital Programs to reflect scope transfers and consolidation between the approved capital programs, and to reflect reductions to the MTA Superstorm Sandy capital projects to match current funding assumptions. This amendment, which provided \$29,237 in capital expenditures for the Transit and Commuter systems, was deemed approved by the CPRB as submitted on July 31, 2017. The amended 2010-2014 MTA Bridges and Tunnels Capital Program, which provided \$2,784 in capital expenditures, was not subject to CPRB approval. On September 25, 2019, the MTA Board approved an amendment to decrease the 2010-2014 Capital Programs to \$31,704 reflecting administrative budget adjustments and updated project cost and timing assumptions. On February 21, 2020, the CPRB deemed approved the revised 2010-2014 Capital Programs for the Transit and Commuter systems totaling \$28,917, as submitted. The revised 2010-2014 MTA Bridges and Tunnels Capital Program totaling \$2,787, as approved by the MTA Board in September 2019, was not subject to CPRB approval.

By December 31, 2022, the 2010-2014 MTA Capital provided \$31,701 in capital expenditures, of which \$11,371 relates to ongoing repairs of, and replacements to, the transit system operated by MTA New York City Transit and MaBSTOA and the rail system operated by MTA Staten Island Railway; \$3,921 relates to ongoing repairs of, and replacements to, the commuter system operated by MTA Long Island Rail Road and MTA Metro-North Railroad; \$5,861 relates to the expansion of existing rail networks for both the transit and commuter systems to be managed by MTA Capital Construction; \$256 relates to a multi-faceted security program including MTA Police Department; \$216 relates to MTA Interagency; \$297 relates to MTA Bus Company initiatives; \$2,022 relates to the ongoing repairs of, and replacements to, MTA Bridges and Tunnels facilities; and \$7,757 relates to Superstorm Sandy recovery/mitigation capital expenditures.

The combined funding sources for the CPRB-approved 2010–2014 MTA Capital Programs and 2010– 2014 MTA Bridges and Tunnels Capital Program include \$11,701 in MTA Bonds, \$2,025 in MTA Bridges and Tunnels dedicated funds, \$7,327 in Federal Funds, \$132 in MTA Bus Federal and City Match, \$611 from City Capital Funds, and \$1,531 from other sources. Also included is \$770 in State Assistance funds added to re-establish a traditional funding partnership. The funding strategy for Superstorm Sandy repair and restoration assumes the receipt of \$6,698 in insurance and federal reimbursement proceeds (including interim borrowing by MTA to cover delays in the receipt of such proceeds), \$18 in pay-as-you- go capital, supplemented, to the extent necessary, by external borrowing of up to \$887 in additional MTA and MTA Bridges and Tunnels bonds.

*2005-2009 Capital Program* — Capital programs covering the years 2005-2009 for: (1) the commuter railroad operations of the MTA conducted by MTA Long Island Rail Road and MTA Metro-North Railroad (the “2005–2009 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 “2005–2009 Transit Capital Program”) were originally approved by the MTA Board in April 2005 and subsequently by the CPRB in July 2005. The capital program for the toll bridges and tunnels operated by MTA Bridges and Tunnels (the “2005–2009 MTA Bridges and Tunnels Capital Program”) was approved by the MTA Board in April 2005 and was not subject to CPRB approval. The 2005–2009 amended Commuter Capital Program and the 2005–2009 Transit Capital program (collectively, the “2005–2009 MTA Capital Programs”) were last amended by the MTA Board in July 2008. This latest 2005-2009 MTA Capital Program amendment was resubmitted to the CPRB for approval in July 2008, and was approved in August 2009.

As last amended by the MTA Board, the 2005–2009 MTA Capital Programs and the 2005–2009 MTA Bridges and Tunnels Capital Program, provided for \$24,353 in capital expenditures. By December 31, 2022, the 2005-2009 MTA Capital Programs budget increased by \$634 primarily due to the receipt of new American Recovery and Reinvestment Act (“ARRA”) funds and additional New York City Capital funds for MTA Capital Construction work still underway. Of the \$24,353 provided in capital expenditures, \$11,515 relates to ongoing repairs of, and replacements to the transit system operated by MTA New York City Transit and MaBSTOA and the rail system operated by MTA Staten Island Railway; \$3,723 relates to ongoing repairs of, and replacements to, the commuter system operated by MTA Long Island Rail Road and MTA Metro-North Railroad; \$166 relates to certain interagency projects; \$7,671 relates generally to the expansion of existing rail networks for both the transit and commuter systems to be managed by the MTA Capital Construction Company (including the East Side Access, Second Avenue Subway and No.7 subway line) and a security program throughout MTA’s transit network; \$1,127 relates to the ongoing repairs of, and replacements to, bridge and tunnel facilities operated by MTA Bridges and Tunnels; and \$152 relates to capital projects for the MTA Bus.

The combined funding sources for the MTA Board-approved 2005–2009 MTA Capital Programs and 2005– 2009 MTA Bridges and Tunnels Capital Program include \$11,189 in MTA and MTA Bridges and Tunnels Bonds (including funds for LaGuardia

Airport initiative), \$1,450 in New York State general obligation bonds approved by the voters in the November 2005 election, \$7,776 in Federal Funds, \$2,823 in City Capital Funds, and \$1,097 from other sources.

## CURRENTLY KNOWN FACTS, DECISIONS, OR CONDITIONS

### *The 2022 MTA November Financial Plan*

The 2022 MTA November Financial Plan (the “November Plan”), which includes the 2022 November Forecast, the 2023 Final Proposed Budget and a Financial Plan for the years 2023 to 2026, updates the 2022 July Financial Plan (the “July Plan”).

**The July Plan** - The July Plan projected annual balanced budgets through 2024, with unfunded deficits of approximately \$2.5 billion in both 2025 and 2026. The balanced budgets were only achieved with the federal COVID relief funds awarded to the MTA, which totaled \$15.1 billion since the start of the pandemic. MTA received \$4.0 billion in 2020 from the Coronavirus Aid, Relief and Economic Security (CARES) Act, \$4.1 billion in 2021 from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and \$6.9 billion in 2022 from the American Rescue Plan Act of 2021 (ARPA).

This federal funding covers the structural imbalance in MTA’s finances in the near-term. Without federal COVID relief funds, each year of the Plan would be in substantial deficit. In addition, the deficits in the July Plan would have been higher without the assumed 4% fare and toll increases in 2023 and 2025 that were built into the Plan. The 2026 annual deficit would have reached approximately \$3 billion without such increases being implemented.

Since the July Plan, ridership recovery remained steady at about 61% of the pre-pandemic level through the summer, and then moved upwards to 63% in September and 64% in October and is tracking the midpoint projection based on the recent McKinsey updated analysis.

**The November Plan** - Before the use of federal COVID relief funds to offset deficits, the July Plan had projected deficits of \$2.6 billion in 2022, \$2.4 billion in 2023, \$2.3 billion in 2024, \$2.6 billion in 2025, and \$2.6 billion in 2026. These deficits included the favorable impacts from two actions proposed in the July Plan: fare and toll yield increases of four percent effective in both March 2023 and March 2025, which were expected to generate \$1.5 billion through 2026; and operating efficiency savings (“Fiscal Baseline Reset”) expected to generate \$400 million in lower expenses through 2026. The November Plan will use the same ridership forecast that was set forth in the July Plan based on the midpoint ridership recovery derived from the analysis dated July 2022. The November Plan, before the use of federal COVID aid, shows improvement in 2022, but worsening deficits in the out-years of the Plan.

**MTA Operating Efficiencies** - MTA operating agencies are engaged in an ambitious effort to identify innovative ways of doing business more efficiently and as a result reduce expenses and improve service to customers. Operating Agency and Headquarters leadership have identified concrete initiatives to generate sizeable savings and help address the fiscal cliff. The operating efficiency initiatives will generate \$100 million in 2023, increasing to \$400 million in 2024, \$408 million in 2025 and \$416 million in 2026.

**Increase 2023 Fare and Toll Revenue Targets** - MTA is proposing a 2023 fare and toll increase yielding approximately 5.5% in additional fare and toll revenue. This action is estimated to generate a total of \$1,309 million, which includes an additional \$350 million over the Plan period and is reflected in Other Below-the-Line Adjustments in the Plan Adjustments section.

**New Government Funding or Additional MTA Actions** - The 2023 budget assumes \$600 million in additional government funding and/or additional MTA actions, both of which have not yet been specified. If no additional government funding is made available, MTA actions could include further expense reduction, additional revenues, or acceleration of federal COVID aid to achieve balance for 2023 that would have otherwise been used to reduce deficits in the years after 2023.

More detailed information on the November Plan can be found in the MTA 2023 Final Proposed Budget – November Financial Plan 2023-2026 Volumes 1 and 2 at [www.MTA.info](http://www.MTA.info).

### *Impacts from Global Coronavirus Pandemic*

On March 12, 2020, the World Health Organization declared the current novel coronavirus (“COVID-19”) outbreak to be a pandemic in the face of the global spread of the virus. By order of Governor Cuomo (“New York State on PAUSE”), effective March 2020, all non-essential businesses Statewide were required to be closed, among other restrictive social distancing and related measures. The impact of social distancing and subsequent State governmental orders limiting non-essential activities caused by the COVID-19 pandemic resulted in a severe decline in the utilization of MTA services, dramatic declines in MTA public transportation system ridership and fare revenues, and MTA Bridge and Tunnel crossing traffic and toll revenues. Social distancing mandates were eased, and the region moved into a late-pandemic phase. A significant development was the impact of COVID-19 vaccinations on the MTA region. Capacity restrictions on restaurants, bars, event venues and businesses put in place due to COVID-19 were mostly removed on May 19, 2021, and all remaining restrictions were eliminated on June 15, 2021 after the State reached its goal of 70% of adults receiving at least a first dose of the vaccine. Ridership levels continue to show improvement, although ridership remains significantly below pre-pandemic levels. MTA New York City Subway resumed 24 hours a day service on May 17, 2021, after subway service was shut down overnight for over a year to allow for thorough

disinfecting of the system and other enhancements. MTA Metro-North Railroad currently operates on an 93% pre-pandemic service level during the week and 100% on weekends relative to pre-pandemic levels MTA Long Island Rail Road operated on an 87% pre-pandemic service level through the end of 2022. In January of 2023 the Grand Central Madison terminal was opened for LIRR service. Service was initially run as a shuttle between Jamaica and Grand Central Madison terminals. Full LIRR service to Grand Central Madison began in February, resulting in a 41% increase in overall LIRR service.

- **Ridership and Traffic Update.** Daily ridership on MTA facilities continues to be well-below 2019 levels. While ridership has been steadily increasing, ridership compared to the pre-pandemic equivalent day in 2019 is down 32% on the subways, 38% for bus (combined NYCT bus and MTA Bus Company), 36% on MTA Metro-North Railroad, and 38% on the MTA Long Island Rail Road. Traffic crossings at MTA Bridges and Tunnels facilities are closely resembling pre-pandemic levels.
- For additional information, refer to Note 15 to Financial Statements regarding the impact from the COVID-19 pandemic.

### *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 \$5.83 billion, including \$1.599 billion allocated on September 22, 2014, through a competitive resiliency program. A total of \$5.81 billion in FTA Emergency Relief Funding has been executed: seven repair/local priority resiliency grants totaling \$4.55 billion and seventeen competitive resiliency grants totaling \$1.26 billion. As of December 31, 2022, MTA has drawn down a total of \$3.91 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.

All MTA-allocated Superstorm Sandy FTA emergency relief funding/grants have been executed.

### *Labor Update*

During the fourth quarter of 2022, the MTA continued to negotiate equitable and financially prudent labor agreements whose economic provisions are patterned after the 2019-2023 agreement reached between New York City Transit and the Transport Workers Union (TWU Local 100). That four-year agreement included wage increases of 2.0% for 2019, 2.25% for 2020, 2.5% for 2021 and 2.75% for 2022 as well as other cost and savings provisions that, together, established the guideposts for collective bargaining with most other unions at all MTA agencies.

The ensuing paragraphs describe in greater detail the terms of new labor agreements, as well as the status of collective bargaining at each MTA agency through December 31, 2022.

**MTA Long Island Rail Road** – As of December 31, 2022, MTA Long Island Rail Road has approximately 7,229 employees. Approximately 6,433 of the railroad’s employees are represented by 8 different unions in 19 bargaining units. Beginning in early 2021, collective bargaining efforts produced several agreements that were ratified and approved by the MTA Board in June of that year. These agreements, reached separately with all MTA Long Island Rail Road unions other than the Brotherhood of Locomotive Engineers and a small group of Supervisors in the International Railway Supervisors Association, covered more than 90% of the represented workforce at MTA Long Island Rail Road. Spanning the two-year period from April 16, 2019 through April 15, 2021, the agreements included identical provisions. They each awarded the same wage increases as the first two years of the current 4-year TWU Local 100 agreement: that is, 2.0% on the first day of the new agreement and an additional 2.25% one year later. They included no other financial terms.

As virtually all these agreements had expired upon ratification by the MTA Board, in the third quarter of 2022 the MTA reached successor deals that mirror the remaining two years of the TWU agreement. All union signatories of the railroad’s 2019-2021 agreements, except for the International Brotherhood of Electrical Workers, also signed on for 2021 to 2023. The successor agreements cover the period April 16, 2021 through June 15, 2023 and provide their members the final two wage increases of the TWU pattern: 2.5% for 2021, and 2.75% for 2023. The two-month contract extension is a partial offset to the costs of these increases and has been included to achieve financial consistency with the net cost of the TWU pattern. As such, the recurrent agreement costs are consistent with MTA financial plans.

In December, the MTA Board approved an agreement between LIRR and the Brotherhood of Locomotive Engineers—as mentioned, one of the only unions to decline to sign onto the 2019-2021 agreement. The new agreement provides the terms of the full four-year TWU pattern, covering the period April 16, 2019 through June 15, 2023. Its provisions are identical to those in every other LIRR labor agreement for 2019-2023: wage increases of 2.0% for 2019, 2.25% for 2020, 2.5% for 2021 and 2.75% for 2022. Like all the other agreements, it includes a 2-month contract extension as a partial offset to the cost of the wage increases to maintain consistency with the TWU agreement.

**MTA Metro-North Railroad** – As of December 31, 2022, Metro-North Railroad employs approximately 6,028 people. Among these are approximately 5,222 employees represented by ten different unions.

At the start of the third quarter of 2022, Metro-North Railroad had reached 2-year labor agreements virtually identical to those reached at LIRR with more than 60% of its represented population. These deals, spanning 24-month periods between 2019 and 2021, depending upon varying contract start dates, provided the first two general wage increases common to all earlier railroad agreements: 2.0% for 2019 and 2.25% for 2020. In July 2022, the MTA Board approved another such agreement between Metro-North Railroad and approximately 385 Locomotive Engineers represented by the Association of Commuter Rail Employees Division 9 (ACRE-9). Like most of the other MNR agreements reached between June 2021 and the end of June 2022, the ACRE-9 agreement covered a lapsed period; therefore, around 60% of the railroad’s represented population was seeking new agreement terms.

In the third quarter of 2022, the MTA was able to pass five successor agreements with more than 1,700 represented Metro-North employees [1]. These agreements follow the TWU-pattern wage increases (2.5% and 2.75%, respectively, for 2021 and 2022); and they include, as a partial offset, a two-month contract extension. Except for contract start and end dates, the terms of these deals are identical to those reached with the railroad unions at LIRR for 2021-2023.

**MTA Headquarters** – As of December 31, 2022, MTA Headquarters employs approximately 3,358 union members. With the MTA Board’s approval of new labor agreements in the fourth quarter, most represented Headquarters employees are currently covered by effective labor agreements.

In October, the Board passed two agreements with the Transportation Communications Union, Local 643, which represents or technically covers approximately 247 Business Service Center employees and Procurement titles. The 50-month agreements, running from April 1, 2020 through March 31, 2024 include the identical wage increase schedule present in the 2019-2023 TWU agreement and in all the pattern-following railroad agreements reached since 2021. The agreements also include, as a partial cost offset, the same two-month contract extension present in the railroad agreements. They are likewise consistent with the net cost of the TWU deal and are anticipated in the MTA financial plan.

The October Board also approved an agreement between MTA Headquarters and the Police Benevolent Association (PBA), representing approximately 1,109 active Police Officers, Sergeants, Lieutenants and Detectives. The previous agreement with PBA expired on October 14, 2018. The new deal will cover the 5 year, 6-month period from October 15, 2018 through April 14, 2024 and conforms to the MTA patterns established in earlier negotiations with TWU Local 100 with respect to long-term net costs and anticipated wage increases [2]. The agreement also provides all incumbent employees a \$5,000 adjustment to base pay, effective March 1, 2023. All Police Officers hired after ratification, however, will now be subject to a new 10-step wage progression, which will result in significant savings over time through the inclusion of two additional steps, partly offsetting the cost of the pay adjustment. As distinct from incumbents, new hires will not be eligible to receive the \$5,000 adjustment until having completed 10 years of service. The wage progressions of newly promoted Sergeants and Lieutenants will also be lengthened, a further savings provision. Also on the savings side, the agreement includes new work rules designed to produce efficiencies for the Police Department by enhancing deployment flexibilities.

**MTA New York City Transit/Manhattan and Bronx Surface Transit Operating Authority** – As of December 31, 2022, MTA New York City Transit and MaBSTOA currently employ approximately 46,644 people, 45,463 of whom are represented by 12 unions with 19 bargaining units. Aside from the TWU Local 100 agreement, which covers approximately 33,000 current hourly employees, resumption of collective bargaining since 2021 has produced several pattern-following agreements, as detailed in previous editions of this report.

In the fourth quarter, three labor new labor agreements received Board approval. In October, an agreement between New York City Transit/Manhattan and Bronx Surface Transit Operating Authority and the United Federation of Law Enforcement Officers (UFLEO), representing approximately 172 employees, was passed. Covering the four-year period from April 1, 2021 through March 31, 2025, it includes wage increases of 2.0% for 2021, 2.25% for 2022, 2.5% for 2023 and 2.75% for 2024. In accordance with UFLEO’s collective bargaining agreement, members participate for the first 10 years in the bargaining unit in the hourly health benefits package, and they have consented to the same package of plan changes that was part of the TWU Local 100 agreement. The UFLEO membership has also agreed to the elimination of NYSHIP upon reaching 10 years of service, a concession that affects all current UFLEO members and future retirees. These savings measures offset the costs from new longevity payments and uniform allowances-- provisions that are not directly analogous to those in the most recent TWU deal-- and they thereby ensure that the agreement’s net cost matches that of TWU.

In December, the Board ratified two agreements with separate bargaining units of TWU Local 106, the Transit Supervisors Organization (“TSO”), covering: a) eight Station Supervisors, Level II, for the 50-month, 10-day period from April 16, 2020 through October 25, 2024; and b) seventeen Transit Support Coordinators, Levels I and II, for the 50-month, 16-day period from July 14, 2019 through September 30, 2023. The agreements with these 25 employees both include the schedule of wage increases present in the 2019-2023 TWU agreement and also include certain provisions that were included in prior TWU Agreements that the Union sought to extend to its members, such as an enhanced death benefit for Station Supervisors and the provision of Maternity/Paternity leave for the Transit Support Coordinators; in exchange for these provisions the bargaining

units have individually agreed to extend their contracts beyond the 2-months common to virtually all other pattern-followers over the period. As such, the agreements maintain consistency with the TWU deal and with the MTA Financial Plan.

In 2020, in response to the COVID-related necessity of delaying collective bargaining, the Amalgamated Transit Unions (Locals 726 and 1056), which represent approximately 3,400 operational employees at MTA New York City Transit, began impasse mediation proceedings to compel a new agreement [3]. The union sought delivery of a full four-year agreement matching the 2019-23 TWU pattern. The Arbitrator of the case issued a decision that upholds the economic provisions of the full four-year TWU agreement. Accordingly, approximately 3,400 members of ATU's 1056 and 726 will receive annual wage increases, retroactive to 2019, of 2.0%, 2.25%, 2.50% and 2.75%. At the end of the fourth quarter, it remained to negotiate the other costs and savings of the TWU-based settlement.

**MTA Bus Company** – As of December 31, 2022, MTA Bus Company has 3,846 employees, approximately 3,727 of whom are represented by three different unions (now including UTLO) and five bargaining units. The largest of these is TWU Local 100, whose members were co-parties to the agreement approved by the MTA Board in January 2020 and whose current agreement will run through May 14, 2023.

In October, an agreement between MTA Bus Company and the Amalgamated Transit Union, Local 1181 (“ATU-Local 1181”) was approved. The four-year agreement will run from November 1, 2019 to October 31, 2023 and will cover approximately 259 hourly employees. The deal includes many of the terms that were present in the 2019 to 2023 TWU Local 100 compact, as most of those provisions are directly applicable to members of ATU Local 1181 members. Its general wage increases are 2.0% for 2019; 2.25% for 2020; 2.5% for 2021; and 2.75% for 2022.

The operational employees represented by the Amalgamated Transit Union (“ATU Local 1179”) were party to the arbitration proceedings that included bargaining the ATU bargaining units at NYCT, as described above. As a result of the arbitration ruling, they will also be covered by a TWU-based agreement that will run through October 31, 2023.

**MTA Bridges and Tunnels** – As of December 31, 2022, MTA Bridges and Tunnels has 905 employees, approximately 718 of whom were represented by three different labor unions (four bargaining units).

As described in the previous edition, after arduous collective bargaining, a settlement was finally reached this year between MTA Bridges and Tunnels and the Superior Officers Benevolent Association, and it was approved by the September 2022 Board. The agreement covers the 126-month (ten and a half year) period from March 15, 2012 through September 14, 2022. During this timeframe, New York City Transit has enacted three agreements with its largest, pattern-setting union, TWU Local 100. The SOBA agreement includes the same schedule of wage increases that were present in these TWU covenants. Members' wages will increase by a compounded 21.6%, relative to 2012 levels: 1.0% for 2012; 1.0% for 2013; 2.0% for 2014; 2.0% for 2015; 2.0% for 2016; 2.5% for 2017; 2.5% for 2018; 2.0% for 2019; 2.25% for 2020; and 2.5% for 2021. Because the three TWU agreements reached since 2012 have covered 136 months, whereas the proposed SOBA agreement covers 126 months, the SOBA deal does not include the final TWU wage increase of 2.75%.

In recognition that the Superior Officers will now principally perform Law Enforcement duties, the new agreement also includes the \$6,033 wage adjustment that was provided in the agreement between the Authority and BTOBA members. Accordingly, the parties have agreed on the functional and geographic expansion of law enforcement duties, including whatever enforcement duties are assumed by the Employer as part of the imposition of a congestion zone, subject to ‘impact’ bargaining obligations imposed by the law. The agreement provides that the employer may assign up to 50% of Sergeants and 50% of Lieutenants to the Fare Evasion Task Force and allows Sergeants and Lieutenants the flexibility to be deployed to different locations from where they start tours. Also included are other measures designed to produce savings: new entrant contributions to health care coverage and a newly structured wage progression for new entrants to the bargaining unit.

At the end of the fourth quarter, labor negotiations continued with B&T's other unions.

**MTA Staten Island Railway** – As of the fourth quarter of 2022, MTA Staten Island Railway has 349 employees, approximately 332 of whom are represented by four different unions. Three of the four are now covered under effective labor agreements.

In October, the MTA Board ratified an agreement between Staten Island Railway and approximately 25 employees represented by the Transportation Communications Union. Like all the railroad agreements that have covered the 2021-2023 portion of the TWU Local 100 agreement, it provides wage increases 2.5% for 2021 and 2.75% for 2022; and it also includes a 2-month contract extension as a partial savings offset to the agreement's costs. Because members of this bargaining unit were eligible for certain cost and savings provisions that were present in the TWU agreement, this deal includes many of those same provisions. The agreement runs from April 17, 2021 to June 16, 2023.

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



[1] These agreements were with approximately 600 members of the Transportation Communications Union (TCU); approximately 200 employees in the American Airway and Railway Supervisor Association, Maintenance of Equipment Division (ARSA MoE); approximately 70 employees represented by the American Airway and Railway Supervisor Association, Maintenance of Equipment Division (ARSA MoW); approximately 750 employees represented by the International Brotherhood of Teamsters, (IBT Local 808); and approximately 90 employees represented by the National Conference of Firemen and Oilers (NCF&O).

[2] The wage increases are a subset of the increases provided in the 2017-2019 and the 2019-2023 TWU agreements and, as such, have been anticipated in MTA's financial plans.

[3] The Amalgamated Transit Union Local 1179, representing employees at MTA Bus Company, is also a party to the arbitration proceedings.

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(A Component Unit of the State of New York)

**CONSOLIDATED STATEMENTS OF NET POSITION**
**AS OF DECEMBER 31, 2022 AND 2021**
**(\$ in millions)**

	<b>Business-Type Activities</b>	
	<b>December 31, 2022</b>	<b>December 31, 2021 (Restated)</b>
<b>ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>		
<b>CURRENT ASSETS:</b>		
Cash unrestricted (Note 3)	\$ 403	\$ 526
Cash restricted (Note 3)	537	256
Unrestricted investments (Note 3)	9,559	6,111
Restricted investments (Note 3)	1,682	5,451
Restricted investments held under financed purchase obligations (Notes 3 and 8)	101	151
Receivables:		
Station maintenance, operation, and use assessments	113	116
State and regional mass transit taxes	158	167
Mortgage Recording Tax receivable	39	63
State and local operating assistance	10	11
Other receivable from New York City and New York State	180	244
Due from Build America Bonds	3	1
Receivable from federal and state government	81	3,555
Other	904	753
Less allowance for doubtful accounts	(372)	(333)
Total receivables — net	<u>1,116</u>	<u>4,577</u>
Materials and supplies	681	675
Prepaid expenses and other current assets (Note 2)	217	173
Total current assets	<u>14,296</u>	<u>17,920</u>
<b>NON-CURRENT ASSETS:</b>		
Capital assets (Note 6):		
Land and construction work-in-progress	22,928	23,626
Other capital assets (net of accumulated depreciation and amortization)	64,578	60,774
Unrestricted investments (Note 3)	2,496	1,001
Restricted investments (Note 3)	3,623	739
Restricted investments held under financed purchase obligations (Notes 3 and 8)	258	252
Other non-current receivables	384	424
Receivable from New York State	10	10
Other non-current assets	71	9
Total non-current assets	<u>94,348</u>	<u>86,835</u>
<b>TOTAL ASSETS</b>	<u>108,644</u>	<u>104,755</u>
<b>DEFERRED OUTFLOWS OF RESOURCES:</b>		
Accumulated decreases in fair value of derivative instruments (Note 7)	109	384
Loss on debt refunding (Note 7)	540	740
Deferred outflows related to pensions (Note 4)	3,181	2,706
Deferred outflows related to OPEB (Note 5)	4,444	4,033
<b>TOTAL DEFERRED OUTFLOWS OF RESOURCES</b>	<u>8,274</u>	<u>7,863</u>
<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<u>\$ 116,918</u>	<u>\$ 112,618</u>

See notes to the consolidated financial statements.

(Continued)

(A Component Unit of the State of New York)

**CONSOLIDATED STATEMENTS OF NET POSITION**

AS OF DECEMBER 31, 2022 AND 2021

(\$ in millions)

	Business-Type Activities	
	December 31, 2022	December 31, 2021 (Restated)
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION</b>		
<b>CURRENT LIABILITIES:</b>		
Accounts payable	\$ 480	\$ 378
Accrued expenses:		
Interest	393	317
Salaries, wages and payroll taxes	525	575
Vacation and sick pay benefits	1,106	1,113
Current portion — retirement and death benefits	31	37
Current portion — estimated liability from injuries to persons (Note 11)	567	543
Capital accruals	554	511
Other Accrued expenses	796	1,129
Total accrued expenses	3,972	4,225
Current portion — loan payable (Note 7)	12	14
Current portion — long-term debt (Note 7)	4,800	8,069
Current portion — financed purchase (Note 9)	-	14
Current portion — pollution remediation projects (Note 13)	40	29
Unearned revenues	1,248	871
Total current liabilities	10,552	13,600
<b>NON-CURRENT LIABILITIES:</b>		
Net pension liability (Note 4)	6,923	4,899
Estimated liability arising from injuries to persons (Note 11)	4,868	4,557
Net OPEB liability (Note 5)	24,956	24,409
Loan payable (Note 7)	71	82
Long-term debt (Note 7)	46,493	48,431
Lease Payable (Note 8)	833	881
Financed Purchase (Note 9)	170	178
Pollution remediation projects (Note 13)	116	116
Contract retainage payable	435	416
Derivative liabilities (Note 7)	144	392
Other long-term liabilities	366	414
Total non-current liabilities	85,375	84,775
<b>TOTAL LIABILITIES</b>	<b>95,927</b>	<b>98,375</b>
<b>DEFERRED INFLOWS OF RESOURCES:</b>		
Gain on debt refunding	24	31
Deferred inflows related to leases (Note 8)	300	344
Deferred inflows related to pensions (Note 4)	1,055	2,994
Deferred inflows related to OPEB (Note 5)	2,695	1,733
<b>TOTAL DEFERRED INFLOWS OF RESOURCES</b>	<b>4,074</b>	<b>5,102</b>
<b>NET POSITION:</b>		
Net investment in capital assets	34,886	29,885
Restricted for debt service	381	1,039
Restricted for claims	192	225
Restricted for other purposes (Note 2)	4,491	1,346
Unrestricted	(23,033)	(23,354)
<b>TOTAL NET POSITION</b>	<b>16,917</b>	<b>9,141</b>
<b>TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION</b>	<b>\$ 116,918</b>	<b>\$ 112,618</b>

See notes to the consolidated financial statements.

(Concluded)

(A Component Unit of the State of New York)

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

YEARS ENDED DECEMBER 31, 2022 AND 2021

(\$ in millions)

	Business-Type Activities	
	December 31, 2022	December 31, 2021 (Restated)
OPERATING REVENUES:		
Fare revenue	\$ 4,024	\$ 3,048
Vehicle toll revenue	2,332	2,170
Rents, freight, and other revenue	649	561
Total operating revenues	7,005	5,779
OPERATING EXPENSES:		
Salaries and wages	6,578	6,204
Retirement and other employee benefits	2,890	2,264
Postemployment benefits other than pensions (Note 5)	1,892	1,865
Electric power	556	430
Fuel	283	163
Insurance	9	26
Claims	374	426
Paratransit service contracts	412	346
Maintenance and other operating contracts	680	660
Professional service contracts	554	503
Pollution remediation projects (Note 12)	26	37
Materials and supplies	561	486
Depreciation and amortization (Note 2)	3,361	3,218
Other	245	195
Total operating expenses	18,421	16,823
OPERATING LOSS	(11,416)	(11,044)
NON-OPERATING REVENUES (EXPENSES):		
Grants, appropriations and taxes:		
Tax-supported subsidies — NYS:		
Mass Transportation Trust Fund subsidies	597	583
Metropolitan Mass Transportation Operating Assistance subsidies	2,601	2,247
Payroll Mobility Tax subsidies	2,032	2,008
MTA Aid Trust Account subsidies	264	264
Internet sales tax subsidies	331	345
Tax-supported subsidies — NYC and Local:		
Mortgage Recording Tax subsidies	623	660
Urban Tax subsidies	657	513
Mansion Tax	513	394
Other subsidies:		
Operating Assistance - 18-B program	373	410
Build America Bond subsidy	83	84
New York City Assistance Fund	345	253
Total grants, appropriations and taxes	\$ 8,419	\$ 7,761

See notes to the consolidated financial statements.

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(A Component Unit of the State of New York)

**CONSOLIDATED STATEMENTS OF REVENUES, EXPENSES  
AND CHANGES IN NET POSITION**
**YEARS ENDED DECEMBER 31, 2022 AND 2021**

(\$ In millions)

	<b>Business-Type Activities</b>	
	<b>December 31, 2022</b>	<b>December 31, 2021 (Restated)</b>
NON-OPERATING REVENUES (EXPENSES):		
Connecticut Department of Transportation	\$ 248	\$ 292
Subsidies paid to Dutchess, Orange, and Rockland Counties	(18)	(13)
Interest on long-term debt (Note 2)	(1,904)	(1,811)
Station maintenance, operation and use assessments	188	177
Operating subsidies recoverable from NYC	535	483
Federal Transit Administration reimbursement related to ARPA and CRRSAA	6,967	4,114
Other net non-operating revenues	146	410
Net non-operating revenues	<u>14,581</u>	<u>11,413</u>
GAIN BEFORE APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS	3,165	369
APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS	<u>4,611</u>	<u>3,789</u>
CHANGE IN NET POSITION	7,776	4,158
NET POSITION— Beginning of year	<u>9,141</u>	<u>4,983</u>
NET POSITION — End of year	<u>\$ 16,917</u>	<u>\$ 9,141</u>

See notes to the consolidated financial statements.

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(A Component Unit of the State of New York)

**CONSOLIDATED STATEMENTS OF CASH FLOWS**

YEARS ENDED DECEMBER 31, 2022 AND 2021

(\$ In millions)

	Business-Type Activities	
	December 31, 2022	December 31, 2021 (Restated)
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>		
Passenger receipts/tolls	\$ 6,351	\$ 5,219
Rents and other receipts	830	226
Payroll and related fringe benefits	(10,113)	(10,334)
Other operating expenses	(2,996)	(3,073)
Net cash used by operating activities	(5,928)	(7,962)
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:</b>		
Grants, appropriations, and taxes	8,552	7,837
Operating subsidies from CDOT	246	285
Subsidies paid to Dutchess, Orange, and Rockland Counties	(21)	(13)
Federal Transit Administration reimbursement related to COVID-19	9,805	593
Other non-capital financing activities	(5)	1
Internet and Mansion Tax	853	719
Net cash provided by noncapital financing activities	19,430	9,422
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:</b>		
MTA bond proceeds	820	1,648
MTA Bridges and Tunnels bond proceeds	7,413	3,595
MTA bonds refunded/reissued	(2,686)	(1,770)
MTA Bridges and Tunnels bonds refunded/reissued	(330)	-
MTA anticipation notes proceeds	-	4,000
MTA anticipation notes redeemed	(8,089)	(1,250)
MTA credit facility proceeds	-	720
MTA credit facility refunded	(1,196)	(1)
Federal and local grants	2,775	1,700
Other capital financing activities	957	1,498
Payment for capital assets	(6,231)	(5,223)
Debt service payments	(2,906)	(3,136)
Receipts from leases	42	40
Payments from leases	(94)	(82)
Net cash (used by) / provided by capital and related financing activities	(9,525)	1,739
<b>CASH FLOWS FROM INVESTING ACTIVITIES:</b>		
Purchase of long-term securities	(18,106)	(12,297)
Sales or maturities of long-term securities	9,554	10,604
Net sales (purchases) or maturities of short-term securities	4,619	(1,802)
Earnings on investments	114	52
Net cash used by investing activities	(3,819)	(3,443)
<b>NET INCREASE / (DECREASE) IN CASH</b>	<b>158</b>	<b>(244)</b>
CASH — Beginning of year	782	1,026
CASH — End of year	\$ 940	\$ 782

See notes to the consolidated financial statements.

(Continued)

(A Component Unit of the State of New York)

**CONSOLIDATED STATEMENTS OF CASH FLOWS**
**YEARS ENDED DECEMBER 31, 2022 AND 2021**

(\$ In millions)

	<b>Business-Type Activities</b>	
	<b>December 31, 2022</b>	<b>December 31, 2021 (Restated)</b>
RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES:		
Operating loss (Note 2)	\$ (11,416)	\$ (11,044)
Adjustments to reconcile to net cash used in operating activities:		
Depreciation and amortization	3,361	3,218
Net increase in payables, accrued expenses, and other liabilities	2,048	855
Net increase / (decrease) in deferred outflows related to pensions	475	(347)
Net increase in deferred outflows related to OPEB	411	2,216
Net increase / (decrease) in deferred inflows related to pensions	1,938	(2,197)
Net decrease in deferred inflows related to OPEB	(962)	(3)
Net (decrease) / increase in net pension liability and related accounts	(2,023)	3,460
Net decrease in net OPEB liability and related accounts	(547)	(3,293)
Net increase / (decrease) in receivables	861	(809)
Net decrease in materials and supplies and prepaid expenses	(74)	(18)
<b>NET CASH USED BY OPERATING ACTIVITIES</b>	<b><u>\$ (5,928)</u></b>	<b><u>\$ (7,962)</u></b>
NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES:		
Noncash investing activities:		
Interest expense includes amortization of net (premium) / discount (Note 2)	\$ 202	\$ 251
Noncash capital and related financing activities:		
Capital assets related liabilities	1,432	1,433
Interest expense for leases	48	44
Interest income from leases	9	9
Total Noncash capital and related financing activities	<u>1,489</u>	<u>1,486</u>
<b>TOTAL NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES</b>	<b><u>\$ 1,691</u></b>	<b><u>\$ 1,737</u></b>

See notes to the consolidated financial statements.

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(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, 2022 AND 2021  
(\$ In thousands)**

	<b>Fiduciary Activities</b>	
	<b>December 31, 2022</b>	<b>December 31, 2021</b>
<b>ASSETS:</b>		
Cash	\$ 10,985	\$ 39,379
Receivables:		
Employee loans	26,521	26,082
Participant and union contributions	-	(20)
Investment securities sold	1,810	5,671
Accrued interest and dividends	6,011	4,882
Other receivables	2,680	3,770
Total receivables	37,022	40,385
Investments at fair value	9,319,985	10,144,509
Total assets	<u>\$ 9,367,992</u>	<u>\$ 10,224,273</u>
<b>LIABILITIES:</b>		
Accounts payable and accrued liabilities	\$ 6,319	\$ 8,315
Payable for investment securities purchased	9,992	14,759
Accrued benefits payable	76	74
Accrued postretirement death benefits (PRDB) payable	5,719	5,405
Accrued 55/25 Additional Members Contribution (AMC) payable	2,527	3,847
Other liabilities	1,082	2,987
Total liabilities	25,715	35,387
<b>NET POSITION:</b>		
Restricted for pensions	9,330,542	10,188,803
Restricted for postemployment benefits other than pensions	11,735	83
Total net position	9,342,277	10,188,886
Total liabilities and net position	<u>\$ 9,367,992</u>	<u>\$ 10,224,273</u>

See notes to the consolidated 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, 2022 AND 2021  
(\$ In thousands)**

	<b>Fiduciary Activities</b>	
	<b>December 31, 2022</b>	<b>December 31, 2021</b>
<b>ADDITIONS:</b>		
Contributions:		
Employer contributions	\$ 1,418,340	\$ 1,362,952
Implicit rate subsidy contribution	57,989	52,933
Member contributions	60,069	58,840
Total contributions	<u>1,536,398</u>	<u>1,474,725</u>
Investment income:		
Net in fair value of investments	(872,844)	1,112,770
Dividend income	126,737	115,369
Interest income	29,151	20,453
Less:		
Investment expenses	<u>60,081</u>	<u>85,192</u>
Investment income, net	<u>(777,037)</u>	<u>1,163,400</u>
Other additions:		
Total additions	<u>759,361</u>	<u>2,638,125</u>
<b>DEDUCTIONS:</b>		
Benefit payments and withdrawals	1,541,904	1,456,931
Implicit rate subsidy payments	57,989	52,933
Transfer to other plans	-	474
Distribution to participants	-	2,175
Administrative expenses	6,077	4,434
Total deductions	<u>1,605,970</u>	<u>1,516,947</u>
Net (decrease) / increase in fiduciary net position	(846,609)	1,121,178
<b>NET POSITION:</b>		
Restricted for Benefits:		
Beginning of year	<u>10,188,886</u>	<u>9,067,708</u>
End of year	<u>\$ 9,342,277</u>	<u>\$ 10,188,886</u>

See notes to the consolidated financial statements.

(A Component Unit of the State of New York)

**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS  
FOR THE YEARS ENDED DECEMBER 31, 2022 AND 2021**

**(\$ In millions, except as noted)**

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**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 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 Concourse Operating Company (“MTA GCMC”) 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 GCMC 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 Comptroller, 2 Broadway, 15th Floor, New York, New York 10004.

Although the MTA Group collects fares for the transit and commuter service, they provide and receive revenues from other sources, such as the leasing out of real property assets, and the licensing of advertising. Such revenues, including anticipated revenues from fare increases, are not sufficient to cover all operating expenses associated with such services. Therefore, to maintain a balanced budget, the members of the MTA Group providing transit and commuter service rely on operating surpluses transferred from MTA Bridges and Tunnels, operating subsidies provided by NYS and certain local governmental entities in the MTA commuter district, and service reimbursements from certain local governmental entities in the MTA commuter district and from the State of Connecticut. Non-operating subsidies to the MTA Group for transit and commuter service for the year ended December 31, 2022 and 2021 totaled \$8.4 billion and \$7.8 billion, respectively.

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

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

- 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. For reporting purposes, the financial results of the MNR Cash Balance Plan are not material and therefore not included in the fiduciary statements.

## 2. SIGNIFICANT ACCOUNTING POLICIES

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

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

**New Accounting Standards** — The MTA adopted the following GASB Statement for the year ended December 31, 2022, with retroactive effect of this adoption as of January 1, 2021:

GASB Statement No. 87, *Leases*, was issued to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments’ financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are 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, thereby enhancing the relevance and consistency of information about governments’ leasing activities.

The MTA evaluated all the requirements under GASB Statement No. 87, *Leases*, and adopted this Statement for the year ended December 31, 2022, and applied the retroactive effect of this adoption by the recognition and measurement of lease assets and liabilities as of January 1, 2021. Net position as of and for the year ended December 31, 2021, was restated and decreased by \$2.

The following schedule summarizes the net effect of adopting GASB Statement No. 87, *Leases*, in the Consolidated Statement of Net Position as of December 31, 2021 (in millions):

	As Previously Stated	GASB 87 Impact	Restated
<b>CURRENT ASSETS:</b>			
Other Receivables	\$ 720	\$ 33	\$ 753
Total receivables — net	4,544	33	4,577
Total current assets	17,887	33	17,920
<b>NONCURRENT ASSETS:</b>			
Other capital assets (net of accumulated depreciation and amortization)*	60,133	641	60,774
Other non-current receivables	100	324	424
Total non-current assets	85,870	965	86,835
<b>TOTAL ASSETS</b>	<b>103,757</b>	<b>998</b>	<b>104,755</b>
<b>TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES</b>	<b>111,620</b>	<b>998</b>	<b>112,618</b>
<b>CURRENT LIABILITIES:</b>			
Other Accrued Expenses	1,088	41	1,129
Total accrued expenses	4,184	41	4,225
Total current liabilities	13,559	41	13,600
<b>NON-CURRENT LIABILITIES:</b>			
Lease payable	-	881	881
Financed purchase	423	-245	178
Other long-term liabilities	435	-21	414
Total non-current liabilities	84,160	615	84,775
<b>TOTAL LIABILITIES</b>	<b>97,719</b>	<b>656</b>	<b>98,375</b>
<b>DEFERRED INFLOWS OF RESOURCES:</b>			
Deferred inflows related to leases	-	344	344
<b>TOTAL DEFERRED INFLOWS OF RESOURCES</b>	<b>4,758</b>	<b>344</b>	<b>5,102</b>
<b>NET POSITION:</b>			
Net investment in capital assets	29,899	-14	29,885
Unrestricted	-23,366	12	-23,354
<b>TOTAL NET POSITION</b>	<b>9,143</b>	<b>-2</b>	<b>9,141</b>
<b>TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES AND NET POSITION</b>	<b>111,620</b>	<b>998</b>	<b>112,618</b>

\*Right of Use Assets and Accumulated Amortization are included in Other Capital Assets, net of accumulated depreciation and amortization on the Statement of Net Position.

In addition, revenues, expenses and changes in net position for the year ended December 31, 2021 were required to be restated by GASB Statement 87 as follows (in millions):

	As Previously Stated	GASB 87 Impact	Restated
<b>OPERATING REVENUES:</b>			
Rents, freight, and other revenue	\$557	\$4	\$561
Total operating revenues	5,775	4	5,779
<b>OPERATING EXPENSES:</b>			
Maintenance and other operating contracts	726	-66	660
Depreciation and amortization *	3,158	60	3,218
Other	196	-1	195
Total operating expenses	16,830	-7	16,823
<b>OPERATING LOSS</b>	<b>-11,055</b>	<b>11</b>	<b>-11,044</b>
<b>NON-OPERATING REVENUES (EXPENSES)</b>			
Interest on long-term debt	-1,813	2	-1,811
Other net non-operating revenues / (expenses)	425	-15	410
Net non-operating revenues	11,426	-13	11,413
<b>GAIN BEFORE APPROPRIATIONS, GRANTS AND OTHER RECEIPTS EXTERNALLY RESTRICTED FOR CAPITAL PROJECTS</b>	<b>371</b>	<b>-2</b>	<b>369</b>
<b>CHANGE IN NET POSITION</b>	<b>4,160</b>	<b>-2</b>	<b>4,158</b>
<b>NET POSITION — End of year</b>	<b>9,143</b>	<b>-2</b>	<b>9,141</b>

\*Amortization of Right of Use Assets are included in depreciation and amortization on the Statement of Net Position and Statement of Revenues, Expenses and Changes in Net Position.

The following schedule summarizes the cash flow impact of adopting GASB Statement No. 87, Leases in the consolidated statement of cash flows (in millions) for certain leases previously classified as operating and capital leases:

Year-ended December 31, 2021	As Previously Stated	GASB 87 Impact	Restated
<b>CASH FLOWS FROM OPERATING ACTIVITIES:</b>			
Rents and other receipts	\$233	-7	\$226
Other operating expenses	-3,122	49	-3,073
Net cash used by operating activities	-8,004	42	-7,962
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:</b>			
Other non-capital financing activities	-	1	1
Net cash provided by noncapital financing activities	9,421	1	9,422
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:</b>			
Receipts from leases	-	40	40
Payments from leases	-	-82	-82
Payment for capital assets	-5,222	-1	-5,223
Net cash (used by) / provided by capital and related financing activities	1,782	-43	1,739
<b>RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES:</b>			
Operating loss	-11,055	11	-11,044
Depreciation and amortization	3,158	60	3,218
Net (decrease) / increase in receivables	-807	-2	-809
Net increase (decrease) in payables	882	-27	855
NET CASH USED BY OPERATING ACTIVITIES	-8,004	42	-7,962
<b>NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES:</b>			
Capital assets related liabilities	511	922	1,433
Interest expense for leases	-	44	44
Interest income from leases	-	9	9
Total Noncash capital and related financing activities	511	975	1,486

GASB Statement No. 91, *Conduit Debt Obligations*. The primary objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligations; establishing that a conduit debt is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. The adoption of this Statement did not have a material impact on the financial position, results of operations or cash flows of the MTA.

GASB Statement No. 92, *Omnibus 2020*. The objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing practice issues that have been identified during implementation and application of certain GASB Statements. This Statement addresses a variety of topics and includes specific provisions about the following:

- The effective date of Statement No. 87, Leases, and Implementation Guide No. 2019-3, Leases, for interim financial reports
- Reporting of intra-entity transfers of assets between a primary government employer and a component unit defined benefit pension plan or defined benefit other postemployment benefit (OPEB) plan
- The applicability of Statements No. 73, Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68, as amended, and No. 74, Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans, as amended, to reporting assets accumulated for postemployment benefits
- The applicability of certain requirements of Statement No. 84, Fiduciary Activities, to postemployment benefit arrangements
- Measurement of liabilities (and assets, if any) related to asset retirement obligations (AROs) in a government acquisition
- Reporting by public entity risk pools for amounts that are recoverable from reinsurers or excess insurers

- Reference to nonrecurring fair value measurements of assets or liabilities in authoritative literature
- Terminology used to refer to derivative instruments.

The adoption of this Statement has no material impact on the financial position, results of operations or cash flows of the MTA.

GASB Statement No. 93, *Replacement of Interbank Offered Rates*. Some governments have entered into agreements in which variable payments made or received depend on an interbank offered rate (IBOR)—most notably, the London Interbank Offered Rate (LIBOR). As a result of global reference rate reform, LIBOR ceased to exist in its current form at the end of 2021, prompting governments to amend or replace financial instruments for the purpose of replacing LIBOR with other reference rates, by either changing the reference rate or adding or changing fallback provisions related to the reference rate. The objective of this Statement is to address those and other accounting and financial reporting implications from the replacement of an IBOR.

The adoption of this Statement did not have a material impact on the financial position, results of operations or cash flows of the MTA.

### Accounting Standards Issued but Not Yet Adopted

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

GASB Statement No.	GASB Accounting Standard	MTA Required Year of Adoption
94	<i>Public-Private and Public-Public Partnerships and Availability Payment Arrangements</i>	2023
96	<i>Subscription-based Information Technology Arrangements</i>	2023
99	<i>Omnibus 2022</i>	2023
100	<i>Accounting Changes and Error Corrections</i>	2024
101	<i>Compensated Absences</i>	2024

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

**Principles of Consolidation** — The consolidated financial statements consist of MTAHQ, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA Staten Island Railway, GCMC, 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 for Other Purposes** – This category is classified within net position and includes net investments restricted for financed purchases and MTA Bridges and Tunnels necessary reconstruction reserve.

**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 expected to be utilized within a year of December 31st have been classified as current assets in the consolidated financial statements.

In accordance with the provisions of GASB Statement No. 72, *Fair Value Measurement and Application*, investments are recorded on the consolidated statements of net position at fair value, except for commercial paper, certificates of deposit, and repurchase agreements, which are recorded at amortized cost or contract value. All investment income, including changes in the fair value of investments, is reported as revenue on the consolidated statements of revenues, expenses and changes in net position. Fair values have been determined using quoted market values at December 31, 2022 and 2021.

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

**Materials and Supplies** — Materials and supplies are valued at average cost, net of obsolescence reserve at December 31, 2022 and 2021 of \$231 and \$213, respectively.

**Prepaid Expenses and Other Current Assets** — Prepaid expenses and other current assets reflect advance payment of insurance premiums as well as farecard media related with ticket machines, WebTickets and AirTrain tickets.

**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. Leases recorded under GASB Statement No. 87, *Leases*, are classified as right-of-use assets. Accumulated depreciation and amortization are reported as reductions of capital 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.

**Leases** — as a result of the adoption of GASB Statement No. 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.

**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 amortization, etc.) are reported as operating expenses. All other expenses (e.g. interest on long-term debt, interest on leases, subsidies paid to counties, etc.) are reported as non-operating expenses.

**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 12). 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.

**Federal Transit Administration CARES Act** — On March 27, 2020, the Coronavirus Aid, Relief and Economic Security Act, also known as the CARES Act, was signed into law in response to the economic fallout of the COVID-19 pandemic. The CARES Act through the Federal Transit Administration’s (“FTA”) formula funding provisions provided the MTA with \$4.010 billion of operating assistance. More detailed information about the CARES Act is presented in Note 14 to the consolidated financial statements.

**Coronavirus Response and Relief Supplemental Appropriations Act of 2021** — On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (“CRRSAA”) was signed into law in response to the economic fallout of the COVID-19 pandemic. CRRSAA, through the FTA’s formula funding provision provided the MTA with \$4.1 billion of operating assistance. Additional information about the CRRSAA is presented in Note 14 to the consolidated financial statements.

**American Rescue Plan Act (“ARPA”)** - On March 11, 2021, President Biden signed into law the American Rescue Plan Act of 2021 (“ARPA”). The \$1.9 trillion package is intended to combat the COVID-19 pandemic, including the public health and economic impacts. The MTA received \$6.1 billion in aid from ARPA in 2022. In September of 2022, Additional Assistance Funding was made available to transit systems demonstrating additional pandemic associated needs. MTA received approximately \$769 million in such additional aid.

### **Non-operating Revenues**

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

*Mortgage Recording Taxes (“MRT”)* — Under NYS law, the MTA receives capital and operating assistance through a Mortgage Recording Tax (“MRT-1”). MRT-1 is collected by NYC and the seven other counties within the MTA’s service area, at the rate of 0.25% of the debt secured by certain real estate mortgages. Effective September 2005, the rate was increased from 25 cents per 100 dollars of recorded mortgage to 30 cents per 100 dollars of recorded mortgage. The MTA also receives an additional Mortgage Recording Tax (“MRT-2”) of 0.25% of certain mortgages secured by real estate improved or to be improved by structures containing one to nine dwelling units in the MTA’s service area. MRT-1 and MRT-2 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 NYS Suburban Highway Transportation Fund in an amount not to exceed \$20 annually (subject to the monies being returned under the conditions set forth in the governing statute if the Commuter Railroads are operating at a deficit).
- The first \$5 of the MRT-2 proceeds is transferred to the MTA Dutchess, Orange, and Rockland (“DOR”) Fund (\$1.5 each for Dutchess and Orange Counties and \$2 for Rockland County). Additionally, the MTA must transfer to each County’s fund an amount equal to the product of (i) the percentage by which each respective County’s mortgage recording tax payments (both MRT-1 and MRT-2) to the MTA increased over such payments in 1989 and (ii) the base amount received by each county as described above. The counties do not receive any portion of the September 1, 2005 increase in MRT-1 from 25 cents per \$100 of recorded mortgage to 30 cents. As of December 31, 2022, the MTA paid to Dutchess, Orange and Rockland Counties the 2021 excess amounts of MRT-1 and MRT-2 totaling \$7.5.
- In addition, MTA New York City Transit receives operating assistance directly from NYC through a mortgage recording tax at the rate of 0.625% of the debt secured by certain real estate mortgages and through a property transfer tax at the rate of one percent of the assessed value (collectively referred to as “Urban Tax Subsidies”) of certain properties.

*Mobility Tax* — In June of 2009, Chapter 25 of the NYS Laws of 2009 added Article 23, which establishes the Metropolitan Commuter Transportation Mobility Tax (“MCTMT”). The proceeds of this tax, administered by the 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 district; September 1, 2009 for Public school districts and January 1, 2009 for individuals.

*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 the City of New York 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.

*Dedicated Taxes* — Under NYS law, subject to annual appropriation, the MTA receives operating assistance through a portion of the Dedicated Mass Transportation Trust Fund (“MTTF”) and Metropolitan Mass Transportation Operating Assistance



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

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

*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.

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

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

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

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

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

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

The proceeds from the Central Business District Tolling Program, the Internet Marketplace Sales Tax and the Real Property Transfer Tax Surcharge will be deposited into the MTA’s Central Business District Tolling Program capital lock box and may only be used to support financing of the 2020-2024 Capital Program.

*Operating Subsidies Recoverable from Connecticut Department of Transportation (“CDOT”) —* A portion of the deficit from operations relating to MTA Metro-North Railroad’s New Haven line is recoverable from CDOT. Under the terms of a renewed Service Agreement, which began on January 1, 2015, and the 1998 resolution of an arbitration proceeding initiated by the State of Connecticut, CDOT pays 100.0% of the net operating deficit of MTA Metro-North Railroad’s branch lines in Connecticut (New Canaan, Danbury, and Waterbury), 65.0% of the New Haven mainline operating deficit, and 54.3% of the Grand Central Terminal (“GCT”) operating deficit. The New Haven line’s share of the net operating deficit for the use of GCT is comprised of a fixed fee, calculated using several years as a base, with annual increases for inflation, and the actual cost of operating GCT’s North End Access beginning in 1999. The Service Agreement also provides that CDOT pay 100% of the cost of non-movable capital assets located in Connecticut, 100% of movable capital assets to be used primarily on the branch lines and 65% of the cost of other movable capital assets allocated to the New Haven line. Remaining funding for New Haven line capital assets is provided by the MTA. Capital assets completely funded by CDOT are not reflected in these financial statements, as ownership is retained by CDOT. The Service Agreement provides that final billings for each year be subject to audit by CDOT. The audits of 2021 and 2020 billings are still open.

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

In 1995, New York City ceased reimbursing the MTA for the full costs of the free/reduced fare program for students. Beginning in 1996, New York State and New York City each began paying \$45 per annum to the MTA toward the cost of the program. In 2009, New York State reduced their \$45 reimbursement to \$6.3. Beginning in 2010, New York State increased their annual commitment to \$25.3 while New York City’s annual commitment remained at \$45. These commitments have been met by both New York State and New York City for both 2021 and 2022. For the year ended December 31, 2021, the MTA received \$90.3 from New York State and New York City combined. For the year ended December 31, 2022, the MTA received \$100.3 from New York State and New York City combined, which include \$30.0 prepayment for the year 2023 from The City.

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 \$4.5 and \$2.1 for the years ended December 31, 2022 and 2021, respectively, 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 Connecticut Department of Transportation. The amounts billed for the years ended December 31, 2022 and 2021 were \$24.4 and \$23.4, respectively. The amounts recovered for the years ended December 31, 2022 and 2021 were approximately \$15.9 and \$15.2, 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 reimbursement aggregated approximately \$268.5 in the year ended December 31, 2022, and \$226.5 in the year ended

December 31, 2021. Total paratransit expenses, including paratransit service contracts, were \$486.9 and \$415.6 in 2022 and 2021, respectively.

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

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

**Liability Insurance** — FMTAC, an insurance captive subsidiary of MTA, operates a liability insurance program (“ELF”) that insures certain claims in excess of the self-insured retention limits of the agencies on both a retrospective (claims arising from incidents that occurred before October 31, 2003) and prospective (claims arising from incidents that occurred on or after October 31, 2003) basis. For claims arising from incidents that occurred on or after November 1, 2006, but before November 1, 2009, the self-insured retention limits are: \$8 for MTA New York City Transit, MaBSTOA, MTA Bus, MTA Long Island Rail Road, and MTA Metro-North Railroad; \$2.3 for MTA Long Island Bus and MTA Staten Island Railway; and \$1.6 for MTAHQ and MTA Bridges and Tunnels. For claims arising from incidents that occurred on or after November 1, 2009, but before November 1, 2012, the self-insured retention limits are: \$9 for MTA New York City Transit, MaBSTOA, MTA Bus, MTA Long Island Rail Road and MTA Metro-North Railroad; \$2.6 for MTA Long Island Bus and MTA Staten Island Railway; and \$1.9 for MTAHQ and MTA Bridges and Tunnels. Effective November 1, 2012, the self-insured retention limits for ELF were increased to the following amounts: \$10 for MTA New York City Transit, MaBSTOA, MTA Bus, MTA Long Island Rail Road and MTA Metro-North Railroad; \$3 for MTA Staten Island Railway; and \$2.6 for MTAHQ and MTA Bridges and Tunnels. Effective October 31, 2015, the self-insured retention limits for ELF were increased to the following amounts: \$11 for MTA New York City Transit, MaBSTOA, MTA Bus, MTA Long Island Rail Road and MTA Metro-North Railroad; \$3.2 for MTA Staten Island Railway, MTAHQ and MTA Bridges and Tunnels. The maximum amount of claims arising out of any one occurrence is the total assets of the program available for claims, but in no event greater than \$50. The retrospective portion contains the same insurance agreements, participant retentions, and limits as existed under the ELF program for occurrences happening on or before October 30, 2003. On a prospective basis, FMTAC issues insurance policies indemnifying the other MTA Group entities above their specifically assigned self-insured retention with a limit of \$50 per occurrence with a \$50 annual aggregate. FMTAC charges appropriate annual premiums based on loss experience and exposure analysis to maintain the fiscal viability of the program. On December 31, 2022 and December 31, 2021, the balance of the assets in this program was \$174.04 and \$192.67, respectively.

MTA also maintains an All-Agency Excess Liability Insurance Policy that affords the MTA Group additional coverage limits of \$357.5 for a total limit of \$407.5 (\$357.5 excess of \$50). In certain circumstances, when the assets in the program described in the preceding paragraph are exhausted due to payment of claims, the All-Agency Excess Liability Insurance will assume the coverage position of \$50.

On March 1, 2022, 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 per occurrence deductible. Primary limits of \$6 were procured through the commercial marketplace. Excess limits of \$5 were procured through FMTAC. FMTAC renewed its deductible buy back policy, where it assumes the liability of the agencies for their deductible.

On March 1, 2022, the “Access-A-Ride” automobile liability policy program was renewed. This program provides third-party auto liability insurance protection for the MTA New York City Transit’s Access-A-Ride program, including the contracted operators. This policy provides a \$1 per occurrence limit excess of a \$2 self-insured retention.

On December 15, 2022, FMTAC renewed the primary coverage on the Station Liability and Force Account liability policies \$11 per occurrence loss for MTA Metro-North Railroad and MTA Long Island Rail Road.

**Property Insurance** — Effective May 1, 2022, FMTAC renewed the all-agency property insurance program. For the annual period commencing May 1, 2022, 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 \$500 per occurrence and in the annual aggregate for Flood and Earthquake covering property of the Related Entities collectively. FMTAC is reinsured in the domestic, Asian, 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 \$85.731 within the overall \$500 per occurrence property program as follows: \$13.296 (or 26.59%) of the primary \$50 layer, plus \$17.127 (or 34.25%) of the \$50 excess \$50 layer, plus \$8.08 (or 16.16%) of the \$50 excess \$100 layer, plus \$2.845 (or 5.69%) of the \$50 excess \$150 layer, plus \$1.398 (or 2.79%) of the \$50 excess \$200 layer, plus \$10.559 (or 21.11%) of the \$50 excess \$250 layer,

plus \$9.182 (or 18.36%) of the \$50 excess \$300 layer, plus \$6.247 (or 12.49%) of the \$50 excess \$350 layer, plus \$8.747 (or 17.49%) of the \$50 excess \$400 layer, and \$8.247 (or 16.49%) of the \$50 excess \$450 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 \$500 per occurrence noted above, FMTAC's property insurance program has been expanded to include a further layer of \$100 of fully collateralized earthquake coverage for an event of a certain index value and for 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 12, 2020 to April 30, 2023. The expanded protection is reinsured by MetroCat Re Ltd. 2020-1, a Bermuda special purpose insurer independent from the MTA and formed to provide FMTAC with capital markets based property reinsurance. The MetroCat Re Ltd. 2020-1 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, and also for an earthquake event of a certain index value.

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 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 occurrence and in the annual aggregate.

Additionally, MTA purchases coverage for acts of terrorism which are not certified under TRIPRA to a maximum of \$215. Recovery under the terrorism policy is subject to a deductible of \$25 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. The terrorism coverage expired at midnight on May 1, 2023. The policy was renewed through May 1, 2025.

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

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

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

### 3. CASH AND INVESTMENTS

**Cash** - The Bank balances are insured up to \$250 thousand in the aggregate by the Federal Deposit Insurance Corporation (“FDIC”) for each bank in which funds are deposited. As of December 31, 2022, restricted cash represents \$537 received by the MTA from the State of New York and New York City for the Subway Action Plan and other capital projects.

Cash, including deposits in transit, consists of the following at December 31, 2022 and 2021 (in millions):

	2022		2021	
	Carrying Amount	Bank Balance	Carrying Amount	Bank Balance
<b>FDIC insured or collateralized deposits</b>	\$ 117	\$ 116	\$ 281	\$ 280
<b>Uninsured and not collateralized</b>	823	801	501	482
<b>Total Balance</b>	<u>\$ 940</u>	<u>\$ 917</u>	<u>\$ 782</u>	<u>\$ 762</u>

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

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

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the MTA will not be able to recover the value of its deposits. While the MTA does not have a formal deposit policy for custodial credit risk, New York State 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 generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The MTA had the following recurring fair value measurements as of December 31, 2022 and 2021 (in millions):

Investments by fair value level	December 31,	Fair Value Measurements		December 31,	Fair Value Measurements	
	2022	Level 1	Level 2	2021	Level 1	Level 2
Debt Securities:						
U.S. treasury securities	\$ 16,093	\$ 12,063	\$ 4,030	\$ 10,695	\$ 10,327	\$ 368
U.S. government agency	367	-	367	325	-	325
Commercial paper	300	-	300	1,615	-	1,615
Asset backed securities	48	-	48	23	-	23
Commercial mortgage backed securities	159	-	159	166	-	166
Foreign bonds	15	15	-	20	20	-
Corporate bonds	124	124	-	135	135	-
U.S. treasury securities	144	127	17	197	197	-
U.S. government agency	116	64	52	141	76	65
Repurchase agreements	249	217	32	274	274	-
Equity securities	-	-	-	1	1	-
<b>Total investments by fair value level</b>	<u>17,615</u>	<u>\$ 12,610</u>	<u>\$ 5,005</u>	<u>13,592</u>	<u>\$ 11,030</u>	<u>\$ 2,562</u>
Financed Purchases	104			113		
<b>Total Investments</b>	<u>\$ 17,719</u>			<u>\$ 13,705</u>		

Investments classified as Level 1 of the fair value hierarchy, totaling \$12,610 and \$11,030 as of December 31, 2022 and 2021, 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 \$419 and \$390, U.S. treasury securities totaling \$4,047 and \$368, commercial paper totaling \$300 and \$1,615, asset-backed securities totaling \$48 and \$23, and commercial mortgage-backed securities

totaling \$159 and \$166, as of December 31, 2022 and 2021, respectively, classified in Level 2 of the fair value hierarchy, are valued using matrix pricing techniques maintained by a third party pricing service. Matrix pricing is used to value securities based on the securities' relationship to benchmark quoted prices and indices. Fair value is defined as the quoted market value on the last trading day of the period. These prices are obtained from a third party pricing service or our custodian bank.

In connection with certain financed purchase transactions described in Note 9, 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 transactions. 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 2.78% and 1.14% for the years ended December 31, 2022 and 2021, respectively.

**Credit Risk** — At December 31, 2022 and 2021, the following credit quality rating has been assigned to MTA investments by a nationally recognized rating organization (in millions):

Quality Rating Standard & Poor's	December 31, 2022	Percent of Portfolio	December 31, 2021	Percent of Portfolio
A-1+	\$ 153	1%	\$ 45	0%
A-1	300	2%	1,615	12%
AAA	217	1%	303	2%
AA+	52	0%	65	1%
AA	33	0%	29	0%
A	69	1%	72	1%
A-	122	1%	147	1%
BBB	47	0%	60	0%
Not rated	322	2%	286	2%
U.S. Government	16,300	92%	10,969	81%
Total	17,615	100%	13,591	100%
Financed Purchases	104		114	
Total investment	\$ 17,719		\$ 13,705	

**Interest Rate Risk** — Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of the investment. While the MTA does not have a formal policy for interest rate risk, New York State statutes govern the MTA's investment policy. Duration is a measure of interest rate risk. The greater the duration of a bond or portfolio of bonds, the greater its price volatility will be in response to a change in interest rate risk and vice versa. Duration is an indicator of a bond price's sensitivity to a 100 basis point change in interest rates.

(In millions)	December 31, 2022		December 31, 2021	
	Fair Value	Duration (in years)	Fair Value	Duration (in years)
U.S. treasury securities	\$ 16,093	4.95	\$ 10,697	5.14
U.S. government agency	367	5.75	324	5.67
Tax benefit financed purchase investments	259	5.89	337	-
Repurchase agreement	250	-	274	-
Commercial paper	300	-	1,615	-
Asset-backed securities <sup>(1)</sup>	48	3.59	23	3.83
Commercial mortgage-backed securities <sup>(1)</sup>	159	5.07	166	4.29
Foreign bonds <sup>(1)</sup>	15	5.77	20	7.08
Corporates <sup>(1)</sup>	124	5.81	135	6.92
Total fair value	17,615		13,591	
Modified duration		4.83		4.32
Equities <sup>(1)</sup>	-		1	
Investments with no duration reported	104		113	
Total investments	\$ 17,719		\$ 13,705	

<sup>(1)</sup> These securities are only included in the FMTAC portfolio.

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

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

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

- i. Public Authorities Law Sections 1265(4) (MTA), 1204(19) (MTA New York City Transit Authority) and 553(21) (MTA Bridges and Tunnels);
- ii. Public Authorities Law Section 2925 Investment of funds by public authorities and public benefit corporations; general provisions; and
- iii. State Finance Law Article 15 – EXCELSIOR LINKED DEPOSIT ACT.

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

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

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

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

- certain equities; and
- certain mutual funds.

FMTAC is prohibited from making the following investments:

- investment in an insolvent entity;

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

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

#### 4. EMPLOYEE BENEFITS

**Pensions** — The MTA Related Groups sponsor and participate in several defined benefit pension plans for their employees, the Long Island Railroad Company Pension Plan for Additional Pensions (the “Additional Plan”), the Manhattan and Bronx Surface Transit Operating Authority Pension Plan (the “MaBSTOA 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 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. Additional Plan —*

The Additional Plan is a single-employer defined benefit pension plan that provides retirement, disability and survivor benefits to members and beneficiaries. The Additional Plan covers MTA Long Island Rail Road employees hired effective July 1, 1971 and prior to January 1, 1988. The Additional Plan’s activities, including establishing and amending contributions and benefits are administered by the Board of Managers of Pensions. The 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 Additional Plan is a closed plan.

The Board of Managers of Pensions is comprised 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 Additional Plan for Additional Pensions may be amended by action of the MTA Board. The 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](http://www.mta.info) or by writing to, MTA Deputy Chief, Controller’s Office, 2 Broadway, 15th Floor New York, NY 10004 or at [www.mta.info](http://www.mta.info).

###### *2. MaBSTOA Plan —*

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

The Board of Administration, established in 1963, determines the eligibility of employees and beneficiaries for retirement and death benefits. The MaBSTOA Plan assigns authority to the MaBSTOA Board to modify, amend or restrict the MaBSTOA 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 Plan is a fiduciary component unit of the MTA and is reflected in the Pension and Other Employee Benefit Trust Funds section of the MTA’s basic financial statements.

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

###### *3. MNR Cash Balance Plan —*

The MNR Cash Balance Plan is a single employer, defined benefit pension plan administered 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 assets of the Management Plan were merged



with the Metropolitan Transportation Authority Defined Benefit Plan for Non-Represented Employees (now titled as the Metropolitan Transportation Authority Defined Benefit Pension Plan) as of the asset transfer date of July 14, 1995. 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 and is not subject to the provisions of ERISA.

The MTA Board of Trustees appoints a Board of Managers of Pensions consisting of five individuals who may, but need not, be officers or employees of the company. The Board of Managers control and manage the operation and administration of the MNR Cash Balance Plan's activities, including establishing and amending contributions and benefits.

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

#### **4. MTA Defined Benefit Plan —**

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

The MTA Defined Benefit Plan is administered by the Board of Managers of Pensions. The MTA Plan, including benefits and contributions, may be amended by action of the MTA Board. The MTA Defined Benefit 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](http://www.mta.info).

#### **5. NYCERS —**

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

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](http://www.nycers.org).

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

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

Tier 6 Members who joined on or after April 1, 2012.

## 6. NYSLERS —

NYSLERS is a cost-sharing, multiple-employer defined benefit retirement system. The New York State Comptroller's Office administers the NYSLERS' plan. The net position of NYSLERS is held in the New York State Common Retirement Fund (the "Fund"), which was established to hold all assets and record changes in fiduciary net position allocated to the plan. The Comptroller of the State of New York serves as the trustee of the Fund and is the administrative head of NYSLERS. NYSLERS' benefits are established under the provisions of the New York State RSSL. Once a public employer elects to participate in NYSLERS, the election is irrevocable. The New York State Constitution provides that pension membership is a contractual relationship and plan benefits cannot be diminished or impaired. Benefits can be changed for future members only by enactment of a State statute.

NYSLERS is included in New York State's financial report as a pension trust fund. The report can be accessed on the New York State Comptroller's website at: [www.osc.state.ny.us/retire/about\\_us/financial\\_statements\\_index.php](http://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. Additional Plan —

*Pension Benefits* — An employee who retires under the 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 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 and Disability Benefits* — Participants who become disabled after accumulating 10 years of credited service and who meet the requirements as described in the Additional Plan receive a disability benefit. Disability pension benefits are calculated based on the participant's qualifying service and a percentage of final average compensation reduced by the full amount of benefit under the Federal Railroad Retirement Act. 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 Plan* —

The MaBSTOA Plan provides retirement as well as death, accident, and disability benefits. The benefits provided by the MaBSTOA 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 Plan to provide for incorporation of this benefit.

### *Tier 1* —

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

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

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

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

### *Tier 2* —

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

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

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

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

### *Tiers 3, 4*—

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

benefit equals the service retirement benefit reduced by 6% for each of the first two years prior to age 62, and by 3% for years prior to age 60.

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

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

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

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

#### **Tier 6 —**

*Eligibility and Benefit Calculation:* 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 10 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 Final Average Salary (“FAS”) for the first 30 years of service plus 1.5% of FAS for years of service in excess of 30. If the member completes less than 20 years of credited service, the benefit equals 1- 2/3% of FAS multiplied by years of service. FAS is defined as the highest average pensionable compensation over five consecutive years.

Tier 6 members in the Basic 63/10 Plan must be at least age 63 with the completion of at least 10 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 63/10 Plan, ordinary and accidental disability benefits, are provided after 10 years of credited service for ordinary disability benefit. 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 63/10 Plan, the pre-retirement ordinary death benefit is equal to a lump sum of annual salary times the lesser of completed years of service and 3. After age 60, the benefit is reduced 5% per year, to a maximum reduction of 50%. Accumulated regular member contributions with interest and one-half of accumulated additional member contributions with interest are also payable. Upon retirement, the post-retirement benefit is reduced by 50% and reduced an additional 25% after completion of one year of retirement. After completion of two years of retirement, the benefit equals 10% of the pre-retirement benefit in force at age 60.

### **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 Metropolitan Transportation Authority 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 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 Plan**

*Pension Benefits* — Retirement benefits are paid from the Plan to covered MTA Metro-North Railroad, MTA Staten Island Railway and post - 1987 MTA Long Island Rail Road employees as service retirement allowances or early retirement allowances. A participant is eligible for a service retirement allowance upon termination if the participant satisfied both age and service requirements. A participant is eligible for an early retirement allowance upon termination 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 15 years. Certain represented employees of the MTA Long Island Rail Road and the MTA Metro-North Railroad are eligible for an early retirement allowance upon termination if the participant has attained age 60 and completed at least 5 years of credited service, or has attained age 55 and completed at least 30 years of credited service. 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.

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 final average salary 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 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.

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

retirement allowance or early retirement allowance are eligible for a deferred vested benefit. Deferred vested benefits are payable on an unreduced basis on or after the participant attains age 65.

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

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

The retirement benefits for certain non-represented employees at Baisley Park, Far Rockaway, JFK, La Guardia and Spring Creek are based on final average salary. 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 participant 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 earning 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 final average salary ("FAS") but not less than  $\frac{1}{3}$  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  $\frac{1}{3}$  of FAS; (b) performance of duty, which is payable if a participant is disabled in the performance of duty and is  $\frac{1}{2}$  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  $\frac{3}{4}$  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.

Pre-1988 MTA Long Island Rail Road participants who become disabled after accumulating 10 years of credited service and who meet the requirements as described in the Plan may be eligible to receive a disability benefit. Disability pension benefits are based on the participant's qualified service and a percentage of final average compensation reduced by the full amount of the disability benefit under the Federal Railroad Retirement Act. Survivorship benefits for pre-1988 MTA Long Island Rail Road participants are paid to the spouse when a survivorship option is elected or when an active participant has not divested their spouse of benefits.

The survivorship benefit is payable at the time of death or when the vested participant would have attained an eligible age. The amount payable is in the form of an annuity. A lump sum death benefit no greater than \$5,000 (whole dollars) is payable upon death on behalf of a non-vested participant or vested participant whose pension rights were waived.

Death benefits are paid to the participant's beneficiary in the event of the death of a covered MTA Metro-North Railroad, post-1987 MTA Long Island Rail Road or MTA Staten Island Railway employee after completion of one year of credited service. The death benefit payable is calculated based on a multiple of a participant's salary based on years of credited service up to three years and is reduced beginning at age 61. There is also a post-retirement death benefit which, in the 1st year of retirement, is equal to 50% of the pre-retirement death benefit amount, whichever is greater, 25% the 2nd year and 10% of the death benefit payable at age 60 for the 3rd and later years. For the Police 20 Year Retirement Program, the death benefit is payable after ninety days of credited MTA Police service, and is equal to three times their salary. For

non-Police groups, this death benefit is payable in a lump sum distribution while for Police, the member or the beneficiary can elect to have it paid as an annuity. The MTA Police do not have a post retirement benefit.

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

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

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

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

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

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

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

## 5. NYCERS —

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

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

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

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

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

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

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 final average salary 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 final average salary 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. Final average salary 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 final average salary calculation is limited to no more than 20 percent greater than the previous year. For Tier 2 members, each year of final average salary 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 final average salary 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 final average salary for each year of service. If a member retires with more than 30 years of service, an additional benefit of 1.5% of final average salary 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. Final average salary 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 final average salary calculation is limited to no more than 10% greater than the average of the previous two years.

### *Tier 6 —*

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

*Benefit Calculation:* Generally, the benefit is 1.67% of final average salary 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 final average salary for each year of service. If a member retires with more than 20 years of service, an additional benefit of 2% of final average salary 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. Final average salary is the average of the wages earned in the five highest consecutive years



of employment. For Tier 6 members, each year's compensation used in the final average salary calculation is limited to no more than 10% greater than the average of the previous four years.

*Disability Benefits*— Generally, disability retirement benefits are available to members unable to perform their job duties because of permanent physical or mental incapacity. There are three general types of disability benefits: ordinary, performance of duty, and accidental disability benefits. Eligibility, benefit amounts, and other rules such as any offsets of other benefits depend on a member's tier, years of service, and plan. Ordinary disability benefits, usually one-third of salary, are provided to eligible members after ten years of service; in some cases, they are provided after five years of service. For all eligible Tier 1 and Tier 2 members, the accidental disability benefit is a pension of 75 percent of final average salary, with an offset for any Workers' Compensation benefits received. The 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 cost-of-living adjustment 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 cost-of-living adjustment amount that would have been paid to the retiree when the retiree would have met the eligibility criteria. This cost-of-living adjustment 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 cost-of-living 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, 2021 and January 1, 2020, the dates of the most recent actuarial valuations, membership data for the following pension plans are as follows:

**Membership at:**

	January 1, 2021				TOTAL
	MNR Cash Balance Plan	Additional Plan	MaBSTOA Plan	MTA Defined Benefit Plan	
Active Plan Members	-	23	8,533	18,556	27,112
Retirees and beneficiaries receiving benefits	23	5,298	6,020	11,788	23,129
Vested formerly active members not yet receiving benefits	5	19	1,125	1,541	2,690
<b>Total</b>	<b>28</b>	<b>5,340</b>	<b>15,678</b>	<b>31,885</b>	<b>52,931</b>

**Membership at:**

	January 1, 2020				TOTAL
	MNR Cash Balance Plan	Additional Plan	MaBSTOA Plan	MTA Defined Benefit Plan	
Active Plan Members	2	34	8,795	18,960	27,791
Retirees and beneficiaries receiving benefits	24	5,483	5,944	11,468	22,919
Vested formerly active members not yet receiving benefits	15	19	1,040	1,519	2,593
<b>Total</b>	<b>41</b>	<b>5,536</b>	<b>15,779</b>	<b>31,947</b>	<b>53,303</b>

### Contributions and Funding Policy

#### 1. Additional Plan —

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

Upon termination of employment before retirement, vested participants who have been required to contribute must choose to: (1) receive a refund of their own contributions, including accumulated interest at rates established by the MTA Long Island Railroad's Board of Managers of Pensions (1.5% in 2021 and 2020), or (2) leave their contributions in the

Additional Plan until they retire and become entitled to the pension benefits. Non-vested participants who have been required to contribute will receive a refund of their own contributions, including accumulated interest at rates established by the MTA Long Island Railroad's Board of Managers of Pensions (1.5% in 2021 and 2020).

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

## **2. MaBSTOA Plan —**

The contribution requirements of MaBSTOA Plan members are established and may be amended only by the MaBSTOA Board in accordance with Article 10.01 of the MaBSTOA 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:

- i. Tier 1 and 2 - Basic Plans;
- ii. Tier 3 and 4 - 55 and 25 Plan;
- iii. Tier 3 and 4 - Regular 62 and 5 Plan;
- iv. Tier 4 - 57 and 5 Plan
- v. Tier 6 - 55 and 25 Special Plan
- vi. Tier 6 - Basic 63 and 10 Plan

For employees, the MaBSTOA 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 highlights of Tier 6 include:

- Increases in employee contribution rates. The rate varies depending on salary, ranging from 3% to 6% of gross wages. Contributions are made until retirement or separation from service.
- The retirement age increases to 63 and includes early retirement penalties, which reduce pension allowances by 6.5 percent for each year of retirement prior to age 63.
- Vesting after 10 years of credited service; increased from 5 years of credited service under Tier 3 and Tier 4.
- Adjustments of the Pension Multiplier for calculating pension benefits (excluding Transit Operating Employees): the multiplier will be 1.75% for the first 20 years of service, and 2% starting in the 21st year; for an employee who works 30 years, their pension will be 55% of Final Average Salary under Tier 4, instead of 60% percent under Tier 4.
- Adjustments to the Final Average Salary Calculation; the computation changed from an average of the final 3 years to an average of the final 5 years. Pensionable overtime will be capped at \$15,000 dollars per year plus an inflation factor.
- Pension buyback in Tier 6 will be at a rate of 6% of the wages earned during the period of buyback, plus 5% compounded annually from the date of service until date of payment.

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

## **3. MNR Cash Balance Plan —**

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

MTA Metro-North Railroad's funding policy with respect to the MNR Cash Balance Plan was to contribute the full amount of the pension benefit obligation ("PBO") of approximately \$2.977 to the trust fund in 1989. As participants retire, the Trustee has made distributions from the MNR Cash Balance Plan. MTA Metro-North Railroad anticipated that no further contributions would be made to the MNR Cash Balance Plan. However, due to changes in actuarial assumptions and market performance, additional contributions were made to the MNR Cash Balance Plan in several subsequent years. Per the January 1, 2020 valuation, there is no unfunded accrued liability and the actuarially determined contribution is \$0. Per the January 1, 2021 valuation, there is no unfunded accrued liability and the actuarially determined contribution is \$0.

#### **4. MTA Defined Benefit 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 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 Plan:

Effective January 1, 1994, covered MTA Metro-North Railroad and MTA Long Island Railroad non-represented employees are required to contribute to the MTA Plan to the extent that their Railroad Retirement Tier II employee contribution is less than the pre-tax cost of the 3% employee contributions. Effective October 1, 2000, employee contributions, if any, were eliminated after ten years of making contributions to the MTA Plan. MTA Metro-North Railroad employees may purchase prior service from January 1, 1983 through December 31, 1993 and MTA Long Island Railroad employees may purchase prior service from January 1, 1988 through December 31, 1993 by paying the contributions that would have been required of that employee for the years in question, calculated as described in the first sentence, had the MTA 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 30 years of service, the maximum amount of service credit allowed. Police Officers who become participants on or after April 1, 2012 contribute 3%, with additional new rates starting April 2013, ranging from 3.5%, 4.5%, 5.75%, to 6%, depending on salary level, for their remaining years of service.

Covered MTA Metro-North Railroad represented employees and MTA Long Island Railroad represented employees who first became eligible to be MTA 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 Long Island Railroad represented employees who became participants after January 30, 2008 contribute 4% of salary. For the MTA Staten Island Railway employees, contributions are not required after the completion of ten years of credited service. MTA Long Island Railroad represented employees are required to make the employee contributions for ten years, or fifteen years if hired after certain dates in 2014 as per collective bargaining agreements. Certain Metro-North represented employees, depending on their collective bargaining agreements, 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. 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. Represented employees at Baisley Park, College Point, Eastchester, Far Rockaway, JFK, LaGuardia and Yonkers Depots contribute \$29.06 (whole dollars) per week; Spring Creek represented employees contribute \$32.00 (whole dollars) per week. Certain limited number of represented employees promoted prior to the resolution of a bargaining impasse continue to participate in the MTA Defined Benefit 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. (Note: the dollar figures in this paragraph are in dollars, not in millions of dollars).

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

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.

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 plans 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, 2022 and 2021 are as follows:

Year-ended December 31, (\$ in millions)	2022	2021
	Actual Employer Contributions	Actual Employer Contributions
Additional Plan	\$ 70.8	\$ 70.6
MaBSTOA Plan	158.6	156.2
MNR Cash Balance Plan	- *	- *
MTA Defined Benefit Plan	404.2	396.1
NYCERS	797.3	842.2
NYSLERS	11.2	16.3
Total	<u>\$ 1,442.1</u>	<u>\$ 1,481.4</u>

\*MNR Cash Balance Plan's actual employer contribution for the years ended December 31, 2022 and 2021 was \$0 and \$0, respectively.

### *Net Pension Liability*

The MTA's net pension liabilities for each of the pension plans reported at December 31, 2022 and 2021 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.

<u>Pension Plan</u>	<u>Plan Measurement Date</u>	<u>Plan Valuation Date</u>	<u>Plan Measurement Date</u>	<u>Plan Valuation Date</u>
<b>Additional Plan</b>	December 31, 2021	January 1, 2021	December 31, 2020	January 1, 2020
<b>MaBSTOA Plan</b>	December 31, 2021	January 1, 2021	December 31, 2020	January 1, 2020
<b>MNR Cash Balance Plan</b>	December 31, 2021	January 1, 2021	December 31, 2020	January 1, 2020
<b>MTA Defined Benefit Plan</b>	December 31, 2021	January 1, 2021	December 31, 2020	January 1, 2020
<b>NYCERS</b>	June 30, 2022	June 30, 2021	June 30, 2021	June 30, 2020
<b>NYSLERS</b>	March 31, 2022	April 1, 2021	March 31, 2021	April 1, 2020

### *Pension Plan Fiduciary Net Position*

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

### Actuarial Assumptions

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

Valuation Date:	Additional Plan		MaBSTOA Plan		MNR Cash Balance Plan	
	January 1, 2021	January 1, 2020	January 1, 2021	January 1, 2020	January 1, 2021	January 1, 2020
Investment Rate of Return	6.50%, net of investment expenses.	6.50% per annum, net of investment expenses.	6.50%, net of investment expenses.	6.50% per annum, net of investment expenses.	3.00%, net of investment expenses.	3.00% per annum, 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 of 3.5% to 4.0% for operating and non-operating employees per year. Larger increases are assumed in the first 5 years of a member's career.	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%	2.25%	2.25%
Cost-of Living Adjustments	Not applicable	Not applicable	60% of inflation assumption or 1.35%, if applicable.	1.35% per annum.	Not applicable	Not applicable
Valuation Date:	MTA Defined Benefit Plan		NYCERS		NYSLERS	
	January 1, 2021	January 1, 2020	June 30, 2021	June 30, 2020	April 1, 2021	April 1, 2020
Investment Rate of Return	6.50%, net of investment expenses	6.50% per annum, net of investment expenses.	7.0% per annum, net of Investment Expenses	7.00% per annum, net of 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 TWU Local 100 MTA Bus hourly	Varies by years of employment, and employee group; 2.75% General Wage Increases for TWU Local 100 MTA Bus hourly employees.	In general, Merit and Promotion Increases plus assumed General Wage Increase of 3.0% per year.	In general, merit and promotion increases plus assumed General Wage increases of 3.0% per year.	4.4% in ERS, 6.2 % in PFRS	4.4% in ERS, 6.2 % in PFRS
Inflation	2.25%; 3.25% for Railroad Retirement Wage Base.	2.25%; 3.25% for Railroad Retirement Wage Base.	2.50%	2.50%	2.70%	2.70%
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 year Escalation – 2.5% per year	1.5% per annum for Tiers 1, 2, 4 and certain Tier 3 and Tier 6 retirees. 2.5% per annum for certain Tier 3 and Tier 6 retirees.	1.40% per annum.	1.40% per annum.

## Mortality

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

The actuarial assumptions used in the January 1, 2021 and 2020 valuations for the MTA plans are based on an experience study covering the period from January 1, 2012 to December 31, 2017, with certain assumptions modified subsequently. The mortality assumption used in the January 1, 2021 and 2020 valuations are based on an experience study for all MTA plans covering the period from January 1, 2011 to December 31, 2015. 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: The MTA plans utilized RP-2000 Employee Mortality Table for Males and Females with Blue collar adjustments.

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

Post-retirement Disabled Lives: Assumption utilized in the January 1, 2021 and 2020 valuation was the RP-2014 Disabled Annuitant mortality table for males and females. This assumption was not applicable for the Additional Plan and the MNR Cash Balance Plan.

### NYCERS:

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

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

The actuarial assumptions used in the June 2020 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-2018 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, 2021 valuation are based on the results of an actuarial experience study for the period April 1, 2015 – March 31, 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-2020. The previous actuarial valuation as of April 1, 2020 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.

<u>Pension Plan</u>	<u>Plan Measurement Date</u>	<u>Rate</u>
<b>Additional Plan</b>	December 31, 2021	6.50%
<b>MaBSTOA Plan</b>	December 31, 2021	6.50%
<b>MNR Cash Balance Plan</b>	December 31, 2021	3.00%
<b>MTA Defined Benefit Plan</b>	December 31, 2021	6.50%
<b>NYCERS</b>	June 30, 2022	7.00%
<b>NYSLERS</b>	March 31, 2022	5.90%

For the Additional Plan, MaBSTOA Plan, MNR Cash Balance Plan, MTA Defined Benefit 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:

Asset Class	Additional Plan		MaBSTOA Plan	
	Target Asset Allocation	Long - Term Expected Real Rate of Return	Target Asset Allocation	Long - Term Expected Real Rate of Return
US Core Fixed Income	10.50%	1.39%	10.50%	1.39%
US Long Bonds	2.00%	1.16%	2.00%	1.16%
US Bank / Leveraged Loans	1.50%	3.49%	1.50%	3.49%
US Inflation-Indexed Bonds	2.00%	0.60%	2.00%	0.60%
US High Yield Bonds	3.00%	3.92%	3.00%	3.92%
Emerging Markets Bonds	2.00%	3.98%	2.00%	3.98%
US Large Caps	18.00%	4.94%	18.00%	4.94%
US Small Caps	7.00%	6.73%	7.00%	6.73%
Foreign Developed Equity	12.00%	6.27%	12.00%	6.27%
Emerging Markets Equity	4.50%	8.82%	4.50%	8.82%
Emerging Markets Small Cap Equity	1.50%	8.89%	1.50%	8.89%
Global REITs	1.00%	5.60%	1.00%	5.60%
Private Real Estate Property	4.00%	4.61%	4.00%	4.61%
Private Equity	7.00%	10.36%	7.00%	10.36%
Private Credit	7.00%	6.93%	7.00%	6.93%
Commodities	4.00%	1.99%	4.00%	1.99%
Hedge Funds - MultiStrategy	13.00%	3.73%	13.00%	3.73%
	<u>100.00%</u>		<u>100.00%</u>	
Assumed Inflation - Mean		2.30%		2.30%
Assumed Inflation - Standard Deviation		1.23%		1.23%
Portfolio Nominal Mean Return		7.39%		7.39%
Portfolio Standard Deviation		12.15%		12.15%
<b>Long Term Expected Rate of Return selected by MTA</b>		<b>6.50%</b>		<b>6.50%</b>

Asset Class	MTA Defined Benefit Plan		MNR Cash Balance Plan	
	Target Asset Allocation	Long - Term Expected Real Rate of Return	Target Asset Allocation	Long - Term Expected Real Rate of Return
US Core Fixed Income	10.50%	1.39%	100.00%	1.03%
US Long Bonds	2.00%	1.16%	-	-
US Bank / Leveraged Loans	1.50%	3.49%	-	-
US Inflation-Indexed Bonds	2.00%	0.60%	-	-
US High Yield Bonds	3.00%	3.92%	-	-
Emerging Markets Bonds	2.00%	3.98%	-	-
US Large Caps	18.00%	4.94%	-	-
US Small Caps	7.00%	6.73%	-	-
Foreign Developed Equity	12.00%	6.27%	-	-
Emerging Markets Equity	4.50%	8.82%	-	-
Emerging Markets Small Cap Equity	1.50%	8.89%	-	-
Global REITs	1.00%	5.60%	-	-
Private Real Estate Property	4.00%	4.61%	-	-
Private Equity	7.00%	10.36%	-	-
Private Credit	7.00%	6.93%	-	-
Commodities	4.00%	1.99%	-	-
Hedge Funds - MultiStrategy	13.00%	3.73%	-	-
	<u>100.00%</u>		<u>100.00%</u>	
Assumed Inflation - Mean		2.30%		2.34%
Assumed Inflation - Standard Deviation		1.23%		1.23%
Portfolio Nominal Mean Return		7.39%		3.37%
Portfolio Standard Deviation		12.15%		4.06%
<b>Long Term Expected Rate of Return selected by MTA</b>		<b>6.50%</b>		<b>3.00%</b>



Asset Class	NYCERS		NYSLERS	
	Target Asset Allocation	Long - Term Expected Real Rate of Return	Target Asset Allocation	Long - Term Expected Real Rate of Return
U.S. Public Market Equities	27.00%	7.00%	32.00%	3.30%
International Public Market Equities	0.00%	0.00%	15.00%	5.85%
Developed Public Market Equities	12.00%	7.20%	0.00%	0.00%
Emerging Public Market Equities	5.00%	9.00%	0.00%	0.00%
Fixed Income	30.50%	2.50%	23.00%	0.00%
Private Equities	8.00%	11.30%	10.00%	6.50%
Alternatives (Real Assets, Hedge Funds)	0.00%	0.00%	3.00%	5.58%
Real Estate	7.50%	6.70%	9.00%	5.00%
Infrastructure	4.00%	6.00%	0.00%	0.00%
Absolute Return Strategies	0.00%	0.00%	0.00%	0.00%
Opportunistic Portfolio	6.00%	7.40%	3.00%	4.10%
Cash	0.00%	0.00%	1.00%	-1.00%
Credit	0.00%	0.00%	4.00%	3.78%
	<u>100.00%</u>		<u>100.00%</u>	
Assumed Inflation - Mean		2.50%		2.50%
<b>Long Term Expected Rate of Return</b>		<b>7.00%</b>		<b>5.90%</b>

### 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,	Discount Rate			
	2022		2021	
	Plan Measurement Date	Rate	Plan Measurement Date	Rate
<b>Additional Plan</b>	December 31, 2021	6.50%	December 31, 2020	6.50%
<b>MaBSTOA Plan</b>	December 31, 2021	6.50%	December 31, 2020	6.50%
<b>MNR Cash Balance Plan</b>	December 31, 2021	3.00%	December 31, 2020	3.00%
<b>MTA Defined Benefit Plan</b>	December 31, 2021	6.50%	December 31, 2020	6.50%
<b>NYCERS</b>	June 30, 2022	7.00%	June 30, 2021	7.00%
<b>NYSLERS</b>	March 31, 2022	5.90%	March 31, 2021	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 – Additional Plan, MaBSTOA Plan, MNR Cash Balance Plan  
and the MTA Defined Benefit Plan**

Changes in the MTA's net pension liability for the Additional Plan, MaBSTOA Plan, MNR Cash Balance Plan and the MTA Defined Benefit Plan for the year ended December 31, 2022, based on the December 31, 2021 measurement date, and for the year ended December 31, 2021, based on the December 31, 2020 measurement date, were as follows:

	Additional Plan			MaBSTOA Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
<b>Balance as of December 31, 2020</b>	\$ 1,357,323	\$ 760,690	\$ 596,633	\$ 4,246,386	\$ 3,306,616	\$ 939,770
<b>Changes for fiscal year 2021:</b>						
Service Cost	260	-	260	93,934	-	93,934
Interest on total pension liability	83,489	-	83,489	274,270	-	274,270
Effect of economic /demographic (gains) or losses	3,729	-	3,729	(19,177)	-	(19,177)
Effect of assumption changes or inputs	26,300	-	26,300	72,032	-	72,032
Benefit payments	(148,630)	(148,630)	-	(245,427)	(245,427)	-
Administrative expense	-	(610)	610	-	(264)	264
Member contributions	-	73	(73)	-	24,935	(24,935)
Net investment income	-	95,247	(95,247)	-	416,287	(416,287)
Employer contributions	-	70,553	(70,553)	-	156,204	(156,204)
<b>Balance as of December 31, 2021</b>	<u>\$ 1,322,471</u>	<u>\$ 777,323</u>	<u>\$ 545,148</u>	<u>\$ 4,422,018</u>	<u>\$ 3,658,351</u>	<u>\$ 763,667</u>

	Additional Plan			MaBSTOA Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
<b>Balance as of December 31, 2019</b>	\$ 1,411,570	\$ 840,460	\$ 571,110	\$ 4,122,934	\$ 3,300,268	\$ 822,666
<b>Changes for fiscal year 2020:</b>						
Service Cost	453	-	453	95,514	-	95,514
Interest on total pension liability	86,918	-	86,918	266,588	-	266,588
Effect of economic /demographic (gains) or losses	10,428	-	10,428	(720)	-	(720)
Benefit payments	(152,046)	(152,046)	-	(237,930)	(237,930)	-
Administrative expense	-	(612)	612	-	(244)	244
Member contributions	-	140	(140)	-	24,709	(24,709)
Net investment income	-	4,024	(4,024)	-	60,327	(60,327)
Employer contributions	-	68,724	(68,724)	-	159,486	(159,486)
<b>Balance as of December 31, 2020</b>	<u>\$ 1,357,323</u>	<u>\$ 760,690</u>	<u>\$ 596,633</u>	<u>\$ 4,246,386</u>	<u>\$ 3,306,616</u>	<u>\$ 939,770</u>

	MNR Cash Balance Plan			MTA Defined Benefit Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
<b>Balance as of December 31, 2020</b>	\$ 378	\$ 394	\$ (16)	\$ 6,950,035	\$ 5,012,765	\$ 1,937,270
<b>Changes for fiscal year 2021:</b>						
Service Cost	-	-	-	213,675	-	213,675
Interest on total pension liability	11	-	11	455,230	-	455,230
Effect of economic / demographic (gains) or losses	(11)	-	(11)	20,656	-	20,656
Effect of assumption changes or inputs	15	-	15	113,662	-	113,662
Benefit payments	(38)	(38)	-	(325,473)	(325,473)	-
Administrative expense	-	-	-	-	(3,513)	3,513
Member contributions	-	-	-	-	33,832	(33,832)
Net investment income	-	(5)	5	-	639,374	(639,374)
Employer contributions	-	-	-	-	396,144	(396,144)
<b>Balance as of December 31, 2021</b>	<u>\$ 355</u>	<u>\$ 351</u>	<u>\$ 4</u>	<u>\$ 7,427,785</u>	<u>\$ 5,753,129</u>	<u>\$ 1,674,656</u>

	MNR Cash Balance Plan			MTA Defined Benefit Plan		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
	(in thousands)					
<b>Balance as of December 31, 2019</b>	\$ 448	\$ 455	\$ (7)	\$ 6,510,686	\$ 4,784,224	\$ 1,726,462
<b>Changes for fiscal year 2020:</b>						
Service Cost	-	-	-	213,494	-	213,494
Interest on total pension liability	14	-	14	427,672	-	427,672
Effect of economic / demographic (gains) or losses	10	-	10	92,019	-	92,019
Effect of assumption changes or inputs	11	-	11	-	-	-
Benefit payments	(105)	(105)	-	(293,836)	(293,836)	-
Administrative expense	-	3	(3)	-	(3,660)	3,660
Member contributions	-	-	-	-	32,006	(32,006)
Net investment income	-	32	(32)	-	99,045	(99,045)
Employer contributions	-	9	(9)	-	394,986	(394,986)
<b>Balance as of December 31, 2020</b>	<u>\$ 378</u>	<u>\$ 394</u>	<u>\$ (16)</u>	<u>\$ 6,950,035</u>	<u>\$ 5,012,765</u>	<u>\$ 1,937,270</u>

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

The following presents the MTA's net pension liability calculated for the Additional Plan, MaBSTOA Plan, MNR Cash Balance Plan and the MTA Defined Benefit 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, 2021			December 31, 2020		
	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)		
Additional Plan	\$ 648,472	\$ 545,148	\$ 455,156	\$ 702,167	\$ 596,633	\$ 504,666
MaBSTOA Plan	1,269,779	763,667	335,356	1,421,343	939,770	531,498
MTA Defined Benefit Plan	2,615,168	1,674,656	884,831	2,812,063	1,937,270	1,200,642

	Discount			Discount		
	1% Decrease (2.0%)	Rate (3.0%)	1% Increase (4.0%)	1% Decrease (2.0%)	Rate (3.0%)	1% Increase (4.0%)
	(in whole dollars)			(in whole dollars)		
MNR Cash Balance Plan	\$ 26,611	\$ 3,865	\$ (16,181)	\$ 7,343	\$ (15,852)	\$ (36,311)

### *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, 2021 and June 30, 2020 actuarial valuations, rolled forward to June 30, 2022 and June 30, 2021, respectively, and the proportion percentage of the aggregate net pension liability allocated to the MTA:

	NYCERS	
	June 30, 2022	June 30, 2021
	(\$ in thousands)	
MTA's proportion of the net pension liability	21.900%	22.218%
MTA's proportionate share of the net pension liability	\$ 3,964,996	\$ 1,424,952

The following table presents the MTA's proportionate share of the net pension liability of NYSLERS based on the April 1, 2021 and April 1, 2020 actuarial valuations, rolled forward to March 31, 2022 and March 31, 2021, respectively, and the proportion percentage of the aggregate net pension liability allocated to the MTA:

	NYSLERS	
	March 31, 2022	March 31, 2021
	(\$ in thousands)	
MTA's proportion of the net pension liability	0.316%	0.314%
MTA's proportionate share of the net pension liability	\$ (25,856)	\$ 313

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, 2022 and 2021 and to NYSLERS for the plan's fiscal year-end March 31, 2022 and 2021, 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, 2022			June 30, 2021		
	1% Decrease (6.0%)	Discount Rate (7.0%)	1% Increase (8.0%)	1% Decrease (6.0%)	Discount Rate (7.0%)	1% Increase (8.0%)
NYCERS	\$ 6,309,639	\$ 3,964,996	\$ 1,984,590	\$ 3,738,910	\$ 1,424,952	\$ (538,293)

Measurement Date:	March 31, 2022			March 31, 2021		
	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	\$ 66,552	\$ (25,856)	\$ (103,150)	\$ 86,873	\$ 313	\$ (79,515)

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

For the years ended years ended December 31, 2022 and 2021, the MTA recognized pension expense related to each pension plan as follows (in \$ thousands):

Pension Plan	December 31,	
	2022	2021
Additional Plan	\$ 63,224	\$ 50,360
MaBSTOA Plan	132,278	140,280
MNR Cash Balance plan	3	7
MTA Defined Benefit Plan	385,288	413,652
NYCERS	453,150	(47,824)
NYSLERS	2,312	8,189
<b>Total</b>	<b>\$ 1,036,255</b>	<b>\$ 564,664</b>

For the years ended years ended December 31, 2022 and 2021, the MTA reported deferred outflow of resources and deferred inflow of resources for each pension plan as follows (in \$ thousands):

For the Year Ended December 31, 2022	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	\$ -	\$ -	\$ 10,906	\$ 16,683	\$ -	\$ -	\$ 185,955	\$ 10,359
Changes in assumptions	-	-	156,544	-	-	-	554,001	7,813
Net difference between projected and actual earnings on pension plan investments	-	16,341	-	111,214	-	3	-	178,327
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	-	-	-	-	66,655	66,655
Employer contributions to the plan subsequent to the measurement of net pension liability	70,764	-	158,618	-	4	-	391,041	-
Total	<u>\$ 70,764</u>	<u>\$ 16,341</u>	<u>\$ 326,068</u>	<u>\$ 127,897</u>	<u>\$ 4</u>	<u>\$ 3</u>	<u>\$ 1,197,652</u>	<u>\$ 263,154</u>

For the Year Ended December 31, 2022	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	\$ 343,902	\$ 87,149	\$ 1,958	\$ 2,540	\$ 542,721	\$ 116,731
Changes in assumptions	653	126,839	43,150	728	754,348	135,380
Net difference between projected and actual earnings on pension plan investments	724,648	-	-	84,666	724,648	390,551
Changes in proportion and differences between contributions and proportionate share of contributions	51,026	343,882	3,726	2,117	121,407	412,654
Employer contributions to the plan subsequent to the measurement of net pension liability	406,565	-	11,155	-	1,038,147	-
Total	<u>\$ 1,526,794</u>	<u>\$ 557,870</u>	<u>\$ 59,989</u>	<u>\$ 90,051</u>	<u>\$ 3,181,271</u>	<u>\$ 1,055,316</u>

**For the Year Ended  
December 31, 2021**

	<b>Additional Plan</b>		<b>MaBSTOA Plan</b>		<b>MNR Cash Balance Plan</b>		<b>MTA Defined Benefit Plan</b>	
	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	\$ -	\$ -	\$ 17,004	\$ 3,896	\$ -	\$ -	\$ 218,415	\$ 13,714
Changes in assumptions	-	-	121,560	-	-	-	535,702	17,580
Net difference between projected and actual earnings on pension plan investments	27,816	-	57,062	-	-	19	72,382	-
Changes in proportion and differences between contributions and proportionate share of contributions	-	-	-	-	-	-	78,760	78,760
Employer contributions to the plan subsequent to the measurement of net pension liability	70,553	-	156,204	-	-	-	396,144	-
<b>Total</b>	<b>\$ 98,369</b>	<b>\$ -</b>	<b>\$ 351,830</b>	<b>\$ 3,896</b>	<b>\$ -</b>	<b>\$ 19</b>	<b>\$ 1,301,403</b>	<b>\$ 110,054</b>

**For the Year Ended  
December 31, 2021**

	<b>NYCERS</b>		<b>NYSLERS</b>		<b>TOTAL</b>	
	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	\$ 365,770	\$ 164,835	\$ 3,822	\$ -	\$ 605,011	\$ 182,445
Changes in assumptions	1,318	176,775	57,548	1,085	716,128	195,440
Net difference between projected and actual earnings on pension plan investments	-	2,091,098	-	89,908	157,260	2,181,025
Changes in proportion and differences between contributions and proportionate share of contributions	55,095	353,104	3,424	2,823	137,279	434,687
Employer contributions to the plan subsequent to the measurement of net pension liability	451,816	-	16,284	-	1,091,001	-
<b>Total</b>	<b>\$ 873,999</b>	<b>\$ 2,785,812</b>	<b>\$ 81,078</b>	<b>\$ 93,816</b>	<b>\$ 2,706,679</b>	<b>\$ 2,993,597</b>

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.

Pension Plan	Recognition Period (in years)		
	Differences between expected and actual experience	Changes in proportion and differences between employer contributions and proportionate share of contributions	Changes in actuarial assumptions
Additional Plan	1.00	N/A	1.00
MaBSTOA Plan	6.40	N/A	6.40
MNR Cash Balance Plan	1.00	N/A	1.00
MTA Defined Benefit Plan	8.30	8.30	8.30
NYCERS	5.79	5.79	5.79
NYSLERS	5.00	5.00	5.00

For the years ended December 31, 2022 and 2021, \$1,038.1 and \$1,091.0 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, 2023 and December 31, 2022, respectively. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions at December 31, 2022 will be recognized as pension expense as follows:

Year Ending December 31:	Additional Plan	MaBSTOA Plan	MNR Cash Balance plan	MTA Defined Benefit Plan (in thousands)	NYCERS	NYSLERS	Total
2023	\$ 6,195	\$ 37,990	\$ (1)	\$ 129,154	\$ 27,732	\$ (5,818)	\$ 195,252
2024	(12,635)	(23,044)	(5)	36,940	99,838	(9,235)	91,859
2025	(188)	24,723	-	100,670	(58,363)	(21,989)	44,853
2026	(9,713)	(11,613)	3	58,386	489,105	(4,175)	521,993
2027	-	8,193	-	113,253	4,047	-	125,493
Thereafter	-	3,304	-	105,054	-	-	108,358
	<u>\$ (16,341)</u>	<u>\$ 39,553</u>	<u>\$ (3)</u>	<u>\$ 543,457</u>	<u>\$ 562,359</u>	<u>\$ (41,217)</u>	<u>\$ 1,087,808</u>

### 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 Metropolitan Transportation Authority ("MTA"), its Subsidiaries and Affiliates ("457 Plan") and the Thrift Plan For Employees of the Metropolitan Transportation Authority, its Subsidiaries and Affiliates ("401(k) Plan"). Certain MTA Related Groups employees are eligible to participate in both deferred compensation plans. Both Plans are designed to have participant charges, including investment and other fees, cover the costs of administering the Deferred Compensation Program.

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

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

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



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

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

In 2011, the Deferred Compensation Program began offering Roth contributions. Employees can elect after-tax Roth contributions and before-tax contributions in both the 401(k) Plan and the 457 Plan. The total combination of Roth after-tax contributions and regular before-tax contributions cannot exceed the IRS maximum of \$20,500 dollars or \$27,000 dollars for those over age 50 for the year ended December 31, 2021. The total combination of Roth after-tax contributions and regular before-tax contributions cannot exceed the IRS maximum of \$22,500 dollars or \$30,000 dollars for those over age 50 for the year ended December 31, 2022.

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

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

**Employer Contributions** - MTA Bus on behalf of certain MTA Bus employees, MTA Metro-North Railroad on behalf of certain MNR employees who opted-out of participation in the MTA Defined Benefit Pension Plan and MTA on behalf of certain represented MTA Business Service Center employees and 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** – MNR 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 MNR members vest in these employer contributions as set forth below:

<u>Years of Service</u>	<u>Vested Percentage</u>
Less than 5	0%
5 or more	100%

**MTA Headquarters - 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.

**MTA Headquarters – 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.

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

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

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

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

	<u>December 31, 2022</u>	<u>December 31, 2021</u>
	(In thousands)	
Employer 401K contributions	<u>\$3,833</u>	<u>\$3,939</u>

## 5. OTHER POSTEMPLOYMENT BENEFITS

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

### *(1) Plan Description*

The MTA Retiree Welfare Benefits Plan (“OPEB Plan”) and the related Trust Fund (“Trust”) was established on January 1, 2009 for the exclusive benefit of MTA 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, comprised of the MTA Chairman, MTA Chief Financial Officer and MTA Director of Labor Relations, are the administrators of the OPEB Plan. The MTA Board has the right to amend, suspend or terminate the

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

The separate annual financial statements of the OPEB Plan may be obtained by writing to MTA Deputy Chief, Controller's Office, 2 Broadway, 15th Floor New York, NY 10004 or at [www.mta.info](http://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. Certain 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 Plan, the Additional Plan, the MNR Cash Balance Plan, the MaBSTOA 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 MTA is a participating employer in NYSHIP. The NYSHIP financial report can be obtained by writing to NYS Department of Civil Service, Employee Benefits Division, Alfred E. Smith Office Building, 805 Swan Street, Albany, NY 12239.

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

- i. have retired;
- ii. be receiving a pension (except in the case of the 401(k) Plan);
- iii. have at least 10 years of credited service as a member of NYCERS, NYSLERS, the MTA Defined Benefit Plan, the Additional Plan, the MaBSTOA 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:
  - o May 21, 2014 for Transport Workers Union ("TWU") Local 100;
  - o September 24, 2014 for Amalgamated Transit Union ("ATU") Local 726;
  - o October 29, 2014 for ATU Local 1056;
  - o March 25, 2015 for Transportation Communication Union ("TCU"); and
  - o 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, 2021 and July 1, 2019, the date of the most recent actuarial valuation, the following classes of employees were covered by the benefit terms:

	<u>Number of Participants</u>	
	<u>July 1, 2021</u>	<u>July 1, 2019</u>
Active plan members	68,672	73,588
Inactive plan members currently receiving benefit payments	48,888	46,994
Inactive plan members entitled to but not yet receiving benefit payments	131	186
<b>Total</b>	<u>117,691</u>	<u>120,768</u>

**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, 2022 and 2021, the MTA paid \$846.3 and \$813.2 of PAYGO to the OPEB Plan, respectively. The PAYGO amounts include an implicit rate subsidy adjustment of \$58 and \$53 for the years ended December 31, 2022 and 2021, respectively. For the 2021 plan year, the OPEB Plan paid \$337.6 in OPEB benefits, reducing the employer contributions to \$387.3.

The discount rate estimates investment earnings for assets earmarked to cover retiree health benefits. Under GASB Statement No. 75, the discount rate depends on the nature of underlying assets for funded plans. Since the amount of benefits paid in 2020 exceeded the current market value of the assets, a depletion date is assumed to occur immediately. Therefore, the discount rate is set equal to the municipal bond index. The MTA elected the Bond Buyer General Obligation 20-Bond Municipal Bond Index. As a result, the discount rates as of December 31, 2021 and December 31, 2020, the measurement dates, are 2.06% and 2.12%, 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, 2021 and 2020, the employer made a cash payment for retiree healthcare of \$52,933 and \$69,472, respectively, as part of the employer’s payment for active-employee healthcare benefits. For purposes of GASB Statement No. 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.

<b>Blended and Age-adjusted Premium</b> (in thousands)	<u>2021 Retirees</u>	<u>2020 Retirees</u>
Total blended premiums	\$740,051	\$655,269
Employment payment for retiree healthcare	52,933	69,472
<b>Net Payments</b>	<u>\$792,984</u>	<u>\$724,741</u>

## **(2) Actuarial Assumptions**

Actuarial valuation involve 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, 2021 and July 1, 2019. Update procedures were used to roll forward the total OPEB liability to the measurement dates of December 31, 2021, and December 31, 2020, respectively. The actuarial valuations were performed using the following actuarial assumptions, applied to all periods included in the measurement, unless specified:

Valuation date	July 1, 2021	July 1, 2019
Measurement date	December 31, 2021	December 31, 2020
Discount rate	2.06%, net of expenses	2.12%, net of expenses
Inflation	2.30%	2.25%
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	2.06%	2.12%

**Healthcare Cost Trend** — The healthcare trend assumption is based on the Society of Actuaries-Getzen Model version 2021 utilizing the baseline assumptions included in the model, except inflation of 2.25% for medical and pharmacy benefits. Further adjustments apply based on percentage of costs associated with administrative expenses, inflation on administrative costs, and aging factors. For NYSHIP benefits, trends are multiplied by 90% to reflect that NYSHIP trends have been generally lower than trends projected by the Getzen model over the past 10 years. Separate long-term trends are used for Medicare Part B reimbursements and for dental and vision benefits (3.5% per year). The self-insured trend is applied directly for represented employees of NYC Transit, SIRTOA and MTA Bus Company. No self-insured post-65 trend is assumed during 2021 to reflect the approximately 90% reduction in the contracted Medicare Advantage plan premiums for 2022.

**Healthcare Cost Trend Rates** — The following lists illustrative rates for the NYSHIP and self-insured trend assumptions (all amounts are in percentages).

Fiscal Year	NYSHIP		TBTA		Self-Insured		Medicare Part B Trend
	< 65	>= 65	< 65	>= 65	< 65	>= 65	
2021	5.30%	4.60%	5.20%	3.60%	5.90%	0.00%	14.50%
2022	5.10%	4.60%	5.00%	3.90%	5.60%	5.10%	5.40%
2023	4.80%	4.60%	4.80%	4.30%	5.40%	5.10%	5.40%
2024	4.60%	4.60%	4.60%	4.60%	5.10%	5.10%	5.40%
2025	4.50%	4.50%	4.50%	4.50%	5.00%	5.00%	5.40%
2026	4.40%	4.40%	4.40%	4.40%	4.90%	4.80%	5.40%
2027	4.30%	4.30%	4.30%	4.30%	4.70%	4.70%	5.40%
2028	4.20%	4.20%	4.20%	4.20%	4.60%	4.60%	5.40%
2029	4.00%	4.00%	4.00%	4.00%	4.50%	4.50%	5.40%
2039	3.90%	3.90%	3.90%	3.90%	4.40%	4.40%	5.40%
2049	3.90%	3.90%	3.90%	3.90%	4.30%	4.30%	4.00%
2059	3.80%	3.80%	3.80%	3.80%	4.20%	4.20%	3.80%
2069	3.80%	3.80%	3.80%	3.80%	4.20%	4.20%	3.70%
2079	3.50%	3.50%	3.50%	3.50%	3.90%	3.90%	3.70%
2089	3.30%	3.30%	3.30%	3.30%	3.70%	3.70%	3.70%
2099	3.30%	3.30%	3.30%	3.30%	3.70%	3.70%	3.60%
2100	3.30%	3.30%	3.30%	3.30%	3.70%	3.70%	3.60%

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 3.3% for NYSHIP costs, 3.7% for self-insured medical and pharmacy costs, and 3.6% for Medicare Part B costs.

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

- Headquarters Non-Police Members: PubG.H-2010 Mortality Table, headcount weighted for general employees for males and females with separate rates for employees, healthy annuitants and disabled annuitants.

- Headquarters Police Members: Rates from the June 30, 2019 (Lag) Actuarial Valuation for NYCERS dated December 29, 2021 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 Transit and TBTA 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 (LI Bus, LIRR, Metro-North, and SIRTOA): 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 (Bridges and Tunnels, MTA Bus, and 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, 2022 and 2021, the MTA reported a net OPEB liability of \$24,956 and \$24,409, respectively. The MTA's net OPEB liability was measured as of December 31, 2021 and December 31, 2020, respectively. The total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation date of July 1, 2021 and July 1, 2019 and rolled forward to December 31, 2021 and December 31, 2020, 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](http://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, 2021.

Asset Class	Index	Target Allocation	Long-Term Expected Arithmetic Real Rate of Return
U.S. cash	BAML 3-Month T-Bill	100.00%	-0.26%
Assumed Inflation - Mean			2.30%
Assumed Inflation - Standard Deviation			1.23%
Portfolio Nominal Mean return			2.03%
Portfolio Standard Deviation			1.11%
<b>Long Term Expected Rate of Return selected by MTA</b>			<b>2.06%</b>

**Discount Rate** — The discount rate used in this valuation to measure the total OPEB liability was updated to incorporate GASB Statement No. 75 guidance.

The plan's fiduciary net position was not projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the discount rate for calculating the total OPEB liability is equal to the single equivalent rate that results in the same actuarial present value as the long-term expected rate of return applied to benefit payments, to the extent that the plan's fiduciary net position is projected to be sufficient to make projected benefit payments, and the municipal bond rate applied to benefit payments, to the extent that the plan's fiduciary net position is not projected to be sufficient. Therefore, the discount rate is set equal to the Bond Buyer General Obligation 20-Bond Municipal Bond Index as of December 31, 2021 of 2.06% and as of December 31, 2020 of 2.12%.

Changes in Net OPEB Liability — Changes in the MTA’s net OPEB liability for the year ended December 31, 2022 based on the December 31, 2021 measurement date, and for the year ended December 31, 2021, based on the December 31, 2020 measurement date, were as follows:

	<u>Total OPEB Liability</u>	<u>Plan Fiduciary Net Position (in thousands)</u>	<u>Net OPEB Liability</u>
<b>Balance as of December 31, 2020</b>	\$ 24,409,581	\$ 130	\$ 24,409,451
<b>Changes for the year:</b>			
Service Cost	1,250,950	-	1,250,950
Interest on total OPEB liability	535,642	-	535,642
Effect of economic/demographic gains or losses	292,154	-	292,154
Effect of assumptions changes or inputs	(738,829)	-	(738,829)
Benefit payments	(792,984)	(792,984)	-
Employer contributions	-	792,984	(792,984)
Administrative expenses	-	(46)	46
<b>Net changes</b>	<u>546,933</u>	<u>(46)</u>	<u>546,979</u>
<b>Balance as of December 31, 2021</b>	<u>\$ 24,956,514</u>	<u>\$ 84</u>	<u>\$ 24,956,430</u>
	<u>Total OPEB Liability</u>	<u>Plan Fiduciary Net Position (in thousands)</u>	<u>Net OPEB Liability</u>
<b>Balance as of December 31, 2019</b>	\$ 21,531,473	\$ 414,827	\$ 21,116,646
<b>Changes for the year:</b>			
Service Cost	1,097,051	-	1,097,051
Interest on total OPEB liability	610,160	-	610,160
Effect of economic/demographic gains or losses	(43,890)	-	(43,890)
Effect of assumptions changes or inputs	1,939,528	-	1,939,528
Benefit payments	(724,741)	(724,741)	-
Employer contributions	-	387,371	(387,371)
Net investment income	-	(77,118)	77,118
Administrative expenses	-	(209)	209
<b>Net changes</b>	<u>2,878,108</u>	<u>(414,697)</u>	<u>3,292,805</u>
<b>Balance as of December 31, 2020</b>	<u>\$ 24,409,581</u>	<u>\$ 130</u>	<u>\$ 24,409,451</u>

**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, 2021		
	1% Decrease (1.06%)	Discount Rate (2.06%)	1% Increase (3.06%)
Net OPEB liability	\$28,857,427	\$24,956,431	\$21,790,175
Measurement Date:	December 31, 2020		
	1% Decrease (1.12%)	Discount Rate (2.12%)	1% Increase (3.12%)
Net OPEB liability	\$28,098,117	\$24,409,451	\$21,392,425

**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, 2021		
	Healthcare Cost		
	1% Decrease	Current Trend Rate*	1% Increase
Net OPEB liability	\$21,198,435	\$24,956,431	\$29,769,162

Measurement Date:	December 31, 2020		
	Healthcare Cost		
	1% Decrease	Current Trend Rate*	1% Increase
Net OPEB liability	\$20,595,637	\$24,409,451	\$29,295,102

\*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, 2022 and 2021, the MTA recognized OPEB expense of \$1.89 billion and \$1.87 billion, respectively.

At December 31, 2022 and 2021, the MTA reported deferred outflows of resources and deferred inflows of resources related to OPEB as follows (\$ in thousands)

	December 31, 2022		December 31, 2021	
	Deferred Outflows of Resources	Deferred Inflows of Resources	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	\$ 414,192	\$ 41,967	\$ 192,919	\$ 50,007
Changes of assumptions	1,952,237	1,468,704	2,353,287	1,070,351
Net difference between projected and actual earnings on OPEB plan investments	47,114	-	60,552	-
Changes in proportion and differences between contributions and proportionate share of contributions	1,184,355	1,184,355	612,892	612,892
Employer contributions to the plan subsequent to the measurement of net OPEB liability	846,299	-	813,195	-
<b>Total</b>	<b>\$ 4,444,197</b>	<b>\$ 2,695,026</b>	<b>\$ 4,032,845</b>	<b>\$ 1,733,250</b>

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 7.6-year closed period, beginning the year in which the deferred amount occurs.

For the years ended December 31, 2022 and 2021, \$846.3 and \$813.2 were reported as employer contributions subsequent to measurement date. This amount includes both 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, 2023 and December 31, 2022, respectively. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB at December 31, 2022 will be recognized in OPEB expense as follows:

Year ending December 31:	2023	\$ 142,130
	2024	133,532
	2025	66,689
	2026	145,935
	2027	244,288
	Thereafter	170,298
	<u>\$ 902,872</u>	



## 6. CAPITAL ASSETS

Capital assets and improvements include all land, buildings, equipment, and infrastructure of the MTA having a minimum useful life of two years and having a cost of more than \$25 thousand. Capital assets are stated at historical cost, or at estimated historical cost based on appraisals, or on other acceptable methods when historical cost is not available. GASB 87 leases are classified as right-of-use assets and measured at the present value of the initial measurement of the lease liability, plus any payments made to the lessor at or before the commencement of the lease term and certain direct costs. 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. Capital and right-of-use assets consist of the following at January 1, 2021, December 31, 2021 and December 31, 2022 (in millions):

	Balance January 1, 2021 (Restated)	Additions / Reclassifications (Restated)	Deletions / Reclassifications (Restated)	Balance December 31, 2021 (Restated)	Additions / Reclassifications	Deletions / Reclassifications	Balance December 31, 2022
Capital assets not being depreciated:							
Land	\$ 248	\$ 2	\$ 1	\$ 249	\$ 82	\$ -	\$ 331
Construction work-in-progress	21,775	5,556	3,954	23,377	6,415	7,195	22,597
Total capital assets not being depreciated	22,023	5,558	3,955	23,626	6,497	7,195	22,928
Capital assets being depreciated:							
Buildings and structures	21,260	1,650	425	22,485	2,794	5	25,274
Bridges and tunnels	3,973	195	-	4,168	253	-	4,421
Equipment:							
Passenger cars and locomotives	14,197	149	22	14,324	197	42	14,479
Buses	3,688	317	136	3,869	456	336	3,989
Infrastructure	29,365	1,177	22	30,520	2,134	14	32,640
Other	27,864	1,321	125	29,060	1,332	6	30,386
Total capital assets being depreciated	100,347	4,809	730	104,426	7,166	403	111,189
Less accumulated depreciation:							
Buildings and structures	8,677	607	25	9,259	632	2	9,889
Bridges and tunnels	700	40	-	740	43	-	783
Equipment:							
Passenger cars and locomotives	7,753	413	22	8,144	403	42	8,505
Buses	2,200	251	135	2,316	257	336	2,237
Infrastructure	11,718	903	23	12,598	981	12	13,567
Other	10,445	932	61	11,316	977	5	12,288
Total accumulated depreciation	41,493	3,146	266	44,373	3,293	397	47,269
Total capital assets being depreciated - net	58,854	1,663	464	60,053	3,873	6	63,920
Capital assets - net	\$ 80,877	\$ 7,221	\$ 4,419	\$ 83,679	\$ 10,370	\$ 7,201	\$ 86,848

	Balance January 1, 2021	Additions / Reclassifications	Deletions / Reclassifications	Balance December 31, 2021	Additions / Reclassifications	Deletions / Reclassifications	Balance December 31, 2022
	(Restated)	(Restated)	(Restated)	(Restated)			
Right of Use Assets being amortized:							
Leased buildings and structures	\$ 656	\$ 89	\$ -	\$ 745	\$ -	\$ -	\$ 745
Leased equipment and vehicles	28	8	-	36	5	-	41
Leased other	4	-	-	4	-	-	4
Total Right of Use Assets being amortized	688	97	-	785	5	-	790
Less accumulated amortization:							
Leased buildings and structures	-	52	-	52	53	-	105
Leased equipment and vehicles	-	12	-	12	14	-	26
Leased other	-	-	-	-	1	-	1
Total accumulated amortization	-	64	-	64	68	-	132
Right of Use Assets being amortized – net	688	33	-	721	(63)	-	658
Total Capital Assets, including Right of Use Asset, net of depreciation and amortization	\$ 81,565	\$ 7,254	\$ 4,419	\$ 84,400	\$ 10,307	\$ 7,201	\$ 87,506

In 2021, MTA Long Island Rail Road obtained legal title to a newly constructed rail yard on its property in accordance to an agreement with the developer. The agreement provides for the developer to construct a rail yard for MTA Long Island Rail Road to store and service trains in a new location in exchange for development rights. A gain of \$266.6 for the fair market value of the assets were recognized at the date of conveyance.

In December 2021, MTA obtained legal title to the wireless telecommunications equipment installed on its property according to the network license agreement entered into with the licensee. The license agreement provides for the licensee to construct, operate, and maintain the wireless network. This asset was transferred by MTA to MTA Long Island Rail Road as a non-cash capital contribution recorded at \$27.3 representing the fair market value at the date of conveyance. In addition, in December 2021, MTA obtained legal title to work in process wireless telecommunications equipment to be installed on its property according to the network license agreement entered into with the licensee. The work in process assets were transferred by MTA to MTA Long Island Rail Road as a non-cash capital contribution recorded at \$33.2 representing the fair market value at the date of conveyance.

In December 2021, MTA obtained legal title to the wireless telecommunications equipment installed on the MTA New York City Transit Authority's property according to the network license agreement that MTA entered into with the licensee. The license agreement provides for the licensee to construct, operate, and maintain the wireless network. This asset was transferred by MTA to the MTA New York City Transit Authority as a non-cash capital contribution recorded at \$73.3 representing the fair market value at the date of conveyance.

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. At December 31, 2022 and 2021, these securities, which are not included in these consolidated financial statements, totaled \$155.0 and \$153.1, respectively, and had a market value of \$131.1 and \$130.2, respectively.

As of December 31, 2022, \$66.6 billion is unexpended from the MTA's Capital Program (2005-2024) and \$22.9 billion has been committed.

As of December 31, 2021, \$72.8 billion is unexpended from the MTA's Capital Program and \$16.9 billion has been committed.

**7. LONG-TERM DEBT**

(In millions)	Original Issuance	December 31, 2021	Issued	Retired	December 31, 2022
<b>MTA:</b>					
Transportation Revenue Bonds					
1.43%-5.15% due through 2057	\$ 44,080	\$ 23,950	\$ 311	\$ 2,978	\$ 21,283
Bond Anticipation Notes					
1.33% due through 2023	23,635	13,004	0	9,297	3,707
Dedicated Tax Fund Bonds					
1.86%-5.00% due through 2057	11,527	4,681	436	329	4,788
	<u>79,242</u>	<u>41,635</u>	<u>747</u>	<u>12,604</u>	<u>29,778</u>
Net unamortized bond premium	-	1,158	74	387	845
	<b><u>79,242</u></b>	<b><u>42,793</u></b>	<b><u>821</u></b>	<b><u>12,991</u></b>	<b><u>30,623</u></b>
<b>TBTA:</b>					
General Revenue Bonds					
1%-5.5% due through 2057	10,314	8,165	400	245	8,320
Payroll Mobility Tax Senior Lien Obligations					
2%-5.5% due through 2057	2,464	2,464	5,704	9	8,159
Subordinate Revenue Bonds					
1%-5.5% due through 2032	1,832	795	-	76	719
Sales Tax Revenue Bonds					
3.73%-5.5% due through 2057	700	-	700	-	700
Bond Anticipation Notes					
5.0% due through 2025	193	193	0	-	193
	<u>15,503</u>	<u>11,617</u>	<u>6,804</u>	<u>330</u>	<u>18,091</u>
Net unamortized bond premium	-	1,173	673	157	1,689
	<b><u>15,503</u></b>	<b><u>12,790</u></b>	<b><u>7,477</u></b>	<b><u>487</u></b>	<b><u>19,780</u></b>
<b>MTA Hudson Rail Yards Trust:</b>					
MTA Hudson Rail Yards Trust Obligations					
1.88%-2.65% due through 2056	1,220	830	-	26	804
Net unamortized bond premium	-	87	-	1	86
	<u>1,220</u>	<u>917</u>	<u>-</u>	<u>27</u>	<u>890</u>
<b>Total</b>	<b><u>\$ 95,965</u></b>	<b><u>\$ 56,500</u></b>	<b><u>\$ 8,298</u></b>	<b><u>\$ 13,505</u></b>	<b><u>\$ 51,293</u></b>
Current portion		\$ 8,069			\$ 4,800
Long-term portion		<u>\$ 48,431</u>			<u>\$ 46,493</u>

(In millions)	Original Issuance	December 31, 2020	Issued	Retired	December 31, 2021
<b>MTA:</b>					
Transportation Revenue Bonds					
1.43%–5.15% due through 2057	\$ 44,080	\$ 24,701	\$ 1,415	\$ 2,166	\$ 23,950
Bond Anticipation Notes*					
1.33% due through 2023	23,635	9,536	4,720	1,252	13,004
Dedicated Tax Fund Bonds					
1.86%–4.89% due through 2057	11,149	4,857	110	286	4,681
	<u>78,864</u>	<u>39,094</u>	<u>6,245</u>	<u>3,704</u>	<u>41,635</u>
Net unamortized bond premium	-	1,403	122	367	1,158
	<u><b>78,864</b></u>	<u><b>40,497</b></u>	<u><b>6,367</b></u>	<u><b>4,071</b></u>	<u><b>42,793</b></u>
<b>TBTA:</b>					
General Revenue Bonds					
1.81%–4.18% due through 2047	18,121	8,040	365	240	8,165
Payroll Mobility Tax Senior Lien Obligations					
1.36%–2.02% due through 2051	2,464	-	2,464	-	2,464
Subordinate Revenue Bonds					
3.13%–5.34% due through 2032	4,066	867	-	72	795
Bond Anticipation Notes					
0.69% due through 2025	193	-	193	-	193
	<u>24,844</u>	<u>8,907</u>	<u>3,022</u>	<u>312</u>	<u>11,617</u>
Net unamortized bond premium	-	676	578	81	1,173
	<u><b>24,844</b></u>	<u><b>9,583</b></u>	<u><b>3,600</b></u>	<u><b>393</b></u>	<u><b>12,790</b></u>
<b>MTA Hudson Rail Yards Trust:</b>					
MTA Hudson Rail Yards Trust Obligations					
1.88%–2.65% due through 2056	1,220	845	-	15	830
Net unamortized bond premium	-	88	-	1	87
	<u>1,220</u>	<u>933</u>	<u>-</u>	<u>16</u>	<u>917</u>
Total	<u><b>\$ 104,928</b></u>	<u><b>\$ 51,013</b></u>	<u><b>\$ 9,967</b></u>	<u><b>\$ 4,480</b></u>	<u><b>\$ 56,500</b></u>
Current portion**		<u>\$ 1,543</u>			<u>\$ 8,069</u>
Long-term portion		<u>\$ 49,470</u>			<u>\$ 48,431</u>

\* Includes draws on a \$800 taxable revolving credit agreement with JPMorgan Chase Bank, National Association, which is active through August 24, 2022, and a \$400 taxable revolving credit agreement with Bank of America, National Association, which is active through August 24, 2022. Draws under the JPMorgan Chase Agreement and the Bank of America agreement are evidenced by revenue anticipation notes (“RANs”). As of December 31, 2021 and 2020, the outstanding RAN was \$1,196 and \$477, respectively.

**MTA Transportation Revenue Bonds** — Prior to 2022, MTA issued sixty-nine Series of Transportation Revenue Bonds secured under its General Resolution Authorizing Transportation Revenue Obligations adopted on March 26, 2002 in the aggregate principal amount of \$36,956. The Transportation Revenue Bonds are MTA's special obligations payable solely from transit and commuter systems revenues and certain state and local operating subsidies.

On February 1, 2022, MTA effectuated a mandatory tender and remarketed \$32.475 of Transportation Revenue Variable Rate Refunding Bonds, Subseries 2002G-1h and \$50.000 of Transportation Revenue Variable Rate Bonds, Subseries 2012A-3 because their respective current interest rate periods were expiring by their terms. The Subseries 2002G-1h and Subseries 2012A-3 bonds were remarketed in Term Rate Mode as Secured Overnight Financing Rate (SOFR) Notes as follows:

Quantity	Subseries	Delivery Date	Purchase Date	Interest Rate
13.725	TRB 2002G-1h	N/A	November 1, 2023	67% of SOPR plus 0.40%
18.750	TRB 2002G-1h	N/A	November 1, 2026	67% of SOPR plus 0.60%
50.000	TRB 2012A 3	April 1, 2026	November 15, 1942	67% of SOPR plus 0.65%

On March 24, 2022, MTA effectuated a mandatory tender and remarketed \$82.660 of Transportation Revenue Variable Rate Refunding Bonds, Subseries 2020B-2 because the Continuing Covenant Agreement (CCA), between MTA and Bank of America, N.A., was expiring by its terms. The CCA associated with Subseries 2020B-2 was replaced with an irrevocable direct-pay Letter of Credit (LOC) issued by PNC Bank, National Association. The LOC will expire on March 22, 2024. PNC Capital Markets LLC will serve as remarketing agent.

On March 24, 2022, MTA extended its irrevocable direct-pay LOC issued by PNC Bank, National Association that is associated with Transportation Revenue Variable Rate Refunding Bonds, Subseries 2020B-1 for two years to March 22, 2024.

On May 26, 2022, MTA extended its irrevocable direct-pay LOC issued by Bank of Montreal that is associated with Transportation Revenue Variable Rate Bonds, Subseries 2012A-2 for three years to June 2, 2025.

On August 31, 2022, MTA extended its irrevocable direct-pay Letter of Credit issued by Bank of America, N.A. that is associated with Transportation Revenue Variable Rate Bonds, Subseries 2015E-3 for three years to September 2, 2025.

On November 1, 2022, MTA effectuated a mandatory tender and remarketed \$75.100 Transportation Revenue Variable Rate Bonds, Subseries 2005D-2 because its irrevocable direct-pay LOC issued by Landesbank Hessen-Thüringen Girozentrale (Helaba) was expiring by its terms and \$70.625 Transportation Revenue Variable Rate Bonds, Subseries 2012G-4 because its respective current interest rate period was expiring by its terms. Both Subseries 2005D-2 and Subseries 2012G-4 Bonds were remarketed as Variable Rate Demand Bonds in Daily Rate Mode and supported with irrevocable direct-pay LOCs issued by BMO Harris Bank, N.A. Both LOCs will expire on October 31, 2025.

**MTA Bond Anticipation Notes** — From time to time, MTA issues Transportation Revenue Bond Anticipation Notes in accordance with the terms and provisions of the General Resolution described above in the form of commercial paper 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 MTAHQ to periodically (at least each five years) refund its bond anticipation notes with bonds.

**MTA Revenue Anticipation Notes** — On March 21, 2022 and March 24, 2022, MTA prepaid the outstanding \$300 on the 2021A RAN (with Bank of America) and \$420 on the 2021B RAN (with JP Morgan), respectively.

On March 31, 2022 and April 1, 2022, MTA prepaid the outstanding \$95.3 on the 2021C RAN and \$2.5 million on the 2021D RAN, both with Bank of America, respectively.

On April 11, 2022, MTA prepaid the outstanding \$378.5 on the 2021E RAN, with JP Morgan.

On August 2, 2022, MTA entered into new \$800 and \$400 revolving credit agreements with JP Morgan Chase Bank, National Association and Bank of America, National Association, respectively. These agreements replace the existing agreements with JP Morgan (dated August 24, 2017, as amended) and Bank of America (dated August 16, 2019, as amended), which were for the same amounts and terminated pursuant to their terms. The new agreements are active until August 1, 2025.

**MTA State Service Contract Bonds** — Prior to 2022, MTA issued two Series of State Service Contract Bonds secured under its State Service Contract Obligation Resolution adopted on March 26, 2002, in the aggregate principal amount of \$2,395. Currently, there are no outstanding bonds. The State Service Contract Bonds are MTA's special obligations payable solely from certain payments from the State of New York under a service contract.

**MTA Dedicated Tax Fund Bonds** — Prior to 2022, MTA issued twenty-two Series of Dedicated Tax Fund Bonds secured under its Dedicated Tax Fund Obligation Resolution adopted on March 26, 2002, in the aggregate principal amount of \$9,769. The Dedicated Tax Fund Bonds are MTA's special obligations payable solely from monies held in the Pledged Amounts Account of the MTA Dedicated Tax Fund. State law requires that the MTTF revenues and MMTOA revenues (described above in Note 2 under "Nonoperating Revenues") be deposited, subject to appropriation by the State Legislature, into the MTA Dedicated Tax Fund.

On March 1, 2022, MTA issued \$377.955 of Dedicated Tax Fund Bonds, Series 2022A to retire outstanding MTA Transportation Revenue Bond Anticipation Notes (BANs), Series 2020B (note that those BANs were purchased, pursuant to a Note Purchase Agreement, between MTA and Municipal Liquidity Facility LLC). The Series 2022A bonds were issued as fixed-rate tax-exempt bonds with a final maturity of November 15, 2052.

On June 1, 2022, MTA extended its irrevocable direct-pay LOC issued by TD Bank, N.A. which is associated with Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-1 for three years to June 13, 2025.

On June 1, 2022, MTA effectuated a mandatory tender and remarketed \$58.015 Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-2a because its current interest rate period was set to expire by its terms. The Subseries 2008A-2a bonds were remarketed as Variable Interest Rate Obligations in Daily Mode supported by an irrevocable direct-pay LOC issued by TD Bank, N.A. The new LOC will expire on November 1, 2026.

On October 27, 2022, MTA extended its irrevocable direct-pay LOC issued by PNC Bank, National Association that is associated with Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-2b for three years to October 24, 2025.

On October 27, 2022, MTA extended its irrevocable direct-pay LOC issued by PNC Bank, National Association that is associated with Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008B-3c for three years to October 24, 2025.

**MTA Certificates of Participation** — Prior to 2022, MTA (solely on behalf of MTA Long Island Rail Road and MTA Metro-North Railroad), MTA New York City Transit and MTA Bridges and Tunnels executed and delivered three Series of Certificates of Participation in the aggregate principal amount of \$807 to finance certain building and leasehold improvements to an office building at Two Broadway in Manhattan occupied principally by MTA New York City Transit, MTA Bridges and Tunnels, MTA Construction and Development, and MTAHQ. The Certificates of Participation represented proportionate interests in the principal and interest components of Base Rent paid severally, but not jointly, in their respective proportionate shares by MTA New York City Transit, MTA, and MTA Bridges and Tunnels, pursuant to a Leasehold Improvement Sublease Agreement.

**MTA Bridges and Tunnels General Revenue Bonds** — Prior to 2022, MTA Bridges and Tunnels issued thirty-five Series of General Revenue Bonds, secured under its General Resolution Authorizing General Revenue Obligations adopted on March 26, 2002, in the aggregate principal amount of \$14,174. The General Revenue Bonds are MTA Bridges and Tunnels' general obligations payable generally from the net revenues collected on the bridges and tunnels operated by MTA Bridges and Tunnels.

On January 19, 2022, MTA effectuated a mandatory tender and remarketed \$96.335 of Triborough Bridge and Tunnel Authority General Revenue Variable Rate Bonds, Subseries 2003B-1 because its irrevocable direct-pay LOC issued by Bank of America, N.A. was expiring by its terms and was substituted with an irrevocable direct-pay LOC issued by U.S. Bank, N.A. The new LOC will expire on January 17, 2025.

On May 20, 2022, MTA extended its irrevocable direct-pay LOC issued by U.S. Bank National Association that is associated with Triborough Bridge and Tunnel Authority General Revenue Variable Rate Refunding Bonds, Subseries 2005B-4c for three years to May 23, 2025.

On August 18, 2022, MTA issued \$400 Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2022A. Proceeds from the transaction will be used to finance existing approved bridge and tunnel capital projects. The Series 2022A bonds were issued as fixed-rate tax-exempt bonds with a final maturity of November 15, 2057.

On December 8, 2022, MTA effectuated a mandatory tender and remarketed \$148.470 Triborough Bridge and Tunnel Authority General Revenue Variable Rate Bonds, Series 2018E as the irrevocable direct-pay LOC issued by Bank of America, N.A. was expiring by its terms. The Series 2018E Bonds were remarketed as Variable Rate Demand Bonds in Weekly Rate Mode and supported with an irrevocable direct-pay LOC issued by UBS AG. The new LOC will expire on December 5, 2025.

**MTA Bridges and Tunnels Subordinate Revenue Bonds** — Prior to 2022, MTA Bridges and Tunnels issued twelve Series of Subordinate Revenue Bonds secured under its 2001 Subordinate Revenue Resolution Authorizing Subordinate Revenue Obligations adopted on March 26, 2002, in the aggregate principal amount of \$4,066. The Subordinate Revenue Bonds are MTA Bridges and Tunnels' special obligations payable generally from the net revenues collected on the bridges and tunnels operated by MTA Bridges and Tunnels after the payment of debt service on the MTA Bridges and Tunnels General Revenue Bonds described in the preceding paragraph.

**MTA Bridges and Tunnels Second Subordinate Bond Anticipation Notes** — On June 10, 2021, MTA issued \$192.835 of Triborough Bridge and Tunnel Authority Second Subordinate Bond Anticipation Notes, Series 2021A. Proceeds from the transaction will be used to finance costs related to the design, build, and installation of infrastructure, tolling systems and allowable implementation expenses necessary for the operation of the Central Business District Tolling Program. The Series 2021A notes were issued as fixed rate tax-exempt notes with a final maturity of November 1, 2025.

**MTA Bridges and Tunnels Payroll Mobility Tax Senior Lien Bonds** — Prior to 2022, MTA issued three Series of Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Bonds secured under its 2021 TBTA PMT Resolution adopted on March 17, 2021 in the aggregate principal amount of \$1,679. Each of the TBTA PMT Senior Lien Obligations and any MTA PMT Senior Lien Obligations issued pursuant to the MTA PMT Resolution, adopted by the Board on November 18, 2020, are secured by a first lien on, and parity pledge of, the PMT Receipts, consisting of two distinct revenue streams: Mobility Tax Receipts and MTA Aid Trust Account Receipts (also referred to as “ATA Receipts”). MTA and MTA Bridges and Tunnels have entered into the Financing Agreement, dated as of April 9, 2021, to provide the mechanism by which MTA and MTA Bridges and Tunnels share PMT Receipts on a parity basis (i) first with respect to the PMT Senior Lien and then (ii) with respect to PMT Second Lien. Under State law, the MTA PMT Senior Lien Indebtedness and the MTA Bridges and Tunnels PMT Senior Lien Indebtedness are special obligations of MTA and MTA Bridges and Tunnels, respectively, which means that they are payable solely from a gross lien on the money pledged for payment under the MTA Payroll Mobility Tax Obligation Resolution and the MTA Bridges and Tunnels Payroll Mobility Tax Obligation Resolution. Such bonds are not general obligations of MTA or MTA Bridges and Tunnels.

On February 10, 2022, MTA issued \$592.680 of Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Bonds, Series 2022A. Proceeds from the transaction were used to retire \$750.000 Dedicated Tax Fund Bond Anticipation Notes, Series 2019A. The Series 2022A bonds were issued as fixed rate tax-exempt bonds with a final maturity of May 15, 2057.

On April 5, 2022, MTA priced, subject to a Forward Delivery Bond Purchase Agreement, \$1,000.015 Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Bonds, Series 2022B. MTA expects to issue and deliver the Series 2022B Bonds on August 18, 2022. Proceeds from the transaction will be used to retire: \$75.235 MTA Transportation Revenue Variable Rate Refunding Bonds, Subseries 2002D-1; \$174.050 MTA Transportation Revenue Bonds, Series 2012C; \$406.730 MTA Transportation Revenue Refunding Bonds, Series 2012D; \$350.280 MTA Transportation Revenue Refunding Bonds, Series 2012F; and \$112.655 MTA Transportation Revenue Bonds, Series 2012H. The refunding resulted in a net present value savings of \$135.306 or 12.09% of the par amount of the refunded bonds. The Series 2022B bonds were priced as fixed rate tax-exempt bonds with a final maturity of May 15, 2042.

On August 18, 2022, MTA issued and delivered \$1,000.015 Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Bonds, Series 2022B.

On May 12, 2022, MTA issued \$927.950 Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Bonds, Series 2022C. Proceeds from the transaction were used to retire outstanding MTA Transportation Revenue Bond Anticipation Notes, Series 2019B-1. The Series 2022C bonds were issued as fixed rate tax-exempt bonds with a final maturity of May 15, 2057.

On September 15, 2022, MTA issued \$748.682 Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Green Bonds, Series 2022D (Climate Bond Certified). Proceeds from the transaction will be used to finance existing approved transit and commuter projects and to refund the following MTA Transportation Revenue Bonds: \$41.730 Series 2012B; \$102.440 Series 2012C; \$32.830 Series 2012E; \$76.360 Series 2012F; and \$19.495 Series 2012H. The refunding resulted in a net present value savings of \$21.134 or 7.75% of the par amount of the refunded bonds. The Series 2022D bonds were issued as: \$230.745 Subseries 2022D-1a; \$20.202 Subseries 2022D-1b; and \$497.735 Subseries 2022D-2. The Subseries 2022D-1a bonds were issued as fixed rate tax-exempt refunding bonds with a final maturity of November 15, 2042. The Subseries 2022D-1b bonds were issued as fixed rate tax-exempt refunding Capital Appreciation Bonds (CABs) with a final maturity of November 15, 2039. The Subseries 2022D-2 bonds were issued as fixed-rate tax-exempt bonds with a final maturity of May 15, 2052.

On November 1, 2022, MTA issued \$700.200 Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Green Bonds, Series 2022E (Climate Bond Certified). Proceeds from the transaction will be used to refund outstanding Transportation Revenue Variable Rate Bonds, Series 2011B (LIBOR FRNs), Transportation Revenue Bonds, Subseries 2014D-2 (SIFMA FRNs), Transportation Revenue Bonds, Subseries 2018A-2 (Mandatory Tender Bonds), and to retire the Transportation Revenue Bond Anticipation Notes, Series 2019F that mature on November 15, 2022. The Series 2022E bonds were issued as: \$188.630 Subseries 2022E-1; \$99.560 Subseries 2022E-2a; and \$412.010 Subseries 2022E-2b. The Subseries 2022E-1 bonds were issued as fixed-rate tax-exempt bonds with a final maturity of November 15, 2027. The Subseries 2022E-2a bonds were issued as variable rate tax-exempt refunding Secured Overnight Financing Rate (SOFR) Notes with a final maturity of April 1, 2026, and with an interest rate of 67% of SOFR plus 1.05%. The Subseries 2022E-2b bonds were issued as fixed-rate tax-exempt refunding bonds with a final maturity of November 15, 2032.



**MTA Bridges and Tunnels Sales Tax Revenue Bonds** — On July 20, 2022, MTA issued \$700 Triborough Bridge and Tunnel Authority Sales Tax Revenue Bonds, Series 2022A (TBTA Capital Lockbox – City Sales Tax). This was the inaugural issuance for this credit. Proceeds from the transaction were used to generate new money proceeds to finance approved 2020-2024 Capital Program transit and commuter projects. The Series 2022A bonds were issued as fixed rate tax-exempt bonds with a final maturity of May 15, 2062.

**MTA Payroll Mobility Tax Bond Anticipation Notes** - On September 1, 2022, MTA issued \$951.370 Triborough Bridge and Tunnel Authority Payroll Mobility Tax Bond Anticipation Notes, Series 2022A. Proceeds from the transaction were used to refinance outstanding MTA Transportation Revenue Bond Anticipation Notes, Series 2019D-1 as they were set to mature on September 1, 2022. The Series 2022A Notes were issued as fixed rate tax-exempt notes with a final maturity of August 15, 2024.

On December 15, 2022, MTA issued \$766.540 Triborough Bridge and Tunnel Authority Payroll Mobility Tax Bond Anticipation Notes, Series 2022B. Proceeds from the transaction were used to refinance outstanding MTA Transportation Revenue Bond Anticipation Notes, Series 2020A-1 which were maturing on February 1, 2023. The Series 2022B Notes were issued as fixed rate tax-exempt notes with a final maturity of December 16, 2024.

**MTA Hudson Rail Yards Trust Obligations** — The MTA Hudson Rail Yards Trust Obligations, Series 2016A (“Series 2016A Obligations”) were executed and delivered on September 22, 2016 by Wells Fargo Bank National Association, as Trustee (“Trustee”), to (i) retire the outstanding Transportation Revenue Bond Anticipation Notes, Series 2016A of the MTA, which were issued to provide interim financing of approved capital program transit and commuter projects, (ii) finance approved capital program transit and commuter projects of the affiliates and subsidiaries of the MTA, (iii) fund an Interest Reserve Requirement in an amount equal to one-sixth (1/6) of the greatest amount of Interest Components (as hereinafter defined) in the current or any future year, (iv) fund a portion of the Capitalized Interest Fund requirement, and (v) finance certain costs of issuance.

Pursuant to the Financing Agreement (as hereinafter defined), the MTA has agreed to pay to, or for the benefit of, the Trustee the “MTA Financing Agreement Amount,” consisting of principal and interest components. The Series 2016A Obligations evidence the interest of the Owners thereof in such MTA Financing Agreement Amount payable by the MTA pursuant to the Financing Agreement. The principal amount of the Series 2016A Obligations represent the principal components of the MTA Financing Agreement Amount (“Principal Components”) and the interest represent the interest components of the MTA Financing Agreement Amount (“Interest Components”). The Series 2016A Obligations (and the related Principal Components and Interest Components) are special limited obligations payable solely from the Trust Estate established under the MTA Hudson Rail Yards Trust Agreement, dated as of September 1, 2016 (“Trust Agreement”), by and between the MTA and the Trustee.

The Trust Estate consists principally of the regularly scheduled rent, options to purchase the fee interest and other related payments to be paid by the tenants of certain parcels being developed on and above the Eastern Rail Yard and Western Rail Yard portions of the West Side Yards (“Hudson Rail Yards”) currently operated by The Long Island Rail Road Company (“LIRR”).

Refer to Note 9 for further information on Financed Purchases.

**MTA Grant Anticipation Notes** - On December 9, 2021, MTA issued \$4,000,000 of Grant Anticipation Notes, Series 2021A. Proceeds from the transaction were used to reimburse MTA for certain operating expenses and lost revenues since January 20, 2020, due to the COVID-19 public health emergency. The Series 2021A Notes were priced as fixed rate federally taxable notes with a final maturity of November 15, 2022.

On February 10, 2022, the Grant Anticipation Notes, Series 2021A were called for redemption prior to maturity.

**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 \$90,100 compared with issuances totaling approximately \$43,578. 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.

At December 31, 2022 and 2021, the following amounts of MTA bonds, which have been refunded, remain valid debt instruments and are secured solely by and payable solely from their respective irrevocable trusts.

(In millions)	December 31, 2022	December 31, 2021
<b>MTA Transit and Commuter Facilities:</b>		
Transit Facilities Revenue Bonds	\$ 79	\$ 104
Commuter Facilities Revenue Bonds	76	102
<b>MTA Bridges and Tunnels:</b>		
General Purpose Revenue Bonds	160	458
Special Obligation Subordinate Bonds	43	59
<b>Total</b>	<u>\$ 358</u>	<u>\$ 723</u>

For the year ended December 31, 2022, MTA refunding transactions decreased aggregate debt service payments by \$592 and provided an economic gain of \$221. For the year ended December 31, 2021, MTA refunding transactions increased aggregate debt service payments by \$66 and provided an economic gain of \$44. Details of bond refunding savings for December 31, 2022 and December 31, 2021 are as follows:

Refunding Bonds Issued in 2022	Series	Date issued	Par value Refunded	Debt Service Savings (Increase)
Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Refunding Bonds	2022B	8/18/2022	\$ 1,119	\$ 174
Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Green Bonds	2022D	9/15/2022	273	27
Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Green Bonds	2022E	11/1/2022	742	391
<b>Total Bond Refunding Savings</b>			<u>\$ 2,134</u>	<u>\$ 592</u>
Refunding Bonds Issued in 2021	Series	Date issued	Par value Refunded	Debt Service Savings (Increase)
Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Bonds	2021A	5/5/2021	\$ 631	\$ (103)
	2021C	9/30/2021	207	37
<b>Total Bond Refunding Savings</b>			<u>\$ 838</u>	<u>\$ (66)</u>

For the year ended December 31, 2022, the accounting loss on bond refundings totaled \$111. For the year ended December 31, 2021, the accounting loss on bond refundings totaled \$2.

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

	December 31, 2020	(Gain)/ loss on refunding	2021 amortization	December 31, 2021	(Gain)/ loss on refunding	Current year amortization	December 31, 2022
<b>MTA:</b>							
Transportation Revenue Bonds	\$ 443	\$ 2	\$ (58)	\$ 387	\$ (109)	\$ (55)	\$ 223
State Service Contract Bonds	(12)	-	-	(12)	-	-	(12)
Dedicated Tax Fund Bonds	206	-	(17)	189	(2)	(16)	171
	<u>637</u>	<u>2</u>	<u>(75)</u>	<u>564</u>	<u>(111)</u>	<u>(71)</u>	<u>382</u>
<b>TBTA:</b>							
General Revenue Bonds	175	-	(21)	154	-	(16)	138
Subordinate Revenue Bonds	25	-	(3)	22	-	(2)	20
	<u>200</u>	<u>-</u>	<u>(24)</u>	<u>176</u>	<u>-</u>	<u>(18)</u>	<u>158</u>
<b>Total</b>	<u>\$ 837</u>	<u>\$ 2</u>	<u>\$ (99)</u>	<u>\$ 740</u>	<u>\$ (111)</u>	<u>\$ (89)</u>	<u>\$ 540</u>

**Debt Service Payments** — Future principal and interest debt service payments at December 31, 2022 are as follows (in millions):

Year	MTA		MTA BRIDGES AND TUNNELS		Debt Service	
	Principal	Interest	Principal	Interest	Principal	Interest
2023	\$ 4,420	\$ 1,287	\$ 380	\$ 817	\$ 4,800	\$ 2,104
2024	944	1,177	2,100	792	3,044	1,969
2025	966	1,076	607	697	1,573	1,773
2026	860	958	682	664	1,542	1,622
2027	851	951	862	636	1,713	1,587
2028-2032	5,402	3,949	3,606	2,744	9,008	6,693
2033-2037	5,003	3,189	1,645	2,279	6,648	5,468
2038-2042	4,478	2,163	1,986	1,805	6,464	3,968
2043-2047	3,628	1,212	2,451	1,260	6,079	2,472
2048-2052	2,967	470	2,727	625	5,694	1,095
2053-2057	1,062	79	924	171	1,986	250
Thereafter	-	-	121	17	121	17
	<u>\$ 30,581</u>	<u>\$ 16,511</u>	<u>\$ 18,091</u>	<u>\$ 12,507</u>	<u>\$ 48,672</u>	<u>\$ 29,018</u>

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 2011B* — 3.542% 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.
- *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 2014D-2* — 4.00% per annum plus the current fixed floating rate note spread.
- *Transportation Revenue Bonds, Series 2015A-2* — 4.00% per annum plus the current fixed floating rate note spread.
- *Transportation Revenue Bonds, Series 2015E* — 4.00% per annum.
- *Dedicated Tax Fund Bonds, Series 2002B* — 4.00% per annum on Subseries 2002B-1; and 4.00% per annum plus the current fixed floating rate note spread.
- *Dedicated Tax Fund Variable Rate Refunding Bonds, Series 2008A* — 3.316% per annum taking into account the interest rate swaps plus the current fixed floating rate note spread; and 4.00% per annum plus the current fixed floating rate note spread on the unhedged portion.
- *Dedicated Tax Fund Refunding Bonds, Subseries 2008B-3a and 2008B-3c* — 4.00% per annum plus the current fixed floating rate note spread.
- *MTA Bridges and Tunnels General Revenue Refunding Bonds, Series 2001C* — 4.00% per annum.
- *MTA Bridges and Tunnels General Revenue Refunding Bonds, Series 2002F* — 5.404% and 3.076% per annum taking into account the interest rate swaps and 4.00% per annum on portions not covered by the interest rate swaps.
- *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 2008B-2* — 4.00% per annum 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 debt service requirements at December 31, 2022 are as follows (in millions):

Year	Principal	Interest	Total
2023	\$ 12	\$ 3	\$ 15
2024	11	2	13
2025	11	2	13
2026	9	2	11
2027	9	1	10
2028-2032	27	3	30
2033-2037	4	1	5
<b>Total</b>	<b>\$ 83</b>	<b>\$ 14</b>	<b>\$ 97</b>
Current portion	\$ 12		
Long-term portion	71		
Total NYPA Loans Payable	\$ 83		

The above interest amounts include both fixed and variable rate calculations. Interest on the variable-rate loan is paid at the Securities Industry and Financial Markets Association Municipal Swap Index (“SIFMA”) rate and is reset annually. The SIFMA rate at December 31, 2022 was 3.66%.

**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. No accruals or payments were made during the years ended December 31, 2022 and 2021.

**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.

Resolution	Series	Swap	Provider (Insurer)	Type of Facility	Exp. Date
Transportation Revenue	2002G-1g	Y	TD Bank, N.A.	LOC	11/1/2024
Transportation Revenue	2005D-2	Y	BMO Harris Bank, N.A.	LOC	10/31/2025
Transportation Revenue	2005E-1	Y	Barclays Bank	LOC	8/18/2025
Transportation Revenue	2005E-2	Y	Bank of America, N.A.	LOC	12/8/2023
Transportation Revenue	2012A-2	N	Bank of Montreal	LOC	6/2/2025
Transportation Revenue	2012G-1	Y	Barclays Bank	LOC	10/31/2023
Transportation Revenue	2012G-2	Y	TD Bank, N.A.	LOC	11/1/2024
Transportation Revenue	2012G-4	Y	BMO Harris Bank, N.A.	LOC	10/31/2025
Transportation Revenue	2015E-1	N	Barclays Bank	LOC	8/18/2025
Dedicated Tax Fund	2008A-1	Y	TD Bank, N.A.	LOC	6/13/2025
MTA Bridges and Tunnels General Revenue	2001C	Y	State Street	LOC	6/26/2023
MTA Bridges and Tunnels General Revenue	2003B-1	N	Bank of America, N.A.	LOC	1/17/2025
MTA Bridges and Tunnels General Revenue	2005A	Y	Barclays Bank	LOC	1/24/2024
MTA Bridges and Tunnels General Revenue	2005B-2	Y	State Street	LOC	1/21/2026
MTA Bridges and Tunnels General Revenue	2005B-3	Y	State Street	LOC	6/26/2023
MTA Bridges and Tunnels General Revenue	2005B-4c	Y	U.S. Bank National Association	LOC	5/23/2025
MTA Bridges and Tunnels General Revenue	2018E	N	Bank of America, N.A.	LOC	12/5/2025

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 December 31, 2022 and 2021, classified by type, and the changes in fair value of such derivative instruments from the year ended December 31, 2021 are as follows (in \$ millions):

**Derivative Instruments - Summary Information as of December 31, 2022**

<b>Bond Resolution Credit</b>	<b>Underlying Bond Series</b>	<b>Type of Derivative</b>	<b>Cash Flow or Fair Value Hedge</b>	<b>Effective Methodology</b>	<b>Trade/Hedge Association Date</b>	<b>Notional Amount</b>	<b>Fair Value</b>
<b>Cashflow Hedges</b>							
MTA Bridges and Tunnels Senior Revenue Bonds	2018E & 2003B (Citi 2005B)	Libor Fixed Payer	Cash Flow	Synthetic Instrument/ Dollar Offset	6/2/2005	\$ 186.100	\$ (6.851)
MTA Bridges and Tunnels Senior Revenue Bonds	2005B-2,3,4	Libor Fixed Payer	Cash Flow	Synthetic Instrument	6/2/2005	558.300	(20.553)
MTA Bridges and Tunnels Senior Revenue Bonds	2005A (COPS 2004A)	Libor Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	17.690	(0.459)
MTA Bridges and Tunnels Senior Revenue Bonds	2001C (COPS 2004A)	Libor Fixed Payer	Cash Flow	Synthetic Instrument	12/5/2016	8.000	(0.226)
MTA Dedicated Tax Fund Bonds	2008A	Libor Fixed Payer	Cash Flow	Synthetic Instrument	3/8/2005	257.495	(8.948)
MTA Transportation Revenue Bonds	2002D-2	Libor Fixed Payer	Cash Flow	Synthetic Instrument	7/11/2002	200.000	(26.627)
MTA Transportation Revenue Bonds	2005D & 2005E	Libor Fixed Payer	Cash Flow	Synthetic Instrument	9/10/2004	300.300	(18.473)
MTA Transportation Revenue Bonds	2012G	Libor Fixed Payer	Cash Flow	Synthetic Instrument	12/12/2007	355.075	(26.709)
MTA Transportation Revenue Bonds	2002G-1 (COPS 2004A)	Libor Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	64.270	(0.448)
MTA Transportation Revenue Bonds	2022E	Libor Fixed Payer	Cash Flow	Regression	4/1/2016	89.765	(3.551)
Total						<u>\$ 2,036.995</u>	<u>\$ (112.845)</u>

**Derivative Instruments - Summary Information as of December 31, 2021**

<b>Bond Resolution Credit</b>	<b>Underlying Bond Series</b>	<b>Type of Derivative</b>	<b>Cash Flow or Fair Value Hedge</b>	<b>Effective Methodology</b>	<b>Trade/Hedge Association Date</b>	<b>Notional Amount</b>	<b>Fair Value</b>
<b>Cashflow Hedges</b>							
MTA Bridges and Tunnels Senior Revenue Bonds	2018E & 2003B (Citi 2005B)	Libor Fixed Payer	Cash Flow	Synthetic Instrument/ Dollar Offset	6/2/2005	\$ 187.200	\$ (30.789)
MTA Bridges and Tunnels Senior Revenue Bonds	2005B-2,3,4	Libor Fixed Payer	Cash Flow	Synthetic Instrument	6/2/2005	561.600	(92.368)
MTA Bridges and Tunnels Senior Revenue Bonds	2005A (COPS 2004A)	Libor Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	19.775	(2.043)
MTA Bridges and Tunnels Senior Revenue Bonds	2001C (COPS 2004A)	Libor Fixed Payer	Cash Flow	Synthetic Instrument	12/5/2016	9.000	(0.963)
MTA Dedicated Tax Fund Bonds	2008A	Libor Fixed Payer	Cash Flow	Synthetic Instrument	3/8/2005	281.450	(37.600)
MTA Transportation Revenue Bonds	2002D-2	Libor Fixed Payer	Cash Flow	Synthetic Instrument	7/11/2002	200.000	(62.934)
MTA Transportation Revenue Bonds	2005D & 2005E	Libor Fixed Payer	Cash Flow	Synthetic Instrument	9/10/2004	317.660	(60.799)
MTA Transportation Revenue Bonds	2012G	Libor Fixed Payer	Cash Flow	Synthetic Instrument	12/12/2007	355.525	(82.754)
MTA Transportation Revenue Bonds	2002G-1 (COPS 2004A)	Libor Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	81.065	(4.481)
MTA Transportation Revenue Bonds	2011B (COPS 2004A)	Libor Fixed Payer	Cash Flow	Synthetic Instrument	4/1/2016	91.135	(13.305)
Total						<u>\$ 2,104.410</u>	<u>\$ (388.036)</u>

	Changes In Fair Value		Fair Value at December 31, 2022		Notional (in millions)
	Classification	Amount (in millions)	Classification	Amount (in millions)	
<b>Government activities</b>					
Cash Flow hedges:					
Pay-fixed interest rate swaps	Deferred outflow of resources	\$275.191	Debt	\$(112.845)	\$2,036.995

### Swap Agreements Relating to Synthetic Fixed Rate Debt

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

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

*Terms and Fair Values.* The terms, fair values and counterparties of the outstanding swaps of MTA and MTA Bridges and Tunnels are reflected in the following tables (as of December 31, 2022).

Metropolitan Transportation Authority						
Related Bonds	Notional Amount as of 12/31/22	Effective Date	Maturity Date	Terms	Counterparty and Ratings(S&P / Moody's / Fitch)	Fair Value as of 12/31/22
TRB 2002D-2	\$ 200.000	01/01/07	11/01/32	Pay 4.45%; receive 69% 1M LIBOR	JPMorgan Chase Bank, NA (A+ / Aa2 / AA)	\$ (26.627)
TRB 2005D & 2005E	225.225	11/02/05	11/01/35	Pay 3.561%; receive 67% 1M LIBOR	UBS AG (A+ / Aa3 / AA-)	(13.855)
TRB 2005E	75.075	11/02/05	11/01/35	Pay 3.561%; receive 67% 1M LIBOR	AIG Financial Products <sup>(1)</sup> (BBB+ / Baa2 / BBB+)	(4.618)
TRB 2012G	355.075	11/15/12	11/01/32	Pay 3.563%; receive 67% 1M LIBOR	JPMorgan Chase Bank, NA (A+ / Aa2 / AA)	(26.709)
DTF 2008A	257.495	03/24/05	11/01/31	Pay 3.3156%; receive 67% 1M LIBOR	Bank of New York Mellon (AA- / Aa2 / AA)	(8.948)
Total	\$ 1,112.870					\$ (80.757)

<sup>1</sup> Guarantor: American International Group, Inc., parent of AIG Financial Products.

MTA Bridges and Tunnels						
Related Bonds	Notional Amount as of 12/31/22	Effective Date	Maturity Date	Terms	Counterparty and Ratings (S&P / Moody's / Fitch)	Fair Value as of 12/31/22
TBTA 2018E & 2003B	\$ 186.100	07/07/05	01/01/32	Pay 3.076%; receive 67% 1M LIBOR	Citibank, N.A. (A+ / Aa3 / A+)	\$ (6.851)
TBTA 2005B-2	186.100	07/07/05	01/01/32	Pay 3.076%; receive 67% 1M LIBOR	JPMorgan Chase Bank, NA (A+ / Aa2 / AA)	(6.851)
TBTA 2005B-3	186.100	07/07/05	01/01/32	Pay 3.076%; receive 67% 1M LIBOR	BNP Paribas North America (A+ / Aa3 / AA-)	(6.851)
TBTA 2005B-4	186.100	07/07/05	01/01/32	Pay 3.076%; receive 67% 1M LIBOR	UBS AG (A+ / Aa3 / AA-)	(6.851)
TRB 2002G-1 & 2022E TBTA 2005A & 2001C <sup>2</sup>	89.863 <sup>3</sup>	04/01/16	01/01/30	Pay 3.52%; receive 67% 1M LIBOR	U.S. Bank N.A. (AA- / A1 / AA-)	(2.342) <sup>3</sup>
TRB 2002G-1 & 2022E TBTA 2005A & 2001C <sup>2</sup>	89.862 <sup>3</sup>	04/01/16	01/01/30	Pay 3.52%; receive 67% 1M LIBOR	Wells Fargo Bank, N.A. (A+ / Aa2 / AA-)	(2.342) <sup>3</sup>
<b>Total</b>	<b>\$ 924.125</b>					<b>\$ (32.088)</b>

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

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

LIBOR: London Interbank Offered Rate

TRB: Transportation Revenue Bonds

DTF: Dedicated Tax Fund Bonds

### Risks Associated with the Swap Agreements

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

**Credit Risk.** The risk that a counterparty becomes insolvent or is otherwise not able to perform its financial obligations. To mitigate the exposure to credit risk, the swap agreements include collateral provisions in the event of downgrades to the swap counterparties' credit ratings. Generally, MTA and MTA Bridges and Tunnels' swap agreements contain netting provisions under which transactions executed with a single counterparty are netted to determine collateral amounts. Collateral may be posted with a third-party custodian in the form of cash, U.S. Treasury securities, or certain Federal agency securities. MTA and MTA Bridges and Tunnels require its counterparties to fully collateralize if ratings fall below certain levels (in general, at the Baa1/BBB+ or Baa2/BBB levels), with partial posting requirements at higher rating levels (details on collateral posting discussed further under "Collateralization/Contingencies"). As of December 31, 2022, all of the valuations were in liability positions to MTA and MTA Bridges and Tunnels; accordingly, no collateral was posted by any of the counterparties.

The following table shows, as of December 31, 2022, 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	A+	Aa2	AA	\$741,175	36.39%
UBS AG	A+	Aa3	AA-	411,325	20.19
The Bank of New York Mellon	AA-	Aa2	AA	257,495	12.64
Citibank, N.A.	A+	Aa3	A+	186,100	9.14
BNP Paribas US Wholesale Holdings, Corp.	A+	Aa3	AA-	186,100	9.14
U.S. Bank National Association	AA-	A1	AA-	89,863	4.41
Wells Fargo Bank, N.A.	A+	Aa2	AA-	89,863	4.41
AIG Financial Products Corp.	BBB+	Baa2	BBB+	75,074	3.69
<b>Total</b>				<b>\$2,036,995</b>	<b>100.00%</b>

**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.

<b>MTA Transportation Revenue</b>		
<b>Counterparty Name</b>	<b>MTA</b>	<b>Counterparty</b>
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.

<b>MTA Dedicated Tax Fund</b>		
<b>Counterparty Name</b>	<b>MTA</b>	<b>Counterparty</b>
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.

<b>MTA Bridges and Tunnels Senior Lien</b>		
<b>Counterparty Name</b>	<b>MTA Bridges and Tunnels</b>	<b>Counterparty</b>
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.

<b>MTA Bridges and Tunnels Subordinate Lien</b>		
<b>Counterparty Name</b>	<b>MTA Bridges and Tunnels</b>	<b>Counterparty</b>
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 into under the same ISDA Master Agreement. Under the terms of these agreements, should one party become insolvent or otherwise default on its obligations, close-out netting provisions permit the non-defaulting party to accelerate and terminate all outstanding transactions and net the amounts so that a single sum will be owed by, or owed to, the non-defaulting party.



**Rollover Risk.** The risk that the swap agreement matures or may be terminated prior to the final maturity of the associated bonds on a variable rate bond issuance, and MTA or MTA Bridges and Tunnels may be exposed to then 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, Series 2022E (swaps with U.S. Bank/Wells Fargo)	November 15, 2041	January 1, 2030

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

As of December 31, 2022, the aggregate mid-market valuation of the MTA's swaps subject to collateral posting agreements was negative \$89.831; as of this date, the MTA was not subject to collateral posting based on its credit ratings (see further details below).

As of December 31, 2022, the aggregate mid-market valuation of MTA Bridges and Tunnels' swaps subject to collateral posting agreements was negative \$32.4; as of this date, MTA Bridges and Tunnels was not subject to collateral posting based on its credit ratings (see further details below).

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

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

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

MTA Dedicated Tax Fund		
Counterparty	MTA Collateral Thresholds	Counterparty Collateral Thresholds (based on 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: Counterparty thresholds based on Moody's and S&P ratings. Fitch rating is replacement for either Moody's or S&P.*

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

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

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

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

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

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

<b>MTA</b>				
<b>(in millions)</b>				
Year Ended December 31, 2022	Variable-Rate Bonds		Net Swap Payments	Total
	Principal	Interest		
2023	65.7	40.1	(4.1)	101.7
2024	68.2	37.5	(3.8)	101.9
2025	70.8	34.8	(3.4)	102.2
2026	63.6	32.0	(3.1)	92.5
2027	55.9	29.6	(2.8)	82.7
2028-2032	827.6	454.7	(8.3)	1,274.0
2033-2037	122.7	27.5	(1.6)	148.6
2038-2041	81.2	7.7	(0.1)	88.8

<b>MTA Bridges and Tunnels</b>				
<b>(in millions)</b>				
Year Ended December 31, 2022	Variable-Rate Bonds		Net Swap Payments	Total
	Principal	Interest		
2023	28.6	33.8	(6.8)	55.6
2024	57.2	31.5	(6.4)	82.3
2025	30.4	30.3	(6.4)	54.3
2026	31.5	29.1	(6.3)	54.3
2027	32.9	27.8	(6.5)	54.2
2028-2032	681.8	68.5	(16.5)	733.8
2033-2037	12.4	2.5	-	14.9
2038-2041	-	0.5	-	0.5

## 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 0.72% to 5.64% if an applicable stated or implicit rate is not available.

The initial measurement of MTA's leased asset and lease liability for those agreements was as of January 1, 2021. 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.

For lessor leases, a lease receivable and deferred inflow of resources were measured as of January 1, 2021. Interest revenues are recognized on the lease receivable and an inflow of resources from the deferred inflow of resources are recognized on a straight-line basis over the term of the lease.

### As Lessor

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

The total amount of inflows of resources recognized for the years ended December 31, 2022 and 2021 is presented below (in thousands):

	<u>2022</u>	<u>2021</u>
Lease Revenue	\$ 47,079	\$ 46,505
Interest Revenue	8,652	8,492
Other Variable Revenue	7,351	7,159

The balance of lease receivable as of December 31, 2022 and December 31, 2021 are as follows (in thousands):

	<u>2022</u>	<u>2021</u>
Lease Receivable – current	\$ 41,470	\$ 33,445
Lease Receivable – noncurrent	<u>284,778</u>	<u>323,510</u>
Total Lease Receivable	<u>\$ 326,248</u>	<u>\$ 356,955</u>

MTA recognized \$43 and \$0 revenue associated with residual value guarantees and termination penalties for each of the years ended December 31, 2022 and 2021.

The principal and interest requirements to maturity for the lease receivable subsequent to December 31, 2022, are as follows (in thousands):

Year End December 31,	Principal	Interest	Total
2023	\$ 41,471	\$ 8,113	\$ 49,584
2024	39,785	7,228	47,013
2025	38,530	6,347	44,877
2026	36,889	5,471	42,360
2027	33,723	4,630	38,353
2028-2032	66,003	15,438	81,441
2033-2037	9,241	12,019	21,260
2038-2042	2,737	11,137	13,874
Thereafter	57,869	64,955	122,824
Total	<u>\$ 326,248</u>	<u>\$ 135,338</u>	<u>\$ 461,586</u>

### 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 67 years, with payments required monthly, quarterly, or annually.

The amount of lease expense recognized for variable payments not included in the measurement of lease liability were \$3,864 and \$5,161 for the years ended December 31, 2022 and 2021. MTA recognized \$0 expense attributable to residual value guarantees and termination penalties for each of the years ended December 31, 2022 and 2021.

The balance of lease payable as of December 31, 2022 and December 31, 2021 are as follows (in thousands):

	2022	2021
Lease Payable – current	\$44,607	\$40,976
Lease Payable– noncurrent	833,357	880,385
<b>Total Lease Payable</b>	<b>\$877,964</b>	<b>\$921,361</b>

The principal and interest requirements to maturity for the lease liability subsequent to December 31, 2022, are as follows (in thousands):

Year End December 31,	Principal	Interest	Total
2023	\$ 43,608	\$ 47,108	\$ 90,716
2024	36,825	46,367	83,192
2025	33,415	45,597	79,012
2026	34,202	44,840	79,042
2027	28,054	44,120	72,174
2028-2032	156,791	207,298	364,089
2033-2037	138,936	174,185	313,121
2038-2042	117,691	134,814	252,505
Thereafter	288,442	123,340	411,782
<b>Total</b>	<b>\$ 877,964</b>	<b>\$ 867,669</b>	<b>\$ 1,745,633</b>

**Significant Lease Transactions** - On July 29, 1998 the MTA, (solely on behalf of MTA Long Island Rail Road and MTA Metro- North Railroad, MTA New York City Transit, and MTA Bridges and Tunnels) entered into a lease and related agreements whereby each agency, as sublessee, will rent, an office building at Two Broadway in lower Manhattan. The triple-net-lease has an initial stated term of approximately 50 years, with the right to extend the lease for two successive 15-year periods at a rental of at least 95% of fair market rent. Remaining payments under the lease approximate \$996 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, 2022, for the MTA New York City Transit, MTA Bridges and Tunnels and MTA (including MTA Bus, MTA Construction and Development and MTA Business Service Center) were 48.7%, 7.4% and 43.9%, respectively. MTAs' sublease is for a year-to-year term, automatically extended, except upon the giving of a non-extension notice by MTA. The total annual rental payments over the initial lease term are \$1,602 with rent being abated from the commencement date through June 30, 1999. The office building at 2 Broadway, is principally occupied by MTA New York City Transit, MTA Bridges and Tunnels, MTA Construction and Development, MTAHQ, and MTA Bus.

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

## 9. 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 Statement No. 87, *Leases*. Accordingly, under GASB Statement No. 62, Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements, 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, MTAHQ 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, 2022, the fair value of total collateral funds was \$39.5.

On January 12, 2009, MTA provided a short-term U.S. Treasury debt obligation as additional collateral in addition to the Ambac Assurance Corp. surety bond for the lease transaction that closed on September 29, 2003. As of December 31, 2022, the fair value of total collateral funds was \$55.7.

As a result of the implementation of GASB Statement No. 87, *Leases*, the Two Broadway office building lease in lower Manhattan has been reclassified as a right-of-use asset with its corresponding lease liability and excluded from the schedule below. See footnote 8 for additional information.

### Financed Purchase Schedule

For the Year Ended December 31, 2022

(in millions)

Description	December 31, 2021 (Restated)	Increase	Decrease	December 31, 2022
Sumitomo	\$ 15	\$ -	\$ 15	-
Met Life	7	-	-	7
Met Life Equity	19	-	-	19
Bank of New York	22	-	-	22
Bank of America	35	3	-	38
Bank of America Equity	16	-	-	16
Sumitomo	14	-	14	-
Met Life Equity	64	4	-	68
<b>Total MTA Financed Purchase</b>	192	\$ 7	\$ 29	170
Current Portion Obligations under Financed Purchase	14			-
Long Term Portion Obligations under Financed Purchase	\$ 178			\$ 170

**Financed Purchase Schedule**
**For the Year Ended December 31, 2021**

(in millions)

Description	December 31, 2020	Increase	Decrease (Restated)	December 31, 2021 (Restated)
Sumitomo	\$ 15	\$ -	\$ -	\$ 15
Met Life	6	1	-	7
Met Life Equity	19	-	-	19
Bank of New York	22	-	-	22
Bank of America	33	2	-	35
Bank of America Equity	16	-	-	16
Sumitomo	18	1	5	14
Met Life Equity	61	3	-	64
2 Broadway Lease Improvement	182	3	185	-
2 Broadway	59	1	60	-
<b>Total MTA Financed Purchase</b>	<u>\$ 431</u>	<u>\$ 11</u>	<u>\$ 250</u>	<u>\$ 192</u>
Current Portion Obligations under Financed Purchase	<u>4</u>			<u>14</u>
Long Term Portion Obligations under Financed Purchase	<u>\$ 427</u>			<u>\$ 178</u>

**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 Statement No. 87, *Leases*.

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

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

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

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

Minimum rent receipts for ERY and WRY Leases are as follows as of December 31, 2022 (in \$ millions):

Year	ERY	WRY	Total
2023	\$9	\$33	\$42
2024	9	36	45
2025	9	36	45
2026	9	36	45
2027	9	36	45
Thereafter	3,307	14,207	17,514
<b>Total</b>	<u><b>\$3,352</b></u>	<u><b>\$14,384</b></u>	<u><b>\$17,736</b></u>

**10. FUTURE OPTION**

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

the rights to purchase the air space sub-parcels, (ii) are non-refundable except under certain limited circumstances and (iii) shall be deemed to be payments on account of successive annual options granted to AADC.

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

## 11. ESTIMATED LIABILITY ARISING FROM INJURIES TO PERSONS

A summary of activity in estimated liability as computed by actuaries arising from injuries to persons, including employees, and damage to third-party property for the years ended December 31, 2022 and 2021 is presented below (in millions):

	December 31, 2022	December 31, 2021
Balance - beginning of year	\$ 5,100	\$ 4,675
Activity during the year:		
Current year claims and changes in estimates	867	817
Claims paid	<u>(532)</u>	<u>(392)</u>
Balance - end of year	5,435	5,100
Less current portion	<u>(567)</u>	<u>(543)</u>
Long-term liability	<u>\$ 4,868</u>	<u>\$ 4,557</u>

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

## 12. COMMITMENTS AND CONTINGENCIES

The MTA Group monitors its properties for the presence of pollutants and/or hazardous wastes and evaluates its exposure with respect to such matters. When the expense, if any, to clean up pollutants and/or hazardous wastes is estimable it is accrued by the MTA (see Note 13).

Management has reviewed with counsel all actions and proceedings pending against or involving the MTA Group, including personal injury claims. Although the ultimate outcome of such actions and proceedings cannot be predicted with certainty at this time, management believes that losses, if any, in excess of amounts accrued resulting from those actions will not be material to the financial position, results of operations, or cash flows of the MTA.

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

*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 will entail 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"), the Long Island Rail Road and Metro-North Commuter Railroad (the "Train Hall"), as well as retail and commercial space (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 "TIFIA Loan"), with 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 TIFIA Loan are being used to pay for costs of the construction of the Train Hall. The TIFIA Loan is secured by a mortgage on the Train Hall property. The principal and interest on the 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 September, 2030 and is thereafter calculated based upon the assessed value of the properties as determined by the City. The TIFIA Loan is further supported by a TIFIA Debt Service Reserve Account, which is funded in an amount equal to the sum of the highest aggregate TIFIA debt service amounts that will become due and payable on any two consecutive semi-annual payment dates in a five-year prospective period.

Simultaneously with the execution of the TIFIA Loan Agreement, the JSA was entered into by and among the MTA, the TIFIA Lender, ESD, and Manufacturers and Traders Trust Company (as Pilot trustee). 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 moneys 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 TIFIA Loan has been paid in full and (c) foreclosure by the TIFIA Lender under the Mortgage (as defined in the TIFIA Loan Agreement).

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 LIRR 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 TIFIA Loan Agreement 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 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 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") whereby 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.

### 13. 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 \$26 and \$37 for the years ended December 31, 2022 and 2021, respectively. A summary of the activity in pollution remediation liability at December 31, 2022 and 2021 were as follows:

	<u>December 31,</u> <u>2022</u>	<u>December 31,</u> <u>2021</u>
Balance at beginning of year	\$ 145	\$ 152
Current year expenses/changes in estimates	26	37
Current year payments	<u>(15)</u>	<u>(44)</u>
Balance at end of year	156	145
Less current portion	40	29
Long-term liability	<u>\$ 116</u>	<u>\$ 116</u>

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.



## 14. NON-CURRENT LIABILITIES

Changes in the activity of non-current liabilities for the years ended December 31, 2022 and 2021 are presented below:

	Balance			Balance			Balance		
	December 31, 2020	Additions	Reductions	December 31, 2021	Additions	Reductions	December 31, 2022		
<b>Non-current liabilities:</b>				<b>(Restated) *</b>					
Contract retainage payable	\$ 479	\$ -	\$ (63)	\$ 416	\$ 19	\$ -	\$ 435		
Other long-term liabilities	508	-	(94)	414	-	(48)	366		
<b>Total non-current liabilities</b>	<b>\$ 987</b>	<b>\$ -</b>	<b>\$ (157)</b>	<b>\$ 830</b>	<b>\$ 19</b>	<b>\$ (48)</b>	<b>\$ 801</b>		

\*GASB 87 restatement is as of 1/1/2021, therefore 2021 balances are not comparative with 2020.

## 15. NOVEL CORONAVIRUS (COVID-19)

On March 12, 2020, the World Health Organization declared the COVID-19 outbreak to be a pandemic in the face of the global spread of the virus. The outbreak of COVID-19, a respiratory disease caused by a new strain of coronavirus, was first detected in China, and has since spread globally, including to the United States and to New York State. On March 7, 2020, Governor Cuomo declared a Disaster Emergency in the State of New York. On March 13, 2020, President Trump declared a national state of emergency as a result of the COVID-19 pandemic. By order of Governor Cuomo ("New York State on PAUSE"), effective March 22, 2020, all non-essential businesses Statewide were required to be closed, among other restrictive social distancing and related measures. The PAUSE order was lifted on May 15, 2020 for five New York regions that met the requirements to start opening. However, a new order was signed by Governor Cuomo on May 15, 2020 extending the PAUSE to June 13, 2020 for New York City, Long Island, and the Hudson Valley. The impact of social distancing and subsequent State governmental orders limiting non-essential activities caused by the COVID-19 pandemic resulted in a sharp decline in the utilization of MTA services, dramatic declines in MTA public transportation system ridership and fare revenues, and MTA Bridge and Tunnel crossing traffic and toll revenues. A significant development was the impact of COVID-19 vaccinations on the MTA region. Capacity restrictions on restaurants, bars, event venues and businesses put in place due to COVID-19 were mostly removed on May 19, 2021, and all remaining restrictions were eliminated on June 15, 2021 after the State reached its goal of 70% of adults receiving at least a first dose of the vaccine. MTA has seen ridership steadily improve since the low point of ridership during the pandemic in 2020; but continues to be well-below 2019 levels.

**Coronavirus Aid, Relief and Economic Security Act ("CARES Act").** The CARES Act is a \$2.2 trillion economic stimulus bill passed by Congress and signed into law by the President on March 27, 2020 in response to the economic fallout of the COVID-19 pandemic in the United States. The CARES Act through the Federal Transit Administration's ("FTA") formula funding provisions provided approximately \$4 billion to MTA. Funding was provided at a 100 percent Federal share, with no local match required, and is available to support operating, and other expenses generally eligible under those programs and incurred beginning on January 20, 2020, to prevent, prepare for, and respond to the COVID-19 pandemic, including operating service for essential workers, such as medical personnel and first responders. On May 8, 2020, the FTA approved MTA's initial grant application of \$3.9 billion. On June 25, 2020, FTA approved an amendment to the initial CARES Act grant adding approximately \$98 million in additional formula grant allocations to MTA for a CARES Act grant total of \$4.0 billion. As of December 31, 2020, a total of \$4.0 billion was released to MTA for operating assistance that occurred from January 20, 2020, through July 31, 2020. The MTA has received all CARES Act funding as provided in the first congressional relief package.

**Federal Reserve Bank of New York's Municipal Liquidity Facility LLC ("MLF").** Due to the COVID-19 pandemic, the Federal Reserve established the MLF in April 2020 as a source of emergency financing by being available to purchase up to \$500 billion of short-term notes from state and local governments and certain public entities to ensure they had access to credit during the COVID-19 pandemic. MTA was able to utilize the MLF twice before the MLF window closed at the end of December 2020. On August 26, 2020, MTA directly placed with the MLF \$450.72 million Transportation Revenue BANs, Series 2020B, which were issued to retire existing Transportation Revenue BANs maturing on September 1, 2020. The MTA subsequently retired the MLF \$450.72 million Transportation Revenue BANs, Series 2020B, with an issuance of Dedicated Tax Funds bonds on March 1, 2022. MTA issued into the MLF a second time by directly placing \$2.907 billion Payroll Mobility Tax BANs issued for working capital on December 17, 2020. The \$2.907 billion MLF loan matures in December, 2023. In December 2022, the MTA Board authorized the MTA to place MTA funds and unspent proceeds in an Interim Redemption Subaccount, for the purpose of redeeming the BANs at or before maturity. Subsequently, MTA transferred \$2.907 billion into the Interim Redemption Subaccount pursuant to such Board approval.

**Coronavirus Response and Relief Supplemental Appropriation Act of 2021 ("CRRSAA").** On December 27, 2020, the President signed into law the Coronavirus Response and Relief Supplemental Appropriation Act of 2021 ("CRRSAA") that includes \$900 billion for various COVID-19 economic relief programs to address hardships caused by the coronavirus

pandemic and a \$1.4 trillion government funding package to fund the government through September 30, 2021. Included in the legislation's \$45 billion in financial assistance to the transportation industry, including \$16 billion for another round of airline employee and contractor payroll support: \$14 billion for transit; \$10 billion for highways; \$2 billion for intercity buses; \$2 billion for airports; and \$1 billion for Amtrak. The MTA received \$4.1 billion in aid from the CRRSAA between December 2021 (\$0.6 billion) and January 2022 (\$3.5 billion).

**American Rescue Plan Act ("ARPA").** On March 11, 2021, President Biden signed into law the American Rescue Plan Act of 2021 ("ARPA"). The \$1.9 trillion package is intended to combat the COVID-19 pandemic, including the public health and economic impacts. The package includes \$30 billion of direct federal aid to transportation agencies. The MTA received \$6.1 billion in aid from ARPA in 2022. In September of 2022, Additional Assistance Funding was made available to transit systems demonstrating additional pandemic associated needs. MTA received \$769 million in additional aid in the fourth quarter of 2022.

**Federal Emergency Management Agency ("FEMA") Reimbursement.** The MTA is eligible for FEMA payments which are expected to cover expenses related to the COVID-19 pandemic, over and above normal emergency costs that are not covered by other federal funding. An estimated \$783.4 of direct COVID-19-related expenses incurred from the start of the pandemic through July 1, 2022 was submitted by MTA to the New York State Department of Budget (DOB), which is the agency managing COVID-19-related expense reimbursement from FEMA.

## 16. FUEL HEDGE

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

Counterparty	JPMorgan	Goldman Sachs	JPMorgan	Goldman Sachs	BOA_Merrill	Goldman Sachs	JPMorgan	BOA_Merrill
Trade Date	1/26/2021	2/23/2021	3/31/2021	4/29/2021	6/2/2021	6/29/2021	7/27/2021	8/31/2021
Effective Date	1/1/2022	2/1/2022	3/1/2022	4/1/2022	5/1/2022	6/1/2022	7/1/2022	8/1/2022
Termination Date	12/31/2022	1/31/2023	2/28/2023	3/31/2023	4/30/2023	5/31/2023	6/30/2023	7/31/2023
Price/Gal	\$1.6051	\$1.7845	\$1.8072	\$1.9360	\$2.0495	\$2.0610	\$2.0505	\$2.0345
Original Notional Quantity	2,862,779	2,826,759	2,826,761	2,826,752	2,826,757	2,826,738	2,826,751	2,826,725

Counterparty	BOA_Merrill	BOA_Merrill	Cargill	Goldman Sachs	Goldman Sachs	Cargill	Cargill	Cargill
Trade Date	9/29/2021	10/25/2021	11/30/2021	12/28/2021	1/25/2022	2/28/2022	3/31/2022	4/28/2022
Effective Date	9/1/2022	10/1/2022	11/1/2022	12/1/2022	1/1/2023	2/1/2023	3/1/2023	4/1/2023
Termination Date	8/31/2023	9/30/2023	10/31/2023	11/30/2023	12/31/2023	1/31/2024	2/29/2024	3/31/2024
Price/Gal	\$2.1459	\$2.2879	\$2.0100	\$2.2227	\$2.3615	\$2.5015	\$2.7469	\$2.8675
Original Notional Quantity	2,826,740	2,826,749	2,826,751	2,826,765	2,826,779	2,826,759	2,826,761	2,826,752

Counterparty	Goldman Sachs	Goldman Sachs	BOA_Merrill	BOA_Merrill	Cargill	BOA_Merrill	BOA_Merrill	Goldman Sachs
Trade Date	5/31/2022	6/27/2022	7/25/2022	8/29/2022	9/29/2022	10/25/2022	11/30/2022	12/28/2022
Effective Date	5/1/2023	6/1/2023	7/1/2023	8/1/2023	9/1/2023	10/1/2023	11/1/2023	12/1/2023
Termination Date	4/30/2024	5/31/2024	6/30/2024	7/31/2024	8/31/2024	9/30/2024	10/31/2024	11/1/2024
Price/Gal	\$2.9450	\$3.0195	\$2.8739	\$2.9620	\$2.6846	\$2.7422	\$2.7624	\$2.7030
Original Notional Quantity	2,826,757	2,826,738	2,826,751	2,826,725	2,826,740	2,826,749	2,826,751	2,826,765

The monthly settlements are based on the daily prices of the respective commodities whereby MTA will either receive a payment, or make a payment to the various counterparties, depending on the average monthly price of the commodities in relation to the contract prices. At a contract's termination date, cash settlement will take place. As of December 31, 2022, the total outstanding notional value of the ULSD contracts was 52.1 million gallons with a positive fair market value of \$19.2. 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).

**17. CONDENSED COMPONENT UNIT INFORMATION**

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

	Metro - North MTA	Long Island Railroad	New York City Transit Authority	Triborough Bridge and Tunnel Authority	Eliminations	Consolidated Total	
<b>December 31, 2022</b>							
Current assets	\$ 12,148	\$ 251	\$ 281	\$ 608	\$ 2,446	\$ (1,438)	\$ 14,296
Capital assets	14,014	6,915	10,557	48,226	7,794	-	87,506
Other Assets	32,131	111	76	49	16	(25,541)	6,842
Intercompany receivables	522	736	1,126	5,678	8,682	(16,744)	-
Deferred outflows of resources	1,382	740	919	4,840	464	(71)	8,274
<b>Total assets and deferred outflows of resources</b>	<b>\$ 60,197</b>	<b>\$ 8,753</b>	<b>\$ 12,959</b>	<b>\$ 59,401</b>	<b>\$ 19,402</b>	<b>\$ (43,794)</b>	<b>\$ 116,918</b>
Current liabilities	\$ 6,843	\$ 399	\$ 331	\$ 2,084	\$ 1,023	\$ (128)	\$ 10,552
Non-current liabilities	31,794	2,698	3,993	26,264	20,647	(21)	85,375
Intercompany payables	15,900	202	244	-	269	(16,615)	-
Deferred inflows of resources	584	492	824	1,939	235	-	4,074
<b>Total liabilities and deferred inflows of resources</b>	<b>\$ 55,121</b>	<b>\$ 3,791</b>	<b>\$ 5,392</b>	<b>\$ 30,287</b>	<b>\$ 22,174</b>	<b>\$ (16,764)</b>	<b>\$ 100,001</b>
Net investment in capital assets	\$ (24,729)	\$ 6,678	\$ 10,536	\$ 47,783	\$ 2,105	\$ (7,487)	\$ 34,886
Restricted	4,788	-	-	-	2,410	(2,134)	5,064
Unrestricted	25,017	(1,716)	(2,969)	(18,669)	(7,287)	(17,409)	(23,033)
<b>Total net position</b>	<b>\$ 5,076</b>	<b>\$ 4,962</b>	<b>\$ 7,567</b>	<b>\$ 29,114</b>	<b>\$ (2,772)</b>	<b>\$ (27,030)</b>	<b>\$ 16,917</b>
<b>For the year ended December 31, 2022</b>							
Fare revenue	\$ 167	\$ 448	\$ 458	\$ 3,286	\$ -	\$ (335)	\$ 4,024
Vehicle toll revenue	-	-	-	-	2,332	-	2,332
Rents, freight and other revenue	200	39	35	183	24	168	649
<b>Total operating revenue</b>	<b>367</b>	<b>487</b>	<b>493</b>	<b>3,469</b>	<b>2,356</b>	<b>(167)</b>	<b>7,005</b>
Total labor expenses	1,297	1,089	1,219	7,530	225	-	11,360
Total non-labor expenses	711	415	420	2,082	239	(167)	3,700
Depreciation and amortization	123	335	517	2,180	206	-	3,361
<b>Total operating expenses</b>	<b>2,131</b>	<b>1,839</b>	<b>2,156</b>	<b>11,792</b>	<b>670</b>	<b>(167)</b>	<b>18,421</b>
<b>Operating (deficit) surplus</b>	<b>(1,764)</b>	<b>(1,352)</b>	<b>(1,663)</b>	<b>(8,323)</b>	<b>1,686</b>	<b>-</b>	<b>(11,416)</b>
Subsidies and grants	1,171	805	-	617	9	(1,036)	1,566
Tax revenue	6,933	-	-	4,426	841	(4,582)	7,618
Interagency subsidy	1,211	494	2,794	538	(2,319)	(2,718)	-
Interest expense	(1,476)	-	-	-	(535)	107	(1,904)
Other	(2,339)	(5)	(4)	4,818	184	4,647	7,301
<b>Total non-operating revenues (expenses)</b>	<b>5,500</b>	<b>1,294</b>	<b>2,790</b>	<b>10,399</b>	<b>(1,820)</b>	<b>(3,582)</b>	<b>14,581</b>
<b>Loss before appropriations</b>	<b>3,736</b>	<b>(58)</b>	<b>1,127</b>	<b>2,076</b>	<b>(134)</b>	<b>(3,582)</b>	<b>3,165</b>
<b>Appropriations, grants and other receipts externally restricted for capital projects</b>	<b>10,120</b>	<b>912</b>	<b>-</b>	<b>2,389</b>	<b>-</b>	<b>(8,810)</b>	<b>4,611</b>
<b>Change in net position</b>	<b>13,856</b>	<b>854</b>	<b>1,127</b>	<b>4,465</b>	<b>(134)</b>	<b>(12,392)</b>	<b>7,776</b>
<b>Net position, beginning of year</b>	<b>(8,780)</b>	<b>4,108</b>	<b>6,440</b>	<b>24,649</b>	<b>(2,638)</b>	<b>(14,638)</b>	<b>9,141</b>
<b>Net position, end of year</b>	<b>\$ 5,076</b>	<b>\$ 4,962</b>	<b>\$ 7,567</b>	<b>\$ 29,114</b>	<b>\$ (2,772)</b>	<b>\$ (27,030)</b>	<b>\$ 16,917</b>
<b>For the year ended December 31, 2022</b>							
<b>Net cash (used by) / provided by operating activities</b>	<b>\$ (890)</b>	<b>\$ (725)</b>	<b>\$ (759)</b>	<b>\$ (5,431)</b>	<b>\$ 1,877</b>	<b>\$ -</b>	<b>\$ (5,928)</b>
<b>Net cash provided by / (used by) non-capital financing activities</b>	<b>19,086</b>	<b>793</b>	<b>785</b>	<b>6,149</b>	<b>4,952</b>	<b>(12,335)</b>	<b>19,430</b>
<b>Net cash (used by) / provided by capital and related financing activities</b>	<b>(13,465)</b>	<b>(66)</b>	<b>(26)</b>	<b>(1,116)</b>	<b>(665)</b>	<b>5,813</b>	<b>(9,525)</b>
<b>Net cash (used by) / provided by investing activities</b>	<b>(4,364)</b>	<b>-</b>	<b>-</b>	<b>395</b>	<b>(6,372)</b>	<b>6,522</b>	<b>(3,819)</b>
<b>Cash at beginning of year</b>	<b>515</b>	<b>17</b>	<b>5</b>	<b>28</b>	<b>217</b>	<b>-</b>	<b>782</b>
<b>Cash at end of year</b>	<b>\$ 882</b>	<b>\$ 19</b>	<b>\$ 5</b>	<b>\$ 25</b>	<b>\$ 9</b>	<b>\$ -</b>	<b>\$ 940</b>

	Metro- North Railroad	Long Island Railroad	New York City Transit Authority	Triborough Bridge and Tunnel Authority	Eliminations	Consolidated Total	
<b>December 31, 2021 Restated</b>	<b>MTA</b>						
Current assets	\$ 15,728	\$ 246	\$ 256	\$ 646	\$ 1,837	\$ (792)	\$ 17,921
Capital assets	13,650	6,315	9,936	46,869	7,631	-	84,401
Other Assets	15,924	130	86	57	18	(13,781)	2,434
Intercompany receivables	708	333	349	1,814	2,874	(6,078)	-
Deferred outflows of resources	1,912	849	1,047	3,646	580	(171)	7,863
<b>Total assets and deferred outflows of resources</b>	<b>\$ 47,922</b>	<b>\$ 7,873</b>	<b>\$ 11,674</b>	<b>\$ 53,032</b>	<b>\$ 12,940</b>	<b>\$ (20,822)</b>	<b>\$ 112,619</b>
Current liabilities	\$ 9,907	\$ 378	\$ 282	\$ 2,154	\$ 938	\$ (59)	\$ 13,600
Non-current liabilities	41,043	3,003	4,501	22,565	13,787	(123)	84,776
Intercompany payables	5,268	117	22	-	595	(6,002)	-
Deferred inflows of resources	484	267	429	3,664	257	-	5,101
<b>Total liabilities and deferred inflows of resources</b>	<b>\$ 56,702</b>	<b>\$ 3,765</b>	<b>\$ 5,234</b>	<b>\$ 28,383</b>	<b>\$ 15,577</b>	<b>\$ (6,184)</b>	<b>\$ 103,477</b>
Net investment in capital assets	\$ (33,970)	\$ 6,081	\$ 9,865	\$ 46,405	\$ 2,147	\$ (643)	\$ 29,885
Restricted	2,351	-	-	-	1,606	(1,347)	2,610
Unrestricted	22,839	(1,973)	(3,425)	(21,756)	(6,390)	(12,648)	(23,353)
<b>Total net position</b>	<b>\$ (8,780)</b>	<b>\$ 4,108</b>	<b>\$ 6,440</b>	<b>\$ 24,649</b>	<b>\$ (2,637)</b>	<b>\$ (14,638)</b>	<b>\$ 9,142</b>
<b>For the year ended December 31, 2021 Restated</b>							
Fare revenue	\$ 142	\$ 263	\$ 296	\$ 2,347	\$ -	\$ -	\$ 3,048
Vehicle toll revenue	-	-	-	-	2,170	-	2,170
Rents, freight and other revenue	51	27	28	468	25	(37)	562
<b>Total operating revenue</b>	<b>193</b>	<b>290</b>	<b>324</b>	<b>2,815</b>	<b>2,195</b>	<b>(37)</b>	<b>5,780</b>
Total labor expenses	1,239	1,069	1,245	6,545	235	-	10,333
Total non-labor expenses	586	332	343	1,834	215	(37)	3,273
Depreciation and amortization	93	335	469	2,119	202	-	3,218
<b>Total operating expenses</b>	<b>1,918</b>	<b>1,736</b>	<b>2,057</b>	<b>10,498</b>	<b>652</b>	<b>(37)</b>	<b>16,824</b>
<b>Operating (deficit) surplus</b>	<b>(1,725)</b>	<b>(1,446)</b>	<b>(1,733)</b>	<b>(7,683)</b>	<b>1,543</b>	<b>-</b>	<b>(11,044)</b>
Subsidies and grants	1,070	292	-	585	9	(447)	1,509
Tax revenue	6,266	-	-	3,796	739	(3,787)	7,014
Interagency subsidy	1,037	590	2,322	457	-	(4,406)	-
Interest expense	(1,450)	-	-	(25)	(357)	21	(1,811)
Other	(2,749)	359	621	3,202	5	3,264	4,702
<b>Total non-operating revenues (expenses)</b>	<b>4,174</b>	<b>1,241</b>	<b>2,943</b>	<b>8,015</b>	<b>396</b>	<b>(5,355)</b>	<b>11,414</b>
<b>Loss before appropriations</b>	<b>2,449</b>	<b>(205)</b>	<b>1,210</b>	<b>332</b>	<b>1,939</b>	<b>(5,355)</b>	<b>370</b>
<b>Appropriations, grants and other receipts externally restricted for capital projects</b>	<b>(940)</b>	<b>545</b>	<b>-</b>	<b>2,493</b>	<b>(2,133)</b>	<b>3,824</b>	<b>3,789</b>
<b>Change in net position</b>	<b>1,509</b>	<b>340</b>	<b>1,210</b>	<b>2,825</b>	<b>(194)</b>	<b>(1,531)</b>	<b>4,159</b>
<b>Net position, beginning of the year</b>	<b>(10,289)</b>	<b>3,768</b>	<b>5,230</b>	<b>21,824</b>	<b>(2,443)</b>	<b>(13,107)</b>	<b>4,983</b>
<b>Net position, end of year</b>	<b>\$ (8,780)</b>	<b>\$ 4,108</b>	<b>\$ 6,440</b>	<b>\$ 24,649</b>	<b>\$ (2,637)</b>	<b>\$ (14,638)</b>	<b>\$ 9,142</b>
<b>For the year ended December 31, 2021 Restated</b>							
<b>Net cash (used in) / provided by operating activities</b>	<b>\$ (1,642)</b>	<b>\$ (1,070)</b>	<b>\$ (1,251)</b>	<b>\$ (5,983)</b>	<b>\$ 1,784</b>	<b>\$ 200</b>	<b>\$ (7,962)</b>
<b>Net cash provided by / (used in) non-capital financing activities</b>	<b>7,092</b>	<b>1,130</b>	<b>1,241</b>	<b>6,633</b>	<b>1,529</b>	<b>(8,203)</b>	<b>9,422</b>
<b>Net cash (used in) / provided by capital and related financing activities</b>	<b>(2,802)</b>	<b>(66)</b>	<b>10</b>	<b>(1,076)</b>	<b>(561)</b>	<b>6,234</b>	<b>1,739</b>
<b>Net cash provided by / (used in) investing activities</b>	<b>(2,603)</b>	<b>-</b>	<b>-</b>	<b>433</b>	<b>(3,042)</b>	<b>1,769</b>	<b>(3,443)</b>
<b>Cash at beginning of year</b>	<b>471</b>	<b>23</b>	<b>5</b>	<b>20</b>	<b>507</b>	<b>-</b>	<b>1,026</b>
<b>Cash at end of year</b>	<b>\$ 516</b>	<b>\$ 17</b>	<b>\$ 5</b>	<b>\$ 27</b>	<b>\$ 217</b>	<b>\$ -</b>	<b>\$ 782</b>

## 18. SUBSEQUENT EVENTS

On January 12, 2023, MTA issued \$764.950 Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Refunding Green Bonds, Series 2023A (“the Series 2023A Bonds”). Proceeds from the transaction were used (i) to refund certain MTA Transportation Revenue Bonds and MTA Dedicated Tax Fund Bonds and (ii) to pay certain financing, legal, and miscellaneous expenses associated with the Series 2023A Bonds.

On January 17, 2023 and January 24, 2023, MTA prepaid the 2023 and 2024 projected Actuarially Determined Contributions (“ADCs”) for MTA-Sponsored Pension Plans. The prepayment amounts for each year were \$659.11 and \$639.44, respectively.

On January 25, 2023, Grand Central Madison, a 714,000 square foot terminal underneath Grand Central Terminal began limited, temporary shuttle service between Grand Central and Jamaica prior to the full service launch scheduled on February 27, 2023. As one of the MTA’s East Side Access projects, and costing approximately \$11 billion, Grand Central Madison extends the Long Island Rail Road to Grand Central Terminal and projects to cut commute time by as much as 40 minutes per day (round-trip) for some customers.

On January 31, 2023, MTA executed a 2,826,779 gallon ultra-low sulfur diesel fuel hedge at an all-in price of \$2.6867 (whole dollars) per gallon. The hedge covers the period from January 2024 through December 2024.

On February 14, 2023, MTA issued \$828.225 Triborough Bridge and Tunnel Authority General Revenue Refunding Bonds, Series 2023A (“the Series 2023A Bonds”). Proceeds from the transaction will be used (i) to refund certain outstanding bonds of MTA Bridges and Tunnels and (ii) pay certain financing, legal, and miscellaneous expenses.

On February 28, 2023, MTA executed a 2,826,759 gallon ultra-low sulfur diesel fuel hedge at an all-in price of \$2.5711 (whole dollars) per gallon. The hedge covers the period from February 2024 through January 2025.

On March 14, 2023, MTA issued \$1,254 billion Triborough Bridge and Tunnel Authority Sales Tax Revenue Bonds, Series 2023A (“the Series 2023A Bonds”). Proceeds from the transaction were used (i) finance approved transit and commuter projects included in the 2020-2024 Capital Program, (ii) finance a portion of the capital costs of the Central Business District Tolling Program, and (iii) pay certain financing, legal and miscellaneous expenses.

On March 16, 2023, MTA purchased \$1,032.146 for three portfolios of State and Local Governments Securities (SLGS) sufficient to pre-pay all or a portion of interest due on certain MTA Dedicated Tax Bond Funds, MTA Transportation Revenue Bonds, and TBTA Payroll Mobility Tax Senior Lien Bonds through November 15, 2026. The funds were deposited in three escrow accounts. The establishment of the Escrow Fund is not intended to constitute an economic or legal defeasance of the Bonds and the MTA and TBTA retains the ability, in its sole discretion, to withdraw in whole or in part the amounts deposited in the Escrow Fund at any time should such amounts be needed for any other authorized purpose.

The breakdown of the portfolios were allocated as follows: Dedicated Tax Bond funds, Series 2010A-2, together with the Series 2009C Bonds, \$181.749; MTA Transportation Revenue Bonds, Series 2020E Bonds, together with the Series 2006B, the Series 2010A, Series 2010B-1, Series 2010C-1, Series 2010E and the Series 2020D Bonds, \$582.681; TBTA Payroll Mobility Tax Senior Lien Bonds Subseries 2022D-2 Bonds and, together with the Series 2022C and the Series 2022D-1a Bonds, \$267.716.

On March 31, 2023, MTA executed a 1,633,857 gallon ultra-low sulfur diesel fuel hedge at an all-in price of \$2.4373 (whole dollars) per gallon. The hedge covers the period from March 2024 through February 2025.

On April 11, 2023 and May 2, 2023, \$1,000.347 and \$314.981, respectively, were transferred from available funds to the MTA Other Postemployment Benefits Plan (“OPEB” Plan) and the related Trust Fund to set aside funds to assist in providing health and other welfare benefits to eligible retirees and their beneficiaries. The investments will be managed with the aim to allocate within the maturity range from December 2025 through June 2028.

On April 24, 2023, MTA executed a 2,462,350 gallon ultra-low sulfur diesel fuel hedge at an all-in price of \$2.4357 (whole dollars) per gallon. The hedge covers the period from April 2024 through March 2025.

On April 27, 2023, the New York State fiscal year 2023-2024 budget was enacted which includes critical investments to the MTA. The budget supports the financial stability of the MTA by adjusting the Payroll Mobility Tax for the largest businesses within New York City to 0.6%, which will generate approximately \$1.1 billion; \$300 million in one-time State aid; requiring New York City to contribute \$165 million for paratransit services funding; \$65 million to reduce the proposed fare increase on the MTA; expanding service frequencies on the subway and launching a pilot program providing five free bus routes in New York City.

On May 30, 2023, MTA executed a 2,636,717 gallon ultra-low sulfur diesel fuel hedge at an all-in price of \$2.2550 (whole dollars) per gallon. The hedge covers the period from May 2024 through April 2025.

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**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Schedule of Changes in the MTA's Net Pension Liability and Related Ratios for Single Employer Pension Plans**

(\$ in thousands)

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

Note: Information was not readily available for periods prior to 2014. This schedule is intended to show information for ten years. Additional years will be displayed as they become available.

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Schedule of Changes in the MTA's Net Pension Liability and Related Ratios for Single Employer Pension Plans**

(\$ in thousands)

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

Note: Information was not readily available for periods prior to 2014. This schedule is intended to show information for ten years. Additional years will be displayed as they become available.

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Schedule of Changes in the MTA's Net Pension Liability and  
 Related Ratios for Single Employer Pension Plans**

(continued)

(\$ in thousands)

Plan Measurement Date (December 31):	MNR Cash Balance Plan							
	2021	2020	2019	2018	2017	2016	2015	2014
<b>Total pension liability:</b>								
Interest	11	14	\$ 18	\$ 20	\$ 21	\$ 24	\$ 29	\$ 32
Effect of economic / demographic (gains) or losses	(11)	10	4	(11)	12	(15)	(10)	-
Effect of assumption changes or inputs	15	11	-	-	-	-	18	-
Benefit payments and withdrawals	(38)	(105)	(53)	(58)	(71)	(77)	(113)	(88)
<b>Net change in total pension liability</b>	<b>(23)</b>	<b>(70)</b>	<b>(31)</b>	<b>(49)</b>	<b>(38)</b>	<b>(68)</b>	<b>(76)</b>	<b>(56)</b>
<b>Total pension liability—beginning</b>	<b>378</b>	<b>448</b>	<b>479</b>	<b>528</b>	<b>566</b>	<b>634</b>	<b>710</b>	<b>766</b>
<b>Total pension liability—ending (a)</b>	<b>355</b>	<b>378</b>	<b>448</b>	<b>479</b>	<b>528</b>	<b>566</b>	<b>634</b>	<b>710</b>
<b>Plan fiduciary net position:</b>								
Employer contributions		9	-	5	-	23	18	-
Net investment income	(5)	32	40	1	20	16	6	41
Benefit payments and withdrawals	(38)	(105)	(53)	(58)	(71)	(77)	(113)	(88)
Administrative expenses		3	(3)	-	-	-	3	(3)
<b>Net change in plan fiduciary net position</b>	<b>(43)</b>	<b>(61)</b>	<b>(16)</b>	<b>(52)</b>	<b>(51)</b>	<b>(38)</b>	<b>(86)</b>	<b>(50)</b>
<b>Plan fiduciary net position—beginning</b>	<b>394</b>	<b>455</b>	<b>471</b>	<b>523</b>	<b>574</b>	<b>612</b>	<b>698</b>	<b>748</b>
<b>Plan fiduciary net position—ending (b)</b>	<b>351</b>	<b>394</b>	<b>455</b>	<b>471</b>	<b>523</b>	<b>574</b>	<b>612</b>	<b>698</b>
<b>Employer's net pension liability—ending (a)-(b)</b>	<b>\$ 4</b>	<b>\$ (16)</b>	<b>\$ (7)</b>	<b>\$ 8</b>	<b>\$ 5</b>	<b>\$ (8)</b>	<b>\$ 22</b>	<b>\$ 12</b>
<b>Plan fiduciary net position as a percentage of the total pension liability</b>	<b>98.87%</b>	<b>104.23%</b>	<b>101.45%</b>	<b>98.33%</b>	<b>99.05%</b>	<b>101.41%</b>	<b>96.53%</b>	<b>98.31%</b>
<b>Covered payroll</b>	<b>\$ 0</b>	<b>\$ 277</b>	<b>\$ 278</b>	<b>\$ 268</b>	<b>\$ 471</b>	<b>\$ 846</b>	<b>\$ 1,474</b>	<b>\$ 2,274</b>
<b>Employer's net pension liability as a percentage of covered payroll</b>	<b>0.00%</b>	<b>-5.78%</b>	<b>-2.52%</b>	<b>2.99%</b>	<b>1.06%</b>	<b>-0.95%</b>	<b>1.49%</b>	<b>0.53%</b>

Note: Information was not readily available for periods prior to 2014. This schedule is intended to show information for ten years. Additional years will be displayed as they become available.



REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)

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

(continued)

(\$ in thousands)

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

Note: Information was not readily available for periods prior to 2014. This schedule is intended to show information for ten years. Additional years will be displayed as they become available.

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Schedule of the MTA's Proportionate Share of the Net Pension Liabilities of Cost-Sharing Multiple-Employer Pension Plans**

(\$ in thousands)

	<b>NYCERS Plan</b>							
	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015
Plan Measurement Date:								
MTA's proportion of the net pension liability	21.900%	22.218%	24.420%	24.493%	23.682%	24.096%	23.493%	23.585%
MTA's proportionate share of the net pension liability	\$ 3,964,996	\$ 1,424,952	\$ 5,147,445	\$ 4,536,510	\$ 4,176,941	\$ 5,003,811	\$ 5,708,052	\$ 4,773,787
MTA's actual covered payroll	\$ 3,848,798	\$ 3,618,339	\$ 3,514,665	\$ 3,385,743	\$ 3,216,837	\$ 3,154,673	\$ 3,064,007	\$ 2,989,480
MTA's proportionate share of the net pension liability as a percentage of the MTA's covered payroll	103.019%	39.000%	146.456%	113.989%	129.846%	158.616%	186.294%	159.686%
Plan fiduciary net position as a percentage of the total pension liability	81.276%	77.000%	76.933%	78.836%	78.826%	74.805%	69.568%	73.125%
	<b>NYSLERS Plan</b>							
	March 31, 2022	March 31, 2021	March 31, 2020	March 31, 2019	March 31, 2018	March 31, 2017	March 31, 2016	March 31, 2015
Plan Measurement Date:								
MTA's proportion of the net pension liability	0.310%	0.314%	0.346%	0.345%	0.327%	0.311%	0.303%	0.289%
MTA's proportionate share of the net pension liability	\$ (25,856)	\$ 313	\$ 91,524	\$ 24,472	\$ 10,553	\$ 29,239	\$ 48,557	\$ 9,768
MTA's actual covered payroll	\$ 110,702	\$ 102,838	\$ 105,457	\$ 109,252	\$ 105,269	\$ 96,583	\$ 87,670	\$ 87,315
MTA's proportionate share of the net pension liability as a percentage of the MTA's covered payroll	-23.360%	0.000%	86.788%	22.400%	10.025%	30.273%	55.386%	11.187%
Plan fiduciary net position as a percentage of the total pension liability	103.650%	99.950%	86.392%	96.267%	98.240%	94.703%	90.685%	97.947%

Note: Information was not readily available for periods prior to 2015. This schedule is intended to show information for ten years. Additional years will be displayed as they become available. The data provided in this schedule is based on the measurement date used by NYCERS and NYSLERS for the net pension liability.

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Schedule of the MTA's Contributions for All Pension Plans for the Year Ended December 31,**

(\$ in thousands)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
<b>Additional Plan*</b>										
Actuarially Determined Contribution	\$ 70,764	\$ 70,553	\$ 68,723	\$ 62,774	\$ 59,196	\$ 76,523	\$ 83,183	\$ 82,382	\$ 112,513	\$ -
Actual Employer Contribution	70,764	70,553	68,724	62,774	59,500	221,523	151,100	100,000	407,513	-
Contribution Deficiency (Excess)	\$ -	\$ -	\$ (1)	\$ -	\$ (304)	\$ (145,000)	\$ (67,917)	\$ (17,618)	\$ (295,000)	\$ -
Covered Payroll	\$ 2,043	\$ 3,230	\$ 5,174	\$ 7,236	\$ 13,076	\$ 20,500	\$ 29,312	\$ 39,697	\$ 43,267	\$ -
Contributions as a % of Covered Payroll	3463.99%	2184.33%	1328.26%	867.54%	455.02%	1080.62%	515.49%	251.91%	941.87%	N/A
<b>MaBSTOA Plan</b>										
Actuarially Determined Contribution	\$ 158,618	\$ 156,204	\$ 159,486	\$ 209,314	\$ 202,509	\$ 202,924	\$ 220,697	\$ 214,881	\$ 226,374	\$ 234,474
Actual Employer Contribution	158,618	156,204	159,486	206,390	205,434	202,684	220,697	214,881	226,374	234,474
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ 2,924	\$ (2,925)	\$ 240	\$ -	\$ -	\$ -	\$ -
Covered Payroll	\$ 775,512	\$ 768,868	\$ 802,100	\$ 786,600	\$ 776,200	\$ 749,666	\$ 716,527	\$ 686,674	\$ 653,287	\$ 582,081
Contributions as a % of Covered Payroll	20.45%	20.32%	19.88%	26.24%	26.47%	27.04%	30.80%	31.29%	34.65%	40.28%
<b>Metro-North Cash Balance Plan*</b>										
Actuarially Determined Contribution	\$ 4	\$ -	\$ -	\$ 8	\$ 5	\$ -	\$ 23	\$ -	\$ 5	\$ -
Actual Employer Contribution	4	-	-	-	5	-	23	14	-	-
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (14)	\$ 5	\$ -
Covered Payroll	\$ -	\$ -	\$ 277	\$ 278	\$ 268	\$ 471	\$ 846	\$ 1,474	\$ 2,274	\$ -
Contributions as a % of Covered Payroll	0.00%	0.00%	0.00%	0.00%	1.87%	0.00%	2.68%	0.96%	0.00%	N/A
<b>MTA Defined Benefit Plan*</b>										
Actuarially Determined Contribution	\$ 404,245	\$ 392,547	\$ 392,921	\$ 349,928	\$ 331,566	\$ 316,916	\$ 290,415	\$ 273,700	\$ 271,523	\$ -
Actual Employer Contribution	404,245	396,144	393,961	343,862	339,800	321,861	280,767	221,694	331,259	-
Contribution Deficiency (Excess)	\$ -	\$ (3,597)	\$ (1,040)	\$ 6,066	\$ (8,234)	\$ (4,945)	\$ 9,648	\$ 52,006	\$ (59,736)	\$ -
Covered Payroll	\$ 2,111,293	\$ 2,028,938	\$ 2,050,970	\$ 2,052,657	\$ 2,030,695	\$ 1,857,026	\$ 1,784,369	\$ 1,773,274	\$ 1,679,558	\$ -
Contributions as a % of Covered Payroll	19.15%	19.52%	19.21%	16.75%	16.73%	17.33%	15.73%	12.50%	19.72%	N/A

\* For the MTA Defined Benefit Plan, Additional Plan and Metro-North Cash Balance Plan, information was not readily available for periods prior to 2014. This schedule is intended to show information for ten years. Additional years will be displayed as they become available.

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Schedule of the MTA's  
 Contributions for All Pension  
 Plans for the Year Ended  
 December 31,**

(\$ in thousands)

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
<b>NYCERS</b>										
Actuarially Determined Contribution	\$ 797,299	\$ 842,269	\$ 882,690	\$ 952,616	\$ 807,097	\$ 800,863	\$ 797,845	\$ 736,212	\$ 741,223	\$ 736,361
Actual Employer Contribution	797,299	842,269	882,690	952,616	807,097	800,863	797,845	736,212	741,223	736,361
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered Payroll	\$ 3,848,798	\$ 3,637,544	\$ 3,771,595	\$ 3,948,283	\$ 3,974,494	\$ 3,768,885	\$ 3,523,993	\$ 3,494,907	\$ 3,617,087	\$ 2,943,195
Contributions as a % of Covered Payroll	20.72%	23.15%	23.40%	24.13%	20.31%	21.25%	22.64%	21.07%	20.49%	25.02%
<b>NYSLERS **</b>										
Actuarially Determined Contribution	\$ 16,284	\$ 16,284	\$ 14,533	\$ 14,851	\$ 14,501	\$ 13,969	\$ 12,980	\$ 15,792	\$ 13,816	\$ -
Actual Employer Contribution	16,284	16,284	14,533	14,851	14,501	13,969	12,980	15,792	13,816	-
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered Payroll	\$ 110,702	\$ 99,129	\$ 102,838	\$ 106,913	\$ 109,210	\$ 103,787	\$ 94,801	\$ 86,322	\$ 84,041	\$ -
Contributions as a % of Covered Payroll	14.71%	16.43%	14.13%	13.89%	13.28%	13.46%	13.69%	18.29%	16.44%	N/A

\*\* For the NYSLERS plan, information was not readily available for periods prior to 2014. This schedule is intended to show information for ten years. Additional years will be displayed as they become available.

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>Additional Plan</b>			
<b>Valuation Dates:</b>	January 1, 2021	January 1, 2020	January 1, 2019	January 1, 2018
<b>Measurement Date:</b>	December 31, 2021	December 31, 2020	December 31, 2019	December 31, 2018
<b>Actuarial cost method:</b>	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
<b>Amortization method:</b>	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.	Period specified in current valuation report (closed 15 year period beginning January 1, 2018) with level dollar payments.
<b>Asset Valuation Method:</b>	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.
<b>Salary increases:</b>	3.00%	3.00%	3.00%	3.00%
<b>Actuarial assumptions:</b>				
<b>Discount Rate:</b>	6.50%	6.50%	6.50%	7.00%
<b>Investment rate of return :</b>	6.50%, net of investment expenses	6.50%, net of investment expenses.	6.50%, net of investment expenses.	7.00%, net of investment expenses.
<b>Mortality:</b>	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.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.
<b>Pre-retirement:</b>	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.
<b>Post-retirement Healthy Lives:</b>	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.
<b>Post-retirement Disabled Lives:</b>	N/A	N/A	N/A	N/A
<b>Inflation/Railroad Retirement Wage Base:</b>	2.25%; 3.25%	2.25%; 3.25%	2.25%; 3.25%	2.50%; 3.50%
<b>Cost-of-Living Adjustments:</b>	N/A	N/A	N/A	N/A

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

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

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>MaBSTOA Plan</b>		
<b>Valuation Dates:</b>	January 1, 2021	January 1, 2020	January 1, 2019
<b>Measurement Date:</b>	December 31, 2021	December 31, 2020	December 31, 2019
<b>Actuarial cost method:</b>	Frozen Initial Liability cost method	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)
<b>Amortization method:</b>	For FIL bases, 15 years for Fresh Start base as of January 1, 2020 and period specified in current valuation report for specific assumption changes. Future gains/losses are amortized through the calculation of the normal cost in accordance with the FIL cost method amortized based on expected working lifetime, weighted by salary, of the projected population.	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.
<b>Asset Valuation Method:</b>	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.
<b>Salary increases:</b>	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 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.
<b>Actuarial assumptions:</b>			
<b>Discount Rate:</b>	6.50%	6.50%	6.50%
<b>Investment rate of return :</b>	6.50%, net of investment expenses.	6.50%, net of investment expenses.	6.50%, net of investment expenses.
<b>Mortality:</b>	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.
<b>Pre-retirement:</b>	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.
<b>Post-retirement Healthy Lives:</b>	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.
<b>Post-retirement Disabled Lives:</b>	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.
<b>Inflation/Railroad Retirement Wage Base:</b>	2.25%	2.25%	2.25%
<b>Cost-of-Living Adjustments:</b>	60% of inflation assumption or 1.35% per annum, if applicable	1.35% per annum	1.35% per annum

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Notes to Schedule of the MTA's  
Contributions for All Pension Plans**

	<b>MaBSTOA Plan (continued)</b>		
<b>Valuation Dates:</b>	January 1, 2018	January 1, 2017	January 1, 2016
<b>Measurement Date:</b>	December 31, 2018	December 31, 2017	December 31, 2016
<b>Actuarial cost method:</b>	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)
<b>Amortization method:</b>	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.
<b>Asset Valuation Method:</b>	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.
<b>Salary increases:</b>	Varies by years of employment and employment type.	Varies by years of employment and employment type.	Varies by years of employment and employment type.
<b>Actuarial assumptions:</b>			
<b>Discount Rate:</b>	7.00%	7.00%	7.00%
<b>Investment rate of return :</b>	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
<b>Mortality:</b>	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.
<b>Pre-retirement:</b>	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.
<b>Post-retirement Healthy Lives:</b>	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.
<b>Post-retirement Disabled Lives:</b>	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.
<b>Inflation/Railroad Retirement Wage Base:</b>	2.50%	2.50%	2.50%
<b>Cost-of-Living Adjustments:</b>	1.375% per annum	1.375% per annum	1.375% per annum



**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions  
for All Pension Plans**

	<b>MaBSTOA Plan (continued)</b>	
<b>Valuation Dates:</b>	January 1, 2015	January 1, 2014
<b>Measurement Date:</b>	December 31, 2015	December 31, 2014
<b>Actuarial cost method:</b>	Frozen Initial Liability (FIL)	Frozen Initial Liability (FIL)
<b>Amortization method:</b>	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.
<b>Asset Valuation Method:</b>	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized Market value restart as of 1/1/96, then gains/losses over a 5-year period. Gains/losses are five-year moving average of market values based on market value of assets.
<b>Salary increases:</b>	Varies by years of employment and employment type.	In general, merit and promotion increases plus assumed general wage increases of 3.5% to 15.0% for operating employees and 4.0% to 7.0% for nonoperating employees per year, depending on years of service.
<b>Actuarial assumptions:</b>		
<b>Discount Rate:</b>	7.00%	7.00%
<b>Investment rate of return :</b>	7.00%, net of investment expenses.	7.00%, net of investment expenses.
<b>Mortality:</b>	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA.	Pre-retirement and post-retirement healthy annuitant rates are projected on a generational basis using Scale AA. As generational tables, they reflect mortality improvements both before and after the measurement date. Mortality assumption is based on a 2012 experience study for all MTA plans.
<b>Pre-retirement:</b>	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.
<b>Post-retirement Healthy Lives:</b>	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.
<b>Post-retirement Disabled Lives:</b>	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.
<b>Inflation/Railroad Retirement Wage Base:</b>	2.50%	2.50%
<b>Cost-of-Living Adjustments:</b>	1.375% per annum	1.375% per annum

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>MNR Cash Balance Plan</b>			
	January 1, 2021	January 1, 2020	January 1, 2019	January 1, 2019
<b>Valuation Dates:</b>	January 1, 2021	January 1, 2020	January 1, 2019	January 1, 2019
<b>Measurement Date:</b>	December 31, 2021	December 31, 2020	December 31, 2019	December 31, 2018
<b>Actuarial cost method:</b>	Unit Credit Cost	Unit Credit Cost	Unit Credit Cost	Unit Credit Cost
<b>Amortization method:</b>	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.
<b>Asset Valuation Method:</b>	Actuarial value equals market value.	Actuarial value equals market value.	Actuarial value equals market value.	Actuarial value equals market value.
<b>Salary increases:</b>	N/A	N/A	N/A	N/A
<b>Actuarial assumptions:</b>				
<b>Discount Rate:</b>	3.00%	3.00%	3.50%	4.00%
<b>Investment rate of return :</b>	3.00%, net of investment expenses.	3.00%, net of investment expenses.	3.50%, net of investment expenses.	4.00%, net of investment expenses.
<b>Mortality:</b>	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.	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.
<b>Pre-retirement:</b>	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.	RP-2000 Employee Mortality Table for Males and Females with blue collar adjustments.
<b>Post-retirement Healthy Lives:</b>	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, both 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.	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.
<b>Post-retirement Disabled Lives:</b>	N/A	N/A	N/A	N/A
<b>Inflation/Railroad Retirement Wage Base:</b>	2.25%	2.25%	2.25%	2.50%
<b>Cost-of-Living Adjustments:</b>	N/A	N/A	N/A	N/A

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>MNR Cash Balance Plan (continued)</b>			
	January 1, 2018	January 1, 2017	January 1, 2016	January 1, 2014
<b>Valuation Dates:</b>	January 1, 2018	January 1, 2017	January 1, 2016	January 1, 2014
<b>Measurement Date:</b>	December 31, 2017	December 31, 2016	December 31, 2015	December 31, 2014
<b>Actuarial cost method:</b>	Unit Credit Cost	Unit Credit Cost	Unit Credit Cost	Unit Credit Cost
<b>Amortization method:</b>	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.	Period specified in current valuation report (closed 10 year period beginning January 1, 2008 - 4 year period for the January 1, 2014 valuation).
<b>Asset Valuation Method:</b>	Actuarial value equals market value.	Actuarial value equals market value.	Actuarial value equals market value.	Effective January 1, 2015, the Actuarially Determined Contribution (ADC) will reflect one-year amortization of the unfunded accrued liability in accordance with the funding policy adopted by the MTA.
<b>Salary increases:</b>	N/A	N/A	N/A	There were no projected salary increase assumptions used in the January 1, 2014 valuation as the participants of the Plan were covered under the Management Plan effective January 1, 1989. For participants of the Plan eligible for additional benefits, these benefits were not valued as the potential liability is de minimus.
<b>Actuarial assumptions:</b>				
<b>Discount Rate:</b>	4.00%	4.00%	4.00%	4.50%
<b>Investment rate of return :</b>	4.00%, net of investment expenses.	4.00%, net of investment expenses.	4.00%, net of investment expenses.	4.50%, net of investment expenses.
<b>Mortality:</b>	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.	Based on experience of all MTA members reflecting mortality improvement on a generational basis using scale AA. As generational tables, they reflect mortality improvements both before and after the measurement date. Mortality assumption is based on a 2012 experience study for all MTA plans.
<b>Pre-retirement:</b>	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.
<b>Post-retirement Healthy Lives:</b>	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.
<b>Post-retirement Disabled Lives:</b>	N/A	N/A	N/A	N/A
<b>Inflation/Railroad Retirement Wage Base:</b>	2.50%	2.30%	2.30%	2.50%
<b>Cost-of-Living Adjustments:</b>	N/A	N/A	N/A	N/A

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>MTA Defined Benefit Plan</b>		
	January 1, 2021	January 1, 2020	January 1, 2019
<b>Valuation Dates:</b>	January 1, 2021	January 1, 2020	January 1, 2019
<b>Measurement Date:</b>	December 31, 2021	December 31, 2020	December 31, 2019
<b>Actuarial cost method:</b>	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
<b>Amortization method:</b>	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.
<b>Asset Valuation Method:</b>	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.
<b>Salary increases:</b>	Varies by years of employment, and employee group; 2.75% general wage increases for TWU Local 100 MTA Bus hourly employees.	Varies by years of employment, and employee group. 2.75% general wage increases for TWU Local 100 MTA Bus hourly employees.	Varies by years of employment, and employee group. 2.75% general wage increases for TWU Local 100 MTA Bus hourly employees.
<b>Actuarial assumptions:</b>			
<b>Discount Rate:</b>	6.50%	6.50%	6.50%
<b>Investment rate of return :</b>	6.50%	6.50%	6.50%
<b>Mortality:</b>	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.
<b>Pre-retirement:</b>	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.
<b>Post-retirement Healthy Lives:</b>	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.
<b>Post-retirement Disabled Lives:</b>	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
<b>Inflation/Railroad Retirement Wage Base:</b>	2.25%; 3.25%	2.25%; 3.25%	2.25%; 3.25%
<b>Cost-of-Living Adjustments:</b>	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 (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>MTA Defined Benefit Plan (continued)</b>		
	January 1, 2018	January 1, 2017	January 1, 2016
<b>Valuation Dates:</b>	January 1, 2018	January 1, 2017	January 1, 2016
<b>Measurement Date:</b>	December 31, 2018	December 31, 2017	December 31, 2016
<b>Actuarial cost method:</b>	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
<b>Amortization method:</b>	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.
<b>Asset Valuation Method:</b>	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.
<b>Salary increases:</b>	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.
<b>Actuarial assumptions:</b>			
<b>Discount Rate:</b>	7.00%	7.00%	7.00%
<b>Investment rate of return :</b>	7.00%	7.00%	7.00%
<b>Mortality:</b>	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.
<b>Pre-retirement:</b>	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.
<b>Post-retirement Healthy Lives:</b>	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.
<b>Post-retirement Disabled Lives:</b>	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.
<b>Inflation/Railroad Retirement Wage Base:</b>	2.50%; 3.50%	2.50%; 3.50%	2.50%; 3.50%
<b>Cost-of-Living Adjustments:</b>	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 (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>MTA Defined Benefit Plan (continued)</b>	
<b>Valuation Dates:</b>	January 1, 2015	January 1, 2014
<b>Measurement Date:</b>	December 31, 2015	December 31, 2014
<b>Actuarial cost method:</b>	Entry Age Normal Cost	Entry Age Normal Cost
<b>Amortization method:</b>	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.
<b>Asset Valuation Method:</b>	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.	Actuarial value equals market value less unrecognized gains/losses over a 5-year period. Gains/losses are based on market value of assets.
<b>Salary increases:</b>	Varies by years of employment, and employee group. 3.5% for MTA Bus hourly employees.	Varies by years of employment, and employee group.
<b>Actuarial assumptions:</b>		
<b>Discount Rate:</b>	7.00%	7.00%
<b>Investment rate of return :</b>	7.00%	7.00%
<b>Mortality:</b>	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 recommended by the Society of Actuaries Retirement Plans Experience Committee. Mortality assumption is based on a 2012 experience study for all MTA plans.
<b>Pre-retirement:</b>	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.
<b>Post-retirement Healthy Lives:</b>	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.
<b>Post-retirement Disabled Lives:</b>	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.
<b>Inflation/Railroad Retirement Wage Base:</b>	2.50%; 3.50%	2.50%; 3.00%
<b>Cost-of-Living Adjustments:</b>	55% of inflation assumption or 1.375%, if applicable.	55% of inflation assumption or 1.375%, if applicable.

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>NYCERS Plan</b>			
	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018
<b>Valuation Dates:</b>	June 30, 2021	June 30, 2020	June 30, 2019	June 30, 2018
<b>Measurement Date:</b>	June 30, 2022	June 30, 2021	June 30, 2020	June 30, 2019
<b>Actuarial cost method:</b>	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
<b>Amortization method:</b>	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.
<b>Asset Valuation Method:</b>	Modified six-year moving average of market values with a Market Value Restart as of June 30, 2011.	Modified six-year moving average of market values with a Market Value Restart as of June 30, 2011.	Modified six-year moving average of market values with a Market Value Restart as of June 30, 2011.	Modified six-year moving average of market values with a Market Value Restart as of June 30, 2011.
<b>Salary increases:</b>	3% per annum.	3% per annum.	3% per annum.	3% per annum.
<b>Actuarial assumptions:</b>				
<b>Discount Rate:</b>	7.00%	7.00%	7.00%	7.00%
<b>Investment rate of return :</b>	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
<b>Mortality:</b>	Tables adopted by the Boards of Trustees during Fiscal Year 2019. Applies mortality improvement scale MP-2020 published by the Society of Actuaries.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was prepared by Bolton, Inc. dated June 2019 analyzed the four-year and ten-year periods ended June 30, 2017.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was prepared by Bolton, Inc. dated June 2019 analyzed the four-year and ten-year periods ended June 30, 2017.	Mortality tables for service and disability pensioners were developed from an experience study of NYCERS's pensioners. The mortality tables for beneficiaries were developed from an experience review of NYCERS' beneficiaries. The most recently completed study was published by Gabriel Roeder & Company ("GRS"), dated October 2015, and analyzed experience for Fiscal Years 2010 through 2013.
<b>Pre-retirement:</b>	N/A	N/A	N/A	N/A
<b>Post-retirement Healthy Lives:</b>	N/A	N/A	N/A	N/A
<b>Post-retirement Disabled Lives:</b>	N/A	N/A	N/A	N/A
<b>Inflation/Railroad Retirement Wage Base:</b>	2.50%	2.50%	2.50%	2.50%
<b>Cost-of-Living Adjustments:</b>	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 (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>NYCERS Plan (continued)</b>			
	June 30, 2016	June 30, 2015	June 30, 2014	June 30, 2013
<b>Valuation Dates:</b>	June 30, 2016	June 30, 2015	June 30, 2014	June 30, 2013
<b>Measurement Date:</b>	June 30, 2018	June 30, 2017	June 30, 2016	June 30, 2015
<b>Actuarial cost method:</b>	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost	Entry Age Normal Cost
<b>Amortization method:</b>	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.	Increasing Dollar for Initial Unfunded; Level Dollar for Post 2010 Unfunded.
<b>Asset Valuation Method:</b>	Modified six-year moving average of market values with a Market Value Restart as of June 30, 2011.	Modified six-year moving average of market values with a Market Value Restart as of June 30, 2011.	Modified six-year moving average of market values with a Market Value Restart as of June 30, 2011.	Modified six-year moving average of market values with a Market Value Restart as of June 30, 2011.
<b>Salary increases:</b>	3% per annum.	3% per annum.	3% per annum.	3% per annum.
<b>Actuarial assumptions:</b>				
<b>Discount Rate:</b>	7.00%	7.00%	7.00%	7.00%
<b>Investment rate of return :</b>	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
<b>Mortality:</b>	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.
<b>Pre-retirement:</b>	N/A	N/A	N/A	N/A
<b>Post-retirement Healthy Lives:</b>	N/A	N/A	N/A	N/A
<b>Post-retirement Disabled Lives:</b>	N/A	N/A	N/A	N/A
<b>Inflation/Railroad Retirement Wage Base:</b>	2.50%	2.50%	2.50%	2.50%
<b>Cost-of-Living Adjustments:</b>	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 (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>NYSLERS Plan</b>				
<b>Valuation Dates:</b>	April 1, 2021	April 1, 2020	April 1, 2019	April 1, 2018	April 1, 2017
<b>Measurement Date:</b>	March 31, 2022	March 31, 2021	March 31, 2020	March 31, 2019	March 31, 2018
<b>Actuarial cost method:</b>	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
<b>Amortization method:</b>	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.	Evenly over the remaining working lifetimes of the active membership.
<b>Asset Valuation Method:</b>	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.	5 year level smoothing of the difference between the actual gain and the expected gain using the assumed investment rate of return.
<b>Salary increases:</b>	4.4% in ERS, 6.2% in PFRS	4.40% in ERS; 6.20% in PFRS	4.20% in ERS; 5.00% in PFRS	0.038	0.038
<b>Actuarial assumptions:</b>					
<b>Discount Rate:</b>	5.90%	5.90%	6.80%	7.00%	7.00%
<b>Investment rate of return :</b>	6.80%, net of investment expenses.	5.90%, net of investment expenses.	6.80%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.
<b>Mortality:</b>	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.	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.
<b>Pre-retirement:</b>	N/A	N/A	N/A	N/A	N/A
<b>Post-retirement Healthy Lives:</b>	N/A	N/A	N/A	N/A	N/A
<b>Post-retirement Disabled Lives:</b>	N/A	N/A	N/A	N/A	N/A
<b>Inflation/Railroad Retirement Wage Base:</b>	2.70%	2.70%	2.50%	2.50%	2.50%
<b>Cost-of-Living Adjustments:</b>	1.3% per annum.	1.4% per annum.	1.3% per annum.	1.3% per annum.	1.3% per annum.

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Notes to Schedule of the MTA's Contributions for All Pension Plans**

	<b>NYSLERS Plan (continued)</b>			
<b>Valuation Dates:</b>	April 1, 2016	April 1, 2016	April 1, 2015	April 1, 2014
<b>Measurement Date:</b>	March 31, 2017	March 31, 2017	March 31, 2016	March 31, 2015
<b>Actuarial cost method:</b>	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method	Aggregate Cost method
<b>Amortization method:</b>	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.
<b>Asset Valuation Method:</b>	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.
<b>Salary increases:</b>	3.80%	3.80%	3.80%	4.90%
<b>Actuarial assumptions:</b>				
<b>Discount Rate:</b>	7.00%	7.00%	7.00%	7.50%
<b>Investment rate of return :</b>	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.00%, net of investment expenses.	7.5%, net of investment expenses.
<b>Mortality:</b>	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	Annuitant mortality rates are based on NYSLERS's 2010 experience study of the period April 1, 2005 through March 31, 2010 with adjustments for mortality improvements based on the Society of Actuaries' Scale MP-2014.	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.
<b>Pre-retirement:</b>	N/A	N/A	N/A	N/A
<b>Post-retirement Healthy Lives:</b>	N/A	N/A	N/A	N/A
<b>Post-retirement Disabled Lives:</b>	N/A	N/A	N/A	N/A
<b>Inflation/Railroad Retirement Wage Base:</b>	2.50%	2.50%	2.50%	2.70%
<b>Cost-of-Living Adjustments:</b>	1.3% per annum.	1.3% per annum.	1.3% per annum.	1.4% per annum.

**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)****Notes to Schedule of MTA's Contributions for All Pension Plans****(concluded)**

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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:***

There were no significant legislative changes in benefit for the June 30, 2021 valuation for the NYCERS plan.

There were no significant legislative changes in benefit for the April 1, 2021 valuation for the NYSLERS plan.

***Changes of Assumptions:***

There were no significant changes in the economic and demographic used in the June 30, 2021 valuation for the NYCERS plan.

There were no significant changes in the economic and demographic assumptions used in the April 1, 2021 valuation for the NYSLERS plan.

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**REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)**
**Schedule of Changes in the MTA's Net OPEB Liability and Related Ratios and Notes to Schedule**

(\$ in thousands)

Plan Measurement Date (December 31):	2021	2020	2019	2018	2017
<b>Total OPEB liability:</b>					
Service cost	\$ 1,250,950	\$ 1,097,051	\$ 928,573	\$ 1,002,930	\$ 884,548
Interest on total OPEB liability	535,642	610,160	840,532	734,968	731,405
Effect of plan changes		-	-	1,580	27,785
Effect of economic/demographic (gains) or losses	292,154	(43,890)	247,871	(19,401)	13,605
Effect of assumption changes or inputs	(738,829)	1,939,528	311,286	(1,800,135)	911,465
Benefit payments	(792,984)	(724,741)	(730,677)	(691,122)	(650,994)
<b>Net change in total OPEB liability</b>	<b>546,933</b>	<b>2,878,108</b>	<b>1,597,585</b>	<b>(771,180)</b>	<b>1,917,814</b>
<b>Total OPEB liability—beginning</b>	<b>24,409,581</b>	<b>21,531,473</b>	<b>19,933,888</b>	<b>20,705,068</b>	<b>18,787,254</b>
<b>Total OPEB liability—ending (a)</b>	<b>24,956,514</b>	<b>24,409,581</b>	<b>21,531,473</b>	<b>19,933,888</b>	<b>20,705,068</b>
<b>Plan fiduciary net position:</b>					
Employer contributions	792,984	387,371	730,677	691,122	650,994
Net investment income	-	(77,118)	63,647	(18,916)	47,370
Benefit payments	(792,984)	(724,741)	(730,677)	(691,122)	(650,994)
Administrative expenses	(46)	(209)	(200)	(56)	-
<b>Net change in plan fiduciary net position</b>	<b>(46)</b>	<b>(414,697)</b>	<b>63,447</b>	<b>(18,972)</b>	<b>47,370</b>
<b>Plan fiduciary net position—beginning</b>	<b>130</b>	<b>414,827</b>	<b>351,380</b>	<b>370,352</b>	<b>322,982</b>
<b>Plan fiduciary net position—ending (b)</b>	<b>84</b>	<b>130</b>	<b>414,827</b>	<b>351,380</b>	<b>370,352</b>
<b>Net OPEB liability—ending (a)-(b)</b>	<b>\$ 24,956,430</b>	<b>\$ 24,409,451</b>	<b>\$ 21,116,646</b>	<b>\$ 19,582,508</b>	<b>\$ 20,334,716</b>
<b>Plan fiduciary net position as a percentage</b>					
<b>of the total OPEB liability</b>	<b>0.00%</b>	<b>0.00%</b>	<b>1.93%</b>	<b>1.76%</b>	<b>1.79%</b>
<b>Covered payroll</b>	<b>\$ 6,537,709</b>	<b>\$ 6,716,423</b>	<b>\$ 6,901,690</b>	<b>\$ 6,903,700</b>	<b>\$ 5,394,332</b>
<b>Net OPEB liability as a percentage of covered payroll</b>	<b>381.73%</b>	<b>363.43%</b>	<b>305.96%</b>	<b>283.65%</b>	<b>376.96%</b>

**Notes to Schedule:**
*Changes of benefit*
*terms:*

In the July 1, 2021 actuarial valuation, there were no changes to the benefit terms.

*Changes of assumptions:*

In the July 1, 2021 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  
(UNAUDITED)**

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

<b>(\$ in thousands)</b>	<b>2022</b>	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>
Actuarially Determined Contribution	N/A	N/A	N/A	N/A	N/A	N/A
Actual Employer Contribution (1)	\$ 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
Covered Payroll	\$ 6,848,347	\$ 6,537,709	\$ 6,716,423	\$ 6,901,690	\$ 6,903,700	\$ 5,394,200
Actual Contribution as a Percentage of Covered Payroll	12.36%	12.44%	5.83%	10.68%	10.01%	12.07%

(1) Actual employer contribution includes the implicit rate of subsidy adjustment of \$52,933 and \$62,852 for the years ended December 31, 2021 and 2020, 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.

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**REQUIRED  
SUPPLEMENTARY  
INFORMATION  
(UNAUDITED)**

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

Valuation date	July 1, 2021	July 1, 2019	July 1, 2019	July 1, 2017	July 1, 2017
Measurement date	December 31, 2021	December 31, 2020	December 31, 2019	December 31, 2018	December 31, 2017
Discount rate	2.06%, net of expenses	2.12%, net of expenses	2.74%, net of expenses	4.10%, net of expenses	3.44%, net of expenses
Inflation	2.30%	2.25%	2.25%	2.50%	2.50%
Actuarial cost method	Entry Age Normal Level percentage of payroll	Entry Age Normal Level percentage of payroll	Entry Age Normal Level percentage of payroll	Entry Age Normal Level percentage of payroll	Entry Age Normal Level percentage of payroll
Amortization method					
Normal cost increase factor	4.25%	4.25%	4.50%	4.50%	4.50%
Investment rate of return	2.06%	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.	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.

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**SUPPLEMENTARY INFORMATION**

**Pension And Other Employee Benefit Trust Funds**

**Combining Statement of Fiduciary Net Position as of December 31, 2022**

(\$ in thousands)	Pension Funds			Other Employee Benefit Trust Fund	Total
	Defined Benefit Pension Plan	LIRR Company Plan for Additional Pensions	MaBSTOA Plan	Other Post- employment Benefits Plan	
<b>ASSETS:</b>					
Cash	\$ 6,594	\$ 696	\$ 3,695	\$ -	\$ 10,985
Receivables:					
Employee loans	-	-	26,521	-	26,521
Investment securities sold	-	175	1,635	-	1,810
Accrued interest and dividends	3,786	400	1,787	38	6,011
Other receivables	2,657	23	-	-	2,680
Total receivables	6,443	598	29,943	38	37,022
Investments at fair value	5,366,950	652,011	3,289,326	11,698	9,319,985
Total assets	<u>\$ 5,379,987</u>	<u>\$ 653,305</u>	<u>\$ 3,322,964</u>	<u>\$ 11,736</u>	<u>\$ 9,367,992</u>
<b>LIABILITIES:</b>					
Accounts payable and accrued liabilities	\$ 5,607	\$ 238	\$ 474	\$ -	\$ 6,319
Payable for investment securities purchased	5,789	611	3,592	-	9,992
Accrued benefits payable	-	-	75	1	76
Accrued postretirement death benefits (PRDB) payable	-	-	5,719	-	5,719
Accrued 55/25 Additional Members Contribution (AMC) payable	-	-	2,527	-	2,527
Other liabilities	557	59	466	-	1,082
Total liabilities	11,953	908	12,853	1	25,715
<b>NET POSITION:</b>					
Restricted for pensions	5,368,034	652,397	3,310,111	-	9,330,542
Restricted for postemployment benefits other than pensions	-	-	-	11,735	11,735
Total net position	5,368,034	652,397	3,310,111	11,735	9,342,277
Total liabilities and net position	<u>\$ 5,379,987</u>	<u>\$ 653,305</u>	<u>\$ 3,322,964</u>	<u>\$ 11,736</u>	<u>\$ 9,367,992</u>

See Independent Auditor's Report and notes to the consolidated financial statements.

## (A Component Unit of the State of New York)

## SUPPLEMENTARY INFORMATION

## Pension And Other Employee Benefit Trust Funds

## Combining Statement of Fiduciary Net Position as of December 31, 2021

(\$ in thousands)	Pension Funds			Other Employee Benefit Trust Fund	
	Defined Benefit Pension Plan	LIRR Company Plan for Additional Pensions	MaBSTOA Plan	Other Post-employment Benefits Plan	Total
<b>ASSETS:</b>					
Cash	\$ 24,495	\$ 2,956	\$ 11,821	\$ 107	\$ 39,379
Receivables:					
Employee loans	-	-	26,082	-	26,082
Participant and union contributions	-	(20)	-	-	(20)
Investment securities sold	-	139	5,532	-	5,671
Accrued interest and dividends	2,798	338	1,746	-	4,882
Other receivables	2,412	1,358	-	-	3,770
Total receivables	5,210	1,815	33,360	-	40,385
Investments at fair value	5,739,559	773,997	3,630,953	-	10,144,509
Total assets	<u>\$ 5,769,264</u>	<u>\$ 778,768</u>	<u>\$ 3,676,134</u>	<u>\$ 107</u>	<u>\$ 10,224,273</u>
<b>LIABILITIES:</b>					
Accounts payable and accrued liabilities	\$ 6,471	\$ 279	\$ 1,565	\$ -	\$ 8,315
Payable for investment securities purchased	8,155	984	5,620	-	14,759
Accrued benefits payable	-	-	50	24	74
Accrued postretirement death benefits (PRDB) payable	-	-	5,405	-	5,405
Accrued 55/25 Additional Members Contribution (AMC) payable	-	-	3,847	-	3,847
Other liabilities	1,509	182	1,296	-	2,987
Total liabilities	16,135	1,445	17,783	24	35,387
<b>NET POSITION:</b>					
Restricted for pensions	5,753,129	777,323	3,658,351	-	10,188,803
Restricted for postemployment benefits other than pensions	-	-	-	83	83
Total net position	5,753,129	777,323	3,658,351	83	10,188,886
Total liabilities and net position	<u>\$ 5,769,264</u>	<u>\$ 778,768</u>	<u>\$ 3,676,134</u>	<u>\$ 107</u>	<u>\$ 10,224,273</u>

See Independent Auditor's Report and notes to the consolidated financial statements.



(A Component Unit of the State of New York)

**SUPPLEMENTARY INFORMATION**

**Pension And Other Employee Benefit Trust Funds**

**Combining Statement of Changes in Fiduciary Net Position for the year ended December 31, 2022**

(\$ in thousands)	Pension Funds			Other Employee Benefit Trust Fund	Total
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post- employment Benefit Plan	
<b>ADDITIONS:</b>					
Contributions:					
Employer contributions	\$ 400,648	\$ 70,764	\$ 158,618	\$ 788,310	\$ 1,418,340
Implicit rate subsidy contribution	-	-	-	57,989	57,989
Member contributions	34,471	50	25,548	-	60,069
Total contributions	<u>435,119</u>	<u>70,814</u>	<u>184,166</u>	<u>846,299</u>	<u>1,536,398</u>
Investment income:					
Net (depreciation) / appreciation in fair value of investments	(520,371)	(56,789)	(307,355)	11,671	(872,844)
Dividend income	72,743	8,067	45,924	3	126,737
Interest income	16,505	1,773	10,719	154	29,151
Less: Investment expenses	32,900	4,266	22,915	-	60,081
Investment income, net	<u>(464,023)</u>	<u>(51,215)</u>	<u>(273,627)</u>	<u>11,828</u>	<u>(777,037)</u>
Total additions	<u>(28,904)</u>	<u>19,599</u>	<u>(89,461)</u>	<u>858,127</u>	<u>759,361</u>
<b>DEDUCTIONS:</b>					
Benefit payments and withdrawals	351,857	143,764	257,973	788,310	1,541,904
Implicit rate subsidy payments	-	-	-	57,989	57,989
Administrative expenses	4,334	761	806	176	6,077
Total deductions	<u>356,191</u>	<u>144,525</u>	<u>258,779</u>	<u>846,475</u>	<u>1,605,970</u>
Net increase (decrease) in fiduciary net position	<u>(385,095)</u>	<u>(124,926)</u>	<u>(348,240)</u>	<u>11,652</u>	<u>(846,609)</u>
<b>NET POSITION:</b>					
Restricted for Benefits:					
Beginning of year	5,753,129	777,323	3,658,351	83	10,188,886
End of year	<u>\$ 5,368,034</u>	<u>\$ 652,397</u>	<u>\$ 3,310,111</u>	<u>\$ 11,735</u>	<u>\$ 9,342,277</u>

See Independent Auditor's Report and notes to the consolidated financial statements.

## (A Component Unit of the State of New York)

**SUPPLEMENTARY INFORMATION**
**Pension And Other Employee Benefit Trust Funds**
**Combining Statement of Changes in Fiduciary Net Position for the year ended December 31, 2021**

(\$ in thousands)	Pension Funds			Other Employee Benefit Trust Fund	Total
	Defined Benefit Pension Plan	LIRR Additional Plan	MaBSTOA Plan	Other Post-employment Benefits Plan	
<b>ADDITIONS:</b>					
Contributions:					
Employer contributions	\$ 396,144	\$ 70,553	\$ 156,204	\$ 740,051	\$ 1,362,952
Implicit rate subsidy contribution	-	-	-	52,933	52,933
Member contributions	33,832	73	24,935	-	58,840
Total contributions	<u>429,976</u>	<u>70,626</u>	<u>181,139</u>	<u>792,984</u>	<u>1,474,725</u>
Investment income:					
Net appreciation in fair value of investments	618,496	93,218	401,056	-	1,112,770
Dividend income	64,476	8,131	42,762	-	115,369
Interest income	10,895	1,361	8,197	-	20,453
Less: Investment expenses	47,492	6,495	31,205	-	85,192
Investment income, net	<u>646,375</u>	<u>96,215</u>	<u>420,810</u>	<u>-</u>	<u>1,163,400</u>
Total additions	<u>1,076,351</u>	<u>166,841</u>	<u>601,949</u>	<u>792,984</u>	<u>2,638,125</u>
<b>DEDUCTIONS:</b>					
Benefit payments and withdrawals	324,999	148,630	243,251	740,051	1,456,931
Implicit rate subsidy payments	-	-	-	52,933	52,933
Transfer to other plans	474	-	-	-	474
Distribution to participants	-	-	2,175	-	2,175
Administrative expenses	3,513	610	264	47	4,434
Total deductions	<u>328,986</u>	<u>149,240</u>	<u>245,690</u>	<u>793,031</u>	<u>1,516,947</u>
Net increase in fiduciary net position	747,365	17,601	356,259	(47)	1,121,178
<b>NET POSITION:</b>					
Restricted for Benefits:					
Beginning of year	5,005,764	759,722	3,302,092	130	9,067,708
End of year	<u>\$ 5,753,129</u>	<u>\$ 777,323</u>	<u>\$ 3,658,351</u>	<u>\$ 83</u>	<u>\$ 10,188,886</u>

See Independent Auditor's Report and notes to the consolidated financial statements.

(A Component Unit of the State of New York)

**SUPPLEMENTARY INFORMATION**
**SCHEDULE OF CONSOLIDATED RECONCILIATION BETWEEN FINANCIAL PLAN  
AND FINANCIAL STATEMENTS FOR THE YEAR ENDED DECEMBER 31, 2022**

(\$ in millions)

Category	Financial Plan	Statement	Variance
	Actual	GAAP Actual	
<b>REVENUE:</b>			
Farebox revenue	\$ 3,989	\$ 4,024	\$ 35
Vehicle toll revenue	2,323	2,332	9
Other operating revenue	679	649	(30)
<b>Total revenue</b>	<b>6,991</b>	<b>7,005</b>	<b>14</b>
<b>OPERATING EXPENSES:</b>			
<b>Labor:</b>			
Payroll	5,516	5,444	(72)
Overtime	1,129	1,134	5
Health and welfare	1,479	1,369	(110)
Pensions	1,299	950	(349)
Other fringe benefits	1,051	1,009	(42)
Postemployment benefits	2,169	1,892	(277)
Reimbursable overhead	(399)	(438)	(39)
<b>Total labor expenses</b>	<b>12,244</b>	<b>11,360</b>	<b>(884)</b>
<b>Non-labor:</b>			
Electric power	587	556	(31)
Fuel	287	283	(4)
Insurance	43	9	(34)
Claims	433	374	(59)
Paratransit service contracts	407	412	5
Maintenance and other	903	680	(223)
Professional service contract	711	554	(157)
Pollution remediation project costs	6	26	20
Materials and supplies	610	561	(49)
Other business expenses	251	245	(6)
<b>Total non-labor expenses</b>	<b>4,238</b>	<b>3,700</b>	<b>(538)</b>
Depreciation	3,176	3,361	185
Other expenses adjustment	202	-	(202)
<b>Total operating expenses</b>	<b>19,860</b>	<b>18,421</b>	<b>(1,439)</b>
<b>NET OPERATING LOSS</b>	<b>\$ (12,869)</b>	<b>\$ (11,416)</b>	<b>\$ 1,453</b>

(A Component Unit of the State of New York)

**SUPPLEMENTARY INFORMATION**
**SCHEDULE OF CONSOLIDATED SUBSIDY ACCRUAL RECONCILIATION BETWEEN  
FINANCIAL PLAN AND FINANCIAL STATEMENTS FOR THE YEAR ENDED DECEMBER 31, 2022**

(\$ in millions)

Accrued Subsidies	Financial	Financial	Variance	
	Plan Actual	Statement GAAP Actual		
Mass transportation operating assistance	\$ 2,601	\$ 2,601	\$ -	{1}
Mass transit trust fund subsidies	590	597	7	{1}
Mortgage recording tax 1 and 2	657	623	(34)	{1}
MRT transfer	(12)	(18)	(6)	{1}
Urban tax	660	657	(3)	{1}
State and local operating assistance	376	373	(3)	{1}
Station maintenance	198	188	(10)	{1}
Connecticut Department of Transportation (CDOT)	256	248	(8)	{1}
Subsidy from New York City for MTA Bus and SIRTOA	772	535	(237)	{1}
Build American Bonds Subsidy	-	83	83	{1}
Mobility tax	2,285	2,296	11	{1}
Assistance Fund (For hire vehicle)	300	345	45	{1}
Real Property Transfer Tax Surcharge (Mansion Tax)	495	513	18	{1}
Internet Marketplace Tax	326	331	5	{1}
Transfer to Central Business District Capital Lockbox	(823)	-	823	{1}
Other non-operating income	6	7,114	7,108	{2}
Total accrued subsidies	8,687	16,486	7,799	
Net operating deficit before subsidies and debt service	(12,869)	(11,416)	1,453	
Debt Service	(3,145)	(1,904)	1,241	
Loss on disposal of subway cars	-	(1)	(1)	
Conversion to Cash basis: Depreciation	3,176	-	(3,176)	
Conversion to Cash basis: OPEB Obligation	1,405	-	(1,405)	
Conversion to Cash basis: GASB 68 pension adjustment	(69)	-	69	
Conversion to Cash basis: Pollution & Remediation	6	-	(6)	
Total net operating surplus/(deficit) before appropriations, grants and other receipts restricted for capital projects	<u>\$ (2,809)</u>	<u>\$ 3,165</u>	<u>\$ 5,974</u>	

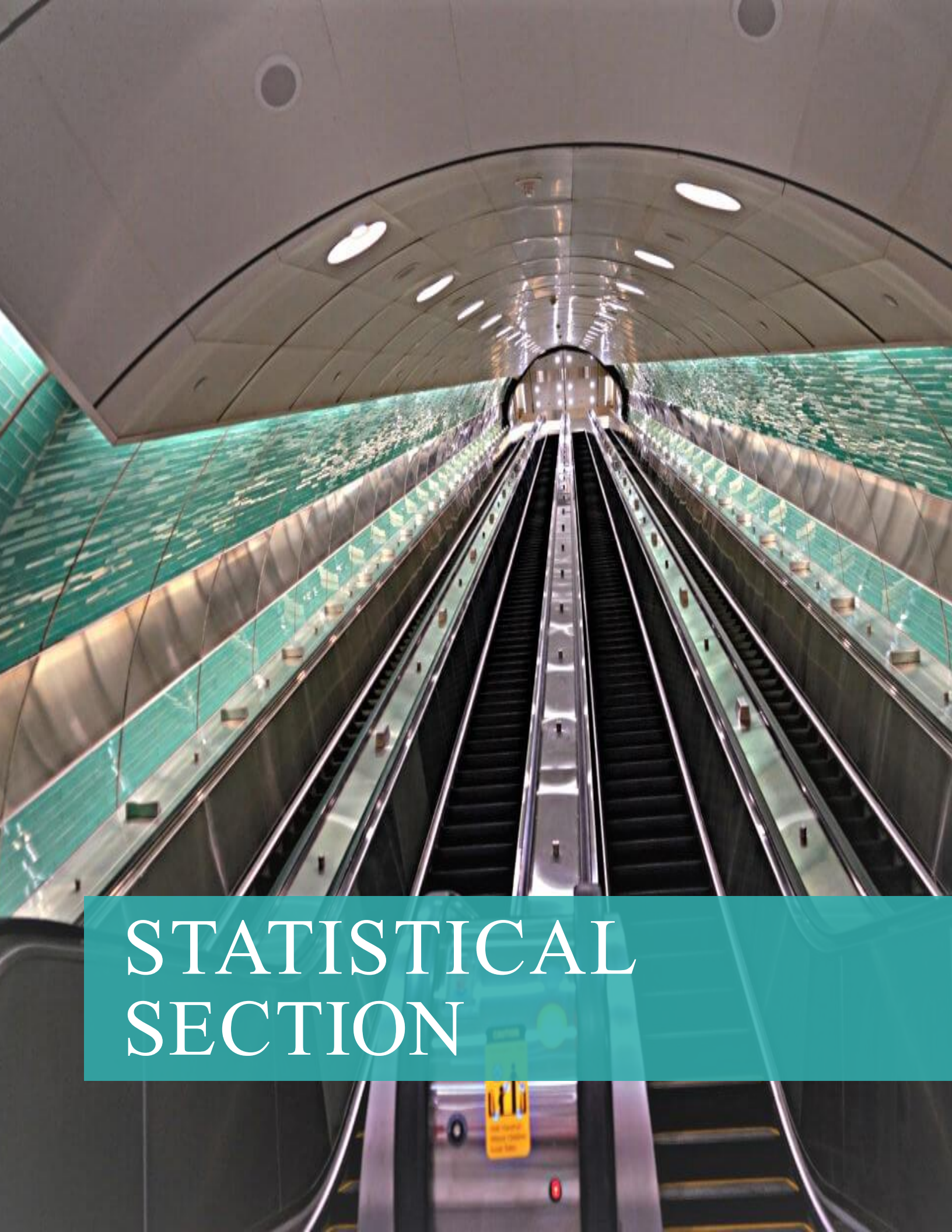
{1} The Financial Plan records on a cash basis while the Financial Statement records on an accrual basis.

{2} The Financial Plan records do not include other non-operating income or changes in market value.

(A Component Unit of the State of New York)

**SUPPLEMENTARY INFORMATION**  
**SCHEDULE OF FINANCIAL PLAN TO FINANCIAL STATEMENTS RECONCILIATION**  
**RECONCILING ITEMS**  
**FOR THE YEAR ENDED DECEMBER 31, 2022**  
**(\$ in millions)**

<b>Financial Plan Actual Operating Loss at December 31, 2022</b>	<b>\$ (12,869)</b>
<b>The Financial Plan Actual Includes:</b>	
1 Lower farebox and vehicle toll revenues	44
2 Higher other operating revenue	(30)
3 Higher labor expense primarily from higher pension expense projections	884
4 Higher non-labor expense primarily from higher professional service contract expense	538
5 Other expense adjustments	17
<b>Total operating reconciling items</b>	<b><u>1,453</u></b>
<b>Financial Statements Operating Loss at December 31, 2022</b>	<b><u>(11,416)</u></b>
<b>Financial Plan Deficit after Subsidies and Debt Service</b>	<b>(2,809)</b>
<b>The Financial Plan Actual Includes:</b>	
1 Debt service bond principal payments	1,241
2 Adjustments for non-cash liabilities:	
Depreciation	(3,176)
Unfunded OPEB expense	(1,405)
Unfunded GASB No. 68 pension adjustment	69
Other non-cash liability adjustment	(6)
	<u>(4,518)</u>
<b>The Financial Statement includes:</b>	
3 Higher subsidies and other non-operating revenues and expenses	7,798
4 Total operating reconciling items (from above)	<u>1,453</u>
<b>Financial Statement Gain Before Capital Appropriations</b>	<b><u>\$ 3,165</u></b>



# STATISTICAL SECTION

## Financial Trends

The following tables and graphs are intended to assist users in understanding and assessing how the MTA's financial position has changed over time. They track net position, changes in net position, total revenues, and the percentage of revenues that come from various sources, along with farebox operating and recovery ratios.

<b>Net Position</b>										
(\$ millions)										
	2013	2014	2015*	2016	2017	2018**	2019	2020	2021 ***	2022
Net Investment in Capital Assets	\$ 22,020	\$ 22,944	\$ 23,796	\$ 25,756	\$ 28,250	\$ 30,000	\$ 31,147	\$ 32,884	\$ 29,885	\$ 34,886
Restricted for Debt Service	478	434	487	352	516	454	554	480	1,039	381
Restricted for Claims	135	167	142	178	182	206	219	287	225	192
Restricted for Other Purposes	906	1,011	1,051	935	983	1,230	1,207	1,184	1,346	4,491
Unrestricted	(9,334)	(11,274)	(19,665)	(21,614)	(24,707)	(27,937)	(28,676)	(29,852)	(23,354)	(23,033)
<b>Total Net Position</b>	<b>\$ 14,205</b>	<b>\$ 13,282</b>	<b>\$ 5,811</b>	<b>\$ 5,607</b>	<b>\$ 5,224</b>	<b>\$ 3,953</b>	<b>\$ 4,451</b>	<b>\$ 4,983</b>	<b>\$ 9,141</b>	<b>\$ 16,917</b>

\* Restated. Refer to the financial section of the 2016 MTA Annual Comprehensive Financial Report.

\*\* Restatement of Beginning Net Position - Refer to Note 2 in the Financial Section of the 2018 MTA Annual Comprehensive Financial Report.

\*\*\* Restated for adoption of GASB Statement No. 87, Leases.

Changes in Net Position										
(\$ millions)										
	2013 (a)	2014	2015 (b)	2016 (c)	2017	2018 (d)	2019	2020	2021 (e)	2022
Operating Revenues	\$ 7,699	\$ 7,970	\$ 8,402	\$ 8,520	\$ 8,673	\$ 8,736	\$ 9,043	\$ 4,728	\$ 5,779	\$ 7,005
Operating Expenses	(15,008)	(15,848)	(15,380)	(16,150)	(16,850)	(16,841)	(17,543)	(17,018)	(16,823)	(18,421)
Net Non-Operating Revenue	4,822	5,201	5,311	5,258	4,979	5,653	6,181	9,240	11,413	14,581
Grants and Other Receipts Restricted for Capital Purchases	1,565	1,754	1,980	2,168	2,662	2,302	2,817	3,582	3,789	4,611
<b>Net Change Before Restatement</b>	<b>\$ (922)</b>	<b>\$ (923)</b>	<b>\$ 313</b>	<b>\$ (204)</b>	<b>\$ (536)</b>	<b>\$ (150)</b>	<b>\$ 498</b>	<b>\$ 532</b>	<b>\$ 4,158</b>	<b>\$ 7,776</b>
Restatement of Beginning Net Position	(552)	-	(7,784)	-	-	(1,121)	-	-	-	-
Cumulative Effect of Change in Accounting Principle	-	-	-	-	153	-	-	-	-	-
<b>Net Change After Restatement</b>	<b>\$ (1,474)</b>	<b>\$ (923)</b>	<b>\$ (7,471)</b>	<b>\$ (204)</b>	<b>\$ (383)</b>	<b>\$ (1,271)</b>	<b>\$ 498</b>	<b>\$ 532</b>	<b>\$ 4,158</b>	<b>\$ 7,776</b>

- (a) Restatement of Beginning Net Position following adoption of GASB Statement No. 65, which requires that bond issue costs be expensed in the period incurred.
- (b) Restated. Refer to the Financial Section of the 2016 MTA Annual Comprehensive Financial Report.
- (c) During 2017, MTA Bridges and Tunnels changed to a more preferable method of amortizing bond premiums and discounts, constant yield. This change in method is accounted for on a prospective basis. Had the new accounting principle been used for all comparative periods presented within, the 2016 Change in Net Position would have been \$(168).
- (d) Restatement of Beginning Net Position - Refer to Note 2 in the Financial Section of the 2018 MTA Annual Comprehensive Financial Report.
- (e) Restated for adoption of GASB Statement No. 87, Leases.



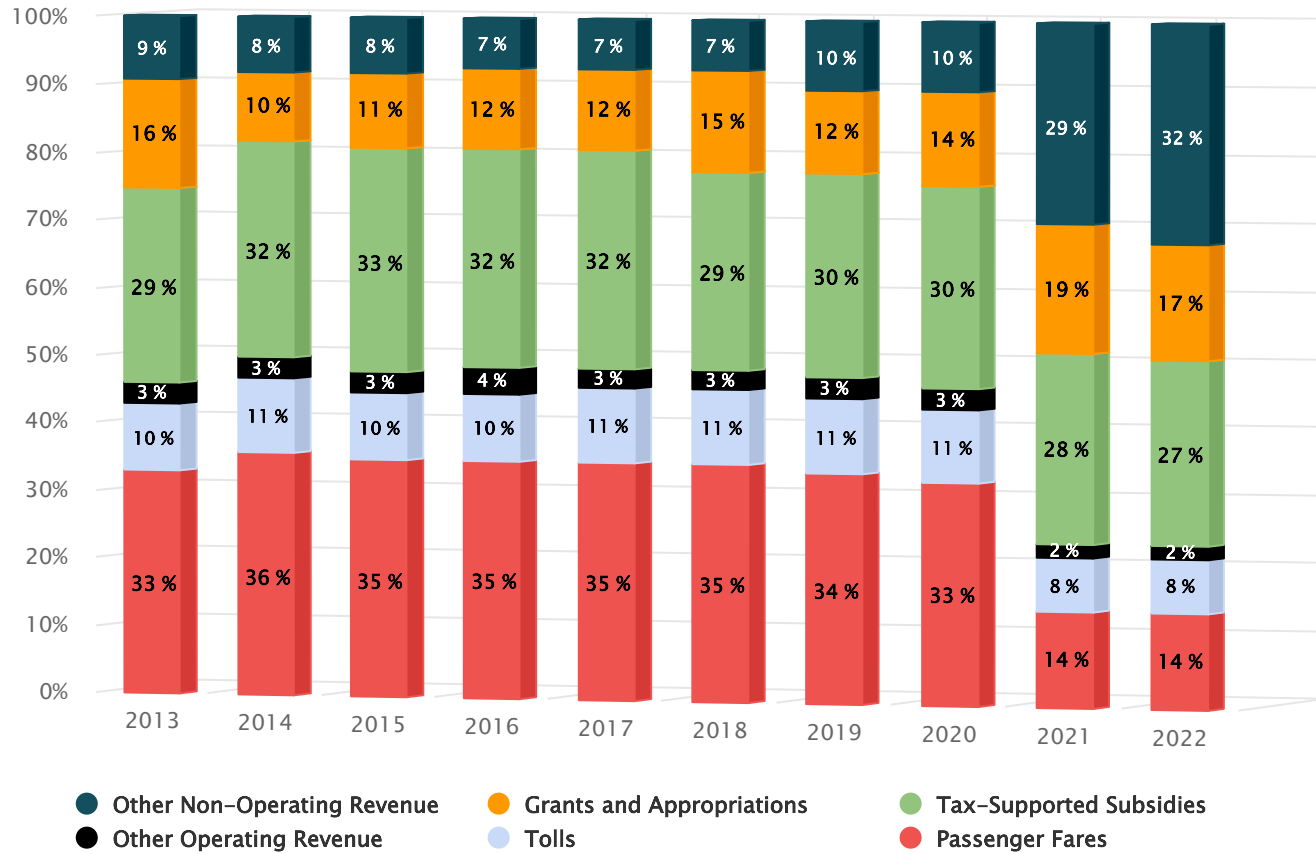
Revenue										
(\$ millions)										
	2013	2014	2015*	2016	2017	2018	2019	2020	2021 **	2022
Passenger Fares	\$ 5,507	\$ 5,709	\$ 5,961	\$ 6,036	\$ 6,172	\$ 6,155	\$ 6,351	\$ 2,625	\$ 3,048	\$ 4,024
Tolls	1,645	1,676	1,803	1,863	1,912	1,976	2,071	1,640	2,170	2,332
Other Operating Revenue	547	585	638	621	589	605	621	463	561	649
Tax-Supported Subsidies	4,925	5,310	5,532	5,506	5,258	5,432	5,874	5,393	7,014	7,618
Grants and Appropriations Restricted for Capital Projects	1,565	1,754	1,980	2,168	2,662	2,302	2,817	3,582	3,789	4,611
Other Non-Operating Revenue	1,262	1,255	1,185	1,251	1,247	1,837	1,873	5,582	6,223	8,885
<b>Total</b>	<b>\$ 15,451</b>	<b>\$ 16,289</b>	<b>\$ 17,099</b>	<b>\$ 17,445</b>	<b>\$ 17,840</b>	<b>\$ 18,307</b>	<b>\$ 19,607</b>	<b>\$ 19,285</b>	<b>\$ 22,805</b>	<b>\$ 28,119</b>

\* Restated. Refer to the financial section of the 2016 MTA Annual Comprehensive Financial Report.

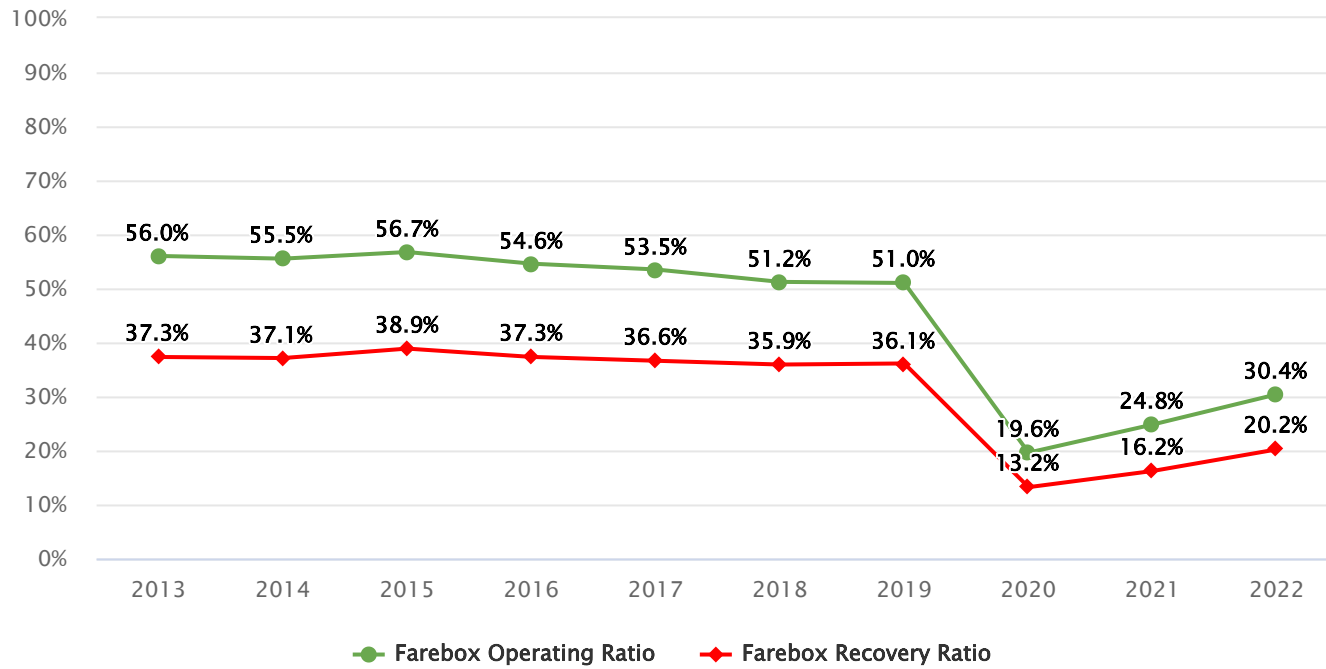
\*\* Restated for adoption of GASB Statement No. 87, Leases.

## Revenue by Source

(Percent of total)



### Farebox Ratios (percent)



Subway and Bus Fares* New York City Transit, MTA Bus								
As of December 31	Base Fare		Pay-Per-Ride MetroCard† Percent Added / Minimum Purchase	MetroCard Discounts				
	Subway, Local Bus	Express Bus		Unlimited Ride MetroCard**				
			1-Day	7-Day	14-Day	30-Day	7-Day Express Bus Plus	
2022	\$2.75††	\$6.75	0% / \$5.50	-	\$33.00	-	\$127.00	\$62.00
2021								
2020		\$6.50	5% / \$5.50	-	\$32.00	-	\$121.00	\$60.00
2019								\$59.50
2018	\$2.50	\$6.00	5% / \$5.00	-	\$31.00	-	\$116.50	\$57.25
2017								
2016	\$2.50	\$6.00	5% / \$5.00	-	\$30.00	-	\$112.00	\$55.00
2015								
2014								
2013								

\* The MTA has a reduced-fare program for customers with qualifying disabilities and senior citizens. The base reduced fare is \$1.35, and purchasers receive Pay-Per-Ride MetroCard bonuses described above. The reduced-fare price for 30-Day and 7-Day cards is one-half the regular price. Reduced fare is not available on express buses from 6-10 a.m. and from 3-7 p.m.

Effective March 3, 2013, a \$1.00 fee is charged for each new MetroCard purchased at a MetroCard Vending Machine, station booth, or commuter rail station.

† Pay-Per-Ride MetroCard includes a free transfer between a bus and subway (subject to certain restrictions). Upon request, bus customers paying cash are issued a free paper transfer to another local bus.

\*\* Unlimited Ride cards permit unlimited subway and local bus rides for the period indicated. Express Bus Plus allows unlimited express bus rides as well.

†† The cost for a SingleRide subway ticket, available only at MetroCard Vending Machines, is \$3.00. Cash payment is not accepted for subways. A cash payment of \$2.75 may be made on buses.

Commuter Rail Fares – One-Way Peak Fare Formulas* Long Island Rail Road and Metro-North Railroad				
Year Ended December 31	Long Island Rail Road	Metro-North Railroad		
		East-of-Hudson, New York State	East-of-Hudson, Connecticut	West-of-Hudson
2022 2021 2020 2019	\$7.472 + 24.84¢/mile	\$7.467 + 24.89¢/mile	\$6.848 + 22.83¢/mile	\$5.342 + 15.64¢/mile
2018 2017	\$7.185 + 23.88¢/mile	\$7.180 + 23.93¢/mile		
2016 2015	\$6.909 + 22.96¢/mile	\$6.904 + 23.01¢/mile	\$6.397 + 21.32¢/mile	\$5.238 + 15.33¢/mile
2014 2013	\$6.643 + 22.08¢/mile	\$6.638 + 22.13¢/mile	\$6.334 + 21.11¢/mile \$6.030 + 20.10¢/mile	\$5.036 + 14.74¢/mile
2012	\$6.115 + 20.33¢/mile	\$6.110 + 20.37¢/mile	\$5.740 + 19.13¢/mile	\$4.636 + 13.57¢/mile

\* Mileage charges are based on the average distance between the main terminal and the stations in each fare zone. Monthly ticket prices are calculated by Long Island Rail Road on the basis of a 47.7 percent to 60.9 percent discount off one-way peak fares, based on 42 trips per month. On Metro-North Railroad, monthly ticket prices are calculated on the basis of a 46.3 percent to 53.2 percent discount on East-of-Hudson service and a 34.8 percent to 52.5 percent discount for West-of-Hudson service, based on approximately 42 trips per month.

The MTA has a reduced-fare program for off-peak travel for customers with qualifying disabilities and senior citizens. The reduced fare is one-half the regular fare.

Bridge and Tunnel Tolls			
One-Way Automobile Toll: Cash and Tolls by Mail / New Mid-Tier Toll Rate / E-ZPass*			
Year Ended December 31	Bronx-Whitestone Bridge, Hugh L. Carey Tunnel, Robert F. Kennedy Bridge, Queens Midtown Tunnel, Throgs Neck Bridge, Verrazzano-Narrows Bridge†	Cross Bay Veterans Memorial Bridge, Marine Parkway-Gil Hodges Memorial Bridge	Henry Hudson Bridge
2022 2021**	\$10.17 / \$8.36 / \$6.55	\$5.09 / \$3.77 / \$2.45	\$7.50 / 4.62 / \$3.00
2020 2019	\$9.50 / \$6.12	\$4.75 / \$2.29	\$7.00 / \$2.80
2018 2017	\$8.50 / \$5.76	\$4.25 / \$2.16	\$6.00 / \$2.64
2016 2015	\$8.00 / \$5.54	\$4.00 / \$2.08	\$5.50 / \$2.54
2014 2013	\$7.50 / \$5.33	\$3.75 / \$2.50	\$5.00 / \$2.44
2012	\$6.50 / \$4.80	\$3.25 / \$1.80	\$4.00 / \$2.20

\* E-ZPass tolls shown are for customers registered with the New York E-ZPass Customers Service Center. Non-E-ZPass customers are charged the regular cash toll amount. Charges for other types of vehicles are based on vehicle size and type. Discounts for the Verrazzano-Narrows Bridge are available to residents of Staten Island and discounts for the Marine Parkway-Gil Hodges Memorial Bridge and the Cross Bay Veterans Memorial Bridge are available to Rockaway and Broad Channel residents. Discounts are also available for commercial vehicles on the Verrazzano-Narrows Bridge. Tolls by mail are in effect at all facilities.

\*\* New for 2021, the MTA Board approved a new toll rate (“the mid-tier toll rate”) that will be charged if a vehicle’s E-ZPass Tag is not properly mounted when crossing MTA Bridges and Tunnels. The mid-tier toll rate is higher than the E-ZPass toll rate that is charged to E-ZPass New York Customer Service Center (“NYCSC”) customers when their Tag is properly mounted, but lower than the full toll charged to customers without a NYCSC E-ZPass Tag or account.

† Tolls are collected in both directions on the Verrazzano-Narrows Bridge. Prior to December 1, 2020, tolls were only collected in the westbound direction..

## Debt Capacity

The following tables and graphs are intended to assist users in understanding and assessing the MTA's debt burden, its ability to issue additional debt, and its capital lease obligations. The debt affordability chart measures debt service as a percentage against pledged revenue.

<b>Debt by Resolution</b>										
<b>(in millions)</b>										
	2013	2014	2015*	2016	2017	2018	2019	2020	2021 **	2022
Transportation Revenue Bonds	\$ 18,278	\$ 19,556	\$ 20,728	\$ 21,209	\$ 21,028	\$ 20,923	\$ 21,650	\$ 24,701	\$ 23,950	\$ 21,283
Bond Anticipation Notes <sup>1</sup>	850	950	1,700	948	1,516	4,007	7,508	9,536	13,004	3,707
Dedicated Tax Fund Bonds	5,128	4,990	4,857	5,009	5,371	5,184	5,024	4,857	4,681	4,788
State Service Contract	346	286	218	145	68	-	-	-	-	-
2 Broadway Certificates of Participation	96	85	71	-	-	-	-	-	-	-
TBTA General Revenue Bonds	6,602	6,665	6,750	6,817	7,218	7,663	7,782	8,040	8,165	8,320
TBTA Bond Anticipation Notes	-	-	-	-	165	-	-	-	193	193
Payroll Mobility Tax Senior Lien Obligations	-	-	-	-	-	-	-	-	2,464	8,159
Sales Tax Revenue Bonds	-	-	-	-	-	-	-	-	-	700
TBTA Subordinate Revenue Bonds	1,690	1,631	1,584	1,520	1,386	1,022	936	867	795	719
MTA Hudson Rail Yards Trust Obligations	-	-	-	1,057	1,057	1,057	872	845	830	804
Net Unamortized Bond Discount and Premium	998	980	1,220	2,217	2,289	2,313	2,373	2,167	2,418	2,620
<b>Total</b>	<b>\$ 33,988</b>	<b>\$ 35,143</b>	<b>\$ 37,128</b>	<b>\$ 38,922</b>	<b>\$ 40,098</b>	<b>\$ 42,169</b>	<b>\$ 46,145</b>	<b>\$ 51,013</b>	<b>\$ 56,500</b>	<b>\$ 51,293</b>
Financed Purchases	\$ 527	\$ 515	\$ 534	\$ 433	\$ 440	\$ 447	\$ 452	\$ 431	\$ 437	\$ 437
Total Population in Service Area <sup>2</sup>	15.103	15.149	15.176	15.177	15.146	15.098	15.039	14.942	15.344	15.201
Outstanding Debt Per Capita <sup>3</sup>	\$ 0.0023	\$ 0.0023	\$ 0.0024	\$ 0.0026	\$ 0.0026	\$ 0.0028	\$ 0.0031	\$ 0.0034	\$ 0.0037	\$ 0.0034

\* Restated. Refer to the financial section of the 2016 MTA Annual Comprehensive Financial Report.

\*\* Restated for the adoption of GASB Statement No. 87, Leases. Refer to Note 2 and Note 9.

<sup>1</sup> Includes draws on a \$800 taxable revolving credit agreement with JPMorgan Chase Bank, National Association, which is active through August 24, 2022, and a \$400 taxable revolving credit agreement with Bank of America, National Association, which is active through August 24, 2022. Draws under the JPMorgan Chase Agreement and the Bank of America agreement are evidenced by revenue anticipation notes ("RANs"). As of December 31, 2021 and 2020, the outstanding RAN was \$1,196 and \$477, respectively.

<sup>2</sup> Refer to Demographic and Economic Information section for details on Population in Service Area.

<sup>3</sup> Calculation excludes Financed Purchases.

## Debt Capacity

(\$ millions)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Debt Limit	\$ 39,544	\$ 41,877	\$ 41,877	\$ 55,497	\$ 55,497	\$ 55,497	\$ 55,497	\$ 90,100	\$ 90,100	\$ 90,100
Debt Issuance Subject to the Limit	\$ 28,279	\$ 30,023	\$ 31,776	\$ 33,149	\$ 33,948	\$ 34,397	\$ 35,396	\$ 38,391	\$ 42,248	\$ 43,578
Limit Available	\$ 11,265	\$ 11,854	\$ 10,101	\$ 22,348	\$ 21,549	\$ 21,100	\$ 20,101	\$ 51,709	\$ 47,852	\$ 46,522
Percent of Limit Issued	72%	72%	76%	60%	61%	62%	64%	43%	47%	48%

Note: The statutory debt limit includes only debt issued for transit and commuter projects set forth in the 1992 through 2022 CPRB-approved Capital Programs. Statutory exclusions include refunding bonds and bonds issued to cover the cost of issuance.



<b>Debt Affordability Statement</b>										
(\$ millions)										
<b>Debt Service Schedule</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Combined MTA/Bridges and Tunnels debt service <sup>1</sup>	\$ 2,218	\$ 2,270	\$ 2,346	\$ 2,355	\$ 2,599	\$ 2,519	\$ 2,795	\$ 3,038	\$ 2,974	\$ 3,145
New Money Bonds issued <sup>2</sup>	\$ 2,200	\$ 2,019	\$ 1,195	\$ 2,896	\$ 1,311	\$ 949	\$ 1,704	\$ 4,081	\$ 2,779	\$ 3,685
New Money Bond Anticipation Notes issued <sup>3</sup>	\$ 300	\$ 100	\$ 1,700	\$ 1,400	\$ 2,600	\$ 3,000	\$ 5,000	\$ 4,858	\$ 4,193	\$ 1,718
<b>Debt Service by Credit</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Transportation Revenue Bonds</b>										
Pledged revenues <sup>4</sup>	\$ 11,748	\$ 12,549	\$ 13,114	\$ 13,093	\$ 13,145	\$ 13,190	\$ 14,023	\$ 8,778	\$ 10,936	\$ 12,763
Debt service	1,257	1,332	1,399	1,381	1,581	1,457	1,751	1,989	1,852	1,752
Debt service as % of pledged revenues	11%	11%	11%	11%	12%	11%	12%	23%	17%	14%
<b>Dedicated Tax Fund Bonds</b>										
Pledged revenues (MTTF and MMTOA receipts) <sup>5</sup>	\$ 1,939	\$ 2,125	\$ 2,194	\$ 2,169	\$ 2,284	\$ 2,291	\$ 2,317	\$ 2,472	\$ 2,423	\$ 2,547
Debt service	357	356	345	342	365	390	383	383	386	477
Debt service as % of pledged revenues	18%	17%	16%	16%	16%	17%	17%	15%	16%	19%
<b>Bridges and Tunnels General Revenue Bonds</b>										
Pledged revenues <sup>6</sup>	\$ 1,266	\$ 1,268	\$ 1,405	\$ 1,425	\$ 1,439	\$ 1,474	\$ 1,560	\$ 1,196	\$ 1,733	\$ 1,890
Debt service	460	470	476	505	528	552	558	564	586	585
Debt service as % of pledged revenues	36%	37%	34%	35%	37%	37%	36%	47%	34%	31%
<b>Bridges and Tunnels Subordinate Revenue Bonds</b>										
Pledged revenues <sup>7</sup>	\$ 806	\$ 797	\$ 926	\$ 920	\$ 911	\$ 923	\$ 1,002	\$ 632	\$ 1,146	\$ 1,310
Debt service	144	112	126	127	125	120	103	102	102	103
Debt service as % of pledged revenues	18%	14%	14%	14%	14%	13%	10%	16%	9%	8%
<b>Payroll Mobility Tax Obligations</b>										
Pledged revenues <sup>8</sup>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,060
Debt service	-	-	-	-	-	-	-	-	-	222
Debt service as % of pledged revenues	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%

Table continues on next page.

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Cumulative Debt Service (Excluding State Service Contract Bonds)	2013	2014	2015	2016	2017	2018	2019	2020	2021 *	2022
Combined MTA/Bridges and Tunnels debt service schedule	\$ 2,218	\$ 2,270	\$ 2,346	\$ 2,355	\$ 2,599	\$ 2,519	\$ 2,795	\$ 3,038	\$ 2,974	\$ 2,974
Operating revenues and subsidies <sup>9</sup>	\$ 13,088	\$ 13,745	\$ 14,399	\$ 14,492	\$ 14,395	\$ 15,143	\$ 15,810	\$ 14,752	\$ 17,650	\$ 17,650
Total debt service as % of operating revenues and subsidies	18%	16%	17%	18%	17%	18%	21%	17%	17%	17%
Fare and toll revenue	\$ 7,152	\$ 7,385	\$ 7,764	\$ 7,899	\$ 8,084	\$ 8,131	\$ 8,422	\$ 4,265	\$ 5,218	\$ 6,356
Total debt service as % of fare and toll revenue	31%	31%	30%	30%	32%	31%	33%	71%	57%	47%
Non-reimbursable expenses	\$ 15,008	\$ 15,848	\$ 15,380	\$ 16,150	\$ 16,850	\$ 16,841	\$ 17,543	\$ 17,018	\$ 16,823	\$ 18,421
Total debt service as % of non-reimbursable expenses	15%	14%	15%	15%	15%	15%	16%	18%	18%	16%

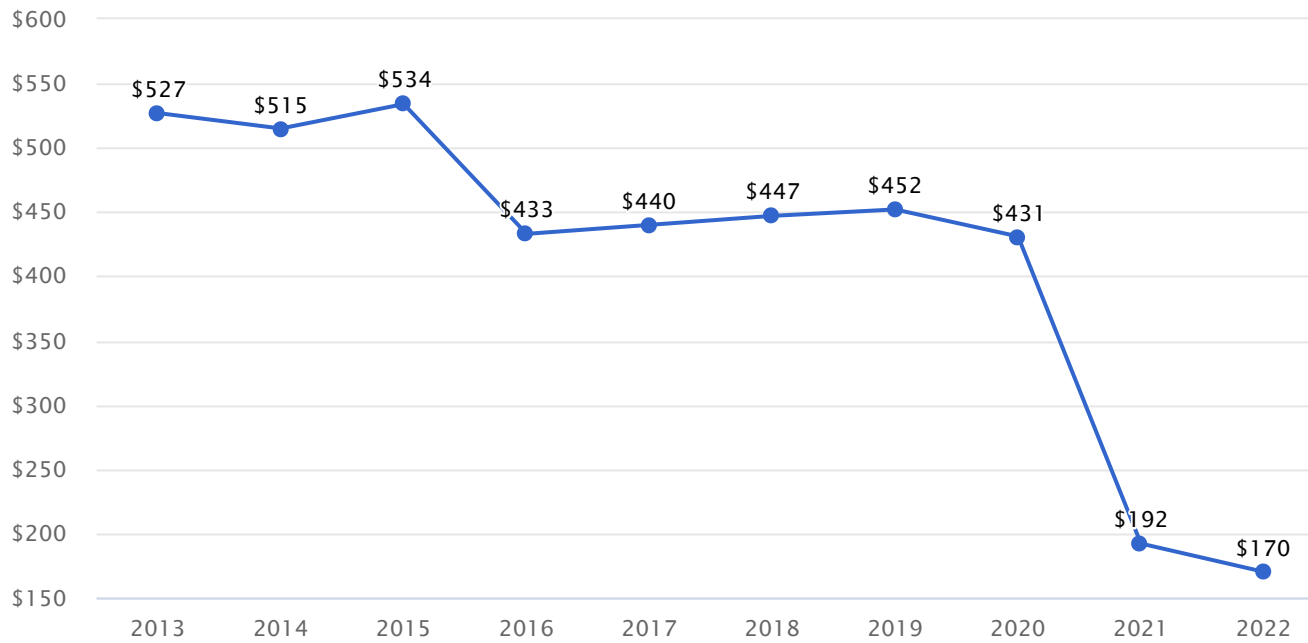
\* Non-reimbursable expenses restated for the adoption of GASB Statement No. 87, Leases.

Footnotes are an integral part of this table:

- <sup>1</sup> Total debt service excludes Certificates of Participation (“COPS”) lease payments. All debt service numbers reduced by investment income and Build America Bonds (“BAB”) subsidy.
- <sup>2</sup> New money long-term bonds issued include those bonds that retire existing Bond Anticipation Notes (“BANs”). In 2016, the total new money bonds issued included \$560.4 million of MTA Hudson Rail Yards Trust Obligations, which retired \$500 million of Transportation Revenue BANs, Subseries 2016A-1.
- <sup>3</sup> New money BANs issued may be retired by long-term bonds within the same year. Maturities on BANs issued vary, and in some cases are longer than one year. In 2020, new money BANs includes \$450.72 million TRB BANs that were issued into the federal Municipal Liquidity Facility (MLF) and \$2.907 billion Payroll Mobility Tax working capital BANs that were issues into the MLF as well. In 2021, new money BANs includes \$4.0 billion Grant Anticipation Notes secured with CRRSAA and ARPA federal aid grants.
- <sup>4</sup> Pledged revenues for Transportation Revenue Bonds consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income, and certain concession revenues (not including Grand Central Terminal and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; state and local general operating subsidies, including the new state taxes and fees; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds, and the Payroll Mobility Tax Obligation Resolution Bonds; New York City urban tax for transit; station maintenance and service reimbursements; and revenues from the investment of Capital Program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses, and debt service for MTA Bus have also been included.
- <sup>5</sup> Pledged revenues for Dedicated Tax Fund Bonds consist generally of the following: petroleum business tax, motor fuel tax, and motor vehicle fees deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA. Also reflected in the DTF pledged revenue figures above are the petroleum business tax, district sales tax, franchise taxes, and temporary franchise surcharges deposited into the Metropolitan Mass Transportation Operating Assistance Account for the benefit of the MTA. After the payment of debt service on the MTA Dedicated Tax Fund Bonds, these subsidies are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, including MTA Staten Island Railway, and the commuter system. Pledged revenues and debt service for DTF are reported on State Fiscal Year.
- <sup>6</sup> Pledged revenues for Bridges and Tunnels General Revenue Bonds consist primarily of the tolls charged by Bridges and Tunnels on its seven bridges and two tunnels. Pledged revenues secure Bridges and Tunnels General Revenue Bonds after the payment of Bridges and Tunnels operating and maintenance expenses, including certain reserves.
- <sup>7</sup> Pledged revenues for Bridges and Tunnels Subordinate Revenue Bonds consist primarily of the tolls charged by Bridges and Tunnels on its seven bridges and two tunnels, after the payment of debt service on the Bridges and Tunnels General Revenue Bonds.
- <sup>8</sup> Payroll Mobility Tax Obligations pledged revenues consist of Payroll Mobility Tax and Aid Trust Account Receipts.
- <sup>9</sup> 2020 Operating Revenues and Subsidies revised to include \$4,010 revenues from CARES Act.

### Financed Purchases

(\$ millions)



Notes:

2015 restated. Refer to the financial section of the 2016 MTA Annual Comprehensive Financial Report.

2021 restated for the adoption of GASB Statement No. 87, Leases. See Notes 2 and 9 to the financial statements.

## Operations

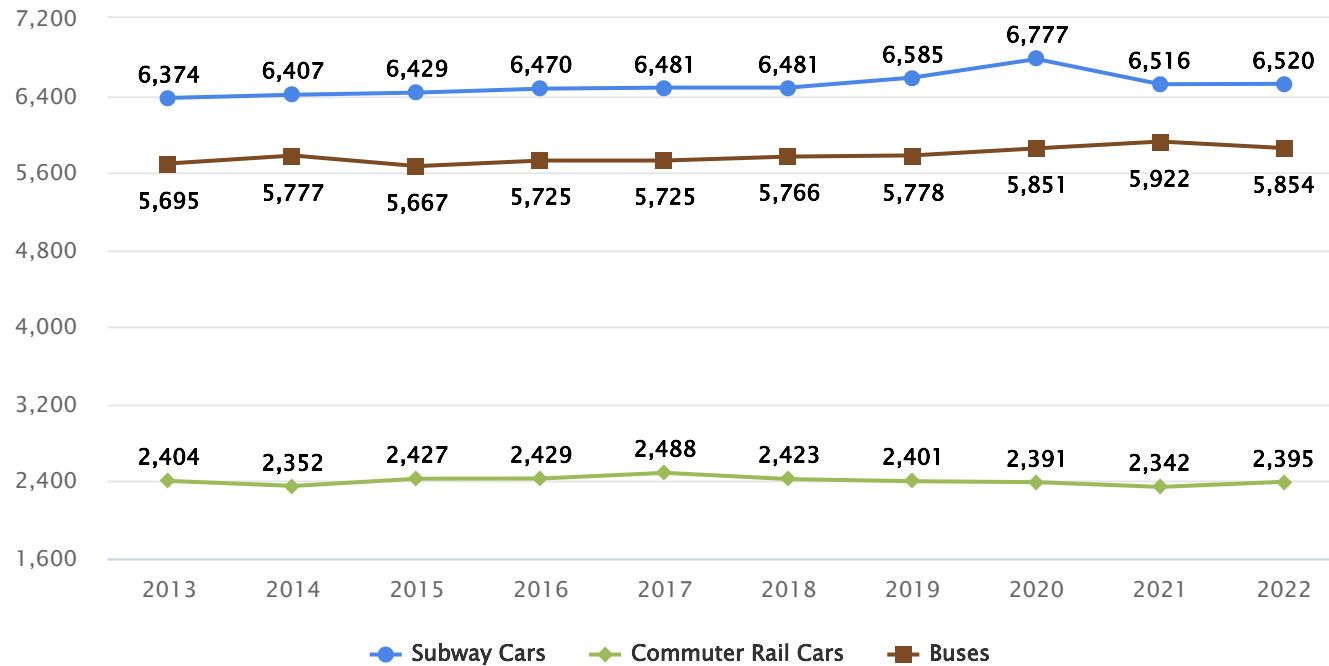
The following tables and graphs are intended to provide contextual information about the MTA's operations and resources to assist in using financial statement information to understand and assess the MTA's economic condition.

Scope of Operations										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Subway Lines*	25	24	25	25	25	25	25	25	25	25
Subway Stations*	490	490	491	491	493	493	493	493	493	493
Subway Route Miles*	246	246	259	259	262	262	262	262	262	262
Subway Track Miles*	688	688	691	691	694	694	694	694	694	694
Commuter Rail Lines	17	17	17	17	16	17	17	17	17	19
Commuter Rail Stations	246	246	247	247	248	248	247	247	247	248
Commuter Rail Route Miles	704	704	703	703	703	703	703	703	703	773
Commuter Rail Track Miles	1,381	1,381	1,390	1,390	1,287	1,300	1,313	1,434	1,313	1,406
Bus Routes*	310	315	312	315	326	325	327	327	327	331
Bus Route Miles*	2,816	2,869	2,952	3,117	2,985	2,939	2,939	3,181	3,179	3,255
Bridges	7	7	7	7	7	7	7	7	7	7
Tunnels	2	2	2	2	2	2	2	2	2	2

\* Includes New York City Subway and Staten Island Railway.

\*\* Beginning in 2012, statistics no longer include operations of MTA Long Island Bus. The Lease and Operating Agreement between Nassau County and MTA Long Island Bus was terminated effective December 31, 2011, and Nassau County contracted with a private operator to provide bus and paratransit service in the county commencing January 1, 2012.

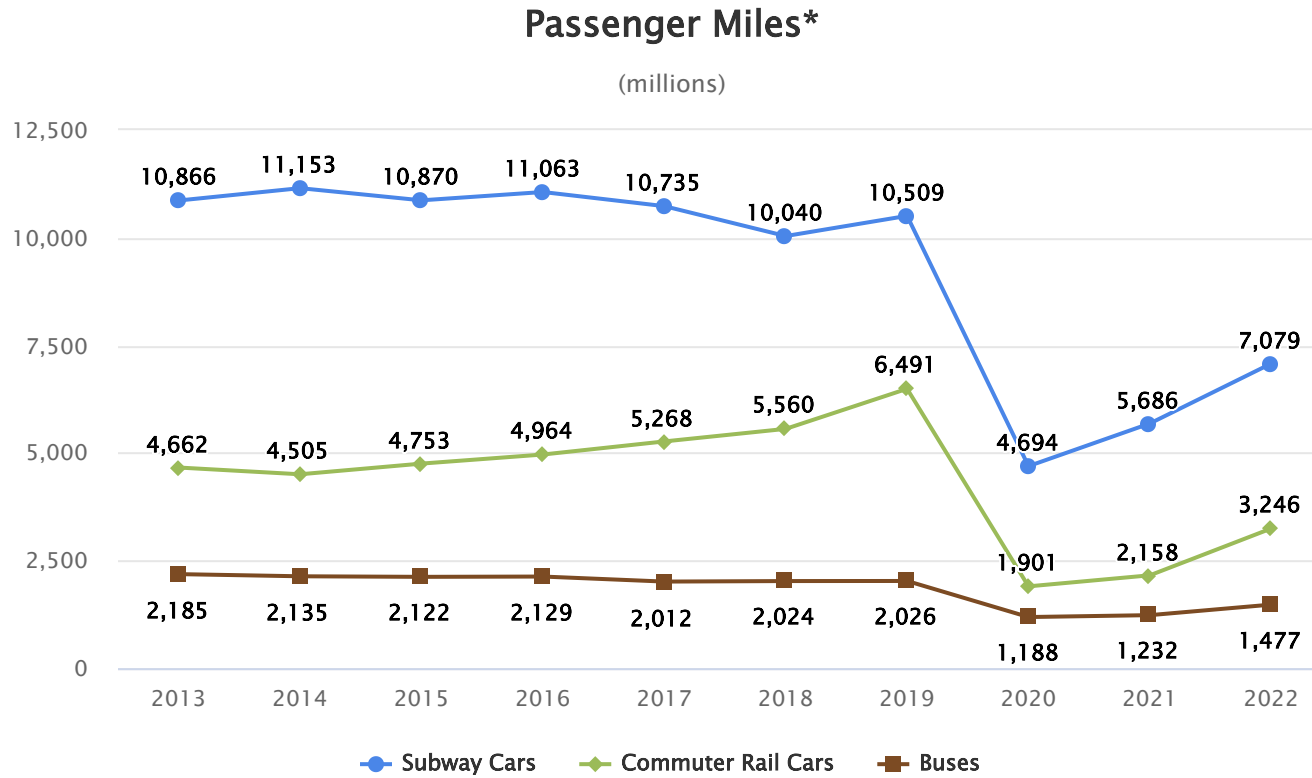
### Rolling Stock



Note: Beginning in 2012, statistics no longer include rolling stock of MTA Long Island Bus. The Lease and Operating Agreement between Nassau County and MTA Long Island Bus was terminated effective December 31, 2011, and Nassau County contracted with a private operator to provide bus and paratransit service in the county commencing January 1, 2012.

\* “Revenue Passengers” are defined as all passengers from whom revenue is received, either through direct fare payment (cash or MetroCards) or fare reimbursements (senior citizens, students, and customers with disabilities).

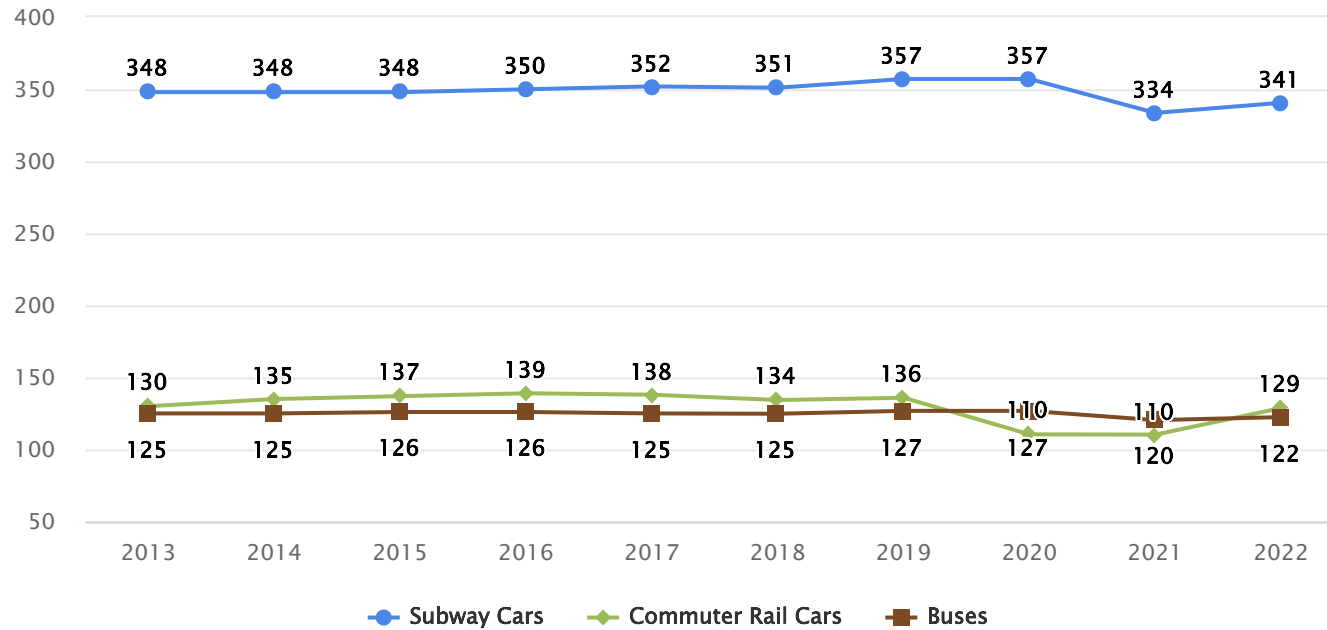
Bus ridership includes passengers of Access-A-Ride paratransit. Beginning in 2012, statistics no longer include revenue passengers of MTA Long Island Bus. The Lease and Operating Agreement between Nassau County and MTA Long Island Bus was terminated effective December 31, 2011, and Nassau County contracted with a private operator to provide bus and paratransit service in the county commencing January 1, 2012.



\* Passenger miles are estimates based on random samples and other factors. Passengers are counted on randomly selected cars throughout the year. Other factors include the actual number of cars on trains and the distances between stations. The expected variance from year to year is 10 percent, but may be higher due to the random sampling. Beginning in 2012, statistics no longer include revenue passengers of MTA Long Island Bus. The Lease and Operating Agreement between Nassau County and MTA Long Island Bus was terminated effective December 31, 2011, and Nassau County contracted with a private operator to provide bus and paratransit service in the county commencing January 1, 2012.

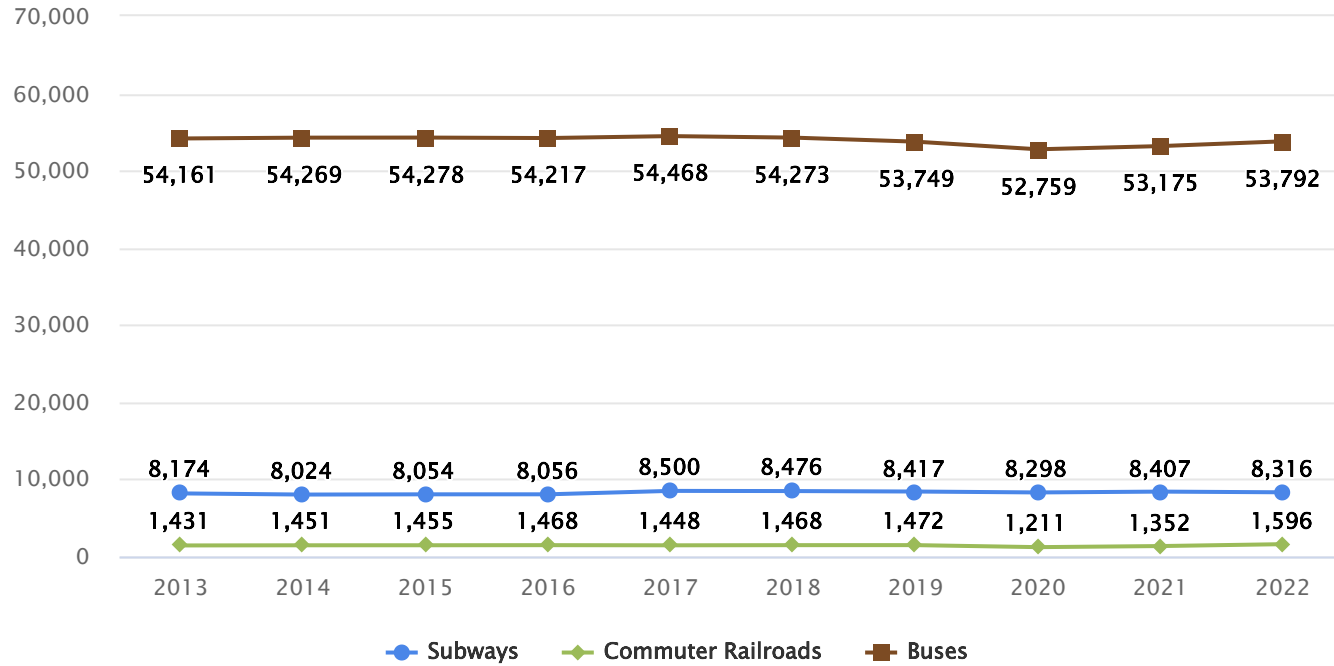
### Revenue Vehicle Miles

(millions)



Note: Beginning in 2012, statistics no longer include revenue vehicle miles of MTA Long Island Bus. The Lease and Operating Agreement between Nassau County and MTA Long Island Bus was terminated effective December 31, 2011, and Nassau County contracted with a private operator to provide bus and paratransit service in the county commencing January 1, 2012.

### Average Number of Weekday Subway/Bus/Train Runs

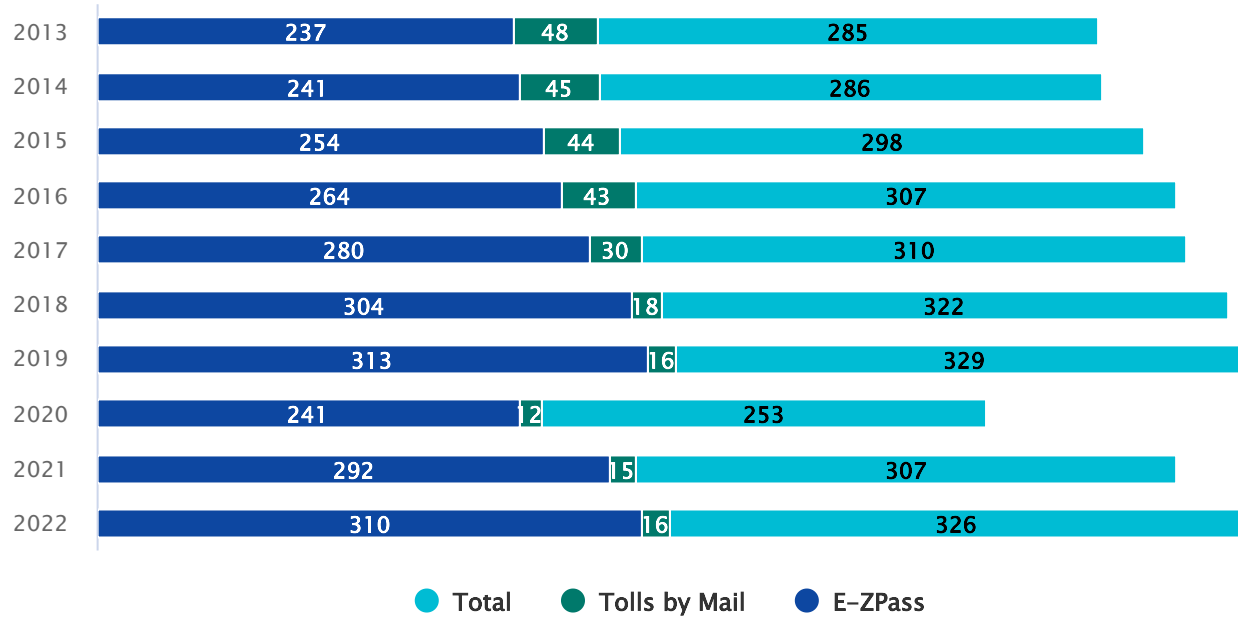


Note: Beginning in 2012, statistics no longer include average number of weekday trips of MTA Long Island Bus. The Lease and Operating Agreement between Nassau County and MTA Long Island Bus was terminated effective December 31, 2011, and Nassau County contracted with a private operator to provide bus and paratransit service in the county commencing January 1, 2012.



### Bridges and Tunnel Vehicle Crossings

(millions)



<b>Employees by Category</b>										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Administration	4,320	4,458	4,720	4,965	5,079	5,016	5,051	3,870	3,779	3,506
Operations	29,633	30,027	30,411	31,192	31,831	31,514	31,917	29,960	29,805	30,475
Maintenance	29,809	30,882	31,119	31,769	32,695	33,698	32,750	30,618	29,752	30,775
Engineering/Capital Projects	1,958	1,941	2,038	2,112	2,133	2,268	2,282	1,668	1,549	1,570
Public Safety	1,661	1,717	1,738	1,771	1,837	2,199	2,250	2,084	2,202	2,223
<b>Total</b>	<b>67,381</b>	<b>69,025</b>	<b>70,026</b>	<b>71,809</b>	<b>73,575</b>	<b>74,695</b>	<b>74,250</b>	<b>68,200</b>	<b>67,087</b>	<b>68,549</b>

<b>2021 Operating Statistics</b>								
	MTA New York City Transit Subway	MTA New York City Transit Bus <sup>(1)</sup>	MTA Bus Company	MTA Staten Island Railway	MTA Long Island Rail Road	MTA Metro-North Railroad <sup>(2)</sup>	MTA Bridges and Tunnels	MTA Network Total <sup>(3)</sup>
<b>Paid Rides (annual)</b>								
<b>2022</b>	<b>1,013,425,465</b>	<b>343,092,963</b>	<b>82,609,386</b>	<b>2,009,154</b>	<b>52,540,522</b>	<b>48,853,278</b>	<b>326,303,819</b>	<b>1,549,647,829</b>
2021	759,976,721	311,893,590	71,431,466	1,467,733	35,036,746	30,722,008	307,296,238	1,217,645,325
Gain (Loss)	253,448,744	31,199,373	11,177,920	541,421	17,503,776	18,131,270	19,007,581	332,002,504
Percent change	33.35%	10.00%	15.65%	36.89%	49.96%	59.02%	6.19%	27.27%
<b>Paid Rides (average weekday)</b>								
<b>2022</b>	<b>3,189,904</b>	<b>1,094,415</b>	<b>268,124</b>	<b>7,247</b>	<b>179,266</b>	<b>154,483</b>	<b>916,287</b>	<b>4,916,085</b>
2021	2,365,069	984,865	228,425	5,300	109,975	91,400	864,742	3,807,680
Gain (Loss)	824,835	109,550	39,699	1,947	69,291	63,083	51,545	1,108,405
Percent change	34.88%	11.12%	17.38%	36.74%	63.01%	69.02%	5.96%	29.11%
<b>Annual revenue vehicle miles</b>								
<b>2022</b>	<b>338,199,452</b>	<b>95,132,437</b>	<b>27,312,377</b>	<b>2,444,612</b>	<b>62,918,402</b>	<b>65,820,785</b>	<b>-</b>	<b>591,828,065</b>
2021	331,253,516	92,884,363	27,486,626	2,349,663	58,398,960	51,909,107	-	564,282,235
Gain (Loss)	6,945,936	2,248,074	(174,249)	94,949	4,519,442	13,911,678	-	27,545,830
Percent change	2.10%	2.42%	-0.63%	4.04%	7.74%	26.80%	-	4.88%
<b>Average number of weekday</b>								
train / bus trips	8,173	42,883	10,909	143	663	933	-	63,704
Stations	472	-	-	21	125	123	-	741
Train lines / bus routes	24	241	90	1	11	8	-	375
<b>Route miles<sup>(4)</sup></b>								
Rail route miles	248	-	-	14	320	453	-	1,035
Bus route miles	-	2,205	1,050	-	-	-	-	3,255
<b>Track miles<sup>(5)</sup></b>								
665	-	-	-	29	526	880	-	2,100
<b>Rolling stock</b>								
Rail cars	6,459	-	-	61	1,231	1,164	-	8,915
Buses	-	4,524	1,330	-	-	-	-	5,854
Bridges	-	-	-	-	-	-	7	7
Tunnels	-	-	-	-	-	-	2	2
Employees <sup>(6)</sup>	31,935	14,468	3,738	349	7,535	6,230	1,049	68,549

- 1 NYCT Transit/Bus statistics include operations of Manhattan and Bronx Surface Transit Operating Authority, an MTA New York City Transit subsidiary. They do not include ridership of Access-A-Ride paratransit operation.
- 2 MTA Metro-North statistics include operations on the Harlem, Hudson, and New Haven lines in New York State and Connecticut and the New York State portions of the Port Jervis and Pascack Valley lines.
- 3 MTA Network ridership totals exclude Bridges and Tunnels crossings. MTA network ridership statistics include Access-A-Ride paratransit operations. Access-A-Ride provided 9,153,604 rides in 2022 and 7,812,885 rides in 2021. Average weekday paratransit ridership was 28,614 in 2022 and 24,874 in 2021.
- 4 Nondirectional route miles measure the distance from terminal to terminal. Several rail or bus lines may share the same route.
- 5 Does not include track in yards.
- 6 Total Employees includes the following: Headquarters - 1,756 Administration personnel and 1,178 Public Safety personnel; MTA Construction and Development - 71 Administration personnel and 240 Engineering personnel.

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[www.mta.info](http://www.mta.info)

The Metropolitan Transportation Authority is a public benefit corporation chartered by the State of New York, Kathy Hochul, Governor. MTA Board members and management shown on these pages are current as of June 30, 2023.

## MTA Board

### Janno Lieber

Chairman & CEO

Andrew B. Albert\*

Jamey Barbas

Gerard Bringmann\*

Norman E. Brown\*

Samuel Chu

Michael Fleischer\*\*

Randolph Glucksman\*

David R. Jones

Blanca P. Lopez

David S. Mack

Haeda B. Mihaltses

Frank Miranda

John Samuelson\*

Sherif Soliman

Lisa Sorin

Vincent Tessitore, Jr.\*

Midori Valdivia

Elizabeth Velez

Neal J. Zuckerman\*\*

\* non-voting member

\*\*these members cast one collective vote

**MTA Agencies**

**MTA New York City Transit**

Richard Davey  
President  
2 Broadway  
New York, NY 10004-2207

**MTA Metro-North Railroad**

Catherine Rinaldi  
President  
420 Lexington Avenue  
New York, NY 10170-0008

**MTA Bridges and Tunnels**

Cathy Sheridan  
Interim President  
Randalls Island  
New York, NY 10035-0035

**MTA Bus Company**

Richard Davey  
President  
2 Broadway  
New York, NY 10004-2207

**MTA Long Island Rail Road**

Catherine Rinaldi  
Interim President  
Jamaica Station  
Jamaica, NY 11435-4380

**MTA Construction and Development**

Jamie Torres-Springer  
President  
2 Broadway  
New York, NY 10004-2207