**MTA ANNUAL DISCLOSURE STATEMENT UPDATE**
**(2021 ADS Second Quarterly Update)**
**November 24, 2021**

**This Metropolitan Transportation Authority ("MTA") Annual Disclosure Statement Update (including Attachment A hereto, the "Second Quarterly Update"), dated November 24, 2021, is the second quarterly update to the Annual Disclosure Statement (the "ADS") of MTA, dated April 30, 2021, as supplemented on June 3, 2021, and as updated by a First Quarterly Update, dated August 3, 2021, and contains information only through its date. MTA expects to file this Second Quarterly Update with the Municipal Securities Rulemaking Board on its Electronic Municipal Market Access system and may incorporate such information herein by specific cross-reference. Such information, together with the complete November Plan hereinafter referred to, is also posted on the MTA website: https://new.mta.info/transparency/financial-information/financial-and-budget-statements. No statement on MTA's website or any other website is included by specific cross-reference herein. All of the information in this Second Quarterly Update is accurate as of its respective date. MTA retains the right to update and supplement specific information contained herein as events warrant.**

**The factors affecting MTA's financial condition are complex. This Second Quarterly Update contains forecasts, projections, and estimates that are based on expectations and assumptions, that existed at the time they were prepared and contains statements relating to future results and economic performance that are "forward-looking statements," as such term is defined in the Private Securities Litigation Reform Act of 1995. Such statements generally are identifiable by the terminology used, such as "plan," "expect," "estimate," "calculate," "budget," "project," "forecast," "anticipate" or other similar words. The forward looking statements contained herein are based on MTA's expectations and are necessarily dependent upon assumptions, estimates and data that it believes are reasonable as of the date made but that may be incorrect, incomplete, imprecise or not reflective of future actual results. Forecasts, projections, calculations and estimates are not intended as representations of fact or guarantees of results. The achievement of certain results or other expectations contained in such forward-looking statements involves known and unknown risks, uncertainties and other factors that may cause actual results, performance or achievements described to be materially different from future results, performance or achievements expressed or implied by such forward-looking statements. Such risks and uncertainties include, but are not limited to, general economic and business conditions; natural calamities; foreign hostilities or wars; domestic or foreign terrorism; changes in political, social, economic and environmental conditions, including climate change and extreme weather events; severe epidemic or pandemic events; cybersecurity events; litigation; actions by the federal government to reduce or disallow expected aid, including federal aid authorized or appropriated by Congress, but subject to sequestration, administrative actions, or other actions that would reduce aid to MTA; and various other events, conditions and circumstances. Many of these risks and uncertainties are beyond the control of MTA. Except as set forth in the preceding paragraph, MTA does not plan to issue any updates or revisions to those forward-looking statements if or when its expectations change or events occur that change the conditions or circumstances on which such statements are based. Such forward-looking statements speak only as of the date of this Second Quarterly Update.**

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## Introduction

This update, dated November 24, 2021 (the "Second Quarterly Update"), is the second quarterly update to the Annual Disclosure Statement (the "ADS") of the Metropolitan Transportation Authority ("MTA"), dated April 30, 2021, as supplemented on June 3, 2021, and as updated by a First Quarterly Update, dated August 3, 2021. This Second Quarterly Update contains information only through November 24, 2021, and should be read in its entirety, together with the ADS as so previously supplemented. Capitalized terms not otherwise defined herein have the meanings ascribed to them in the ADS.

In this Second Quarterly Update, readers will find:

1. A summary of recent events and changes to MTA's 2021-2025 Financial Plan released by MTA in July 2021 (the "July Plan"), made since the date of the ADS, to reflect provisions of the 2021 MTA November Financial Plan presented to the MTA Board on November 17, 2021 (the "November Plan"). The complete November Plan is posted on MTA's website: https://new.mta.info/transparency/financial-information/financial-and-budget-statements. No statement on MTA's website or any other website is included by specific cross-reference herein. The updated information reflected in the November Plan includes revised July Plan projections for fiscal years 2021 through 2025, including a final proposed budget for 2022.
2. **Attachment A** to this Second Quarterly Update, which presents the November Plan in tabular form and includes Financial Plan tables that summarize MTA's November Plan projected receipts and expenditures for fiscal years 2021 (actual), 2022 (final proposed) through 2025, in each case prepared by MTA management.

## Overview

The November Plan includes the 2021 November Forecast, the 2022 Final Proposed Budget and a financial plan for the years 2022-2025, and updates the July Plan. Since 2010, MTA financial plans have included the impact of MTA management's pursuit of operational efficiencies and recurring cost reductions, which have been used to lower the amount of revenues needed from biennial fare and toll increases and governmental subsidies, and have provided funding for the capital program and enhanced maintenance. When sustainable, MTA multi-year financial plans have reflected added service, while at the same time addressing long-term costs such as pensions, health care, paratransit and debt service.

The November Plan, however, as with the July Plan, reflects the impact the novel coronavirus ("COVID-19") outbreak and the ensuing effect that the pandemic has had on the MTA region, forcing MTA to focus on financial survival while at the same time providing service necessary for the New York City and regional economy.

## The July Plan

The July Plan projected year-end balances of $0 each year from 2021 through 2025. The most significant aspect of the July Plan was the inclusion of $6.5 billion in anticipated federal funding aid through the American Rescue Plan Act of 2021 ("ARPA"), which was signed into law by President Biden on March 11, 2021. The second significant development was the wide-spread availability of COVID-19 vaccinations. As vaccination rates increased, capacity restrictions on restaurants, bars, event venues and businesses were mostly removed, ridership on MTA services increased beyond the worst-case ridership recovery scenario developed by McKinsey & Company ("McKinsey"), instead tracking consistently with the midpoint between best-case and worst-case scenarios developed by McKinsey. Vehicular crossings on MTA Bridges and Tunnels' facilities improved even quicker, tracking the best-case scenario developed by McKinsey. These improvements in ridership and traffic, and the improved recovery assumptions, were incorporated into the July Plan.

The July Plan also reflected a six percent toll rate increase on MTA Bridges and Tunnels' facilities that went into effect in mid-April, compared with a four percent increase that had been previously proposed; a four percent fare increase was deferred until November 2021, subject to MTA Board approval. The larger toll rate increase is expected to generate $175 million more than was expected under the four percent assumption. Other Related Entity re-estimates included $268 million in New Needs expenses, partially offset by an increase of $94 million from savings programs. Other Related Entity re-estimates were $71 million unfavorable.

The July Plan included favorable re-estimates of state and local subsidy and dedicated tax receipts, which through 2024 increased by $1.4 billion. Additionally, revenues generated by the Mansion Tax and the Internet Marketplace Tax were redirected back into the Capital Lockbox to provide support for the Capital Program, which reduced overall subsidies available to cover the operating budget by $515 million. The July Plan also restored Committed to Capital support from the operating budget ("PAYGO") by $631 million through 2023.

The July Plan also included two savings actions and deficit borrowing to help close budget gaps that existed even with federal funding from the CARES Act ($4 billion), and expected funding from CRRSAA ($4 billion) ARPA ($6.5 billion). MTA proposed service guideline changes going into effect in 2023 to align with the projected post-pandemic "new normal" ridership levels based on the midpoint between the McKinsey best-case and worst-case scenarios. This action would result in savings of $632 million through 2025. A two-year wage freeze was also included in the July Plan. MTA would honor the terms of all settled contracts, followed by a "pause" until MTA's financial picture became clear; non-represented employees also would not have wage increases in 2021 and 2022. These actions would save $734 million through 2025. Lastly, the July Plan included the projected necessary use of $1.3 billion of deficit bonding proceeds to close the 2025 deficit.

**Even with CRRSAA and ARPA federal assistance, the July Plan was balanced only with the 2021 fare increase, the two-year wage freeze, service adjustments and the use of $1.3 billion of deficit bond proceeds**

(dollars in millions)

| | 2021 | 2022 | 2023 | 2024 | 2025 | Plan Deficit |
|---|---|---|---|---|---|---|
| **Preliminary July Financial Plan** [1] | **($39)** | **($2,842)** | **($2,125)** | **($2,344)** | **($2,655)** | **($10,005)** |
| American Rescue Plan Act (ARPA) Federal Aid | $22 | $2,492 | $1,527 | $1,740 | $719 | $6,500 |
| 2021 Fare Increase | 17 | 178 | 204 | 207 | 213 | 819 |
| Service Adjustments [2] | 0 | 0 | 220 | 206 | 206 | 632 |
| Two-Year Wage Freeze (Rep/Non-Rep through 2022) [3] | 0 | 171 | 174 | 191 | 198 | 734 |
| Proceeds of MLF Deficit Bonding | 0 | 0 | 0 | 0 | 1,319 | 1,319 |
| Change in Prior Year Cash Balance | 0 | 0 | 0 | 0 | 0 | N/A |
| **July Financial Plan** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

1 Includes $4 billion in CRRSAA Federal Aid; only reflects fare and toll increases in 2023 and 2025.
2 Service adjustments tie to the McKinsey midpoint between the "best case" and "worst case" ridership projections.
3 TWU Local 100 and all other settled contracts honored. Assumes contracts for all other pattern-following bargaining units conform to the first two years of the TWU Local 100 contract, followed by two years of a wage freeze.

To achieve balance through 2025, the July Plan relied on the 2021 fare increase, along with the fare and toll increases proposed for 2023 and 2025, the two-year wage freeze, the guidelines-based service adjustments to match anticipated demand, $14.5 billion in federal funding, and the use of $1.3 billion of deficit bonding proceeds.

**The November Plan**

The MTA region has continued to make significant strides in the face of the COVID-19 pandemic. The rollout of COVID-19 vaccines, in combination with continued measures to control the spread of the virus, have resulted in many businesses and most government offices reopening at, or near, full capacity. New York City public schools began the school year in September 2021 with full in-person instruction, and Broadway theaters are once again staging performances. Over the course of calendar year 2021, ridership and traffic volumes have continued to gradually increase. Currently, subway and bus service are scheduled at 100 percent of pre-pandemic levels with expectations of meeting that schedule on a daily basis, while MTA Long Island Rail Road is providing service at approximately 85 percent of its pre-pandemic level and MTA Metro-North Railroad is providing service at approximately 82 percent of its pre-pandemic level.

Utilization projections in the November Plan remain consistent with those used in the July Plan: MTA Bridges and Tunnels utilization is based on McKinsey's best-case scenario, and ridership, except for MTA Staten Island Railway ridership, is based on the midpoint of the McKinsey's best-case and worst-case scenarios. MTA Staten Island Railway ridership continues to lag and is being projected under the worst-case scenario. Since the July Plan, ridership has slightly outpaced the Mid-

Year Forecast, while traffic underperformed slightly, resulting in $133 million in additional farebox revenue and $9 million less from toll revenues through 2025. Despite these positive developments, ridership remains below pre-pandemic levels. As of the first week in November, ridership recovery as a percentage of pre-pandemic levels was 55 percent on subways, 64 percent on buses, 40 percent on MTA Staten Island Railway, 52 percent on MTA Long Island Rail Road and 48 percent on MTA Metro-North Railroad. Traffic on MTA Bridges and Tunnels crossings was at 97 percent of the pre-pandemic crossing level. The McKinsey projections anticipate a "new normal" ridership level of between 82 percent and 91 percent of pre-pandemic levels by the first quarter of 2024, the result of continuation of hybrid work schedules, with fewer days per week traveling to an office location, increased online shopping at the expense of brick and mortar locations, slower return of tourism, and increases in alternative travel, such as walking and bicycling. MTA Bridges and Tunnels traffic is expected to fully recover to its pre-pandemic level by the second quarter of 2022. The foregoing projections assume the continued success of ongoing efforts in the battle against the COVID-19 pandemic.

In addition to farebox and toll revenue, Related Entity re-estimates include $454 million in new needs expenses and savings program re-estimates which reduce savings by $302 million from the July Plan. These are fully offset by expense re-estimates that are favorable by $756 million over the November Plan period.

New requests in the November Plan fund initiatives to improve maintenance and operations, enhance IT infrastructure, invest in safety initiatives, improve communications and expand human resources capabilities to expedite critical maintenance and operations hiring. Among the major initiatives are: expansion of the all-electric bus fleet testing program as MTA transitions to a fully zero-emissions fleet by 2040; additional service-providing staff at MTA New York City Transit to respond to higher employee absences to ensure scheduled service can be provided; a dedicated auditing staff in the MTA Long Island Rail Road signal group to support recommendations that emerged from a yard derailment investigation; at MTA Metro-North Railroad, twenty-year maintenance of its M-7 fleet and life extension of its M-3A fleet; increased ticket vending machine maintenance, trash removal and fire brigade/EMS coverage to support the opening of East Side Access; weekly employee COVID-19 testing to conform with New York State mandates; the provision of mandated training to security sensitive employees; enhancements and upgrades to the MTA's Peoplesoft system to allow for increased functionality; a new crew dispatching and management system for the MTA Long Island Rail Road and MTA Metro-North Railroad and, additional MTA Metro-North Railroad conductors to meet Connecticut Department of Transportation service requirements.

The November Plan includes unfavorable adjustments made to actions previously implemented. These include the restoration of bus operator and cleaner positions and additional overtime in support of station agent booth hours of operation and staffing at MTA New York City Transit, and the re-assessment of the consolidated office space plan from moving MTA Bridges and Tunnels staff from 2 Broadway to Randall's Island. Additionally, there were unfavorable adjustments made to prior-year benefit replacement pay, including a delay in timekeeping savings, and implementing booth staffing and lunch relief savings at MTA New York City Transit.

More detail on new needs and unfavorable adjustments to previously identified savings actions can be found in the Related Entities sections located in Volume 2 of the November Plan.

State and local subsidy and dedicated tax receipts also have improved, with revenue $1.5 billion higher through 2025 compared with the July Plan. Projections reflect updated revenue projections of State subsidies provided by the New York State Division of the Budget, as well as improvements in receipts from the real estate transaction taxes and the Payroll Mobility Tax, both due to favorable changes in projections of the economic drivers of these subsidy sources. MTA's 2021 General Reserve of $170 million is being obligated to partially repay a $1 billion intracompany loan that was made from capital accounts to the operating budget. Additionally, $40 million is being restored to the fuel hedge collateral fund, which was reduced in 2019 as a temporary action to improve cash availability.

Debt service is unfavorable compared with the July Plan by $298 million through 2025. This is comprised of $393 million in additional debt service paid from the Capital Lockbox, partially offset by a favorable change of $95 million in debt service costs covered directly by the operating budget.

The November Plan also reflects changes to several items that were below-the-line in the July Plan. Consistent with the MTA budget process, the November Plan, December Plan and February Plan are formatted to highlight certain policy actions and other adjustments for the benefit of the MTA Board and financial stakeholders. Until these items have been approved by the MTA Board, MTA excludes their financial impact from the "Statement of Operations." These plan adjustments are also referred to as being "below-the-line."

The November Plan included a four percent fare increase effective July 2022. While that action is no longer being considered, revenue replacement of an equivalent amount is expected to offset the revenue that would have been generated from the fare increase. This change has a net zero impact on forecasts of annual year-end balances, and does not change the timing of the use of federal funds or proceeds from deficit borrowing. Estimated revenues from this previously proposed fare increase were assumed to be $90 million in 2022, $204 million in 2023, and $208 million in each of 2024 and 2025.

Minor changes in Related Entity baseline farebox and toll revenue levels reduce the amount of revenue expected to be generated by $14 million from the 2023 and 2025 proposed fare and toll increases.

The Transformation Management Office has ceased operations, as the transformation initiative has accomplished significant goals since its inception. These accomplishments include bridging strategic and core support functions across MTA and creating a foundation for central departments to better serve agency operations, as well as providing significant vacancy savings. The focus of transformation is now shifting to the newly created consolidated functional organizations to develop additional efficiencies across the organization. With this shifted focus, the remaining $25 million in unidentified 2021 transformation savings is being removed from the November Plan, and in its place is anticipated annual savings of $150 million from new efforts that will be spearheaded by the consolidated functional organizations. Overall, these actions reduce savings by $19 million through 2025.

MTA had proposed service guideline adjustments to align with the projected post-pandemic "new normal" ridership levels based on the McKinsey worst-case scenario. The proposed changes focused on achieving significant cost reductions, mitigating negative customer impacts, and providing service in response to current and projected ridership, and service would be restored as ridership levels improved. With ridership trending on a path consistent with the midpoint between the McKinsey best-case and worst-case scenarios, service adjustments were scaled back in the July Plan to conform to the updated ridership projections and the accompanying expense savings were reduced to $220 million in 2023 and $206 million in 2024 and 2025.

MTA had also proposed a wage freeze through 2022 for all employees, both represented and non-represented. With the arrival of ARPA federal aid, this proposed action was revised in the July Plan. The TWU Local 100 contract, a four-year contract that runs from mid-May 2019 through mid-May 2023, along with all other settled contracts, was to be fully honored. Bargaining units that typically follow the TWU pattern settlements had either entered into two-year agreements similar to the first two years of the current TWU contract or were assumed to do so, and those two-year contract costs were reflected in the July Plan, but followed by a "pause" until MTA's financial picture better came into focus. Non-represented employees also would not have wage increases for two years, in 2021 and 2022. Savings from this policy action were estimated in the July Plan to be $171 million in 2022, $174 million in 2023, $191 million in 2024 and $198 million in 2025.

The financial plan process provides ample opportunities for the MTA Board and MTA's patrons to respond to proposals, which prompted a re-evaluation of the proposed service guideline-based changes and the proposed two-year wage freeze. With MTA welcoming riders back to the subway, bus and commuter railroads, and with finances clearer in the near term due to the infusion of the estimated $14.5 billion in federal funding, the proposed service guideline-based changes and the proposed two-year wage freeze are being removed from the November Plan, eliminating the savings of almost $1.4 billion through 2025 that had been included in the July Plan.

Reimbursement of direct COVID-19-related expenses through the Federal Emergency Management Agency ("FEMA") is expected to increase by $135 million in the November Plan due to the extension of the coverage period to December 31, 2021.

The timing of the use of CRRSAA and ARPA federal aid are altered from the July Plan to maintain annual fiscal balance, although the total amount of projected aid – $4 billion from CRRSAA and $6.5 billion from ARPA – are unchanged from the July Plan. The $6.5 billion in November Plan projected ARPA grant receipts include intrastate and discretionary FTA grant awards, and final ARPA grant receipts to MTA may be closer to $6.2 billion.

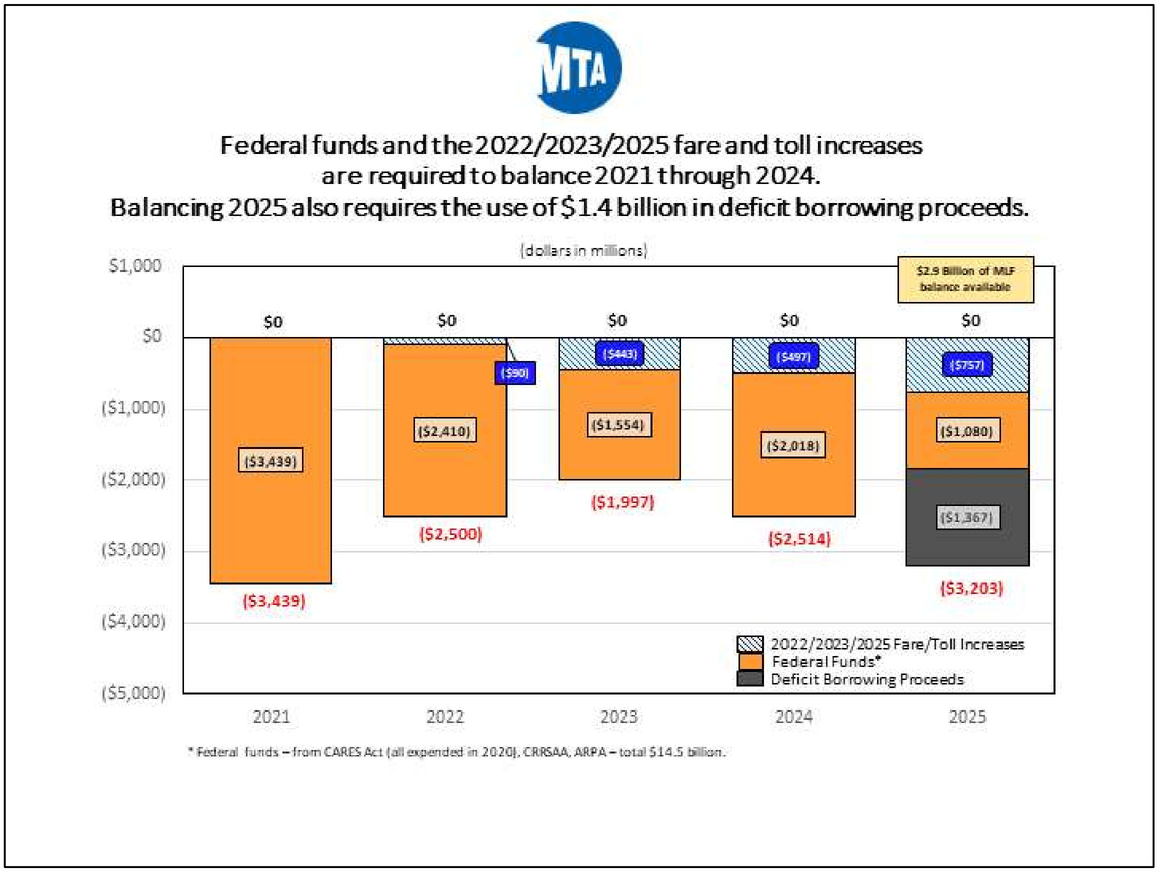
To balance 2025, $1.367 billion in proceeds from MLF deficit borrowing will be needed; this is $48 million more than the deficit borrowing need in the July Plan.

## The November Plan

(dollars in millions)

| | 2021 | 2022 | 2023 | 2024 | 2025 | Total Plan Change |
|---|---|---|---|---|---|---|
| **July Financial Plan** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |
| Changes in Farebox and Toll Revenues | $138 | ($3) | ($5) | ($5) | ($2) | $124 |
| Agency Expense Adjustments | 442 | (213) | (77) | (75) | (76) | 1 |
| Dedicated Taxes and Subsidies | 244 | 410 | 336 | 285 | 222 | 1,497 |
| Remove Proposed Service Adjustments | 0 | 0 | (220) | (206) | (206) | (632) |
| Remove Proposed Two-Year Wage Freeze | 0 | (171) | (174) | (191) | (198) | (734) |
| Debt Service | 21 | (46) | (48) | (83) | (142) | (298) |
| Defer 2021 Fare Increase to July 2022 | (17) | (88) | 0 | 0 | 0 | (105) |
| FEMA Reimbursement Adjustments | (220) | 190 | 165 | 0 | 0 | 135 |
| CRRSAA Federal Funding - Timing Change | (561) | 561 | 0 | 0 | 0 | 0 |
| ARPA Federal Funding - Timing Change | (22) | (643) | 27 | 277 | 361 | 0 |
| Use of Deficit Borrowing Proceeds - Timing Change | 0 | 0 | 0 | 0 | 48 | 48 |
| Other BTL Changes | (24) | 4 | (4) | (3) | (6) | (34) |
| **November Financial Plan** | **$0** | **$0** | **$0** | **$0** | **$0** | **$0** |

While the November Plan is projected to be balanced through 2025, it is only balanced with $10.5 billion in federal funding through CRRSAA and ARPA, as well as with the $4.0 billion in CARES Act funding that was received and used to balance the 2020 budget. The November Plan's balanced bottom line is also contingent on the implementation of proposed fare and toll increases in 2022 (subject to the changes in fare policy discussed above), 2023 and 2025, which contribute a total of $1.8 billion in revenue over the course of the November Plan period. In 2025, almost $1.4 billion of proceeds from deficit borrowing will be needed to close that year's budget gap.




Without the fare and toll increases, federal funding, and the availability of deficit borrowing proceeds, each year of the November Plan would be substantially out of balance: $3.4 billion in 2021, $2.5 billion in 2022, $2.0 billion in 2023, $2.5 billion in 2024, and $3.2 billion in 2025.

**Challenges and Significant Risks Remain**

In total, the cumulative impact of the changes since the July Plan is a continued balanced budget through 2025. As noted above, this balancing is only achieved with the receipt of $10.5 billion in federal aid from CRRSAA and ARPA, which is in addition to the $4 billion received and fully expended in 2020 from the CARES Act, the implementation of the fare and toll rate increases proposed for 2022, 2023 and 2025, and the use of $1.4 billion in deficit borrowing proceeds. The federal funding, however, masks the structural imbalance in MTA's finances. Without the fare and toll increases, CRRSAA and ARPA and the use of deficit borrowing proceeds, 2025 would be an estimated $3.2 billion out of balance. Even if the fare and toll increases were implemented, 2025 would still be out of balance by $2.4 billion without federal funding and the deficit borrowing proceeds. With the emergency pandemic driven federal funding fully expended in 2025 and only $1.5 billion remaining in deficit borrowing proceeds, MTA management's view is that 2026 will likely be significantly out of balance without actions to address the structural imbalance.

Achieving long-term structural budgetary balance after the end of federal funding and the use of deficit borrowing proceeds will require actions, and challenges and risks remain, including some or all of the following:

- *Implementation of biennial fare and toll increases, including those in 2022, 2023 and 2025.* While MTA works to control costs, combined fares and tolls only cover approximately half of operating costs ("Farebox Operating Ratio") and a little more than a third of total expenses, including capital costs ("Farebox Recovery Ratio"). Moreover, many costs are dependent on pricing factors outside MTA's direct control (e.g., energy, health and welfare and pensions) and many costs are increasing at a rate above the assumed annual increase in fares and tolls of approximately 2 percent. Through 2025, the November Plan assumes a combined \$1.8 billion in additional fare and toll revenue from the projected 2022 fare increase (subject to the changes in fare policy discussed above), and from the projected 2023 and 2025 fare and toll increases.

- *Finding and implementing innovative savings actions.* MTA remain focused on existing cost control efforts, not only to avoid "backsliding" but find additional savings throughout the organization as part of a multifaceted approach to addressing MTA's structural imbalance. With centralized departments in place to better serve agency operations, the focus of transformation has shifted to developing additional efficiencies across the organization, with further savings of \$600 million through 2025 targeted in the November Plan.

- *Achieving affordable wage settlements.* MTA is committed to honoring the terms of its existing contracts. The proposed two-year wage freeze is removed from the November Plan, and MTA remains committed to negotiating affordable wage settlements with its unions.

- *Aligning Service to match Board-adopted service guidelines.* While service reductions based on "new normal" ridership levels projected by McKinsey have been removed from the November Plan, MTA will continue to match service with ridership demand, based on long-established, Board-adopted, service guidelines.

- *Working with MTA's funding partners to identify new, recurring and sustainable funding sources.* With expense growth, particularly labor expenses, consistently outpacing the additional revenue expected from proposed biennial fare and toll increases that average two percent per year, new and sustainable funding sources will be critical to surmounting MTA's fiscal structural imbalance.

- *Respond to developing economic environment*. The finances of MTA are highly influenced by economic and other factors out of its control. Passenger and toll revenues, dedicated taxes and subsidies (including real estate transaction revenue), debt service, pensions and energy costs are all impacted by the health of the economy nationally and particularly in the MTA region. If the targeted economic assumptions reflected in the November Plan are not met, the November Plan's projected results will further deteriorate.

- *Cybersecurity Risks*. In the course of its daily business, MTA and its Related Entities collect and store sensitive data, including fare and toll collection data, financial information, security information, proprietary business information, information regarding customers, suppliers and business partners, and personally identifiable information of customers and employees. The secure processing, maintenance and transmission of this information is critical to many of MTA and its Related Entities' operations, including operations of the Transit and Commuter Systems and MTA Bridges and Tunnels' facilities. Despite security and other technical measures currently in place and those which may be adopted in the future, information technology and infrastructure may be vulnerable to attacks by hackers or other breaches, including as a result of error, malfeasance, disruptions or failures. Any such attack or breach could compromise networks, facility operations and the information stored there could be accessed, disrupted, publicly disclosed, lost or stolen. Any such access, disruption, disclosure, loss or theft of information could result in disruptions to MTA and its Related Entities' operations and financial or other activities, including as they relate to the Transit and Commuter Systems and MTA Bridges and Tunnels' facilities or otherwise, or legal claims or proceedings, including pursuant to laws that protect the privacy of personal information, or regulatory penalties.

MTA maintains a cybersecurity division within its IT department lead by the MTA Chief Information and Security Officer who reports to the MTA Chief Technology Officer. MTA uses National Institute of Standards and Technology Cybersecurity Framework to measure the maturity of cybersecurity controls and exposure to cyber risks at MTA and its Related Entities. The current focus is on improving detection, response and recovery capabilities along with a continual review of critical controls for systems which process MTA and its Related Entities corporate/IT data. Funding has been provided to cover previously identified cybersecurity investment needs. In 2020, MTA bolstered its cybersecurity efforts, projecting to spend an additional $188 million through 2024 to strengthen cybersecurity defenses necessary for operating in today's environment.

While MTA cybersecurity and operational safeguards are periodically tested, no assurances can be given by MTA that such measures will safeguard against all potential cybersecurity threats and attacks, or the accompanying disruptions and costs.

- *Potential Impact of Changes in Federal Law*. MTA's finances are also influenced by federal public transportation statutory provisions, funding levels and federal tax law. On November 15, 2021, the President signed into law the Infrastructure Investment and Jobs Act (Public Law 117-58), which included a 5-year reauthorization of the FTA's capital funding program. Subject to the annual federal budget process, MTA management analysis estimates there will be a substantial annual increase in MTA formula funding for capital grants, beginning in the federal fiscal year which began on October 1, 2021, compared to federal FAST Act funding levels for prior federal fiscal years.

  Enacted federal tax reform includes changes in personal and corporate tax rates and deductions, certain of which adversely impact MTA's opportunities for federal tax-exempt financing, particularly the prohibition of advance refundings for debt service savings which became effective in 2018. In addition, the current limitation of itemized deductions for state and local income and property taxes to $10,000 may also adversely impact the New York region's real estate market and levels of MTA real estate related tax subsidies.

  Although MTA management is monitoring federal legislative activity, at this time it is not possible to assess the financial or programmatic impacts upon MTA's finances of any prospective federal proposals and tax law changes.

- *Potentially Higher Interest Rates than Forecast.* The November Plan includes interest rate assumptions consistent with the Federal Open Markets Committee ("FOMC") assumptions. However, recent actions and policy statements on future actions or a sudden and unexpected increase in economic activity may result in inflationary growth beyond the FOMC's inflation target, which in turn could lead to a further increase of the federal funds rate. Such an increase could lead to an increase in interest rates for MTA capital borrowing higher than projected in the November Plan.

- *MTA cannot provide assurance that it will receive the full level of support or financial assistance assumed in the November Plan from federal partners, or when it will receive such assistance. The status of MTA and its Related Entities operations and finances remain dire, and it continues to be difficult to predict the impact of the COVID-19 pandemic on the MTA, due to uncertainties relating to the pandemic's duration, severity of COVID-19 variants and actions which may be taken by other governmental authorities in response to the pandemic.*

**Miscellaneous**

*Central Business District Tolling Program*. The Central Business District Tolling Program ("CBD Tolling Program") was established pursuant to legislation, known as the MTA Reform and Traffic Mobility Act (the "Traffic Mobility Act"), as part of the State budget for Fiscal Year 2019-2020, adopted on April 1, 2019. As provided in the Traffic Mobility Act, on June 11, 2019, MTA Bridges and Tunnels entered into a Memorandum of Understanding ("MOU") with the New York City Department of Transportation ("NYCDOT"). When implemented, the CBD Tolling Program will impose a toll for vehicles entering or remaining in the Central Business District ("CBD"), defined as inclusive of and south of 60th Street in Manhattan, but excluding vehicles traveling on the FDR Drive or Route 9A and not exiting onto roads within the CBD.

To implement the CBD Tolling Program on federal-aid roadways within the CBD, authorization is required from the Federal Highway Administration ("FHWA") under its Value Pricing Pilot Program ("VPPP"). In accordance with the National Environmental Policy Act, MTA Bridges and Tunnels, New York State Department of Transportation ("NYSDOT"), and NYCDOT, in cooperation with FHWA, are preparing an Environmental Assessment ("EA") with robust public outreach, based on guidance received from FHWA on March 30, 2021. MTA, NYSDOT, NYCDOT announced on August 20, 2021 the kick-off of the EA process. The EA will assess the potential effects of the CBD Tolling Program across a 28-county study area in 3 states, which covers a population of over 22 million, including 12.3 million in Environmental Justice communities. The first virtual meetings began on September 23, 2021, where MTA, MTA Bridges and Tunnels, NYSDOT, and NYCDOT staff provided information on the CBD Tolling Program and the implementation process, and solicited comments from the public. A total of 16 meetings have been hosted and are archived and accessible on MTA's dedicated CBD Tolling Program web page. Three more public meetings are scheduled for December 2021. Coupled with the public outreach, work continues on the broader EA, which includes transportation modeling and analysis of the potential environmental effects of the CBD Tolling Program, utilizing various scenarios to ensure that the full range of potential effects can be understood. Under the current schedule, a decision from FHWA is anticipated in late 2022.

The overall budget for the CBD Tolling Program is $503 million, including program and construction management, design, construction, and integration of toll technology system and infrastructure; development of the customer service center software and build-out; the environmental review; and public outreach and education. A contract with TransCore, LP ("TransCore") was executed on October 31, 2019 to design, build, operate, and maintain the tolling system and infrastructure. The CBD Tolling Program is currently in the design phase. If the CBD Tolling Program receives FHWA approval, TransCore will have up to 310 days to begin implementation of CBD Tolling Program.

*Climate Change Adaptation.* As noted in the ADS under the heading "THE RELATED ENTITIES – Climate Change Adaptation", MTA continues to monitor and plan for potential climate change impacts on its Transit and Commuter Systems and MTA Bridges and Tunnels' facilities, including the implementation of infrastructure resiliency projects through its capital planning process. On November 7, 2019, MTA joined the United Nations sponsored Science Based Targets initiative ("SBTI") to reduce greenhouse gas emissions in line with the Paris Climate Agreement. Through the SBTI, a joint-partnership between U.N. Global Compact, the World Resources Institute, World Wide Fund for Nature, and CDP, MTA will develop a defined set of emissions reduction targets using the most up-to-date climate science, in an effort to help keep the increase in global temperatures below 2 degrees Celsius this century. MTA is the second government agency in the United States to commit to a science based target to drive down greenhouse gas emissions.

MTA is also committed to reducing its energy consumption. MTA plans to achieve a significant emissions reduction by converting its diesel bus fleets to all electric vehicles, with the current plan calling for MTA to have all-electric buses by 2040. This process is well under way highlighted by the inclusion of 500 electric buses in the 2020-2024 Capital Plan. On November 17, 2021, the Board approved the purchase of 60 all-electric buses towards that goal. The Board previously approved a contract to purchase 25 electric-diesel hybrid locomotives for use on MTA New York City Transit work trains, which help to reduce or eliminate fuel emissions during subway construction and repairs. Funding for this approximately $233 million contract is expected to come from the 2015-2019 Capital Plan.

*MTA Liquidity Resources*. As of November 22, 2021, MTA had liquidity resources in the approximate amount of $3.872 billion, consisting of a current running cash balance of $842 million, internal available flexible funds totaling $1.122 billion, PMT BANs for working capital, plus interest, totaling $1.904 billion, and applicable undrawn commercial bank lines of credit totaling approximately $3.7 million. The current operating cash balance of $842 million includes the use of various sources of liquidity including $1.196 billion of commercial bank lines of credit, $1 billion of PMT BAN MLF proceeds and other internal loans of $1 billion. Use of these short-term liquidity sources are temporary and MTA plans to replace such funds with proceeds of the CRRSAA and ARPA grants in 2022. ***All liquidity resources provide a temporary "bridge" to a permanent solution to lost revenues and higher expenses. Liquidity resources from borrowing, such as the commercial bank lines of credit, the MLF issuance, and the internal loan from the Capital Program must be repaid. Permanent use of these monies would result in significant long-term deficit borrowing and a longterm debt service obligation that would constrain MTA's ability to provide service in the future.***

*Governance.* Two MTA Board members have recently resigned. Linda A. Lacewell resigned from the MTA Board on August 13, 2021. Lawrence S. Schwartz' resignation was announced on October 7, 2021 and will take effect upon confirmation of his replacement by the State Senate.

There have been additional changes to the senior leadership of MTA and the Related Entities. Since July 30, 2021, Janno Lieber has served as Acting MTA Board Chair and Chief Executive Officer. Craig Cipriano serves as Interim President of MTA New York City Transit, and Frank Annicaro is Acting President of MTA Bus.

On October 18, 2021, Anthony McCord, Chief Transformation Officer announced his resignation, effective immediately.

On October 19, 2021, MTA announced the appointment Jamie Torres-Springer as President of MTA Construction and Development and Lisette Camilo to the newly-created position of Chief Administrative Officer. The newly-created role will oversee MTA's procurement, information technology, real estate, and human resources functions across the agency. Thomas J. Quigley, General Counsel to MTA, resigned effective October 31, 2021. Paige Graves serves as Acting General Counsel.

**Attachment A to MTA Annual Disclosure Statement**
**Second Quarterly Update**
**November 24, 2021**

## MTA November Financial Plan

This **Attachment A** to the 2021 ADS Second Quarterly Update sets forth the November Plan in tabular form and includes Financial Plan tables that summarize MTA's November Plan projected receipts and disbursements for fiscal years 2021 (adopted budget) through 2025, in each case prepared by MTA management. The complete November Plan is posted on MTA's website: https://new.mta.info/transparency/financial-information/financial-and-budget-statements. No statement on MTA's website or any other website is included by specific cross-reference herein.

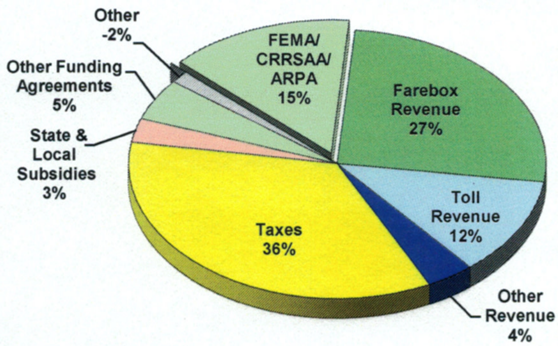
In general, the MTA's November Plan provides the opportunity for MTA to present a revised forecast of the current year's finances, a presentation of the following year final proposed budget, and a three-year re-forecast of out-year finances. The November Plan may include a series of gap closing proposals necessary to maintain a balanced budget and actions requiring public hearings.

# MTA 2022 Final Proposed Budget

## Baseline Revenues and Expenses After Below-the-Line (BTL) Adjustments

### Non-Reimbursable

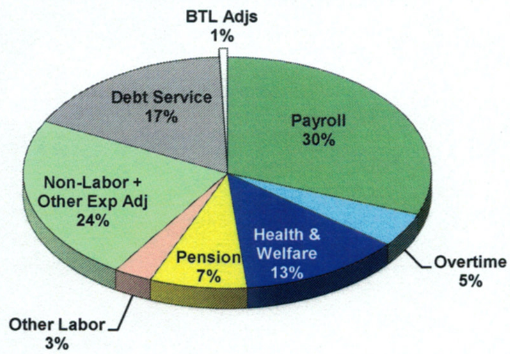
### *Where the Dollars Come From ...*



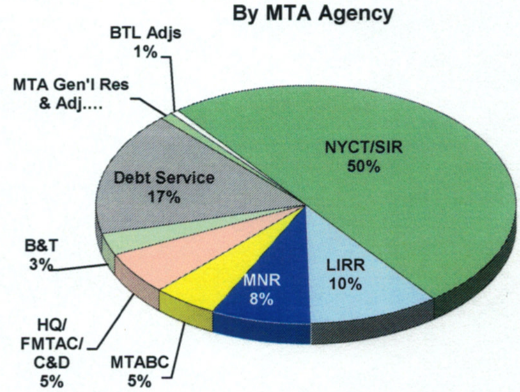

| By Revenue Source ($ in millions) | |
|---|---|
| Farebox Revenue | $4,949 |
| Toll Revenue | 2,257 |
| Other Revenue | 708 |
| Taxes | 6,676 |
| State and Local | 559 |
| Other Funding Agreements | 968 |
| Other [1] | (286) |
| FEMA/CRRSAA/ARPA | 2,740 |
| Total [2] | **$18,571** |

### *Where the Dollars Go ...*

**By Expense Category**




**By MTA Agency**




| By Expense Category [3] includes below-the-line adjustments ($ in millions) | |
|---|---|
| Payroll | $5,666 |
| Overtime | 882 |
| Health & Welfare | 2,358 |
| Pension | 1,414 |
| Other Labor | 568 |
| *Total Labor* | *$10,888* |
| Non-Labor + Other Exp Adj | 4,451 |
| Debt Service | 3,111 |
| BTL Adjustments for Expenses [4] | 121 |
| Total [2] | **$18,571** |

| By MTA Agency [3] includes below-the-line adjustments ($ in millions) | |
|---|---|
| NYCT/SIR | $9,289 |
| LIRR | 1,864 |
| MNR | 1,428 |
| MTABC | 924 |
| HQ/FMTAC/C&D | 1,093 |
| B&T | 555 |
| Debt Service | 3,111 |
| MTA Gen'l Res & Adjs | 185 |
| BTL Adjustments for Expenses [4] | 121 |
| Total [2] | **$18,571** |

[1] *Includes cash adjustments and prior-year carryover.*

[2] *Totals may not add due to rounding.*

[3] *Expenses exclude Depreciation, GASB 75 OPEB Adjustment, GASB 68 Pension Adjustment and Environmental Remediation.*

[4] *In the pie chart "By Expense Category," the below-the-line adjustments cannot be segmented by Expense Category. The pie slice reflects the total adjustments to expenses that are being proposed in this Plan.*
*In the pie chart "By MTA Agency," the below-the-line adjustments cannot be segmented by Agency . The pie slice reflects the total adjustments to expenses that are being proposed in this Plan.*

***Note: The revenues and expenses reflected in these charts are on an accrued basis.***

# METROPOLITAN TRANSPORTATION AUTHORITY
## November Financial Plan 2022 - 2025
### MTA Consolidated Accrued Statement of Operations By Category
($ in millions)

| | Actual 2020 | November Forecast 2021 | Final Proposed Budget 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|
| **Non-Reimbursable** | | | | | | |
| **Operating Revenues** | | | | | | |
| Farebox Revenue | $2,625 | $2,973 | $4,856 | $5,393 | $5,478 | $5,476 |
| Toll Revenue | 1,640 | 2,132 | 2,257 | 2,268 | 2,274 | 2,295 |
| Other Revenue | 4,571 | 660 | 708 | 784 | 810 | 823 |
| Capital and Other Reimbursements | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total Revenues** | **$8,836** | **$5,765** | **$7,821** | **$8,445** | **$8,561** | **$8,594** |
| **Operating Expenses** | | | | | | |
| ***Labor:*** | | | | | | |
| Payroll | $5,308 | $5,291 | $5,666 | $5,764 | $5,911 | $6,068 |
| Overtime | 910 | 1,001 | 882 | 892 | 898 | 918 |
| Health and Welfare | 1,298 | 1,421 | 1,579 | 1,675 | 1,781 | 1,903 |
| OPEB Current Payments | 633 | 729 | 778 | 844 | 916 | 996 |
| Pension | 1,510 | 1,412 | 1,414 | 1,472 | 1,495 | 1,530 |
| Other Fringe Benefits | 789 | 966 | 996 | 1,044 | 1,092 | 1,144 |
| Reimbursable Overhead | (380) | (377) | (428) | (409) | (413) | (410) |
| ***Total Labor Expenses*** | ***$10,068*** | ***$10,443*** | ***$10,888*** | ***$11,283*** | ***$11,680*** | ***$12,149*** |
| ***Non-Labor:*** | | | | | | |
| Electric Power | $385 | $428 | $495 | $500 | $504 | $516 |
| Fuel | 103 | 166 | 201 | 190 | 186 | 189 |
| Insurance | (5) | 33 | 60 | 95 | 113 | 141 |
| Claims | 237 | 314 | 427 | 444 | 454 | 468 |
| Paratransit Service Contracts | 326 | 365 | 424 | 475 | 505 | 527 |
| Maintenance and Other Operating Contracts | 773 | 841 | 951 | 949 | 950 | 997 |
| Professional Services Contracts | 446 | 646 | 706 | 579 | 591 | 602 |
| Materials and Supplies | 543 | 521 | 748 | 768 | 773 | 800 |
| Other Business Expenses | 152 | 210 | 226 | 239 | 243 | 252 |
| ***Total Non-Labor Expenses*** | ***$2,961*** | ***$3,525*** | ***$4,240*** | ***$4,240*** | ***$4,319*** | ***$4,493*** |
| ***Other Expense Adjustments:*** | | | | | | |
| Other | $80 | $32 | $26 | $28 | $23 | $24 |
| General Reserve | 335 | 0 | 185 | 190 | 195 | 200 |
| ***Total Other Expense Adjustments*** | ***$415*** | ***$32*** | ***$211*** | ***$218*** | ***$218*** | ***$224*** |
| **Total Expenses Before Non-Cash Liability Adjs.** | **$13,443** | **$14,000** | **$15,339** | **$15,741** | **$16,217** | **$16,865** |
| Depreciation | $3,010 | $3,140 | $3,142 | $3,208 | $3,256 | $3,305 |
| GASB 75 OPEB Expense Adjustment | 978 | 1,576 | 1,618 | 1,664 | 1,701 | 1,739 |
| GASB 68 Pension Expense Adjustment | (77) | 7 | 51 | 75 | (24) | 21 |
| Environmental Remediation | 123 | 6 | 6 | 6 | 6 | 6 |
| **Total Expenses After Non-Cash Liability Adjs.** | **$17,477** | **$18,730** | **$20,155** | **$20,694** | **$21,156** | **$21,936** |
| Conversion to Cash Basis: Non-Cash Liability Adjs. | ($4,034) | ($4,730) | ($4,817) | ($4,953) | ($4,939) | ($5,071) |
| Debt Service (excludes Service Contract Bonds) | 2,703 | 2,822 | 3,111 | 3,562 | 3,643 | 3,756 |
| **Total Expenses with Debt Service** | **$16,146** | **$16,822** | **$18,450** | **$19,303** | **$19,860** | **$20,621** |
| Dedicated Taxes & State and Local Subsidies | $6,687 | $7,939 | $8,206 | $8,364 | $8,470 | $8,658 |
| **Net Surplus/(Deficit) After Subsidies and Debt Service** | **($623)** | **($3,118)** | **($2,423)** | **($2,494)** | **($2,828)** | **($3,370)** |
| Conversion to Cash Basis: GASB Account | $0 | $0 | $0 | $0 | $0 | $0 |
| Conversion to Cash Basis: All Other | 641 | (852) | (286) | 200 | 199 | 34 |
| **Cash Balance Before Prior-Year Carryover** | **$18** | **($3,970)** | **($2,709)** | **($2,293)** | **($2,630)** | **($3,335)** |
| Below the Line Adjustments | $0 | $3,467 | $2,709 | $2,293 | $2,630 | $3,335 |
| Prior Year Carryover Balance | 485 | 503 | 0 | 0 | 0 | 0 |
| **Net Cash Balance** | **$503** | **$0** | **$0** | **$0** | **$0** | **$0** |

## METROPOLITAN TRANSPORTATION AUTHORITY
### November Financial Plan 2022 - 2025
### Plan Adjustments
($ in millions)

| | Actual 2020 | November Forecast 2021 | Final Proposed Budget 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|
| **Cash Balance Before Prior-Year Carryover** | **$18** | **($3,970)** | **($2,709)** | **($2,293)** | **($2,630)** | **($3,335)** |
| **Fare and Toll Increases:** | | | | | | |
| *Fare Increase in July 2022 (4% Yield)* | | *$0* | *$93* | *$204* | *$208* | *$208* |
| *Fare/Toll Increase in March 2023 (4% Yield)* | | *0* | *0* | *258* | *306* | *307* |
| *Fare/Toll Increase in March 2025 (4% Yield)* | | *0* | *0* | *0* | *0* | *272* |
| *Subsidy Impacts from Fare/Toll Increases* | | *0* | *(3)* | *(20)* | *(17)* | *(30)* |
| **Subtotal:** | | **$0** | **$90** | **$443** | **$497** | **$757** |
| **MTA Initiatives:** | | | | | | |
| *New Transformation Savings* | | *$0* | *$150* | *$150* | *$150* | *$150* |
| **Subtotal:** | | **$0** | **$150** | **$150** | **$150** | **$150** |
| **MTA Re-estimates:** | | | | | | |
| *State Aid for the 2015-19 Capital Program* | | *$0* | *$37* | *$38* | *$38* | *$38* |
| *East-Side Access* | | *32* | *(8)* | *(58)* | *(76)* | *(60)* |
| *Headquarters Call Center* | | *(3)* | *0* | *1* | *2* | *4* |
| *Repayment of Revolving Bank Line of Credit* | | *0* | *(300)* | *0* | *0* | *0* |
| **Subtotal** | | **$28** | **($271)** | **($19)** | **($35)** | **($18)** |
| **Other:** | | | | | | |
| *FEMA Reimbursement* | | *$0* | *$330* | *$165* | *$0* | *$0* |
| *CRRSAA Federal Aid* | | *3,439* | *561* | *0* | *0* | *0* |
| *American Rescue Plan (ARPA)* | | *0* | *1,849* | *1,554* | *2,018* | *1,080* |
| *MLF Deficit Financing* | | *0* | *0* | *0* | *0* | *1,367* |
| **Subtotal:** | | **$3,439** | **$2,740** | **$1,719** | **$2,018** | **$2,446** |
| **TOTAL ADJUSTMENTS** | | **$3,467** | **$2,709** | **$2,293** | **$2,630** | **$3,335** |
| *Prior Year Carryover Balance* | *$485* | *$503* | *$0* | *$0* | *$0* | *$0* |
| **Net Cash Surplus/(Deficit)** | **$503** | **$0** | **$0** | **$0** | **$0** | **$0** |

# METROPOLITAN TRANSPORTATION AUTHORITY
## November Financial Plan 2022 - 2025
### Cash Receipts and Expenditures
($ in millions)

| | Actual 2020 | November Forecast 2021 | Final Proposed Budget 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|
| **Cash Receipts and Expenditures** | | | | | | |
| **Receipts** | | | | | | |
| Farebox Revenue | $2,575 | $2,973 | $4,857 | $5,394 | $5,479 | $5,477 |
| Other Revenue | 4,569 | 709 | 713 | 803 | 830 | 844 |
| Capital and Other Reimbursements | 1,931 | 2,157 | 2,135 | 2,037 | 2,052 | 2,037 |
| **Total Receipts** | **$9,075** | **$5,839** | **$7,705** | **$8,234** | **$8,361** | **$8,357** |
| **Expenditures** | | | | | | |
| ***Labor:*** | | | | | | |
| Payroll | $5,793 | $5,796 | $6,280 | $6,274 | $6,426 | $6,731 |
| Overtime | 1,107 | 1,189 | 1,088 | 1,080 | 1,092 | 1,104 |
| Health and Welfare | 1,355 | 1,475 | 1,643 | 1,728 | 1,836 | 1,956 |
| OPEB Current Payments | 625 | 719 | 772 | 838 | 910 | 990 |
| Pension | 1,537 | 1,493 | 1,496 | 1,539 | 1,562 | 1,596 |
| Other Fringe Benefits | 547 | 1,239 | 1,152 | 1,028 | 1,063 | 1,109 |
| Contribution to GASB Fund | 0 | 0 | 0 | 0 | 0 | 0 |
| Reimbursable Overhead | 0 | (5) | (5) | (5) | (5) | (5) |
| ***Total Labor Expenditures*** | ***$10,963*** | ***$11,906*** | ***$12,427*** | ***$12,483*** | ***$12,884*** | ***$13,481*** |
| ***Non-Labor:*** | | | | | | |
| Electric Power | $404 | $439 | $504 | $508 | $512 | $524 |
| Fuel | 112 | 158 | 199 | 188 | 184 | 187 |
| Insurance | 29 | 13 | 70 | 91 | 116 | 148 |
| Claims | 240 | 218 | 305 | 300 | 308 | 320 |
| Paratransit Service Contracts | 344 | 363 | 422 | 473 | 503 | 525 |
| Maintenance and Other Operating Contracts | 700 | 825 | 880 | 873 | 870 | 894 |
| Professional Services Contracts | 543 | 751 | 736 | 585 | 581 | 611 |
| Materials and Supplies | 772 | 670 | 873 | 884 | 903 | 929 |
| Other Business Expenses | 153 | 192 | 205 | 212 | 223 | 239 |
| ***Total Non-Labor Expenditures*** | ***$3,297*** | ***$3,629*** | ***$4,194*** | ***$4,115*** | ***$4,201*** | ***$4,378*** |
| ***Other Expenditure Adjustments:*** | | | | | | |
| Other | $147 | $182 | $110 | $105 | $111 | $119 |
| General Reserve | 335 | 0 | 185 | 190 | 195 | 200 |
| ***Total Other Expenditure Adjustments*** | ***$482*** | ***$182*** | ***$295*** | ***$295*** | ***$306*** | ***$319*** |
| **Total Expenditures** | **$14,742** | **$15,717** | **$16,915** | **$16,892** | **$17,390** | **$18,177** |
| **Net Cash Balance before Subsidies and Debt Service** | **($5,668)** | **($9,878)** | **($9,211)** | **($8,659)** | **($9,030)** | **($9,820)** |
| Dedicated Taxes & State and Local Subsidies | $7,714 | $8,018 | $8,873 | $9,077 | $9,189 | $9,319 |
| Debt Service (excludes Service Contract Bonds) | (2,028) | (2,110) | (2,371) | (2,711) | (2,788) | (2,834) |
| **Cash Balance Before Prior-Year Carryover** | **$18** | **($3,970)** | **($2,709)** | **($2,293)** | **($2,630)** | **($3,335)** |
| Adjustments | $0 | $3,467 | $2,709 | $2,293 | $2,630 | $3,335 |
| Prior-Year Carryover Balance | 485 | 503 | 0 | 0 | 0 | 0 |
| **Net Cash Balance** | **$503** | **$0** | **$0** | **$0** | **$0** | **$0** |

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# METROPOLITAN TRANSPORTATION AUTHORITY
## November Financial Plan 2022-2025
### MTA Consolidated November Financial Plan Compared with July Financial Plan
### Cash Reconciliation after Below-the-Line Adjustments
($ in millions)



| | Favorable/(Unfavorable) 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|
| **JULY FINANCIAL PLAN 2022-2025 NET CASH SURPLUS/(DEFICIT)** | **$0** | **$0** | **$0** | **$0** | **$0** |
| **Agency Baseline Re-estimates** | **$659** | **$33** | **$58** | **$48** | **$76** |
| Revenue | | | | | |
| Farebox Revenue [1] | 147 | (3) | (5) | (5) | (2) |
| Toll Revenue [1] | (9) | - | - | - | - |
| Pensions | 33 | 37 | (2) | (23) | (27) |
| Energy | 1 | (52) | (35) | (24) | 30 |
| COVID Impacts (Revenue and Expenditures) | 54 | 87 | 87 | 87 | 87 |
| Claims | 39 | 9 | 0 | 0 | 0 |
| Paratransit (Net) | 18 | 56 | 42 | 48 | 49 |
| IT Savings | 96 | 11 | 11 | 11 | 8 |
| Timing and Other Baseline Re-estimates | 280 | (112) | (40) | (47) | (68) |
| **New Needs/Investments** | **($61)** | **($182)** | **($70)** | **($58)** | **($83)** |
| Maintenance | (3) | (87) | (33) | (33) | (60) |
| Safety & Security | (41) | (70) | (8) | (6) | (5) |
| Technology Enhancements | (15) | (9) | (11) | (8) | (6) |
| Service/Service Support | - | (9) | (13) | (5) | (5) |
| All Other New Needs | (2) | (8) | (6) | (6) | (6) |
| **Savings Programs** | **($2)** | **($74)** | **($76)** | **($74)** | **($76)** |
| New BRPs and Re-estimates (including ASAs) | (2) | (74) | (76) | (74) | (76) |
| **B&T Adjustments** | **($16)** | **$7** | **$6** | **$6** | **$4** |
| B&T Net Baseline Impacts [1] | (16) | 7 | 6 | 6 | 4 |
| **General Reserve [2]** | **$170** | **($5)** | **$0** | **$0** | **$0** |
| **Debt Service** | **$21** | **($46)** | **($48)** | **($83)** | **($142)** |
| **Subsidies (Cash)** | **$74** | **$415** | **$336** | **$285** | **$222** |
| Metropolitan Mass Transportation Operating Assist (MMTOA) | - | 358 | 326 | 201 | 115 |
| Petroleum Business Tax (PBT) Receipts | 13 | 12 | 7 | 10 | 11 |
| Real Estate Taxes | 92 | 53 | 37 | 37 | 42 |
| Payroll Mobility Tax (PMT) | 151 | 145 | 23 | (11) | (47) |
| PMT Replacement Funds | - | - | - | - | - |
| MTA Aid | (23) | - | - | - | - |
| For-Hire Vehicle (FHV) Surcharge | 10 | - | - | - | - |
| Lockbox Revenues to fund Debt Service | (4) | 19 | 46 | 91 | 153 |
| State Operating Assistance (18-b) | - | - | - | - | - |
| Local Operating Assistance (18-b) | - | - | - | - | - |
| City Subsidy for MTA Bus | 57 | (170) | (109) | (35) | (50) |
| City Subsidy for Staten Island Railway | - | (9) | 12 | 4 | 1 |
| CDOT Subsidy for Metro-North Railroad | (16) | 7 | (3) | (7) | (2) |
| B&T Surplus Transfer | 20 | (4) | (4) | 2 | 4 |
| Other Subsidies and Subsidy Adjustments | (225) | 4 | (1) | (7) | (6) |

*Continued on Page 2*

## METROPOLITAN TRANSPORTATION AUTHORITY
### November Financial Plan 2022-2025
### MTA Consolidated November Financial Plan Compared with July Financial Plan
### Cash Reconciliation after Below-the-Line Adjustments
($ in millions)



| | Favorable/(Unfavorable) | | | | |
|---|---|---|---|---|---|
| | 2021 | 2022 | 2023 | 2024 | 2025 |
| **Below-the-Line (BTL) Adjustments** | **($844)** | **($148)** | **($206)** | **($123)** | **($2)** |
| ***Fare and Toll Increases:*** | | | | | |
| Defer 2021 Fare Increase to July 2022 | (17) | (88) | - | - | - |
| Other Adjustments to Fare/Toll Increases | - | - | (3) | (4) | (7) |
| ***MTA Efficiencies:*** | | | | | |
| New Transformation Savings | (25) | 4 | (1) | 2 | 2 |
| ***Management and Policy Actions:*** | | | | | |
| Service Reductions | - | - | (220) | (206) | (206) |
| Two-Year Freeze (Rep/Non-Rep through 2022) | - | (171) | (174) | (191) | (198) |
| ***MTA Re-estimates:*** | | | | | |
| East-Side Access | 0 | (1) | (1) | (0) | (0) |
| Headquarters Call Center | - | - | - | - | - |
| State Aid for the 2015-19 Capital Program | - | 0 | 0 | 0 | 0 |
| Repayment of Revolving Bank Line of Credit | - | - | - | - | - |
| ***Other:*** | | | | | |
| FEMA Reimbursement | (220) | 190 | 165 | - | - |
| CRRSAA Federal Aid | (561) | 561 | - | - | - |
| ARPA Federal Aid | (22) | (643) | 27 | 277 | 361 |
| Proceeds of MLF Deficit Bonding | - | - | - | - | 48 |
| **Prior Year Carryover** | **$0** | **$0** | **$0** | **$0** | **$0** |
| **NOVEMBER FINANCIAL PLAN 2022-2025 NET CASH SURPLUS/(DEFICIT)** | **$0** | **$0** | **$0** | **$0** | **$0** |

* *Totals may not add due to rounding*

**Notes to Cash Reconciliation after Below-the-Line Adjustments:**

[1] While B&T Operating Surplus Transfer is captured as a subsidy, B&T's baseline impacts are captured in individual reconciliation categories in the Agency Baseline Adjustments above. To avoid duplication, B&T's baseline impacts are eliminated within this line. Included within B&T's baseline changes in 2021 include favorable OTPS adjustments partially offset by lower toll revenue. Changes for 2023 - 2025 primarily reflect new needs and an unfavorable additional savings action re-estimate.

[2] The 2021 unspent General Reserve will be released to pay back a portion of an MTA intercompany loan, which is reflected in Subsidies.

# METROPOLITAN TRANSPORTATION AUTHORITY
## November Financial Plan 2022 - 2025
### Consolidated Subsidies
**Cash Basis**

($ in Millions)

| | Actual 2020 | November Forecast 2021 | Final Proposed Budget 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|
| ***MMTOA, PBT & Real Estate Taxes*** | | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | $1,564.0 | $2,247.5 | $2,281.5 | $2,309.9 | $2,248.8 | $2,228.2 |
| Petroleum Business Tax (PBT) | 565.1 | 596.4 | 602.0 | 591.7 | 591.7 | 591.7 |
| Mortgage Recording Tax (MRT) | 462.7 | 623.5 | 626.7 | 633.0 | 649.0 | 674.7 |
| MRT Transfer to Suburban Counties | (5.8) | (3.9) | (6.8) | (7.1) | (7.5) | (7.9) |
| MTA Bus Debt Service | (12.3) | (12.3) | (12.3) | (12.3) | (12.3) | (12.6) |
| Interest | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 |
| Urban Tax | 377.0 | 390.5 | 462.1 | 500.1 | 537.1 | 576.8 |
| Other Investment Income | 1.7 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| | ***$2,957.8*** | ***$3,847.3*** | ***$3,958.9*** | ***$4,020.8*** | ***$4,012.3*** | ***$4,056.5*** |
| ***PMT and MTA Aid*** | | | | | | |
| Payroll Mobility Tax (PMT) | $1,560.8 | $1,674.3 | $1,741.1 | $1,785.9 | $1,829.8 | $1,874.3 |
| Payroll Mobility Tax Replacement Funds | 195.4 | 293.1 | 244.3 | 244.3 | 244.3 | 244.3 |
| MTA Aid | 248.8 | 250.2 | 305.0 | 310.5 | 310.9 | 311.2 |
| | ***$2,005.1*** | ***$2,217.7*** | ***$2,290.4*** | ***$2,340.7*** | ***$2,385.0*** | ***$2,429.7*** |
| ***New Funding Sources*** | | | | | | |
| **SAP Support and For-Hire Vehicle Surcharge:** | | | | | | |
| For-Hire Vehicle (FHV) Surcharge | $223.2 | $237.9 | $354.2 | $392.5 | $392.5 | $392.5 |
| *Subway Action Plan Account* | *222.1* | *234.5* | *300.0* | *300.0* | *300.0* | *300.0* |
| *Outerborough Transportation Account (OBTA)* | *0.0* | *0.0* | *50.0* | *50.0* | *50.0* | *50.0* |
| *Less: OBTA Projects* | *0.0* | *0.0* | *(50.0)* | *(50.0)* | *(50.0)* | *(50.0)* |
| *General Transportation Account* | *1.1* | *3.4* | *54.2* | *92.5* | *92.5* | *92.5* |
| *Less: Transfer to Committed to Capital for SAP* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| **2020-24 Capital Program Funding from Lockox for Debt Service:** | 499.9 | 5.3 | 57.5 | 99.0 | 155.6 | 223.9 |
| *Central Business District Tolling Program (CBDTP)* | *0.0* | *0.0* | *0.0* | *1,000.0* | *1,000.0* | *1,000.0* |
| *Real Property Transfer Tax Surcharge (Mansion Tax)* | *176.5* | *305.8* | *307.3* | *311.7* | *320.6* | *332.8* |
| *Internet Marketplace Tax* | *260.0* | *343.5* | *319.1* | *322.3* | *324.5* | *327.7* |
| *Less: Transfer Lockbox Revenues to Committed to Capital* | *63.5* | *(644.0)* | *(568.8)* | *(1,535.0)* | *(1,489.5)* | *(1,436.6)* |
| | ***$723.2*** | ***$243.2*** | ***$411.7*** | ***$491.6*** | ***$548.1*** | ***$616.4*** |
| ***State and Local Subsidies*** | | | | | | |
| State Operating Assistance | $150.3 | $225.5 | $187.9 | $187.9 | $187.9 | $187.9 |
| Local Operating Assistance | 216.6 | 194.7 | 187.9 | 187.9 | 187.9 | 187.9 |
| Station Maintenance | 174.8 | 177.4 | 181.0 | 184.5 | 188.3 | 192.5 |
| | ***$541.7*** | ***$597.6*** | ***$556.9*** | ***$560.3*** | ***$564.2*** | ***$568.3*** |
| ***Other Subsidy Adjustments*** | | | | | | |
| NYCT Charge Back of MTA Bus Debt Service | *($11.5)* | *($11.5)* | *($11.5)* | *($11.5)* | *($11.5)* | *($11.5)* |
| Forward Energy Contracts Program - Gain/(Loss) | (26.1) | 11.2 | 14.4 | 0.1 | 0.0 | 0.0 |
| Fuel Hedge Collateral | 0.0 | (40.0) | 0.0 | 0.0 | 0.0 | 0.0 |
| Interagency Loan | 0.0 | (170.0) | 0.0 | 0.0 | 0.0 | 0.0 |
| MNR Repayment of 525 North Broadway | (2.4) | (2.4) | (2.4) | (2.4) | (2.4) | (2.4) |
| Committed to Capital Program Contributions | 0.0 | (367.3) | (120.2) | (114.1) | (108.8) | (103.8) |
| Drawdown of OPEB Trust Proceeds | *337.4* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| | ***$297.3*** | ***($580.1)*** | ***($119.8)*** | ***($128.0)*** | ***($122.8)*** | ***($117.7)*** |
| **Subtotal: Taxes & State and Local Subsidies** | **$6,525.1** | **$6,325.7** | **$7,098.1** | **$7,285.4** | **$7,386.8** | **$7,553.2** |
| ***Other Funding Agreements*** | | | | | | |
| City Subsidy for MTA Bus Company | $354.2 | $455.3 | $502.1 | $611.1 | $642.3 | $651.3 |
| City Subsidy for Staten Island Railway | 39.5 | 18.6 | 59.5 | 73.0 | 67.5 | 68.7 |
| CDOT Subsidy for Metro-North Railroad | 299.5 | 308.0 | 226.5 | 200.7 | 198.5 | 211.0 |
| | ***$693.2*** | ***$781.9*** | ***$788.1*** | ***$884.8*** | ***$908.3*** | ***$931.0*** |
| **Subtotal, including Other Funding Agreements** | **$7,218.3** | **$7,107.6** | **$7,886.3** | **$8,170.2** | **$8,295.1** | **$8,484.3** |
| ***Inter-agency Subsidy Transactions*** | | | | | | |
| B&T Operating Surplus Transfer | $495.3 | $910.5 | $986.9 | $906.3 | $893.6 | $834.8 |
| | ***$495.3*** | ***$910.5*** | ***$986.9*** | ***$906.3*** | ***$893.6*** | ***$834.8*** |
| **TOTAL SUBSIDIES** | **$7,713.6** | **$8,018.1** | **$8,873.1** | **$9,076.6** | **$9,188.7** | **$9,319.1** |

# METROPOLITAN TRANSPORTATION AUTHORITY
## Summary of Changes Between November and July Financial Plans
### Consolidated Subsidies
### Cash Basis
($ in Millions)

| | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|
| ***MMTOA, PBT and Real Estate Taxes*** | | | | | |
| Metropolitan Mass Transportation Operating Assistance (MMTOA) | $0.0 | $357.5 | $326.3 | $201.4 | $115.3 |
| Petroleum Business Tax (PBT) | 13.4 | 12.1 | 7.4 | 9.6 | 11.2 |
| Mortgage Recording Tax (MRT) | 43.9 | 28.5 | 35.0 | 34.4 | 39.0 |
| MRT Transfer to Suburban Counties | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Interest | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Urban Tax | 48.1 | 24.5 | 2.3 | 2.4 | 2.6 |
| Other Investment Income | (1.5) | (1.5) | (1.4) | (1.4) | (1.4) |
| | ***$104.0*** | ***$421.2*** | ***$369.6*** | ***$246.4*** | ***$166.6*** |
| ***PMT and MTA Aid*** | | | | | |
| Payroll Mobility Tax (PMT) | $150.8 | $144.9 | $23.4 | ($10.8) | ($46.5) |
| Payroll Mobility Tax Replacement Funds | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MTA Aid | (23.0) | 0.0 | 0.0 | 0.0 | 0.0 |
| | ***$127.8*** | ***$144.9*** | ***$23.4*** | ***($10.8)*** | ***($46.5)*** |
| ***New Funding Sources*** | | | | | |
| **SAP Support and For-Hire Vehicle Surcharge:** | | | | | |
| For-Hire Vehicle (FHV) Surcharge | $9.8 | $0.0 | $0.0 | $0.0 | $0.0 |
| *Subway Action Plan Account* | *9.8* | *0.0* | *0.0* | *0.0* | *0.0* |
| *Outerborough Transportation Account (OBTA)* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| *Less: OBTA Projects* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| *General Transportation Account* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| *Less: Transfer to Committed to Capital for SAP* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| **2020-24 Capital Program Funding from Lockbox for Debt Service:** | (4.4) | 19.4 | 46.3 | 91.4 | 152.5 |
| *Central Business District Tolling Program (CBDTP)* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| *Real Property Transfer Tax Surcharge (Mansion Tax)* | *120.1* | *105.3* | *92.0* | *81.6* | *72.9* |
| *Internet Marketplace Tax* | *0.0* | *0.0* | *0.0* | *0.0* | *0.0* |
| *Less: Transfer Lockbox Revenues to Committed to Capital* | *(124.5)* | *(85.9)* | *(45.6)* | *9.7* | *79.6* |
| | ***$5.4*** | ***$19.4*** | ***$46.3*** | ***$91.4*** | ***$152.5*** |
| ***State and Local Subsidies*** | | | | | |
| State Operating Assistance | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |
| Local Operating Assistance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Station Maintenance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | ***$0.0*** | ***$0.0*** | ***$0.0*** | ***$0.0*** | ***$0.0*** |
| ***Other Subsidy Adjustments*** | | | | | |
| NYCT Charge Back of MTA Bus Debt Service | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |
| Forward Energy Contracts Program - Gain/(Loss) | 1.1 | 2.4 | 0.0 | 0.0 | 0.0 |
| Fuel Hedge Collateral | (40.0) | 0.0 | 0.0 | 0.0 | 0.0 |
| Interagency Loan | (170.0) | 0.0 | 0.0 | 0.0 | 0.0 |
| MNR Repayment of 525 North Broadway | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Committed to Capital Program Contributions | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | **($208.9)** | **$2.4** | **$0.0** | **$0.0** | **$0.0** |
| **Subtotal: Taxes & State and Local Subsidies** | **$28.2** | **$587.8** | **$439.2** | **$326.9** | **$272.6** |
| ***Other Funding Agreements*** | | | | | |
| City Subsidy for MTA Bus Company | $56.6 | ($169.5) | ($109.2) | ($35.3) | ($50.2) |
| City Subsidy for Staten Island Railway | 0.0 | (8.6) | 12.4 | 4.5 | 1.1 |
| CDOT Subsidy for Metro-North Railroad | (16.5) | 6.8 | (2.9) | (7.5) | (1.7) |
| | ***$40.2*** | ***($171.4)*** | ***($99.7)*** | ***($38.3)*** | ***($50.8)*** |
| **Subtotal, including Other Funding Agreements** | **$68.4** | **$416.5** | **$339.5** | **$288.7** | **$221.8** |
| ***Inter-agency Subsidy Transactions*** | | | | | |
| B&T Operating Surplus Transfer | $19.6 | ($4.0) | ($3.9) | $1.9 | $4.3 |
| | ***$19.6*** | ***($4.0)*** | ***($3.9)*** | ***$1.9*** | ***$4.3*** |
| **TOTAL SUBSIDIES** | **$88.0** | **$412.5** | **$335.6** | **$290.6** | **$226.2** |

## METROPOLITAN TRANSPORTATION AUTHORITY
### November Financial Plan 2022-2025
### Debt Affordability Statement after Below-the-Line Adjustments [1]
$ in millions

| Forecasted Debt Service and Borrowing Schedule | Notes | 2020 ACTL | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|---|
| Combined MTA/TBTA Forecasted Debt Service Schedule | 1, 2, 3 | $2,703.0 | $2,822.3 | $3,111.1 | $3,562.5 | $3,642.9 | $3,756.1 |
| Forecasted New Long-Term Bonds Issued | 4 | - | 677.0 | 4,132.7 | 4,409.1 | 1,459.1 | 1,971.0 |
| **Forecasted Debt Service by Credit [9]** | **Notes** | **2020 ACTL** | **2021** | **2022** | **2023** | **2024** | **2025** |
| Transportation Revenue Bonds | | | | | | | |
| Pledged Revenues | 5 | $8,777.6 | $10,753.0 | $12,679.6 | $13,197.6 | $13,316.8 | $13,839.8 |
| Debt Service | 10 | 1,636.3 | 1,678.1 | 1,771.6 | 1,837.5 | 1,841.5 | 1,827.1 |
| Debt Service as a % of Pledged Revenues | | *19%* | *16%* | *14%* | *14%* | *14%* | *13%* |
| Dedicated Tax Fund Bonds | | | | | | | |
| Pledged Revenues | 6 | $565.1 | $596.4 | $602.0 | $591.7 | $591.7 | $591.7 |
| Debt Service | 10 | 388.1 | 388.9 | 387.3 | 391.9 | 391.5 | 386.5 |
| Debt Service as a % of Pledged Revenues | | *69%* | *65%* | *64%* | *66%* | *66%* | *65%* |
| Payroll Mobility Tax Bonds | | | | | | | |
| Pledged Revenues | 7 | $1,809.7 | $1,924.6 | $2,046.1 | $2,096.4 | $2,140.8 | $2,185.5 |
| Debt Service | 10 | - | 50.1 | 213.1 | 460.5 | 487.4 | 505.5 |
| Debt Service as a % of Pledged Revenues | | *0%* | *3%* | *10%* | *22%* | *23%* | *23%* |
| Triborough Bridge and Tunnel Authority General Revenue Bonds | | | | | | | |
| Pledged Revenues | 8 | $1,138.8 | $1,620.0 | $1,694.3 | $1,693.9 | $1,690.4 | $1,690.6 |
| Debt Service | 10 | 569.9 | 596.0 | 588.6 | 680.7 | 684.4 | 749.3 |
| Debt Service as a % of Total Pledged Revenues | | *50%* | *37%* | *35%* | *40%* | *40%* | *44%* |
| Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds | | | | | | | |
| Pledged Revenues | 9 | $568.9 | $1,023.9 | $1,105.7 | $1,013.1 | $1,006.0 | $941.4 |
| Debt Service | 10 | 102.0 | 102.1 | 103.3 | 103.1 | 93.7 | 91.7 |
| Debt Service as a % of Total Pledged Revenues | | *18%* | *10%* | *9%* | *10%* | *9%* | *10%* |
| Triborough Bridge and Tunnel Authority 2nd Subordinate Revenue Bonds | | | | | | | |
| Pledged Revenues | 11 | $466.9 | $921.8 | $1,002.4 | $910.0 | $912.3 | $849.6 |
| Debt Service | 10 | - | - | 7.5 | 12.9 | 18.5 | 20.9 |
| Debt Service as a % of Total Pledged Revenues | | *0%* | *0%* | *1%* | *1%* | *2%* | *2%* |
| Debt Service Secured by Lockbox Revenues | 12 | | | | | | |
| Debt Service | 10 | $0.0 | $0.0 | $33.3 | $70.2 | $121.1 | $171.2 |
| 2 Broadway Certificates of Participation | | | | | | | |
| Lease Payments | | $6.7 | $7.0 | $6.3 | $5.5 | $4.7 | $3.9 |
| **Cumulative Debt Service (Excluding State Service Contract Bonds)** | **Notes** | **2020 ACTL** | **2021** | **2022** | **2023** | **2024** | **2025** |
| **Total Debt Service before Below-the-Line Adjustments:** | 1, 2, 3 | **$2,703.0** | **$2,822.3** | **$3,111.1** | **$3,562.5** | **$3,642.9** | **$3,756.1** |
| Fare and Toll Revenues before Below-the-Line Adjustments | | $4,264.9 | $5,104.6 | $7,113.0 | $7,661.3 | $7,751.6 | $7,771.1 |
| Total Debt Service as a % of Fare/Toll Revenue | | *63.4%* | *55.3%* | *43.7%* | *46.5%* | *47.0%* | *48.3%* |
| Operating Revenues (including Fare/Toll Revenues) and Subsidies | | $15,523.5 | $13,703.9 | $16,027.2 | $16,809.5 | $17,031.4 | $17,251.8 |
| Total Debt Service as a % of Operating Revenues and Subsidies | | *17.4%* | *20.6%* | *19.4%* | *21.2%* | *21.4%* | *21.8%* |
| Non-Reimbursable Expenses with Non-Cash Liabilities | | $17,476.9 | $18,729.8 | $20,155.5 | $20,693.5 | $21,155.8 | $21,936.0 |
| Total Debt Service as % of Non-reimbursable Expenses | | *15.5%* | *15.1%* | *15.4%* | *17.2%* | *17.2%* | *17.1%* |
| **Total Debt Service after Below the Line Adjustments:** | 15 | **$2,703.0** | **$2,822.3** | **$3,111.1** | **$3,562.5** | **$3,642.9** | **$3,756.1** |
| *Fare and Toll Revenues after Below the Line Adjustments* | 15 | $4,264.9 | $5,104.6 | $7,206.2 | $8,123.7 | $8,265.8 | $8,558.3 |
| *Total Debt Service as a % of Fare and Toll Revenue after BTL Adjustments* | | *63.4%* | *55.3%* | *43.2%* | *43.9%* | *44.1%* | *43.9%* |
| *Operating Revenues and Subsidies after Below the Line Adjustments* | 15 | $15,523.5 | $17,142.7 | $18,857.7 | $18,971.6 | $19,545.8 | $20,455.1 |
| *Total Debt Service as a % of Operating Rev/Subsidies after BTL Adjs.* | | *17.4%* | *16.5%* | *16.5%* | *18.8%* | *18.6%* | *18.4%* |
| *Non-reimbursable Expenses after Below the Line Adjustments* | 15 | $17,476.9 | $18,701.6 | $20,277.0 | $20,562.3 | $21,040.6 | $21,803.9 |
| *Total Debt Service as a % of Non-Reimbursable Exp after BTL Adjs.* | | *15.5%* | *15.1%* | *15.3%* | *17.3%* | *17.3%* | *17.2%* |
| 2015-19 State Operating Aid (Capital Plan State Share) - Below the Line | 13 | $0.0 | $0.0 | $37.0 | $38.4 | $38.4 | $38.4 |
| Lockbox Revenues to Fund Certain PMT Bonds Issued for the 2020-24 CP | 14 | - | 5.3 | 16.7 | 15.9 | 15.9 | 31.8 |
| Lockbox Revenues to Fund Interest on TBTA 2nd Subordinate BAN Interest | 14 | - | - | 7.5 | 12.9 | 18.5 | 20.9 |
| Debt Service Secured by Lockbox Revenues | 12 | - | - | 33.3 | 70.2 | 121.1 | 171.2 |
| **Total Debt Service Less State Operating Aid, Debt Service Supported by Lockbox Revenues (Net Debt Service to be Paid by Operating Budget)** | 12, 13, 14 | **$2,703.0** | **$2,816.9** | **$3,016.6** | **$3,425.0** | **$3,448.9** | **$3,493.8** |
| **Operating Revenues and Subsidies Less State Operating Aid and Lockbox Revenues** | | **$15,523.5** | **$17,137.4** | **$18,763.2** | **$18,834.2** | **$19,351.8** | **$20,192.8** |
| **Total Debt Service as a % of Operating Revenue/Subsidies Less State Operating Aid and Lockbox Revenues** | | ***17.4%*** | ***16.4%*** | ***16.1%*** | ***18.2%*** | ***17.8%*** | ***17.3%*** |

*Notes on the following page are integral to this table.*

***Notes***

1 *Floating rate notes assumed at the variable rate assumption plus the current fixed spread to maturity.*

2 *Synthetic fixed-rate debt assumed at swap rate; floating rate notes assumed at swap rate plus the current fixed spread to maturity.*

3 *All debt service numbers reduced by Build America Bonds (BAB) subsidy.*

4 *All bonds to be issued assume 30-year level debt service with the principal amortized over the life of the bonds, with the following exceptions: 1) PMT Bonds for Deficit Financing which are 30-year bonds, amortized on a level debt service basis over 20 years, from year 11 to year 30; 2) PMT Bonds for the MTA Bond funded portion of the 2020-24 capital program ($9,792 million portion) which are 30-year bonds, amortized on a level debt service basis over 20 years, from year 11 to year 30.*

5 *Transportation Revenue Bonds pledged revenues 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 and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies; funds contributed to the General Transportation Account of the NYC Transportation Assistance Fund; 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.*

6 *Dedicated Tax Fund pledged revenues as shown above 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; in addition, while not reflected in the DTF pledged revenue figures above, the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Transportation Operating Assistance Account for the benefit of the MTA are also pledged. 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, the commuter system, and SIRTOA.*

7 *Payroll Mobility Tax Obligations pledged revenues consist of Payroll Mobility Tax and Aid Trust Account Receipts.*

8 *Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.*

9 *Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.*

10 *A debt service schedule for each credit is attached as addendum hereto.*

11 *Triborough Bridge and Tunnel Authority Second Subordinate (2nd SUB) Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue and Subordinate Revenue Bonds.*

12 *Debt service secured by lockbox revenues. Lockbox revenues consist of sales tax revenues, mansion tax and CBDTP revenues.*

13 *The 2015-19 Capital Plan includes capital projects funded by the State through additional operating aid appropriated to the MTA on an annual basis.*

14 *Certain PMT and TBTA 2nd SUB debt service to be paid by Lockbox revenues.*

15 *These totals incorporate the Plan's Below-the-Line Adjustments.*