

**AUTHORIZED OFFICER CERTIFICATE OF THE
METROPOLITAN TRANSPORTATION AUTHORITY IN CONNECTION WITH
CLIMATE BOND INITIATIVE ANNUAL REPORTING**

I, Olga Chernat, Deputy Chief, Financial Services of the Metropolitan Transportation Authority ("MTA"), hereby certify that I am duly authorized to execute this certificate on behalf of the MTA with respect to various items required by Climate Bond Initiative ("CBI") administrative procedures and do hereby further certify as of April 30, 2026, to the items below.

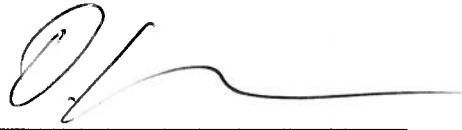
1. In accordance with the related 2019 Application and Agreement for Climate Bond Programmatic Certification dated October 21, 2019 (the "2019 Agreement"), as amended by an Addendum to the 2019 Agreement entered into in July 2022 (the "2022 Addendum"):

- a. As of the date hereof, the MTA is, to the best of my knowledge, in conformance with the certification of the Climate Bond Standard applicable to the transactions set forth in **Exhibit A** attached hereto.
- b. Attached hereto as **Exhibit B** is a true and correct copy of the MTA's annual disclosure entitled "Climate Bond Standard and Certification Compliance" as set forth in its 2026 Combined Continuing Disclosure Filings for your information.

2. In accordance with CBI's Program Certification Requirements:

- a. In 2016, MTA received a verification letter from Sustainalytics concluding that MTA, as part of its approved Capital Programs, has project costs totaling not less than \$11.3 billion that conform to the Climate Bonds Initiative's Climate Bonds Standard Version 2.0, using the Low Carbon Transport criteria.
- b. Pursuant to the 2019 Agreement, CBI approved the issuance of \$11.3 billion of bonds to fund MTA Transit and Commuter Systems.
- c. In April 2022, MTA received a verification letter from First Environment, Inc. concluding that MTA, as part of its approved 2015-2019 Capital Program has project costs totaling not less than \$28.7 billion that conform to the Climate Bonds Initiative's Climate Bonds Standard Version 3.0, using the Land Transport Criteria, Version 2 (successor to the Low Carbon Transport criteria).
- d. Pursuant to the 2022 Addendum, CBI approved the issuance of an additional \$28.7 billion of bonds, resulting in an aggregate CBI approval of \$40.0 billion of bonds under CBI's Programmatic Approach Certification to fund MTA Transit and Commuter Systems.
- e. Pursuant to the 2022 Addendum, CBI agreed to certify bonds issued by MTA, MTA Bridges and Tunnels, and the State of New York under the aggregate \$40.0 billion Program for purposes of MTA's transit and commuter projects.
- f. As of the date hereof, MTA has issued Climate Bond Certified bonds in a net par amount of \$23,040,993,671, as specified in **Exhibit A**.

IN WITNESS WHEREOF, I have hereunto set my hand as of the date first above written.

A handwritten signature in black ink, appearing to be 'O. Chernat', written over a horizontal line.

Name: Olga Chernat

Title: Deputy Chief, Financial Services

EXHIBIT A
Climate Bond Initiative (CBI) Certified Transactions
Green Bond Issuances Under MTA's Aggregate \$40.0 Billion Program
As of April 30, 2026

<u>Series Name</u>	<u>Date of Issuance</u>	<u>Amount (Par on Official Statement)</u>
Transportation Revenue Green Bonds, Series 2016A	2/25/2016	\$782,520,000
Dedicated Tax Fund Green Bonds, Series 2016B	5/26/2016	588,305,000
Subtotal 2016		\$ 1,370,825,000
Dedicated Tax Fund Green Bonds, Series 2017A	2/23/2017	312,825,000
Transportation Revenue Green Bonds, Series 2017A	3/16/2017	325,585,000
Dedicated Tax Fund Green Bonds, Series 2017B	5/17/2017	680,265,000
Transportation Revenue Refunding Green Bonds, Series 2017B	9/28/2017	662,025,000
Transportation Revenue Refunding Green Bonds, Series 2017C	11/17/2017	2,021,461,605
Subtotal 2017		\$ 4,002,161,605
Transportation Revenue Refunding Green Bonds, Series 2018B	8/23/2018	207,220,000
Subtotal 2018		\$ 207,220,000
Transportation Revenue Green Bonds, Series 2019A ²	2/6/2019	454,150,000
Transportation Revenue Green Bonds, Series 2019B	5/14/2019	177,185,000
Transportation Revenue Green Bonds, Series 2019C	8/14/2019	422,430,000
Transportation Revenue Refunding Green Bonds, Series 2019D ³	11/7/2019	241,745,000
Subtotal 2019		\$ 1,295,510,000
Transportation Revenue Green Bonds, Series 2020A ¹	1/16/2020	924,750,000
Transportation Revenue Green Bonds, Series 2020C ¹	5/14/2020	1,725,000,000
Transportation Revenue Green Bonds, Series 2020D	9/18/2020	900,000,000
Transportation Revenue Refunding Green Bonds, Series 2020E	11/13/2020	419,915,000
Subtotal 2020		\$ 3,969,665,000
Transportation Revenue Green Bonds, Subseries 2021A-1	2/12/2021	495,000,000
Subtotal 2021		\$ 495,000,000
NYS Thruway Authority State Personal Income Tax Revenue Green Bonds, Series 2022C	7/28/2022	732,305,000
Payroll Mobility Tax Senior Lien Green Bonds, Series 2022D	9/15/2022	748,682,066
Payroll Mobility Tax Senior Lien Green Bonds, Series 2022E	11/1/2022	700,200,000
Subtotal 2022		\$ 2,181,187,066
Payroll Mobility Tax Senior Lien Refunding Green Bonds, Series 2023A	1/12/2023	764,950,000
Payroll Mobility Tax Senior Lien Green Bonds, Series 2023B	7/6/2023	600,000,000
Payroll Mobility Tax Senior Lien Refunding Green Bonds, Series 2023C	10/19/2023	1,130,200,000
NYS Urban Development Corp. State Personal Income Tax Revenue Bonds, Series 2023A	12/21/2023	489,145,000
Subtotal 2023		\$ 2,984,295,000
Payroll Mobility Tax Senior Lien Green Bonds, Series 2024A	1/25/2024	296,340,000
Transportation Revenue Refunding Green Bonds, Series 2024A ¹	3/27/2024	1,289,260,000
¹ Less Refunded Portion of Transportation Revenue Green Bonds, Series 2020A		(237,910,000)
¹ Less Refunded Portion of Transportation Revenue Green Bonds, Series 2020C		(494,175,000)
Payroll Mobility Tax Senior Lien Green Bonds, Series 2024B ⁴	5/20/2024	591,785,000
Payroll Mobility Tax Senior Lien Refunding Green Bonds, Series 2024C	7/10/2024	770,105,000
Dedicated Tax Fund Green Bonds, Series 2024A	7/23/2024	388,505,000
Dedicated Tax Fund Green Bonds, Series 2024B ²	10/9/2024	864,215,000
² Less Refunded Portion of Transportation Revenue Green Bonds, Series 2019A		(191,345,000)
Transportation Revenue Refunding Green Bonds, Series 2024B ³	10/29/2024	479,460,000
³ Less Refunded Portion of Transportation Revenue Refunding Green Bonds, Subseries 2019D-1		(140,320,000)
Subtotal 2024		\$ 3,615,920,000

Transportation Revenue Refunding Green Bonds, Series 2025A	3/27/2025	847,785,000
NYS Thruway Authority State Personal Income Tax Revenue Green Bonds, Series 2025B	7/24/2025	782,185,000
Transportation Revenue Refunding Green Bonds, Series 2025B ⁴	9/24/2025	1,401,785,000
⁴ Less Refunded Portion of Payroll Mobility Tax Senior Lien Refunding Green Bonds, Subseries 2024B-3		(112,545,000)
Subtotal 2025		\$ 2,919,210,000
Total CBI Certified Green Bond Issuances		\$ 23,040,993,671

¹The TRB Series 2024A refinanced \$1,451,385,000 of bonds, including bonds from prior CBI Certified series. The refunded portions included \$237,910,000 of TRB Series 2020A and \$494,175,000 of TRB Series 2020C.

²The DTF Series 2024B refinanced \$957,885,000 of bonds and notes, including bonds from prior CBI Certified series. The refunded portion included \$191,345,000 of TRB Series 2019A.

³The TRB Series 2024B refinanced \$523,835,000 of bonds, including bonds from prior CBI Certified series. The refunded portion included \$140,320,000 of TRB Subseries 2019D-1.

⁴The TRB Series 2025B refinanced \$1,547,400,000 of bonds, including bonds from prior CBI Certified series. The refunded portion included \$112,545,000 of PMT Subseries 2024B-3.

EXHIBIT B

Climate Bond Standard and Certification Compliance Disclosure In MTA's 2026 Combined Continuing Disclosure Filings

Climate Bond Standard and Certification Compliance

Climate Bonds Initiative ("CBI") and MTA originally entered into an Application and Agreement for Climate Bonds Programmatic Certification dated October 21, 2019 (the "2019 Agreement"). Pursuant to the 2019 Agreement, CBI agreed to certify up to \$11.3 billion of bonds issued by MTA to fund transit and commuter projects contained in MTA's Capital Programs. Pursuant to an Addendum to the 2019 Agreement, entered into in July 2022, by and between CBI, MTA, MTA Bridges and Tunnels, and the State, CBI agreed to certify up to an additional \$28.7 billion of bonds issued by MTA, MTA Bridges and Tunnels, and the State for transit and commuter projects contained in MTA's Capital Programs, resulting in an aggregate CBI approval of \$40.0 billion of bonds funding transit and commuter projects in MTA's Capital Programs. CBI currently certifies MTA bond issuances as meeting the Climate Bonds Standard 3.0 and the sector eligibility requirements of the Low Carbon Transport Criteria Version 2.

In January 2017, the CBI implemented the Climate Bonds Standard 2.1, which created a programmatic certification allowing bond issuers to identify projects as a pool rather than as individual projects. Due to the size of and complexity in funding projects contained in MTA's Capital Programs, it is likely that CBI certified bonds may fund or refund transit and commuter projects not specifically identified by an independent verifier as meeting the Climate Bonds Standard Board's criteria but which are projects essential to MTA's core mission. CBI and MTA have agreed that the inherent benefit of MTA's transit and commuter systems and the ongoing support and maintenance of them are compatible with an emissions trajectory consistent with the principles underlying the Climate Criteria and which is consistent with CBI's programmatic certification approach.

MTA's conformance with the applicable CBI criteria with respect to MTA's 2010-2014 Capital Program has been verified by an independent verifier engaged by MTA, Sustainalytics, which concluded that projects totaling \$11.3 billion, or 89.7% of the 2010-2014 Capital Program, qualified for CBI certification. In 2021, MTA engaged First Environment, Inc. as an independent verifier to review MTA's 2015-2019 Capital Program. First Environment, Inc.'s review of MTA's 2015-2019 Capital Program concluded that projects totaling \$28.7 billion, or 93.2% of the 2015-2019 Capital Program, qualified for CBI certification.

MTA asserts the following with regard to its issuances of CBI certified bonds:

- MTA follows a programmatic approach in connection with its MTA CBI certified bond issuances that complies with CBI standards and has been approved by CBI.
- Any certified MTA CBI bond/bond issuance is not tracked on a project specific basis nor is it tied to specific projects or to a specific capital program, but rather to the CBI Programmatic Approach Certification against a pool of eligible assets and projects.
- MTA has engaged an independent verifier to identify transit and commuter projects eligible for CBI certification under certain Capital Programs and to annually provide post-issuance reports and to verify that issuances conform to the CBI standards and the CBI Programmatic Approach Certification.

- MTA has issued in aggregate a total par amount of bonds with the CBI certification that is less than the aggregate amount of eligible projects verified.

Commencing in 2017 and consistent with the requirements of the Climate Bonds Standard and Certification Process, MTA has undertaken as part of its continuing disclosure filing obligation with respect to Climate Bond Certified bonds to file with EMMA:

- annually, until the maturity or prior redemption of the Climate Bond Certified bonds, a post-issuance compliance certificate as required by the certification process;
- any event of material non-conformance with the certification process and the action MTA is taking or expecting to take to bring the projects and/or assets into conformance; and
- any revocation of the Climate Bond Certification by the Climate Bonds Standard Board.

MTA expects to file with EMMA a copy of its annual compliance certificate pursuant to the Climate Bonds Standard and Certification Process described above on or about the date hereof.

No portion of the websites of the Climate Bonds Initiative, the ISO, or the benchmarking and knowledge-sharing organizations referenced above are incorporated into this ADS. Such websites were not created with the intent to provide disclosure to investors in the securities of MTA or any of the Related Entities, and, accordingly, should not be relied upon by an investor in making an investment decision.