

**\$1,000,015,000**

**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY  
(MTA BRIDGES AND TUNNELS)**



**Bridges and Tunnels**

**Payroll Mobility Tax Senior Lien Refunding Bonds,  
Series 2022B (Forward Delivery)**

**DATED: Date of Delivery**

**DUE: May 15, as shown on the inside cover page**

The Triborough Bridge and Tunnel Authority's (MTA Bridges and Tunnels) Payroll Mobility Tax Senior Lien Refunding Bonds, Series 2022B (Forward Delivery) (the Series 2022B Bonds) are being issued to (i) retire certain of Metropolitan Transportation Authority's (MTA) outstanding Transportation Revenue Bonds, as fully described herein (collectively, the Refunded Bonds), and (ii) pay certain financing, legal and miscellaneous expenses. See "APPLICATION OF PROCEEDS" herein.

This updated official statement (the updated official statement or official statement) has been prepared by MTA Bridges and Tunnels for the purpose of updating and supplementing the information contained in the official statement dated April 5, 2022 (the original official statement) relating to the Series 2022B Bonds and restates such official statement in its entirety. This updated official statement is provided in accordance with the Forward Delivery Bond Purchase Agreement dated August 5, 2022, by and between Jefferies LLC, as representative acting on behalf of itself and the other underwriters named therein and MTA Bridges and Tunnels relating to the Series 2022B Bonds.

MTA Bridges and Tunnels and MTA may each issue obligations secured on a parity (either on a senior lien basis with the Series 2022B Bonds, or on a second lien basis) by PMT Receipts pursuant to the Financing Agreement, as further described herein. The Series 2022B Bonds are to be issued by MTA Bridges and Tunnels under the Triborough Bridge and Tunnel Authority Payroll Mobility Tax Obligation Resolution (TBTA PMT Resolution).

The Series 2022B Bonds—

- are MTA Bridges and Tunnels' special, not general, obligations, payable solely from monies pledged therefor under the Obligations Trust Estate under the TBTA PMT Resolution derived primarily from certain payroll mobility taxes (Mobility Tax Receipts) and certain fees, surcharges and taxes (referred to herein as Aid Trust Account Receipts or ATA Receipts, and together with the Mobility Tax Receipts are referred to collectively, as PMT Receipts) deposited into the applicable accounts established for the PMT Receipts under the Payroll Mobility Tax Financing Agreement (Financing Agreement) between MTA and MTA Bridges and Tunnels as described in this official statement, and
- are not a debt of the State of New York (the State) or The City of New York (the City) or any other local government unit.

Mobility Tax Receipts and ATA Receipts are not subject to appropriation by the State.

MTA Bridges and Tunnels has no taxing power.

In the opinion of Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP, Co-Bond Counsel to MTA Bridges and Tunnels, under existing law and relying on certain representations by MTA Bridges and Tunnels and MTA and assuming the compliance by MTA Bridges and Tunnels and MTA with certain covenants, interest on the Series 2022B Bonds is:

- *excluded from an Owner's federal gross income under Section 103 of the Internal Revenue Code of 1986, and*
- *not a specific preference item for an Owner in calculating the federal alternative minimum tax.*

Also in Co-Bond Counsel's opinion, under existing law, interest on the Series 2022B Bonds is exempt from personal income taxes of the State and any political subdivisions of the State, including the City. See "TAX MATTERS" herein for a discussion of certain federal and State income tax matters. Delivery of the Series 2022B Bonds, and delivery of Co-Bond Counsel's opinions with respect to the Series 2022B Bonds, is subject to the satisfaction of certain terms and conditions provided in the Forward Delivery Bond Purchase Agreement (as defined herein) as described under the heading "FORWARD DELIVERY OF THE SERIES 2022B BONDS."

For a discussion regarding forward delivery of the Series 2022B Bonds, certain conditions to the obligations of the Underwriters to purchase the Series 2022B Bonds and certain risks to the purchasers of the Series 2022B Bonds, see "FORWARD DELIVERY OF THE SERIES 2022B BONDS" herein.

The Series 2022B Bonds will bear interest at the rates shown on the inside cover page hereof.

The Series 2022B Bonds are subject to redemption prior to maturity as described herein.

The Series 2022B Bonds are offered when, as, and if issued, subject to certain conditions, and are expected to be delivered through the facilities of The Depository Trust Company on or about August 18, 2022 (the Settlement Date).

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This cover page contains certain information for general reference only. It is not intended to be a summary of the security or terms of the Series 2022B Bonds. Investors are advised to read the entire official statement, including all portions hereof included by specific cross-reference, to obtain information essential to making an informed decision.

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**Jefferies**

**Barclays Capital**

**BofA Securities**

**Goldman Sachs & Co. LLC**

**J.P. Morgan**

**UBS**

**Blaylock Van, LLC**

**Drexel Hamilton, LLC**

**Loop Capital Markets**

**RBC Capital Markets**

**Wells Fargo Securities**

**\$1,000,015,000**  
**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**  
**(MTA BRIDGES AND TUNNELS)**  
**Payroll Mobility Tax Senior Lien Refunding Bonds,**  
**Series 2022B (Forward Delivery)**

<b>Maturity (May 15)</b>	<b>Principal Amount</b>	<b>Interest Rate</b>	<b>Yield</b>	<b>CUSIP Number* (89602H)</b>
2023	\$ 4,895,000	5.00%	1.89%	CL9
2024	5,135,000	5.00	2.13	CM7
2025	5,400,000	5.00	2.26	CN5
2026	27,425,000	4.00	2.35	CQ8
2026	132,575,000	5.00	2.35	CP0
2027	28,925,000	4.00	2.44	CR6
2027	91,665,000	5.00	2.44	CS4
2028	160,000,000	5.00	2.51	CT2
2029	160,000,000	5.00	2.60	CU9
2030	160,000,000	5.00	2.69	CV7
2031	105,845,000	5.00	2.74	CW5
2032	45,195,000	5.00	2.81	CX3
2033	5,700,000	5.00	2.89 <sup>†</sup>	CY1
2034	8,090,000	5.00	2.94 <sup>†</sup>	CZ8
2035	8,510,000	5.00	2.99 <sup>†</sup>	DA2
2036	8,945,000	5.00	3.01 <sup>†</sup>	DB0
2038	9,740,000	5.00	3.07 <sup>†</sup>	DC8
2039	10,240,000	5.00	3.09 <sup>†</sup>	DD6
2040	8,085,000	5.00	3.10 <sup>†</sup>	DE4
2041	8,495,000	5.00	3.11 <sup>†</sup>	DF1
2042	5,150,000	5.00	3.13 <sup>†</sup>	DG9

The following summarizes the optional redemption provisions of the Series 2022B Bonds: the Series 2022B Bonds maturing on or after May 15, 2033, are subject to redemption prior to maturity on any date on or after May 15, 2032, at the option of MTA Bridges and Tunnels, in whole or in part, at 100% of the principal amount thereof, together with accrued interest thereon up to but not including the redemption date, as described herein under the caption “DESCRIPTION OF THE SERIES 2022B BONDS – Redemption Prior to Maturity” in **Part I**.

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\* CUSIP numbers have been assigned by an organization not affiliated with MTA Bridges and Tunnels and are included solely for the convenience of the holders of the Series 2022B Bonds. MTA Bridges and Tunnels is not responsible for the selection or uses of these CUSIP numbers, nor is any representation made as to their correctness on the Series 2022B Bonds or as indicated above. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Series 2022B Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors that is applicable to all or a portion of certain maturities of the Series 2022B Bonds.

<sup>†</sup> Priced at the stated yield to the May 15, 2032 optional redemption date.

**Triborough Bridge and Tunnel Authority**  
**(MTA Bridges and Tunnels)**  
**Triborough Station, Box 35**  
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**(212) 360-3000**  
**Website: <https://new.mta.info>**

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Jamey Barbas .....Member  
Frank Borelli, Jr. ....Member  
Gerard Bringmann ..... Non-Voting Member  
Norman E. Brown ..... Non-Voting Member  
Samuel Chu.....Member  
Michael Fleischer.....Member  
Randolph Glucksman..... Non-Voting Member  
David R. Jones .....Member  
Blanca P. López .....Member  
David S. Mack. ....Member  
Haeda B. Mihaltse .....Member  
Frankie Miranda.....Member  
Robert F. Mujica, Jr. ....Member  
Harold Porr III. ....Member  
John Samuelsen..... Non-Voting Member  
Sherif Soliman .....Member  
Lisa Sorin.....Member  
Vincent Tessitore, Jr. .... Non-Voting Member  
Midori Valdivia.....Member  
Elizabeth Velez .....Member  
Neal Zuckerman.....Member

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Daniel F. DeCrescenzo Jr. .... President  
Paul Friman, Esq.....Acting General Counsel  
Joseph Keane ..... Vice President and Chief Engineer

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New York, New York

BACKSTROM MCCARLEY BERRY & CO., LLC  
San Francisco, California

Co-Financial Advisors

HAWKINS DELAFIELD & WOOD LLP  
New York, New York  
Special Disclosure Counsel

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## SUMMARY OF TERMS

MTA Bridges and Tunnels has prepared this Summary of Terms to describe the specific terms of the Series 2022B Bonds. The information in this official statement, including the materials filed with the Electronic Municipal Market Access System of the Municipal Securities Rulemaking Board and included by specific cross-reference as described herein, provides a more detailed description of matters relating to MTA Bridges and Tunnels and to the Payroll Mobility Tax Senior Lien Bonds. Investors should carefully review that detailed information in its entirety before making a decision to purchase any of the Series 2022B Bonds being offered.

Issuer .....	Triborough Bridge and Tunnel Authority, a public benefit corporation of the State of New York, hereinafter referred to as MTA Bridges and Tunnels.		
Bonds Being Offered .....	MTA Bridges and Tunnels Payroll Mobility Tax Senior Lien Refunding Bonds, Series 2022B (Forward Delivery) (the Series 2022B Bonds).		
Forward Delivery of the Series 2022B Bonds.....	<p>The Series 2022B Bonds are expected to be delivered through the facilities of The Depository Trust Company on or about August 18, 2022 (the Settlement Date). The Underwriters have agreed, subject to the satisfaction of the terms and conditions of the Forward Delivery Bond Purchase Agreement (as defined herein) relating to the Series 2022B Bonds on or before the Settlement Date, to purchase the Series 2022B Bonds from MTA Bridges and Tunnels on the Settlement Date. The purchase of the Series 2022B Bonds by the Underwriters and the delivery thereof were also subject to the satisfaction of certain conditions on the initial closing date therefor, which conditions were all satisfied on or about April 13, 2022 (the Initial Closing Date).</p> <p>Upon the execution by the Underwriters of the Forward Delivery Bond Purchase Agreement, in connection with the Underwriters' obligation to purchase the Series 2022B Bonds pursuant to the terms thereof, each purchaser of the Series 2022B Bonds was required to immediately execute and deliver a delayed delivery contract (the Delayed Delivery Contract) dated the date of the Forward Delivery Bond Purchase Agreement, in substantially the form attached as <b>Attachment 6</b> hereto. The forward delivery date for the Series 2022B Bonds and certain conditions to the Underwriters' obligations to purchase the Series 2022B Bonds give rise to certain risks to purchasers of the Series 2022B Bonds.</p> <p>For a discussion regarding forward delivery of the Series 2022B Bonds, certain conditions to the obligations of the Underwriters to purchase the Series 2022B Bonds and certain risks to the purchasers of the Series 2022B Bonds, see "FORWARD DELIVERY OF THE SERIES 2022B BONDS" herein.</p>		
Purpose of Issue .....	The Series 2022B Bonds are being issued to (i) retire certain of Metropolitan Transportation Authority's (MTA) outstanding Transportation Revenue Bonds, as set forth in <b>Attachment 5</b> (the Refunded Bonds), and (ii) pay certain financing, legal and miscellaneous expenses. See "APPLICATION OF PROCEEDS" in <b>Part I</b> .		
Maturities and Rates.....	The Series 2022B Bonds mature on the dates and bear interest at the rates shown on the inside cover page of this official statement.		
Denominations .....	The Series 2022B Bonds will be sold in denominations of \$5,000 or any integral multiple thereof.		
Interest Payment Dates.....	Interest on the Series 2022B Bonds shall be paid semiannually on May 15 and November 15, commencing November 15, 2022.		
Redemption .....	See "DESCRIPTION OF THE SERIES 2022B BONDS – Redemption Prior to Maturity" in <b>Part I</b>		
Sources of Payment and Security .....	<p>Mobility Tax Receipts and ATA Receipts (collectively, PMT Receipts) deposited in the Obligations Trust Estate and pledged under the TBTA PMT Resolution, all as described in <b>Part II</b>.</p> <p>Pursuant to the Financing Agreement, the Series 2022B Bonds will be secured on a parity as to PMT Receipts with any other PMT Senior Lien Indebtedness issued or incurred by MTA Bridges and Tunnels or MTA.</p> <p>Other than PMT Receipts, holders of PMT Senior Lien Indebtedness have no claim on any revenues of MTA Bridges and Tunnels, MTA or any of its Related Entities. The Obligations Trust Estate is the sole source of payment for TBTA PMT Senior Lien Indebtedness (as defined herein), including the Series 2022B Bonds.</p>		
Additional Bonds Test .....	Except for certain refundings, the issuance or incurrence of any PMT Senior Lien Indebtedness is subject to an additional bonds test of 2.25 times coverage of maximum annual senior lien debt service prescribed by the PMT Resolutions (as defined herein) from historical PMT Receipts, as more fully described herein under the caption "SECURITY – Covenants – Additional PMT Senior Lien Indebtedness Including Parity Debt."		
Registration of the Bonds.....	DTC Book-Entry-Only System. No physical certificates evidencing ownership of a bond will be delivered, except to DTC.		
Trustee and Tender Agent.....	The Bank of New York Mellon, New York, New York.		
Co-Bond Counsel .....	Orrick, Herrington & Sutcliffe LLP, New York, New York and Bryant Rabbino LLP, New York, New York.		
Special Disclosure Counsel.....	Hawkins Delafield & Wood LLP, New York, New York.		
Tax Status .....	See "TAX MATTERS" in <b>Part III</b> .		
Ratings.....	<u>Rating Agency</u>	<u>Rating</u>	<u>Outlook</u>
	Fitch:	AA+	Stable
	KBRA:	AA+	Stable
	S&P:	AA+	Stable
	See "RATINGS" in <b>Part III</b> .		
Co-Financial Advisors .....	Public Resources Advisory Group, Inc., New York, New York, and Backstrom McCarley Berry & Co., LLC, San Francisco, California.		
Underwriters.....	See cover page.		
Underwriters' Discount.....	See "UNDERWRITING" in <b>Part III</b> .		
Counsel to Underwriters .....	Cozen O'Connor, New York, New York.		
Verification Agent.....	Samuel Klein and Company, Certified Public Accountants.		

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- ***No Unauthorized Offer.*** This official statement is not an offer to sell, or the solicitation of an offer to buy, the Series 2022B Bonds in any jurisdiction where that would be unlawful. MTA Bridges and Tunnels has not authorized any dealer, salesperson or any other person to give any information or make any representation in connection with the offering of the Series 2022B Bonds, except as set forth in this official statement. No other information or representations should be relied upon.
  - ***No Contract or Investment Advice.*** This official statement is not a contract and does not provide investment advice. Investors should consult their financial advisors and legal counsel with questions about this official statement and the Series 2022B Bonds being offered, and anything else related to this bond issue.
  - ***Information Subject to Change.*** Information and expressions of opinion are subject to change without notice, and it should not be inferred that there have been no changes since the date of this document. Neither the delivery of, nor any sale made under, this official statement shall under any circumstances create any implication that there has been no change in MTA Bridges and Tunnels' affairs or in any other matters described herein since the date of this official statement.
  - ***Forward-Looking Statements.*** Many statements contained in this official statement, including the appendices and documents included by specific cross-reference, that are not historical facts are forward-looking statements, which are based on MTA and/or MTA Bridges and Tunnels' beliefs, in each case, as well as assumptions made by, and information currently available to, the management and staff of MTA and MTA Bridges and Tunnels as of the date of this official statement. Because the statements are based on expectations about future events and economic performance and are not statements of fact, actual results may differ materially from those projected. The words "anticipate," "assume," "estimate," "expect," "objective," "projection," "plan," "forecast," "goal," "budget" or similar words are intended to identify forward-looking statements. The words or phrases "to date," "now," "currently," and the like are intended to mean as of the date of this official statement. Neither MTA's nor MTA Bridges and Tunnels' independent auditors, nor any other independent auditors, have compiled, examined, or performed any procedures with respect to the forward-looking statements contained herein, nor have they expressed any opinion or any other form of assurance on such information or its achievability, and they assume no responsibility for, and disclaim any association with, the prospective financial information. Neither MTA's nor MTA Bridges and Tunnels' independent auditors, nor any other independent auditors, have been consulted in connection with the preparation of the forward-looking statements set forth in this official statement, which is solely the product of MTA Bridges and Tunnels and MTA and its affiliates and subsidiaries as of the date of this official statement, and the independent auditors assume no responsibility for its content. These forward-looking statements speak only as of the date of this official statement.
  - ***Projections.*** The projections set forth in this official statement were not prepared with a view toward complying with the guidelines established by the American Institute of Certified Public Accountants with respect to prospective financial information, but, in the view of MTA's and MTA Bridges and Tunnels' management, were prepared on a reasonable basis, reflect the best currently available estimates and judgments, and present, to the best of managements' knowledge and belief, the expected course of action and the expected future financial performance of MTA and MTA Bridges and Tunnels. However, this information is not fact and should not be relied upon as being necessarily indicative of future results, and readers of this official statement are cautioned not to place undue reliance on the prospective financial information. Neither MTA's nor MTA Bridges and Tunnels' independent auditors, nor any other independent auditors, have compiled, examined, or performed any procedures with respect to the prospective financial information contained herein, nor have they expressed any opinion or any other form of assurance on such information or its achievability, and they assume no responsibility for, and disclaim any association with, the prospective financial information. Neither MTA's nor MTA Bridges and Tunnels' independent auditors, nor any other independent auditors, have been consulted in connection with the preparation of the prospective financial information set forth in this official statement, which is solely the product of MTA Bridges and Tunnels and MTA and its affiliates and subsidiaries as of the date of this official statement, and the independent auditors assume no responsibility for its content.
  - ***Independent Auditor.*** Deloitte & Touche LLP, MTA's and MTA Bridges and Tunnels' independent auditor, has not reviewed, commented on or approved, and is not associated with, this official statement. The audit report of Deloitte & Touche LLP relating to MTA's consolidated financial statements for the years ended December 31, 2021 and 2020, which is a matter of public record, is included by specific cross-

reference in this official statement. Deloitte & Touche LLP has not performed any procedures on any financial statements or other financial information of MTA or MTA Bridges and Tunnels, including without limitation any of the information contained in this official statement, since the date of the audit report and has not been asked to consent to the inclusion, or incorporation by reference, of its audit report in this official statement.

- ***No Guarantee of Information by Underwriters.*** The Underwriters have provided the following sentence for inclusion in this official statement: The Underwriters have reviewed the information in this official statement in accordance with, and as part of, their responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriters do not guarantee the accuracy or completeness of such information. The Underwriters do not make any representation or warranty, express or implied, as to:
    - the accuracy or completeness of information they have neither supplied nor verified,
    - the validity of the Series 2022B Bonds, or
    - the tax-exempt status of the interest on the Series 2022B Bonds.
  - ***Overallotment and Stabilization.*** The Underwriters may overallocate or effect transactions that stabilize or maintain the market prices of the Series 2022B Bonds at levels above those which might otherwise prevail in the open market. The Underwriters are not obligated to do this and are free to discontinue it at any time.
  - ***Website Addresses.*** References to website addresses presented herein are for informational purposes only and may be in the form of a hyperlink solely for the reader's convenience. Unless specified otherwise, such websites and the information or links contained therein are not incorporated into, and are not part of, this official statement for purposes of Rule 15c2-12 of the United States Securities and Exchange Commission, as amended, and in effect on the date hereof.
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## TABLE OF CONTENTS

	<u>Page</u>
SUMMARY OF TERMS .....	iii
INTRODUCTION .....	1
MTA Bridges and Tunnels and Other Related Entities.....	1
Information Provided in MTA Disclosure .....	2
Where to Find Information .....	2
PART I. SERIES 2022B BONDS .....	4
APPLICATION OF PROCEEDS.....	4
DESCRIPTION OF THE SERIES 2022B BONDS .....	4
General.....	4
Redemption Prior to Maturity .....	4
DEBT SERVICE ON THE BONDS .....	5
PART II. SOURCES OF PAYMENT AND SECURITY FOR THE BONDS .....	7
SOURCES OF PAYMENT .....	7
PMT Receipts .....	7
Factors Affecting Revenues .....	14
SECURITY.....	17
Flow of PMT Receipts .....	17
Pledge Effected by the TBTA PMT Resolution .....	19
Debt Service Fund .....	21
Covenants .....	22
Parity Debt .....	22
Subordinate Obligations.....	22
Agreements of the State .....	23
PART III. OTHER INFORMATION ABOUT THE SERIES 2022B BONDS .....	24
TAX MATTERS .....	24
General.....	24
Bond Premium .....	25
Information Reporting and Backup Withholding.....	25
Miscellaneous .....	25
FORWARD DELIVERY OF THE SERIES 2022B BONDS .....	25
Limited Termination Rights Prior to Settlement Date .....	27
Certain Risks Related to the Delayed Delivery Period .....	27
VERIFICATION OF MATHEMATICAL COMPUTATIONS.....	29
LEGALITY FOR INVESTMENT .....	29
LITIGATION .....	30
CO-FINANCIAL ADVISORS .....	30
UNDERWRITING .....	30
RATINGS.....	31
LEGAL MATTERS .....	31
CONTINUING DISCLOSURE.....	32
FURTHER INFORMATION .....	33
<b>Attachment 1</b> – Book-Entry-Only System	
<b>Attachment 2</b> – Copy of Financing Agreement	
<b>Attachment 3</b> – Copy of Master Continuing Disclosure Agreement	
<b>Attachment 4</b> – Form of Approving Opinions of Co-Bond Counsel	
<b>Attachment 5</b> – Bonds to be Refunded	
<b>Attachment 6</b> – Form of Delayed Delivery Contract	
<b>Attachment 7</b> – First Quarterly Update to the ADS, dated August 5, 2022	

**Information Included by Specific Cross-reference.** The following portions of MTA’s 2022 Combined Continuing Disclosure Filings, dated April 29, 2022, as supplemented on June 22, 2022, and as updated by a First Quarterly Update, dated August 5, 2022, each filed with the Electronic Municipal Market Access system (EMMA) of the Municipal Securities Rulemaking Board (MSRB), are included by specific cross-reference in this official statement, along with material that updates this official statement and that is filed with EMMA prior to the Settlement Date (as defined herein) of the Series 2022B Bonds, together with any supplements or amendments thereto:

- **Part I** – MTA Annual Disclosure Statement (the **MTA Annual Disclosure Statement** or **ADS**);
- **Appendix B** – Audited Consolidated Financial Statements of Metropolitan Transportation Authority for the Years Ended December 31, 2021 and 2020 (including the auditor’s report accompanying the annual financial information)

The following documents have also been filed with EMMA and are included by specific cross-reference in this official statement:

- TBTA Payroll Mobility Tax Obligation Resolution
- MTA Payroll Mobility Tax Obligation Resolution
- Annex A – Standard Resolution Provisions Applicable to MTA and TBTA PMT Obligations and Parity Debt
- Annex B – Standard Resolution Provisions Applicable to MTA and TBTA Second Lien PMT Obligations and Second Lien Parity Debt
- Annex C – Additional Resolution Provisions Applicable to MTA and TBTA Senior Lien PMT Obligations and Second Lien PMT Obligations
- Payroll Mobility Tax Financing Agreement by and between MTA and MTA Bridges and Tunnels (Financing Agreement); see also **Attachment 2** – “Copy of Financing Agreement”

On July 25, 2022, the Audit Committee of the MTA Board accepted MTA’s Unaudited Consolidated Interim Financial Statements as of and for the three-month period ending March 31, 2022. MTA expects to file these documents with EMMA when available.

For convenience, copies of most of these documents can be found on the MTA website (<https://new.mta.info>) under the caption “Transparency–Financial & Investor Information–Investor Information & Disclosures” and “–Financial and Budget Statements”. No statement on MTA’s website is included by specific cross-reference herein. For **Part I** of the **ADS** and **Appendix B**, see <https://new.mta.info/investor-info/disclosure-filings>. For bond resolutions and related annexes, see <https://new.mta.info/investor-info/bond-resolutions-interagency-agreements>. See “FURTHER INFORMATION” in **Part III**. Definitions of certain terms used in the foregoing instruments may differ from terms used in this official statement, such as using the popular name “MTA Bridges and Tunnels” in place of Triborough Bridge and Tunnel Authority or its abbreviation, TBTA.

The Consolidated Financial Statements of Metropolitan Transportation Authority for the Years Ended December 31, 2021 and 2020, incorporated by specific cross-reference in this official statement, have been audited by Deloitte & Touche LLP, certified public accountants, as stated in their audit report appearing therein. Deloitte & Touche LLP, has not reviewed, commented on or approved, and is not associated with, this official statement. The audit report of Deloitte & Touche LLP relating to the MTA’s consolidated financial statements for the years ended December 31, 2021 and 2020, which is a matter of public record, is included by specific cross-reference in this official statement. Deloitte & Touche LLP has not performed any procedures on any financial statements or other financial information of MTA or MTA Bridges and Tunnels, including without limitation any of the information contained in this official statement, since the date of the audit report and has not been asked to consent to the inclusion, or incorporation by reference, of its audit report in this official statement.

## INTRODUCTION

### MTA Bridges and Tunnels and Other Related Entities

Triborough Bridge and Tunnel Authority, or MTA Bridges and Tunnels, is a public benefit corporation, which means that it is a corporate entity separate and apart from New York State (the State), without any power of taxation – frequently called a “public authority.” MTA Bridges and Tunnels is authorized to construct and operate toll bridges and tunnels and other public facilities in New York City (the City). MTA Bridges and Tunnels issues debt obligations secured by bridge and tunnel tolls to finance the capital costs of its facilities and is empowered to issue debt obligations secured by bridge and tunnel tolls or certain other revenues to finance the capital costs of the Transit and Commuter Systems operated by other affiliates and subsidiaries of MTA. Since 2008, MTA Bridges and Tunnels has not issued new money bonds secured by bridge and tunnel tolls to finance capital projects for the benefit of the Transit and Commuter Systems. MTA Bridges and Tunnels’ surplus amounts are used to fund transit and commuter operations and finance capital projects.

MTA Bridges and Tunnels has issued Payroll Mobility Tax Senior Lien Bonds, first issued in 2021, secured by non-toll revenues, namely the PMT Receipts referred to herein, and Sales Tax Revenue Bonds, first issued in 2022, also secured by non-toll revenues, namely certain sales and compensating use taxes authorized by the State and imposed by the City and transferred by the New York State Comptroller. MTA Bridges and Tunnels expects to use the proceeds of such bonds to finance the capital costs of the Transit and Commuter Systems operated by other affiliates and subsidiaries of MTA.

MTA has responsibility for developing and implementing a single, integrated mass transportation policy for MTA’s service region (the MTA Commuter Transportation District or MCTD), which consists of the City and the seven New York metropolitan-area counties of Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester. It carries out some of those responsibilities by operating the transit and commuter systems through its subsidiary and affiliate entities: the New York City Transit Authority and its subsidiary, the Manhattan and Bronx Surface Transit Operating Authority; the Staten Island Rapid Transit Operating Authority; The Long Island Rail Road Company; the Metro-North Commuter Railroad Company; the MTA Bus Company; and the MTA Construction and Development Company. MTA issues debt obligations to finance a substantial portion of the capital costs of these systems.

The board members of MTA serve as the board members of MTA’s affiliates and subsidiaries, which, together with MTA, are referred to collectively herein as the Related Entities. MTA Bridges and Tunnels is an affiliate, not a subsidiary, of MTA. MTA, MTA Bridges and Tunnels and the other Related Entities are described in detail in **Part I** – MTA Annual Disclosure Statement of MTA’s 2022 Combined Continuing Disclosure Filings (the **MTA Annual Disclosure Statement** or **ADS**), which is included by specific cross-reference in this official statement.

The following table sets forth the legal and popular names of the Related Entities. Throughout this official statement, reference to each agency will be made using the popular names.

<u>Legal Name</u>	<u>Popular Name</u>
Metropolitan Transportation Authority	MTA
New York City Transit Authority	MTA New York City Transit
Manhattan and Bronx Surface Transit Operating Authority	MaBSTOA
Staten Island Rapid Transit Operating Authority	MTA Staten Island Railway
MTA Bus Company	MTA Bus
The Long Island Rail Road Company	MTA Long Island Rail Road
Metro-North Commuter Railroad Company	MTA Metro-North Railroad
MTA Construction and Development Company	MTA Construction and Development
MTA Grand Central Madison Concourse Operating Company	MTA GCMC
Triborough Bridge and Tunnel Authority	MTA Bridges and Tunnels

Capitalized terms used herein and not otherwise defined have the meanings provided in the ADS, the Financing Agreement or the TBTA PMT Resolution.

### **Information Provided in MTA Disclosure**

From time to time, the Governor, the State Comptroller, the Mayor of the City, the City Comptroller, County Executives, State legislators, City Council members and other persons or groups may make public statements, issue reports, institute proceedings or take actions that contain predictions, projections or other information relating to the Related Entities or their financial condition, including potential operating results for the current fiscal year and projected baseline surpluses or gaps for future years, that may vary materially from, question or challenge the information provided in the ADS, this official statement and other offering documents, and information posted to EMMA. Investors and other market participants should, however, refer to MTA's then current continuing disclosure filings, official statements, remarketing circulars and offering memorandums for information regarding the Related Entities and their financial condition.

### **Where to Find Information**

***Information in this Official Statement.*** This official statement is organized as follows:

- This ***Introduction*** provides a general description of MTA, MTA Bridges and Tunnels and the other Related Entities.
- ***Part I*** provides specific information about the Series 2022B Bonds.
- ***Part II*** describes the sources of payment and security for all TBTA PMT Bonds, including the Series 2022B Bonds.
- ***Part III*** provides miscellaneous information relating to the Series 2022B Bonds.
- ***Attachment 1*** sets forth certain provisions applicable to the book-entry-only system of registration to be used for the Series 2022B Bonds.
- ***Attachment 2*** is a conformed copy of the executed Financing Agreement.
- ***Attachment 3*** is a conformed copy of the executed Master Continuing Disclosure Agreement relating to PMT Indebtedness.
- ***Attachment 4*** is the form of approving opinions of Co-Bond Counsel in connection with the issuance of the Series 2022B Bonds.
- ***Attachment 5*** is a list of the bonds expected to be refunded.
- ***Attachment 6*** is the form of Delayed Delivery Contract executed by each purchaser of the Series 2022B Bonds.
- ***Attachment 7*** sets forth a copy of the First Quarterly Update to the ADS, dated August 5, 2022.

***Information Included by Specific Cross-reference.*** The information listed under the caption "Information Included by Specific Cross-reference" following the Table of Contents, as filed with the MSRB through EMMA to date, is "included by specific cross-reference" in this official statement. This means that important information is disclosed by referring to those documents and that the specified portions of those documents are considered to be part of this official statement. **This official statement, which includes the specified portions of those filings, should be read in its entirety in order to obtain essential information for making an informed decision in connection with the Series 2022B Bonds.** Information included by specific cross-reference in this official statement may be obtained, as described below, from the MSRB and from MTA Bridges and Tunnels.

***Information from the MSRB through EMMA.*** MTA and MTA Bridges and Tunnels file annual and other information with EMMA. Such information can be accessed at <http://emma.msrb.org/>.

***Information Available at No Cost.*** Information filed with the MSRB through EMMA is also available, at no cost, on MTA’s website or by contacting MTA, Attn.: Finance Department, at the address on page (i). For important information about MTA’s website. See “FURTHER INFORMATION” in **Part III**.

### **Anticipated Debt Issuance**

In addition to the issuance of the Series 2022B Bonds, MTA Bridges and Tunnels expects to issue Payroll Mobility Tax Senior Lien Bond Anticipation Notes on or about September 1, 2022 to retire \$1,000,000,000 aggregate principal amount of MTA’s outstanding Transportation Revenue Bond Anticipation Notes, Subseries 2019D-1, which mature on September 1, 2022 and retire \$200,000,000 aggregate principal amount of MTA’s outstanding Transportation Revenue Bond Anticipation Notes, Series 2019F, which mature on November 15, 2022.

Additionally, depending on market conditions, MTA Bridges and Tunnels may issue Payroll Mobility Tax Senior Lien Bonds to refund certain outstanding MTA Transportation Revenue Bonds and Dedicated Tax Fund Bonds callable in November 2022.

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## PART I. SERIES 2022B BONDS

**Part I** of this official statement, together with the Summary of Terms, provides specific information about the Series 2022B Bonds.

### APPLICATION OF PROCEEDS

MTA Bridges and Tunnels anticipates that the proceeds of the Series 2022B Bonds (the principal amount thereof, plus original issue premium of \$136,599,080.45), in the aggregate amount of \$1,136,614,080.45, together with certain other funds of MTA in the amount of \$14,158,080.84, will be used as follows: (i) \$1,146,075,378.13 to retire \$1,118,950,000.00 aggregate principal amount of the Refunded Bonds set forth in **Attachment 5**, and to pay accrued interest thereon, and (ii) \$4,696,783.16 to pay certain financing, legal and miscellaneous expenses associated with the Series 2022B Bonds.

### DESCRIPTION OF THE SERIES 2022B BONDS

#### General

**Record Date.** The Record Date for the payment of principal of, interest on and any Sinking Fund Installments with respect to the Series 2022B Bonds shall be the May 1 or November 1 immediately preceding such payment date.

**Book-Entry-Only System.** The Series 2022B Bonds will be registered in the name of The Depository Trust Company, New York, New York, or its nominee (together, DTC) which will act as securities depository for the Series 2022B Bonds. Individual purchases of the Series 2022B Bonds will be made in book-entry-only form, in denominations of \$5,000 or any integral multiple thereof. So long as DTC is the registered owner of the Series 2022B Bonds, all payments on the Series 2022B Bonds will be made directly to DTC. DTC is responsible for disbursement of those payments to its participants, and DTC participants and indirect participants are responsible for making those payments to beneficial owners. See **Attachment 1** – “Book-Entry-Only System.”

**Maturity.** The Series 2022B Bonds will mature and be payable as to principal, as set forth on the inside cover page of this official statement.

**Interest Payments.** The Series 2022B Bonds will bear interest from the dated date at the per annum rates shown on the inside cover page of this official statement. Interest will be paid semiannually on each May 15 and November 15, commencing November 15, 2022, calculated based on a 360-day year comprised of twelve 30-day months and will be payable to the Holders thereof on each Interest Payment Date.

**Transfers and Exchanges.** So long as DTC is the securities depository for the Series 2022B Bonds, it will be the sole registered owner of the Series 2022B Bonds, and transfers of ownership interests in the Series 2022B Bonds will occur through the DTC Book-Entry-Only System.

**Trustee.** The Bank of New York Mellon, New York, New York, is Trustee with respect to the Series 2022B Bonds.

#### Redemption Prior to Maturity

**Optional Redemption.** The Series 2022B Bonds maturing on or after May 15, 2033, are subject to redemption prior to maturity on any date on or after May 15, 2032, at the option of MTA Bridges and Tunnels, in whole or in part (in accordance with procedures of DTC, so long as DTC is the sole registered owner, and otherwise by lot in such manner as the Trustee in its discretion deems proper) at 100% of the principal amount thereof, together with accrued interest thereon up to but not including the redemption date.

**State and City Redemption.** Pursuant to the MTA Bridges and Tunnels Act, the State or the City, upon providing sufficient funds, may require MTA Bridges and Tunnels to redeem the Series 2022B Bonds as a whole at the time and at the price and in accordance with the terms upon which the Series 2022B Bonds are otherwise redeemable.

**Redemption Notices.** So long as DTC is the securities depository for the Series 2022B Bonds, the Trustee must mail redemption notices to DTC at least 20 days before the redemption date. If the Series 2022B Bonds are not held in book-entry-only form, then the Trustee must mail redemption notices directly to Owners within the same time frame. A redemption of the Series 2022B Bonds is valid and effective even if DTC's procedures for notice should fail. Beneficial owners should consider arranging to receive redemption notices or other communications to DTC affecting them, including notice of interest payments through DTC participants. Any notice of optional redemption may state that such optional redemption is conditioned upon receipt by the Trustee of money sufficient to pay the Redemption Price or upon the satisfaction of any other condition, or that such optional redemption may be rescinded upon the occurrence of any other event, and any conditional notice so given may be rescinded at any time before the payment of the Redemption Price if any such condition so specified is not satisfied or if any such other event occurs.

**Redemption Process.** If the Trustee gives an unconditional notice of redemption, then on the redemption date the Series 2022B Bonds called for redemption will become due and payable. If the Trustee gives a conditional notice of redemption and holds money to pay the redemption price of the affected Series 2022B Bonds, and any other conditions included in such notice have been satisfied, then on the redemption date the Series 2022B Bonds called for redemption will become due and payable. In either case, after the redemption date, no interest will accrue on those Series 2022B Bonds, and an Owner's only right will be to receive payment of the redemption price upon surrender of those Series 2022B Bonds.

**All redemptions are final even if beneficial owners did not receive their notice or if the notice has a defect.**

#### **DEBT SERVICE ON THE BONDS**

**Table 1** on the next page sets forth, on a cash basis, (i) the debt service on the outstanding MTA Bridges and Tunnels Payroll Mobility Tax Senior Lien Bonds, (ii) the debt service on the Series 2022B Bonds, and (iii) the aggregate debt service on all MTA Bridges and Tunnels Payroll Mobility Tax Senior Lien Bonds to be outstanding as of the Settlement Date. **Table 1** does not include debt service on the MLF BAN (defined herein). See "SOURCES OF PAYMENT AND SECURITY FOR THE BONDS – SECURITY – Subordinate Obligations" in **Part II**.

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**Table 1**  
**Aggregate PMT Senior Lien Debt Service**  
(\$ in thousands)<sup>(1)</sup>

<u>Year Ending December 31</u>	<u>Debt Service on Outstanding Bonds<sup>(2)(3)</sup></u>	<u>Series 2022B Bonds</u>			<u>Aggregate Debt Service<sup>(4)</sup></u>
		<u>Principal</u>	<u>Interest</u>	<u>Total</u>	
2022	\$ 84,966	-	\$ 11,947	\$ 11,947	\$ 96,914
2023	195,224	\$ 4,895	49,315	54,210	249,434
2024	169,079	5,135	49,064	54,199	223,278
2025	183,328	5,400	48,801	54,201	237,529
2026	178,205	160,000	44,803	204,803	383,008
2027	178,204	120,590	38,070	158,660	336,864
2028	178,164	160,000	31,200	191,200	369,363
2029	165,146	160,000	23,200	183,200	348,346
2030	165,146	160,000	15,200	175,200	340,346
2031	170,562	105,845	8,554	114,399	284,961
2032	198,265	45,195	4,778	49,973	248,238
2033	230,466	5,700	3,505	9,205	239,671
2034	209,629	8,090	3,161	11,251	220,879
2035	212,832	8,510	2,746	11,256	224,087
2036	211,826	8,945	2,309	11,254	223,080
2037	218,350	-	2,086	2,086	220,436
2038	180,882	9,740	1,842	11,582	192,464
2039	184,044	10,240	1,343	11,583	195,626
2040	347,541	8,085	884	8,969	356,511
2041	332,499	8,495	470	8,965	341,464
2042	335,233	5,150	129	5,279	340,512
2043	322,945	-	-	-	322,945
2044	308,352	-	-	-	308,352
2045	323,377	-	-	-	323,377
2046	323,328	-	-	-	323,328
2047	375,852	-	-	-	375,852
2048	383,564	-	-	-	383,564
2049	383,272	-	-	-	383,272
2050	383,079	-	-	-	383,079
2051	381,406	-	-	-	381,406
2052	272,363	-	-	-	272,363
2053	64,885	-	-	-	64,885
2054	64,815	-	-	-	64,815
2055	64,737	-	-	-	64,737
2056	64,666	-	-	-	64,666
2057	33,038	-	-	-	33,038
<b>Total</b>	<b>\$8,079,272</b>	<b>\$1,000,015</b>	<b>\$343,404</b>	<b>\$1,343,419</b>	<b>\$9,422,691</b>

<sup>(1)</sup> Totals may not add due to rounding.

<sup>(2)</sup> Includes the following assumption for debt service: fixed rate mandatory tender bonds bear interest at their respective fixed interest rates prior to the mandatory tender date, until the final maturity date.

<sup>(3)</sup> Excludes debt service on the outstanding MLF BAN, the principal of which is not secured by PMT Receipts and interest on which is secured by PMT Receipts on a subordinate basis to PMT Senior Lien Indebtedness. See "SOURCES OF PAYMENT AND SECURITY FOR THE BONDS - SECURITY - Subordinate Obligations" in **Part II** hereof.

<sup>(4)</sup> Figures reflect amounts outstanding as of the Settlement Date of the Series 2022B Bonds.

## PART II. SOURCES OF PAYMENT AND SECURITY FOR THE BONDS

**Part II** of this official statement describes the sources of payment and security for all TBTA PMT Bonds, including the Series 2022B Bonds.

The TBTA PMT Resolution was deemed approved by the Capital Program Review Board (CPRB) on March 17, 2021. On March 17, 2021, the MTA Bridges and Tunnels Board ratified the Payroll Mobility Tax Obligation Resolution (TBTA PMT Resolution) to authorize the issuance of TBTA PMT Bonds to finance MTA approved Capital Program transit and commuter projects. The MTA Payroll Mobility Tax Obligation Resolution (MTA PMT Resolution), adopted by the MTA Board on November 18, 2020, permits MTA to issue bonds for approved Capital Program transit and commuter projects; however, CPRB approval would be required prior to the issuance of such bonds. Such approval has not been sought by MTA, and MTA has no plans to seek such approval in the immediate future. The MTA PMT Resolution also authorizes MTA to issue obligations to finance lost revenues and increased costs of the Related Entities, including MTA Bridges and Tunnels, related to the COVID-19 pandemic, and to finance working capital of the Related Entities, other than MTA Bridges and Tunnels. See “SOURCES OF PAYMENT AND SECURITY FOR THE BONDS – SECURITY – Subordinate Obligations” herein for a discussion of the MLF BAN, which was issued under the MTA PMT Resolution.

The TBTA PMT Bonds, together with Obligations and Parity Debt issued in accordance with the TBTA PMT Resolution (collectively, TBTA PMT Senior Lien Indebtedness), are special obligations of MTA Bridges and Tunnels payable from and secured by the revenues described below (1) on a parity basis with the obligation of MTA to pay debt service on senior lien bonds, other obligations and parity debt (MTA PMT Senior Lien Indebtedness, and together with the TBTA PMT Senior Lien Indebtedness, PMT Senior Lien Indebtedness) issued under the MTA PMT Resolution, and (2) senior to the obligations of MTA Bridges and Tunnels or MTA to pay debt service on second lien bonds and second lien parity debt (TBTA PMT Second Lien Indebtedness or MTA PMT Second Lien Indebtedness, and collectively PMT Second Lien Indebtedness; PMT Second Lien Indebtedness and PMT Senior Lien Indebtedness, collectively, PMT Indebtedness) issued under the TBTA PMT Resolution or the MTA PMT Resolution, respectively.

The TBTA PMT Resolution and the MTA PMT Resolution have substantially identical terms except for applicable references to the respective issuer and the authorized purposes for which PMT Indebtedness under the respective PMT Resolutions may be issued. *Each of the TBTA PMT Senior Lien Indebtedness, and any MTA PMT Senior Lien Indebtedness are secured by a first lien on, and parity pledge of, the PMT Receipts, consisting of two distinct revenue streams, each of which are described in detail below, namely Mobility Tax Receipts and Aid Trust Account Receipts (also referred to as ATA Receipts). MTA and MTA Bridges and Tunnels entered into the Financing Agreement to provide the mechanism by which MTA and MTA Bridges and Tunnels share PMT Receipts on a parity basis (i) first, with respect to PMT Senior Lien Indebtedness, and (ii) second, with respect to PMT Second Lien Indebtedness. See “SECURITY – Flow of PMT Receipts - Deposit and Application of PMT Receipts Under Financing Agreement” and “– PAYROLL MOBILITY TAX OBLIGATIONS SOURCES OF REVENUE AND PMT RESOLUTION FLOW OF FUNDS” below.*

### SOURCES OF PAYMENT

#### **PMT Receipts**

Under State law, TBTA PMT Bonds are MTA Bridges and Tunnels’ special obligations, which means that they are payable solely from monies pledged therefor (PMT Receipts) in the Obligations Trust Estate under the TBTA PMT Resolution. They are not MTA Bridges and Tunnels’ general obligations. PMT Receipts are comprised of Mobility Tax Receipts and ATA Receipts. Copies of the TBTA PMT Resolution, the MTA PMT Resolution and the executed Financing Agreement have each been filed with the MSRB through EMMA as described under “INTRODUCTION – Where to Find Information.”

#### ***Mobility Tax Receipts***

*The Payroll Mobility Tax.* The Payroll Mobility Tax (PMT) is a tax imposed on certain employers and individuals engaging in business in the Metropolitan Commuter Transportation District (MCTD). The MCTD, which is subject to the imposition of the PMT, includes New York City (the counties of New York (Manhattan), Bronx, Kings (Brooklyn), Queens and Richmond (Staten Island)) and the counties of Rockland, Nassau, Suffolk, Orange, Putnam,

Dutchess, and Westchester. The PMT is collected by the Commissioner of Taxation and Finance, and deposited to the segregated account held in trust by the State Comptroller for MTA. Revenue from the PMT is not subject to appropriation, and is payable monthly directly to MTA. Immediately upon their receipt, MTA is required to transfer the Mobility Tax Receipts to the Mobility Tax Receipts Subaccount in accordance with the terms of the Financing Agreement.

Legislation was enacted in the State in 2009 (the May 2009 Legislation), providing additional sources of revenues, in the form of taxes, fees and surcharges, to address the financial needs of MTA. The PMT on payroll expenses and net earnings from self-employment within the MCTD initially imposed a 0.34% tax collected from private (for-profit and not-for-profit) and public sector employers in the MCTD.

The PMT was modified in 2011 to exempt certain taxpayers from paying the PMT and decrease rates paid by others. The PMT currently excludes federal, international, interstate agencies, certain eligible educational institutions, and certain small businesses. Additional amendments made in 2011 to the May 2009 Legislation further provided that any reductions in aid to MTA attributable to the 2011 statutory reductions in the PMT “shall be offset through alternative sources that will be included in the state budget” (PMT Revenue Offset Receipts). The PMT Revenue Offset Receipts are not pledged to the payment of TBTA PMT Indebtedness or MTA PMT Indebtedness.

MTA, along with the State and various officials of the State, successfully defended several actions challenging the constitutionality of the legislation that enacted the Payroll Mobility Tax (Chapter 25 of the Laws of 2009). These cases were conclusively resolved in 2014 when the New York Court of Appeals declined to hear an appeal of the appellate court decision, thereby confirming that the PMT is constitutional.

*Current Payroll Mobility Tax Rates.* The PMT is imposed on the total payroll expense for all covered employees for each calendar quarter at the following rates:

<u>Payroll Expense for Calendar Quarter</u>	<u>Tax Rate on Payroll Expense</u>
Under \$312,500	Not subject to PMT
Over \$312,500 but not over \$375,000	0.11%
Over \$375,000 but not over \$437,500	0.23%
Over \$437,500	0.34%

Payroll expenses subject to the PMT includes all wages or compensation (as defined under sections 3121 or 3231 of the Internal Revenue Code), including back pay, sick pay, deferred compensation, and bonuses if the payroll payment is attributable to services performed while the employee is or was a covered employee (described below). Section 3121 of the Internal Revenue Code defines wages and compensation as those subject to federal social security taxes and section 3231 of the Internal Revenue Code defines wages and compensation as those subject to the federal railroad retirement tax. However, in computing payroll expense subject to the PMT, the caps on wages subject to either social security taxes or railroad retirement taxes do not apply. Accordingly, for most employers, payroll expense is the amount of the employee wages or other compensation that is subject to the Medicare portion of the federal social security taxes.

*Employers subject to the Payroll Mobility Tax.* The PMT is imposed on certain employers within the MCTD, as described below. Subject to the exemptions described below, an employer engaging in business within the MCTD is subject to the PMT for each calendar quarter they are required to withhold New York State income tax from wages paid to employees and their payroll expense for all covered employees exceeds \$312,500 for that calendar quarter. An employer whose payroll expense does not exceed \$312,500 for that calendar quarter is not subject to the PMT for that calendar quarter.

*Employers exempt from the Payroll Mobility Tax.* The following employers are exempt from the PMT: agencies and instrumentalities of the United States; the United Nations; interstate agencies and public corporations created pursuant to an agreement or compact with another state or Canada (such as The Port Authority of New York and New Jersey). The following educational institutions are also exempt from the PMT: any public school district; a board of cooperative educational services; a public elementary or secondary school; schools which serve students with disabilities of school age; and nonpublic elementary or secondary school that provides instruction in grade one or above.

*Covered Employees subject to Payroll Mobility Tax.* An employee is considered to be a covered employee (whose wages are then subject to the PMT) if the employee's services are allocated to the MCTD. An employee's services are allocated to the MCTD if any one of the following are true:

- 1) *Localization* - If an employee's services are either (a) performed entirely within the MCTD or (b) performed both inside and outside the MCTD, but the services performed outside the MCTD are incidental (i.e., temporary or transitory or consist of isolated transactions).
- 2) *Base of Operations* - If the employee's base of operations is in the MCTD. Base of operations generally means where the employee customarily starts out to perform his or her functions within or outside the MCTD or where the employee customarily returns to receive instruction, replenish stock and materials, repair equipment, or perform any other necessary function. This test is not applied if an employee has no base of operations or has more than one base of operations.
- 3) *Place of Direction and Control* - If the employee's direction and control emanates only from within the MCTD, and the employee performs some services within the MCTD.
- 4) *Residence* - If the employee resides in the MCTD and performs some services in the MCTD.

If an employee is considered a covered employee based on any one of these tests, then all of payroll expense for that employee is included in the payroll expense for purposes of the PMT.

*Individuals with net earnings from self-employment.* Individuals who have net earnings from self-employment allocated to the MCTD are also subject to the PMT. However, if total net earnings from self-employment allocated to the MCTD are \$50,000 or less for the tax year, no PMT is due. Net earnings from self-employment subject to the PMT are taxed at a flat rate of 0.34% of total net earnings allocated to the MCTD (subject to the minimum \$50,000 annual earnings threshold described in the preceding sentence). Self-employed individuals which may be subject to the PMT include sole proprietors, partners in partnerships, members of limited liability companies (LLCs) treated as partnerships for federal income tax purposes and certain single-member LLCs. Certain church employees, members of the clergy and Christian Science practitioners (those who are not subject to federal self-employment taxes) are also not subject to the PMT.

Net earnings from self-employment allocated to the MCTD means net earnings from self-employment that are attributable to a business carried on within the MCTD. Business activity is considered carried on in the MCTD for purposes of the PMT if an individual maintains, operates, or occupies desk space, an office, a shop, a store, a warehouse, a factory, an agency, or other place located in the MCTD where the individual's business matters are systematically and regularly carried on.

If a self-employed individual carries on business both in and outside the MCTD, only a portion of the individual's self-employed earnings are allocated to the MCTD, and thus subject to the PMT. Allocation for PMT purposes is required to be done using the same rules that apply for purposes of the allocation of business income in and out of New York State under the personal income tax rules.

*Method of Payments of the PMT.* The PMT is paid concurrently with regular periodic payroll by large employers required to use the State's prompt payment system (payrolls in excess of \$100,000) and quarterly by sole proprietors and other smaller employers. The PMT is audited and enforced by the State Department of Taxation and Finance and collected by the Commissioner of Taxation and Finance for the sole benefit of MTA and deposited to a segregated account held in trust by the State Comptroller for MTA.

### ***Certain MCTD Employment and Wage Base Information***

The PMT and the collection thereof are related to, among other things, employment and wages in the MCTD. The following **Table 2** sets forth estimated employment in the MCTD and in New York State (by place of work) since 2011, the percentage change in employment from the preceding calendar year, and employment in the MCTD as a percent of New York statewide employment.

**Table 2**  
**Historical MCTD and Statewide Full-Time and Part-Time Employment**

<b>Calendar Year</b>	<b>MCTD Employment<sup>(1)</sup></b>	<b>% Change from Previous Year</b>	<b>NY Statewide Employment<sup>(1)</sup></b>	<b>MCTD Employment as a % of NY Statewide Employment</b>
2011	7,824,140	--	11,294,064	69.3%
2012	7,949,987	1.6%	11,432,840	69.5
2013	8,122,572	2.2	11,619,137	69.9
2014	8,350,135	2.8	11,865,518	70.4
2015	8,561,903	2.5	12,099,185	70.8
2016	8,707,913	1.7	12,259,136	71.0
2017	8,825,521	1.4	12,389,884	71.2
2018	9,057,133	2.6	12,652,841	71.6
2019	9,156,134	1.1	12,743,035	71.9
2020	8,280,973	-9.6	11,581,930	71.5

Source: U.S. Bureau of Economic Analysis (U.S. BEA)

<sup>(1)</sup> Employment estimates based on data last updated by U.S. BEA on November 16, 2021.

The employment numbers in **Table 2** include all employment reported by the U.S. BEA and does not exclude any employees that may be exempt from the PMT and, therefore, is provided only as a proxy of the gross employment base which may be subject to the PMT.

The following **Table 3** sets forth estimated wages, salaries and proprietors' income in the MCTD (by place of work) since 2011, the percentage change from the preceding calendar year, and the MCTD's wages, salaries and proprietors' income as a percent of New York statewide wages, salaries and proprietors' income.

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**Table 3**  
**Historical MCTD and Statewide Wages, Salaries and Proprietors' Income**

<b>Calendar Year</b>	<b>MCTD Wages, Salaries and Proprietors' Income (\$ in millions) <sup>(1)</sup></b>	<b>% Change from Previous Year</b>	<b>MCTD as a % of NY Statewide Wages, Salaries and Proprietors' Income</b>
2011	\$497,868	--	78.5%
2012	524,684	5.4%	78.8
2013	535,817	2.1	79.0
2014	561,187	4.7	79.4
2015	581,258	3.6	79.6
2016	607,251	4.5	80.0
2017	646,557	6.5	80.3
2018	679,976	5.2	80.6
2019	701,501	3.2	80.6
2020	691,890	-1.4	80.4

Source: U.S. BEA

<sup>(1)</sup> Wages, salaries and proprietor's income estimates based on data last updated by U.S. BEA on November 16, 2021. Proprietors' income includes the inventory valuation adjustment and capital consumption adjustment.

The wages, salaries and proprietors' income in **Table 3** include all wages, salaries and proprietors' income reported by the U.S. BEA and does not exclude any wages, salaries and proprietors' income that may be exempt from the PMT, and therefore, is provided only as a proxy of the gross wages, salaries and proprietors' income base, which may be subject to the PMT.

Statistical information and calculations contained in **Table 2** and **Table 3** are based on data obtained from the U.S. BEA. Neither MTA nor MTA Bridges and Tunnels can guarantee the accuracy of such information, assure its completeness or warrant that such information will not be changed, modified or otherwise revised subsequent to the date thereof. Neither MTA nor MTA Bridges and Tunnels has any obligation to update any or all of such information nor does MTA or MTA Bridges and Tunnels make any express or implied warranties or representations as to its accuracy or completeness.

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***Historical Mobility Tax Receipts***

The following **Table 4** sets forth, on a cash basis, MTA’s total annual Mobility Tax Receipts since 2011, as well as the percentage change from the preceding calendar year.

**Table 4  
Historical Annual Mobility Tax Receipts**

<b>Calendar Year</b>	<b>Mobility Tax Receipts (\$ in millions)</b>	<b>% Change from Previous Year</b>
2011	\$1,415.0	--
2012 <sup>(1)</sup>	1,265.3	-10.6%
2013 <sup>(1)</sup>	1,215.3	-4.0
2014	1,262.6	3.9
2015	1,316.9	4.3
2016	1,372.8	4.2
2017	1,435.6	4.6
2018	1,482.9	3.3
2019	1,560.5	5.2
2020	1,560.8	0.0
2021	1,713.2	9.8

Source: MTA Management

<sup>(1)</sup> The decline in Mobility Tax Receipts in calendar years 2012 and 2013 was attributed to revisions to the PMT statute effective April 1, 2012 which exempted certain taxpayers and lowered the rate paid by others, as described herein.

***ATA Receipts***

*The ATA Receipts.* The May 2009 Legislation also provided additional support for MTA in the form of revenues comprised of the supplemental fee on learner’s permits and driver’s licenses, supplemental fees on the registration and renewal of motor vehicles, the taxicab surcharge, and the supplemental tax on auto rentals, collectively referred to as the “ATA Receipts.” The ATA Receipts are collected by the Commissioner of Taxation and Finance or the Commissioner of Motor Vehicles, as applicable, on behalf of MTA, and deposited to the segregated account held in trust by the State Comptroller for MTA. Revenue from the ATA Receipts is not subject to appropriation, and is payable quarterly directly to MTA. Immediately upon their receipt, MTA is required to transfer the ATA Receipts to the ATA Receipts Subaccount in accordance with the terms of the Financing Agreement.

ATA Receipts are derived from activities conducted in the MCTD at the collection rates listed in the following table. For a historical breakdown of ATA Receipts by category, see Revenues of the Related Entities – MTA Financial Assistance Fund Receipts – *MTA Aid Trust Account Receipts*” in Part 2 of the ADS.

<b>Source</b>	<b>Collection Rate</b>	<b>Collection Area</b>
Driver’s License Fee	\$1.00 per 6 months <sup>(1)</sup>	MCTD
Auto Registration Fee	\$25 every year <sup>(2)</sup>	MCTD
Taxicab Surcharge	\$0.50 per ride	Any taxi ride starting in New York City and ending within the MCTD
Auto Rental Tax	6% of the cost of the rental <sup>(3)</sup>	MCTD

Source: MTA, State Department of Taxation and Finance, State Division of the Budget

<sup>(1)</sup> Collected as a \$16 surcharge on an 8-year license.

<sup>(2)</sup> Collected as a \$50 surcharge on a 2-year vehicle registration.

<sup>(3)</sup> Raised from 5% in 2019.

### *Historical ATA Receipts*

The following **Table 5** sets forth, on a cash basis, MTA's total annual ATA Receipts since 2011, as well as the percentage change from the preceding calendar year.

**Table 5**  
**Historical Annual ATA Receipts**

<b>Calendar Year</b>	<b>ATA Receipts (\$ in millions)</b>	<b>% Change from Previous Year</b>
2011	\$303.2	--
2012	305.6	0.8%
2013	302.9	-0.9
2014	313.2	3.4
2015 <sup>(1)</sup>	284.8	-9.1
2016	300.3	5.5
2017	306.2	2.0
2018 <sup>(1)</sup>	272.6	-11.0
2019	311.0	14.1
2020 <sup>(1)</sup>	248.8	-20.0
2021	263.3	5.8

Source: MTA Management

<sup>(1)</sup>The decline in ATA receipts from 2014 to 2015 reflected a decline in taxicab surcharge receipts due to a reduction in pickups by yellow- and green-metered taxicabs, which are subject to the taxicab surcharge. This was a result of an increase in the market share of smartphone app-driven providers into the area, such as Uber and Lyft, which are not subject to the \$0.50 taxicab surcharge. The change from 2017 to 2018 reflects an expansion of For-Hire Vehicle trips taken (from providers such as Uber and Lyft) as acceptance of these providers grew. The change from 2019 to 2020 reflects the impacts of the COVID-19 pandemic.

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### *Historical PMT Receipts*

The following **Table 6** sets forth, on a cash basis, annual combined Mobility Tax Receipts and ATA Receipts (collectively, PMT Receipts) since 2011, and the percentage change in total PMT Receipts from the preceding calendar year.

**Table 6**  
**Historical Annual Combined Mobility Tax Receipts and ATA Receipts**  
**(PMT Receipts)<sup>(1)</sup>**

<b>Calendar Year</b>	<b>Mobility Tax Receipts (\$ in millions)</b>	<b>ATA Receipts (\$ in millions)</b>	<b>PMT Receipts (\$ in millions)</b>	<b>% Change PMT Receipts from Previous Year</b>
2011	\$1,415.0	\$303.2	\$1,718.2	--
2012 <sup>(2)</sup>	1,265.3	305.6	1,570.9	-8.6%
2013 <sup>(2)</sup>	1,215.3	302.9	1,518.1	-3.4
2014	1,262.6	313.2	1,575.8	3.8
2015	1,316.9	284.8	1,601.7	1.6
2016	1,372.8	300.3	1,673.1	4.5
2017	1,435.6	306.2	1,741.8	4.1
2018	1,482.9	272.6	1,755.5	0.8
2019	1,560.5	311.0	1,871.5	6.6
2020 <sup>(2)</sup>	1,560.8	248.8	1,809.7	-3.3
2021	1,713.2	263.3	1,976.6	9.2

Source: MTA Management

<sup>(1)</sup> Numbers may not total due to rounding.

<sup>(2)</sup> The decline in Mobility Tax Receipts in calendar years 2012 and 2013 was attributed to revisions to the PMT statute, effective April 1, 2012, which exempted certain taxpayers and lowered the rate paid by others, as described herein. The change from 2019 to 2020 reflects the impacts of the COVID-19 pandemic.

### **Factors Affecting Revenues**

**The COVID-19 Pandemic.** While the COVID-19 pandemic has, since its emergence in February 2020, and particularly since March 2020, had a substantially adverse impact on MTA revenues and operations, annual Mobility Tax Receipts and ATA Receipts shown in **Tables 4, 5 and 6** demonstrate the relative resilience of the broad-based PMT Receipts. PMT Receipts were down 3.3% for calendar year 2020, compared to 2019, and for calendar year 2021, PMT Receipts were 9.2% higher than in 2020 and 5.6% higher than in 2019. Mobility Tax Receipts were essentially the same for calendar year 2020 compared to 2019, and for calendar year 2021, Mobility Tax Receipts were 9.8% higher than in 2020 and 2019. ATA Receipts were down 20.0% for calendar year 2020, compared to 2019, and for calendar year 2021, ATA Receipts were 5.8% higher than in 2020, but 15.3% lower than in 2019.

For the 2022 Mid-Year Forecast, the July Financial Plan 2023-2026 reflects \$1,781.6 million in Mobility Tax Receipts and \$258.9 million in ATA Receipts.

**Table 7** sets forth, on a cash basis, monthly Mobility Tax Receipts for 2021 and 2022 (through July), with percentage change comparisons. Through July 2022, Mobility Tax Receipts were approximately 5.1% higher than Mobility Tax Receipts collected during the same period in 2021.

**Table 7**  
**Monthly Mobility Tax Receipts<sup>(1)</sup>**

<b>Month</b>	<b>2021 Monthly Mobility Tax Receipts (\$ in millions)</b>	<b>2022 Monthly Mobility Tax Receipts (\$ in millions)</b>	<b>% Change 2022 vs 2021</b>
January	\$ 39.6	\$ 41.7	5.3%
February	199.2	216.4	8.6
March	182.8	180.4	-1.3
April	156.6	168.9	7.8
May	148.3	171.5	15.7
June	140.6	133.9	-4.8
July	129.4	134.4	3.9
August	113.7		
September	126.5		
October	130.8		
November	122.2		
December <sup>(2)</sup>	223.7		
<b>Total</b>	<b>\$1,713.2</b>		

Source: MTA Management

<sup>(1)</sup> Numbers may not total due to rounding.

<sup>(2)</sup> Mobility Tax Receipts received by MTA tend to be higher in the month of December, followed by lower Mobility Tax Receipts in the month of January, due to a statutory provision which requires the State Comptroller to transfer to MTA by the final business day in December all then collected Mobility Tax Receipts.

**Table 8** sets forth, on a cash basis, quarterly ATA Receipts for 2021 and 2022 (for the quarter ending June), with percentage change comparisons. Through the quarter ending June 2022, ATA Receipts were approximately 5.5% lower than ATA Receipts collected during the same period in 2021.

**Table 8**  
**Quarterly ATA Receipts<sup>(1)</sup>**

<b>Quarter Ending</b>	<b>2021 ATA Receipts (\$ in millions)</b>	<b>2022 ATA Receipts (\$ in millions)</b>	<b>% Change 2022 vs 2021</b>
March	\$ 61.7 <sup>(2)</sup>	\$60.0	-2.7%
June	69.3	63.7	-8.1
September	67.7		
December	64.6		
<b>Total</b>	<b>\$263.3</b>		

Source: MTA Management

<sup>(1)</sup> Numbers may not total due to rounding

<sup>(2)</sup> The first quarter of 2021 includes a deposit made in February 2021 of \$84,555, which was a reconciliation by the State.

**Table 9** sets forth, on a cash basis, combined monthly Mobility Tax Receipts and quarterly ATA Receipts (collectively, PMT Receipts) for 2021 and 2022 (through July), with percentage change comparisons. Through July 2022, PMT Receipts were approximately 3.8% higher than PMT Receipts collected during the same period in 2021.

**Table 9**  
**Combined Monthly Mobility Tax Receipts and Quarterly ATA Receipts (PMT Receipts)<sup>(1)</sup>**

<b>Month</b>	<b>2021 PMT Receipts (\$ in millions)</b>	<b>2022 PMT Receipts (\$ in millions)</b>	<b>% Change 2022 vs 2021</b>
January	\$ 39.6	\$ 41.7	5.3%
February	199.2	216.4	8.6
March <sup>(2)</sup>	244.4	240.4	-1.7
April	156.6	168.9	7.8
May	148.3	171.5	15.7
June <sup>(2)</sup>	209.9	197.6	-5.9
July	129.4	134.4	3.9
August	113.7		
September <sup>(2)</sup>	194.2		
October	130.8		
November	122.2		
December <sup>(2) (3)</sup>	288.3		
<b>Total</b>	<b>\$ 1,976.6</b>		

Source: MTA Management

<sup>(1)</sup> Numbers may not total due to rounding.

<sup>(2)</sup> Numbers reflect quarterly ATA Receipts in addition to monthly Mobility Tax Receipts. The first quarter of 2021 ATA Receipts includes a deposit made in February 2021 of \$84,555, which was a reconciliation by the State.

<sup>(3)</sup> Mobility Tax Receipts received by MTA tend to be higher in the month of December, followed by lower Mobility Tax Receipts in the month of January, due to a statutory provision which requires the State Comptroller to transfer to MTA by the final business day in December all then collected Mobility Tax Receipts.

**Legislative Changes.** The State is not restricted in its right to amend, repeal, modify or otherwise alter statutes imposing or relating to the sources of PMT Receipts or the taxes that are the source of such PMT Receipts. However, the State has authorized MTA and MTA Bridges and Tunnels to include in their respective PMT Resolutions, for the benefit of the holders of their respective bonds, its agreement that the State will not limit or alter the rights vested in MTA or MTA Bridges and Tunnels to fulfill the terms of any agreements made by MTA or MTA Bridges and Tunnels with the holders of its notes, bonds and lease obligations, including the MTA Bridges and Tunnels PMT Bonds and the MTA PMT Bonds, or in any way impair the rights and remedies of such holders. See “- SECURITY - Agreements of the State” below.

**Economic Conditions.** Each of the sources of PMT Receipts are dependent upon economic and demographic conditions in the State and in the MCTD, and therefore, there can be no assurance that historical data with respect to collections of the PMT Receipts will be indicative of future receipts, either during the pendency of the COVID-19 pandemic or thereafter.

**Information Relating to the State.** Information relating to the State, including the Annual Information Statement of the State, as amended or supplemented, is not a part of this official statement. Such information is on file with MSRB through EMMA with which the State was required to file, and the State has committed to update that information to the holders of its general obligation bonds and State-supported bonds, in the manner specified in Rule 15c2-12. Prospective purchasers of TBTA PMT Bonds wishing to obtain that information may refer to those filings regarding currently available information about the State. The State has not obligated itself to provide continuing disclosure in connection with the offering of TBTA PMT Bonds, including the Series 2022B Bonds. MTA Bridges and Tunnels makes no representations about State information or its continued availability.

## SECURITY

The TBTA PMT Bonds, including the Series 2022B Bonds, are MTA Bridges and Tunnels' special obligations payable as to principal, redemption premium, if any, and interest solely from the security, sources of payment and funds specified in the TBTA PMT Resolution. Payment of principal of or interest on the TBTA PMT Bonds may not be accelerated in the event of a default.

The TBTA PMT Bonds are secured primarily by the sources of payment described under the caption "SOURCES OF PAYMENT." As described below, pursuant to the Financing Agreement, the TBTA PMT Bonds are secured on a parity with the MTA PMT Bonds.

The TBTA PMT Bonds are not secured by:

- the general fund or other funds and revenues of the State, or
- the other funds and revenues of MTA, MTA Bridges and Tunnels, or any of its affiliates or subsidiaries.

The TBTA PMT Bonds are not a debt of the State or the City, or any other local governmental unit. MTA Bridges and Tunnels has no taxing power.

The TBTA PMT Resolution, the MTA PMT Resolution, the Standard Resolution Provisions Applicable to MTA PMT Indebtedness and Parity Debt and TBTA PMT Indebtedness and Parity Debt, the Standard Resolution Provisions Applicable to MTA and TBTA PMT Second Lien Indebtedness and Second Lien Parity Debt, the Additional Resolution Provisions Applicable to MTA and TBTA PMT Senior Lien Indebtedness and PMT Second Lien Indebtedness, and a copy of the executed Financing Agreement (also included herein as **Attachment 2** – "Copy of Financing Agreement") have been filed with EMMA and are included by specific cross-reference in this official statement, and are also available on MTA's website.

### **Flow of PMT Receipts**

MTA and MTA Bridges and Tunnels entered into the Financing Agreement to provide the mechanism by which MTA and MTA Bridges and Tunnels share PMT Receipts on a parity basis. As described below, the statutes providing for the imposition and collection of the PMT Receipts, together with the Financing Agreement and the MTA PMT Resolution and the TBTA PMT Resolution (collectively, the PMT Resolutions) provide the procedures for the deposit and transfer of amounts constituting PMT Receipts to ensure that sufficient amounts will be available for MTA to (i) provide MTA Bridges and Tunnels, or the Trustee on behalf of MTA Bridges and Tunnels, with the PMT Receipts necessary for MTA Bridges and Tunnels to timely perform its obligations under the TBTA PMT Resolution, and (ii) retain, or provide to the trustee under the MTA PMT Resolution on its own behalf, the PMT Receipts necessary for MTA to timely perform its obligations under the MTA PMT Resolution, in each case on the terms and conditions and in the priority set forth in the applicable statutes and financing documents.

#### ***Deposit and Application of PMT Receipts Required by Statute***

*Mobility Tax Receipts.* The Mobility Tax Receipts collected or received by the Commissioner of Taxation and Finance on behalf of MTA are deposited daily into a segregated account held in trust by the State Comptroller for the credit of MTA. Mobility Tax Receipts are not subject to appropriation, and are payable twice a month (on the 15<sup>th</sup> and the final business day of each month) by the State Comptroller directly to MTA for deposit in the MTA Finance Fund held by MTA in accordance with each of Section 805(b) of the State Tax Law and Section 1270-h of the MTA Act. Immediately upon their receipt, MTA transfers the Mobility Tax Receipts to the Mobility Tax Receipts Subaccount in accordance with the terms of the Financing Agreement described below.

*ATA Receipts.* The ATA Receipts are collected or received by the Commissioner of Taxation and Finance or the Commissioner of Motor Vehicles, as applicable, on behalf of MTA and are deposited daily into a segregated account held in trust by the State Comptroller for the credit of MTA. ATA Receipts are not subject to appropriation, and are payable quarterly (by the 15<sup>th</sup> day of the last month of each calendar quarter) by the State Comptroller directly to MTA for deposit in the Corporate Transportation Account within the Special Assistance Fund held by MTA for application

in accordance with Section 1270-a of the MTA Act. Immediately upon their receipt, MTA transfers the ATA Receipts to the ATA Receipts Subaccount in accordance with the terms of the Financing Agreement described below.

### ***Deposit and Application of PMT Receipts Under Financing Agreement***

The statutory lien in favor of the holders of PMT Indebtedness is effective immediately upon receipt by MTA of the Mobility Tax Receipts and the ATA Receipts, prior to the deposit of such moneys into the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount, respectively. All PMT Receipts received by MTA are required to be immediately deposited into the applicable Subaccount established under the Financing Agreement. Such Subaccounts are separate bank accounts established for the purpose of segregating and investing the receipts deposited therein prior to transfer to the respective Trustee under the MTA PMT Resolution and the TBTA PMT Resolution, as described below. Amounts held at any time by MTA in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount are held in trust separate and apart from all other funds of MTA for the benefit of holders of PMT Indebtedness.

MTA Bridges and Tunnels and MTA have entered into the Financing Agreement for the purposes of establishing the procedures pursuant to which MTA will deposit, allocate and transfer the PMT Receipts in order to ensure the parity allocation of such PMT Receipts between the TBTA PMT Resolution and the MTA PMT Resolution.

In every month, at such time or times as MTA in its discretion shall determine (but in no event later than the last Business Day of every month), MTA shall transfer PMT Receipts from the Mobility Tax Receipts Subaccount or the ATA Receipts Subaccount or both (as determined by MTA) in the following order of priority and to the extent available for application, as follows:

- *first*, to the applicable Trustee for deposit in the applicable Senior Lien Debt Service Fund, an amount equal to the applicable Monthly Senior Lien Deposit Requirement (generally, one-fifth (1/5<sup>th</sup>) of the interest due and payable on the next interest payment date and one-tenth (1/10<sup>th</sup>) of the next Principal Installment) plus an amount equal to the amount required to cure any deficiency in prior transfers made; *provided, however*, if on the date of any such transfer the amount of PMT Receipts available for transfer is less than the amount required to be transferred, the amount actually available shall be transferred, first, on a *pro rata* basis (in proportion to the amount of any deficiencies relative to each other) to each applicable Trustee to cure any deficiencies in prior deposits or transfers, and then, on a *pro rata* basis to each applicable Trustee in proportion to the amount of the respective current applicable Monthly Senior Lien Debt Service Requirement; and
- *second*, to the applicable Trustee for deposit in the applicable Second Lien Debt Service Fund, an amount equal to the applicable Monthly Second Lien Deposit Requirement plus an amount equal to the amount required to cure any deficiency in prior transfers made; *provided, however*, if on the date of any such transfer the amount of PMT Receipts available for transfer is less than the amount required to be so transferred, the amount actually available shall be transferred, first, on a *pro rata* basis (in proportion to the amount of any deficiencies relative to each other) to each applicable Trustee to cure any deficiencies in prior deposits or transfers, and then, on a *pro rata* basis to each applicable Trustee in proportion to the amount of the respective current applicable Monthly Second Lien Deposit Requirement; and
- *third*, to the applicable Trustee or another Person, the amount necessary for the payment of Other Subordinated Obligations or obligations payable from PMT Receipts in the priority set forth in the applicable PMT Resolution or other authorizing document for such obligations; and
- *fourth*, to the applicable Trustee or another Person, for the payment of fees and expenses due and payable under the related PMT Indebtedness and PMT Resolutions, to the extent payable from PMT Receipts in the priority set forth in the applicable authorizing document; and
- *fifth*, after the amounts actually transferred under clauses *first* through *fourth* above equal the amounts required to have been so transferred on a cumulative basis as of the end of each month, to MTA or for expenditure by MTA, PMT Receipts and investment income, if any, on deposit in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount free and clear of any lien, pledge or claim of the

TBTA PMT Resolution and the MTA PMT Resolution, to be applied by MTA as provided in the MTA Act.

If, after the date or dates of any transfers made by MTA in a particular month described above, there continues to be a deficiency in the cumulative amounts required to be transferred and MTA receives additional PMT Receipts later in such month, MTA will apply those additional PMT Receipts as soon as practicable (but no later than the last Business Day of such month) in the same priority as set forth above to cure such deficiencies to the greatest extent possible.

If on any Business Day no later than two Business Days preceding any Applicable Debt Service Payment Date, MTA receives notice from an applicable Trustee that there are insufficient funds on deposit to pay Debt Service on PMT Indebtedness on such payment date, MTA shall transfer, to the extent moneys are available, any or all PMT Receipts on deposit in the Subaccounts in the amount necessary to cure such deficiency. Amounts so transferred shall be applied in the same priority as set forth above; *provided, however*, that no transfers shall be made to an applicable Second Lien Trustee if there is a deficiency that has not been cured in the amounts transferred for the payment of Senior Lien Debt Service.

See **Attachment 2** – “Copy of Financing Agreement” for a more detailed description of the flow of funds set forth in the Financing Agreement.

### **Pledge Effected by the TBTA PMT Resolution**

#### ***Application of PMT Receipts Under TBTA PMT Resolution***

The TBTA PMT Resolution establishes an Obligations Proceeds Fund held by MTA Bridges and Tunnels and a Senior Lien Debt Service Fund held by the Trustee. A copy of the TBTA PMT Resolution may be found on MTA’s website (<https://new.mta.info/investor-info/bond-resolutions-interagency-agreements>) “TBTA Payroll Mobility Tax Obligation Resolution”, included herein by specific cross-reference for TBTA PMT Resolution provisions governing the deposits to and withdrawals from the Funds and Accounts. Amounts held by MTA Bridges and Tunnels or the Trustee in any of such Funds shall be held in trust separate and apart from all other funds and applied solely for the purposes specified in the TBTA PMT Resolution or any Supplemental Resolution thereto.

***Obligations Trust Estate.*** The TBTA PMT Resolution provides that there are pledged to the payment of principal and redemption premium of, interest on, and sinking fund installments for, the TBTA PMT Bonds, and other Obligations and Parity Debt, in accordance with their terms and the provisions of the TBTA PMT Resolution, subject only to the provisions permitting the application of that money for the purposes and on the terms and conditions permitted in the TBTA PMT Resolution, and subject also to the right of the State to amend, repeal, modify or otherwise alter statutes imposing or relating to the PMT Receipts as described in “—Agreements of the State” below, the following, referred to as the “Obligations Trust Estate”:

- (i) the proceeds of the sale of the TBTA PMT Bonds, until those proceeds are paid out for an authorized purpose;
- (ii) all right, title and interest of MTA Bridges and Tunnels in (x) the Financing Agreement, including the right of MTA Bridges and Tunnels to receive the PMT Receipts thereunder and (y) the funds and accounts established under the Financing Agreement into which the PMT Receipts are to be deposited; *provided, however, that*, that all right, title and interest of MTA Bridges and Tunnels in and to the Financing Agreement and receipt of amounts payable thereunder for the benefit of TBTA PMT Bonds, other Obligations and Parity Debt is of equal rank with all right, title and interest of MTA in and to the Financing Agreement and receipt of amounts payable thereunder for the benefit of MTA PMT Bonds, other Obligations and Parity Debt;
- (iii) the Obligations Proceeds Fund and the Senior Lien Debt Service Fund, any money on deposit therein and any money received and held by MTA Bridges and Tunnels which is required to be deposited therein;

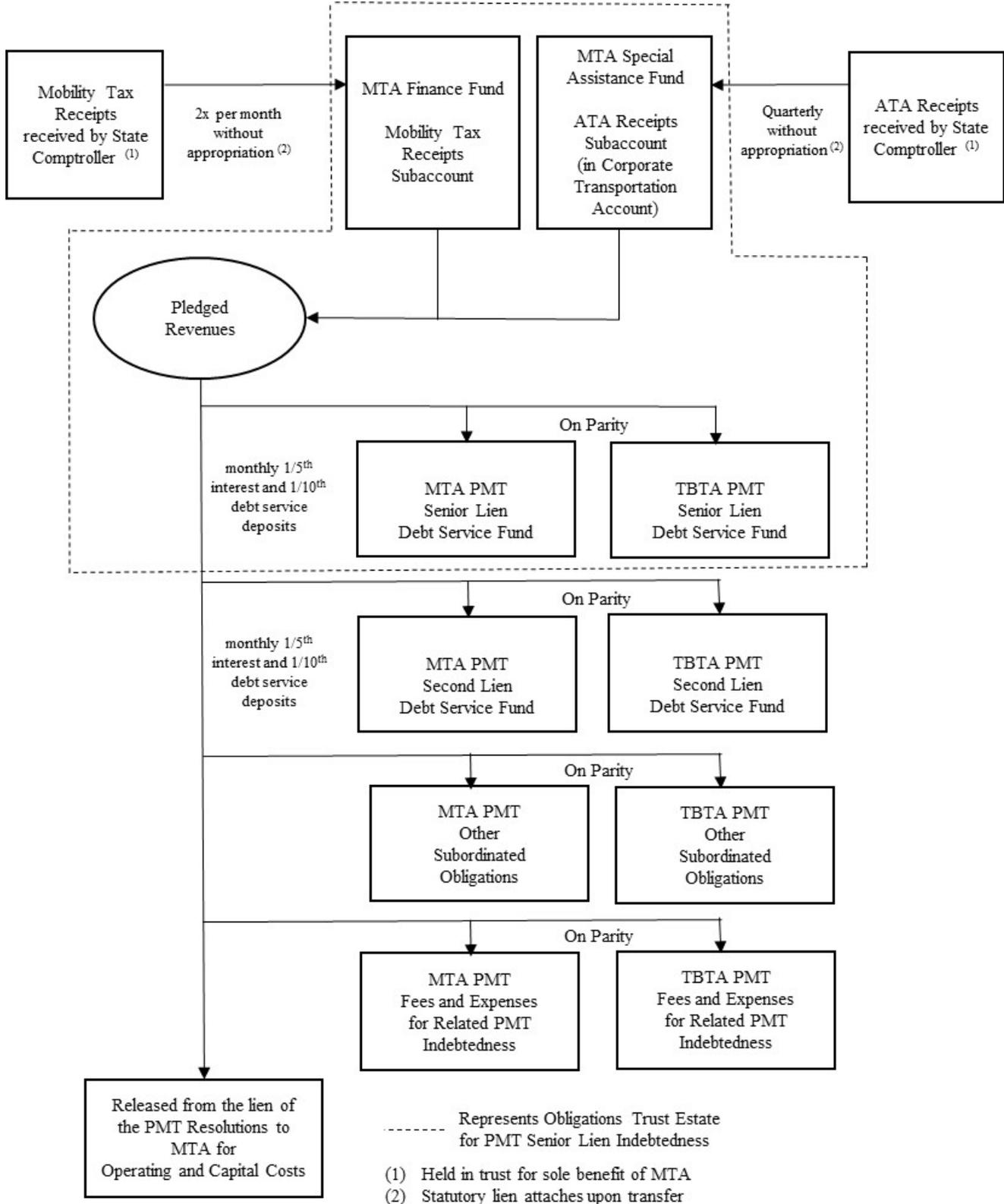
- (iv) all Funds, Accounts and Subaccounts established by the TBTA PMT Resolution (other than (a) the Second Lien Obligations Proceeds Fund and the Second Lien Debt Service Fund, and any accounts and subaccounts therein and (b) funds and any accounts and subaccounts therein established pursuant to a Supplemental Resolution in connection with Variable Interest Rate Obligations, Put Obligations or Parity Debt; provided, however, that, in the case of funds described in clause (b) hereof, such funds, accounts and subaccounts are specifically excepted from the Obligations Trust Estate by the Supplemental Resolution authorizing such Variable Interest Rate Obligations, Put Obligations or Parity Debt), including the investments, if any, thereof; and
- (v) all funds, moneys and securities and any and all other rights and interests in property, whether tangible or intangible, from time to time hereafter by delivery or by writing of any kind conveyed, mortgaged, pledged, assigned or transferred as and for additional security under the TBTA PMT Resolution for the TBTA PMT Bonds by MTA Bridges and Tunnels, or by anyone on its behalf, or with its written consent, to the Trustee, which is authorized to receive any and all such property at any and all times, and to hold and apply the same subject to the terms of the TBTA PMT Resolution.

The TBTA PMT Resolution provides that the Obligations Trust Estate is and will be free and clear of any pledge, lien, charge or encumbrance thereon or with respect thereto prior to, or of equal rank with, the pledge created by the TBTA PMT Resolution, other than the TBTA PMT Senior Lien Indebtedness, and all corporate action on the part of MTA Bridges and Tunnels to that end has been duly and validly taken.

The following chart summarizes (i) the flow of taxes, fees and surcharges into the MTA Finance Fund and the MTA Special Assistance Fund, and (ii) the flow of the PMT Receipts pursuant to the terms of the Financing Agreement through the Funds and Accounts established under the TBTA PMT Resolution and the MTA PMT Resolution.

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**SOURCES OF REVENUE AND FLOW OF FUNDS**



**Debt Service Fund**

Pursuant to the TBTA PMT Resolution, the Trustee holds the Senior Lien Debt Service Fund. Moneys deposited in the Senior Lien Debt Service Fund are applied by the Trustee to the payment of Debt Service on the TBTA

PMT Bonds in the manner, and from the accounts and subaccounts, more fully described under the heading “Senior Lien Debt Service Fund” in the TBTA PMT Resolution included herein by specific cross-reference.

MTA is required under the Financing Agreement to make transfers no less frequently than monthly to the Trustee for deposit in the appropriate account of the Senior Lien Debt Service Fund of interest (1/5th of the next semiannual payment) and principal (1/10th of the next annual payment) from PMT Receipts. See “— Flow of PMT Receipts — *Deposit and Application of PMT Receipts Under Financing Agreement*” above and **Attachment 2** – “Copy of Financing Agreement”.

## **Covenants**

***Additional PMT Senior Lien Indebtedness Including Parity Debt.*** The TBTA PMT Resolution permits the issuance or incurrence of additional Senior Lien Indebtedness from time to time to pay or provide for payment of Capital Costs for any Transportation District Project that may be financed with obligations the payment of which may be secured by and paid from the PMT Receipts and to refund Outstanding TBTA PMT Bonds.

Additional PMT Senior Lien Indebtedness, including additional Series of TBTA PMT Bonds, may be issued provided that, in addition to satisfying certain other requirements, MTA Bridges and Tunnels delivers a certificate that evidences MTA Bridges and Tunnels’ compliance with the additional bonds test set forth in the TBTA PMT Resolution. The additional bonds test for either the issuance of TBTA PMT Senior Lien Indebtedness or MTA PMT Senior Lien Indebtedness requires that the amount of PMT Receipts (Mobility Tax Receipts and ATA Receipts) for any 12 consecutive calendar months ended not more than six months prior to the date of such calculation, as set forth in a certificate of an Authorized Officer, is at least 2.25 times the combined maximum annual Calculated Debt Service (as defined in the TBTA PMT Resolution) on all Outstanding TBTA PMT Senior Lien Indebtedness and MTA PMT Senior Lien Indebtedness then outstanding (including the TBTA or MTA PMT Senior Lien Indebtedness then proposed to be issued).

Each of the TBTA PMT Resolution and the MTA PMT Resolution also provides that additional PMT Senior Lien Indebtedness may be issued to refund Outstanding PMT Senior Lien Indebtedness, either by meeting the additional bonds test described above, or, in the alternative, by demonstrating that (1) combined maximum annual Calculated Debt Service on all PMT Senior Lien Indebtedness for any future debt service year, and (2) combined maximum annual (a) Calculated Debt Service on all PMT Senior Lien Indebtedness and (b) Calculated Second Lien Debt Service on all PMT Second Lien Indebtedness for any future debt service year, will not increase as a result of such refunding.

For the requirements relating to the issuance of Refunding Bonds under the TBTA PMT Resolution and under the MTA PMT Resolution, see “— Special Provisions for Refunding Obligations” in “ANNEX C” to the TBTA PMT Resolution included herein by specific cross-reference.

## **Parity Debt**

Subject to compliance with the additional bonds test for PMT Senior Lien Indebtedness described above, MTA Bridges and Tunnels and MTA may incur Parity Debt pursuant to the terms of the respective PMT Resolution. Such PMT Senior Lien Indebtedness would, subject to certain exceptions, be secured by a pledge of, and a lien on, the Obligations Trust Estate on a parity with the lien created by the applicable PMT Resolution. Parity Debt may be incurred in the form of a Parity Reimbursement Obligation, a Parity Swap Obligation or any other contract, agreement or other obligation of MTA Bridges and Tunnels designated as constituting “Parity Debt” in a certificate of an Authorized Officer delivered to the applicable Trustee.

## **Subordinate Obligations**

The TBTA PMT Resolution and the MTA PMT Resolution each authorize the issuance or incurrence of subordinate obligations, including PMT Second Lien Indebtedness.

In December 2020, MTA placed a bond anticipation note constituting an Obligation Anticipation Note (the MLF BAN) maturing on December 15, 2023, issued under the MTA PMT Resolution in the principal amount of \$2,907,280,000 with the Municipal Liquidity Facility LLC under a program established by the Federal Reserve Bank

of New York. The MLF BAN was issued to finance lost revenues and pay additional expenses of MTA and its affiliates and subsidiaries caused by the COVID-19 pandemic. The principal of and interest on the MLF BAN may be paid from: (i) the proceeds of rollover bond anticipation notes issued under the MTA PMT Resolution, (ii) take-out bonds issued under the MTA PMT Resolution, and/or (iii) the proceeds of notes or other evidences of indebtedness or any other amounts (which other amounts are not otherwise pledged to the payment of the MLF BAN), in each case if and to the extent such amounts may lawfully be used to make such payments. The payment of principal on the MLF BAN is not secured by revenues under the MTA PMT Resolution. The payment of interest on the MLF BAN, all of which is payable at maturity, is payable on a subordinate basis to PMT Senior Lien Indebtedness that may be issued or incurred under the PMT Resolutions. MTA may determine to issue PMT Senior Lien Indebtedness to retire the MLF BAN at or prior to maturity, depending on market conditions.

### **Agreements of the State**

The MTA Act provides that, so long as MTA has any outstanding bonds, notes or other obligations, none of MTA, MTA Bridges and Tunnels or any of the other Related Entities has the authority to file a voluntary petition under Chapter 9 of the United States Bankruptcy Code, and neither any public officer nor any organization, entity or other person shall authorize MTA, MTA Bridges and Tunnels or any of the other Related Entities to be or become a debtor under Chapter 9 during any such period. In addition, under the MTA Act, the State pledges and agrees that it will not limit or alter the denial of authority to file a voluntary petition under Chapter 9 as provided in the preceding sentence during any such period. The Financing Agreement is an MTA obligation that extends the protections of this provision through the final maturity of PMT Senior Lien Indebtedness.

Chapter 9 does not provide authority for creditors to file involuntary bankruptcy proceedings against MTA, MTA Bridges and Tunnels or the other Related Entities.

Under the MTA Act and the MTA Bridges and Tunnels Act, the State pledges to and agrees with the holders of any notes, bonds or lease obligations issued or incurred by MTA and MTA Bridges and Tunnels, including the MTA PMT Bonds and the TBTA PMT Bonds, that the State will not limit or alter the rights vested in MTA or MTA Bridges and Tunnels to fulfill the terms of any agreements made with the holders of their respective notes, bonds and lease obligations, or in any way impair the rights and remedies of such holders. Notwithstanding the foregoing, in accordance with State law and the MTA PMT Resolution and the TBTA PMT Resolution, nothing in the MTA PMT Resolution or the TBTA PMT Resolution restricts the right of the State to amend, repeal, modify or otherwise alter statutes imposing or relating to the taxes, fees or appropriations which are the source of PMT Receipts. No default under the MTA PMT Resolution or the TBTA PMT Resolution would occur solely as a result of the State exercising its right to amend, repeal, modify or otherwise alter such taxes, fees or appropriations.

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### PART III. OTHER INFORMATION ABOUT THE SERIES 2022B BONDS

**Part III** of this official statement provides miscellaneous additional information relating to the Series 2022B Bonds.

#### TAX MATTERS

##### General

Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP are Co-Bond Counsel for the Series 2022B Bonds. Each Co-Bond Counsel is of the opinion that, under existing law, relying on certain statements by MTA Bridges and Tunnels and MTA and assuming compliance by MTA Bridges and Tunnels and MTA with certain covenants, interest on the Series 2022B Bonds is:

- excluded from an Owner's federal gross income under Section 103 of the Internal Revenue Code of 1986 (the Internal Revenue Code), and
- not a specific preference item for an Owner in calculating the federal alternative minimum tax.

Each Co-Bond Counsel is also of the opinion that, under existing law, interest on the Series 2022B Bonds is exempt from personal income taxes of the State and any political subdivisions of the State, including the City. See **Attachment 4** to this official statement for the form of the opinion that each Co-Bond Counsel expects to deliver when the Series 2022B Bonds are delivered. Delivery of the Series 2022B Bonds, and delivery of Co-Bond Counsel's opinions with respect to the Series 2022B Bonds, is subject to the satisfaction of certain terms and conditions provided in the Forward Delivery Bond Purchase Agreement (as defined herein) as described under the heading "FORWARD DELIVERY OF THE SERIES 2022B BONDS."

The Internal Revenue Code imposes requirements on the Series 2022B Bonds that MTA Bridges and Tunnels and MTA must continue to meet after the Series 2022B Bonds are issued. These requirements generally involve the way that Series 2022B Bond proceeds must be invested and ultimately used and the way that assets financed and refinanced with proceeds of the Series 2022B Bonds must be used. If MTA Bridges and Tunnels and MTA do not meet these requirements, it is possible that an Owner may have to include interest on the Series 2022B Bonds in its federal gross income on a retroactive basis to the date of issue. MTA Bridges and Tunnels and MTA have covenanted to do everything necessary to meet the requirements of the Internal Revenue Code.

An Owner who is a particular kind of taxpayer may also have additional tax consequences from owning the Series 2022B Bonds. This is possible if an Owner is:

- an S corporation,
- a United States branch of a foreign corporation,
- a financial institution,
- a property and casualty or a life insurance company,
- an individual receiving Social Security or railroad retirement benefits,
- an individual claiming the earned income credit, or
- a borrower of money to purchase or carry the Series 2022B Bonds.

If an Owner is in any of these categories, it should consult its tax advisor.

Co-Bond Counsel are not responsible for updating their respective opinions in the future. Although it is not possible to predict, as of the date of delivery of such opinions, it is possible that future events could change the tax treatment of the interest on the Series 2022B Bonds or affect the market price of the Series 2022B Bonds. See also "Miscellaneous" below under this heading.

Co-Bond Counsel express no opinion on the effect of any action taken or not taken in reliance upon an opinion of other counsel on the federal income tax treatment of interest on the Series 2022B Bonds, or under State, local or foreign tax law.

### **Bond Premium**

If an Owner purchases a Series 2022B Bond for a price that is more than the principal amount, generally the excess is “bond premium” on that Series 2022B Bond. The tax accounting treatment of bond premium is complex. It is amortized over time and as it is amortized an Owner’s tax basis in that Series 2022B Bond will be reduced. The Owner of a Series 2022B Bond that is callable before its stated maturity date may be required to amortize the premium over a shorter period, resulting in a lower yield on such Series 2022B Bond. An Owner in certain circumstances may realize a taxable gain upon the sale of a Series 2022B Bond with bond premium, even though the Series 2022B Bond is sold for an amount less than or equal to the Owner’s original cost. If an Owner owns any Series 2022B Bonds with bond premium, it should consult its tax advisor regarding the tax accounting treatment of bond premium.

### **Information Reporting and Backup Withholding**

Information reporting requirements apply to interest paid on tax-exempt obligations, such as the Series 2022B Bonds. In general, such requirements are satisfied if the interest recipient completes, and provides the payor with, a Form W-9, “Request for Taxpayer Identification Number and Certification,” or if the interest recipient is one of a limited class of exempt recipients. A recipient not otherwise exempt from information reporting who fails to satisfy the information reporting requirements will be subject to “backup withholding,” which means that the payor is required to deduct and withhold a tax from the interest payment, calculated in the manner set forth in the Internal Revenue Code. For the foregoing purpose, a “payor” generally refers to the person or entity from whom a recipient receives its payments of interest or who collects such payments on behalf of the recipient.

If an Owner purchasing a Series 2022B Bond through a brokerage account has executed a Form W-9 in connection with the establishment of such account, as generally can be expected, no backup withholding should occur. In any event, backup withholding does not affect the excludability of the interest on the Series 2022B Bonds from gross income for federal income tax purposes. Any amounts withheld pursuant to backup withholding would be allowed as a refund or a credit against the Owner’s federal income tax once the required information is furnished to the Internal Revenue Service.

### **Miscellaneous**

Legislative or administrative actions and court decisions, at either the federal or state level, may cause interest on the Series 2022B Bonds to be subject, directly or indirectly, in whole or in part, to federal, state or local income taxation, and thus have an adverse impact on the value or marketability of the Series 2022B Bonds. This could result from changes to federal or state income tax rates, changes in the structure of federal or state income taxes (including replacement with another type of tax), repeal of the exclusion or exemption of the interest on the Series 2022B Bonds from gross income for federal or state income tax purposes, or otherwise. It is not possible to predict whether any legislative or administrative actions or court decisions having an impact on the federal or state income tax treatment of holders of the Series 2022B Bonds may occur. Prospective purchasers of the Series 2022B Bonds should consult their own tax advisors regarding the impact of any change in law or proposed change in law on the Series 2022B Bonds. Co-Bond Counsel have not undertaken to advise in the future whether any events after the date of issuance of the Series 2022B Bonds may affect the tax status of interest on the Series 2022B Bonds.

Prospective Owners should consult their own tax advisors regarding the foregoing matters.

## **FORWARD DELIVERY OF THE SERIES 2022B BONDS**

### **General**

*MTA Bridges and Tunnels expects to issue and deliver the Series 2022B Bonds on or about August 18, 2022 (the Settlement Date). The conditions required to have been satisfied on the initial closing date were satisfied on April 13, 2022 (the Initial Closing Date) and were, in general comparable to those required in connection with the delivery*

*of bonds that use a customary period between sale dates and delivery dates. Because of the longer period between the sale date and the delivery of the Series 2022B Bonds (the Delayed Delivery Period), there are certain additional termination rights and settlement conditions that are not generally present in bond sales that do not involve a delayed delivery, and those additional conditions are summarized below. There can be no assurance that all of the conditions to the issuance of the Series 2022B Bonds will be satisfied or that the Series 2022B Bonds will be issued.*

The Underwriters have agreed, subject to the satisfaction of the terms and conditions of the Forward Delivery Bond Purchase Agreement, dated April 5, 2022, by and between Jefferies LLC, as representative acting on behalf of itself and the other underwriters named therein (collectively, the Underwriters) and MTA Bridges and Tunnels relating to the Series 2022B Bonds (the Forward Delivery Bond Purchase Agreement), to purchase the Series 2022B Bonds from MTA Bridges and Tunnels for delivery by MTA Bridges and Tunnels on the Settlement Date. The purchase of the Series 2022B Bonds by the Underwriters and the delivery thereof is subject to the satisfaction of certain conditions on the Initial Closing Date, which have been satisfied, and on the Settlement Date, as described below.

MTA Bridges and Tunnels has agreed in the Forward Delivery Bond Purchase Agreement that within 25 days of, but not less than 7 days prior to, the Settlement Date, it would deliver to Jefferies LLC this updated official statement.

The Underwriters have advised that upon their execution of the Forward Delivery Bond Purchase Agreement, in connection with the Underwriters' obligation to purchase the Series 2022B Bonds pursuant to the terms thereof, each purchaser of the Series 2022B Bonds would be required to immediately execute and deliver a Delayed Delivery Contract dated the date of the Forward Delivery Bond Purchase Agreement, in substantially the form attached as **Attachment 6** hereto.

**BY PLACING AN ORDER WITH THE UNDERWRITERS FOR THE PURCHASE OF THE SERIES 2022B BONDS, EACH PURCHASER ACKNOWLEDGED AND AGREED THAT THE SERIES 2022B BONDS WERE BEING SOLD ON A FORWARD DELIVERY BASIS AND THAT THE PURCHASER WOULD BE OBLIGATED TO ACCEPT DELIVERY AND PAY FOR THE SERIES 2022B BONDS ON THE SETTLEMENT DATE, SUBJECT TO THE CONDITIONS IN THE FORWARD DELIVERY BOND PURCHASE AGREEMENT.**

The issuance and delivery of the Series 2022B Bonds on the Settlement Date will be dependent upon the receipt by MTA Bridges and Tunnels of the approving opinions of Co-Bond Counsel dated the Settlement Date in substantially the form set forth in **Attachment 4** hereto and of other documents required by the Forward Delivery Bond Purchase Agreement to be delivered on the Settlement Date. Certain documents and opinions required by the Forward Delivery Bond Purchase Agreement to be delivered on the Initial Closing Date were delivered. In addition, issuance of the Series 2022B Bonds is subject to the payment of the purchase price by the Underwriters in accordance with the Forward Delivery Bond Purchase Agreement on the Settlement Date. The Forward Delivery Bond Purchase Agreement provides that none of the Series 2022B Bonds will be issued unless all of the Series 2022B Bonds are issued on the Settlement Date.

Changes or proposed changes in federal or New York state laws, court decisions, regulations or proposed regulations or rulings of administrative agencies occurring or in effect prior to the Settlement Date or the failure of MTA Bridges and Tunnels to provide closing documents of the type customarily required in connection with the issuance of municipal bonds, satisfactory to Co-Bond Counsel, could prevent Co-Bond Counsel from rendering its approving opinion with respect to the Series 2022B Bonds.

The issuance of the opinions of Co-Bond Counsel on the Settlement Date is also dependent, among other things, upon the receipt by Co-Bond Counsel on the Settlement Date of certificates of MTA Bridges and Tunnels to the effect that the proceedings of MTA Bridges and Tunnels with respect to the issuance of the Series 2022B Bonds have not been amended or repealed by subsequent adverse executive, legislative or administrative action. The amendment or repeal of any of the proceedings of MTA Bridges and Tunnels with respect to the issuance of the Series 2022B Bonds by subsequent executive, legislative or administrative action may prevent the issuance and delivery of the Series 2022B Bonds on the Settlement Date.

## **Limited Termination Rights Prior to Settlement Date**

The Forward Delivery Bond Purchase Agreement contains provisions that would allow the Underwriters to terminate such Forward Delivery Bond Purchase Agreement, without liability, if MTA Bridges and Tunnels fails to satisfy the conditions to the Underwriters' purchase of the Series 2022B Bonds, or if there shall occur any of the following between the Initial Closing Date and the Settlement Date:

- i. there shall be a "Change in Law," which means (i) any change in or addition to applicable federal or state law, whether statutory or as interpreted by the courts or by federal or state agencies, including any changes in or new rules, regulations or other pronouncements or interpretations by federal or state agencies; (ii) any legislation enacted by the Congress of the United States (if such enacted legislation has an effective date which is on or before the Settlement Date), (iii) any law, rule or regulation enacted by any governmental body, department or agency (if such enacted law, rule or regulation has an effective date which is on or before the Settlement Date) or (iv) any judgment, ruling or order issued by any court or administrative body, not resulting from any action against the Underwriters, which in any such case would, (A) as to the Underwriters, prohibit the Underwriters from completing the underwriting of the Series 2022B Bonds or selling the Series 2022B Bonds or beneficial ownership interests therein to the public, or (B) as to MTA Bridges and Tunnels, make the completion of the issuance, sale or delivery of the Series 2022B Bonds illegal;
- ii. as a result of any legislation, regulation, ruling, order, release, court decision or judgment or action by the U.S. Department of the Treasury, the Internal Revenue Service, or any agency of the State either enacted, issued, effective, adopted or proposed, or for any other reason, Co-Bond Counsel cannot issue an opinion to the effect that (i) the interest on the Series 2022B Bonds is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code (or comparable provisions of any successor federal tax laws), and (ii) the interest on the Series 2022B Bonds is exempt from the State income taxation;
- iii. the original official statement as of the Initial Closing Date contained, or this updated official statement as of the Settlement Date contains, any untrue statement of material fact or the original official statement as of the Initial Closing Date omitted, or this updated official statement as of the Settlement Date omits, to state a material fact necessary in order to make the statements therein, in the light of the circumstances under which they were made, not misleading;
- iv. an event of default shall have occurred and be continuing under the TBTA PMT Resolution;
- v. legislation shall have been enacted, or a decision of any federal or state court or a ruling or regulation (final or temporary) of the Securities and Exchange Commission or other governmental agency shall have been made or issued which, in the reasonable opinion of counsel to the Underwriters, following consultation with MTA Bridges and Tunnels, has the effect of requiring the Series 2022B Bonds to be registered under the Securities Act of 1933, as amended; or
- vi. as of the Settlement Date, any of Fitch, KBRA or S&P no longer maintains a rating on the Series 2022B Bonds (provided that such rating agency then maintains ratings on municipal securities).

**FAILURE TO SATISFY ANY OF THE CONDITIONS PRECEDENT UNDER THE FORWARD DELIVERY BOND PURCHASE AGREEMENT, INCLUDING FAILURE OF MTA BRIDGES AND TUNNELS TO DELIVER ANY OF THE SETTLEMENT DOCUMENTS IN THE FORM AND SUBSTANCE PROVIDED FOR IN THE FORWARD DELIVERY BOND PURCHASE AGREEMENT (UNLESS SUCH FAILURE IS WAIVED BY THE UNDERWRITERS), WILL MEAN THAT THE SERIES 2022B BONDS WILL NOT BE ISSUED AND DELIVERED. THE UNDERWRITERS HAVE THE RIGHT, BUT ARE UNDER NO OBLIGATION, TO WAIVE ANY SUCH FAILURE.**

## **Certain Risks Related to the Delayed Delivery Period**

### ***Changes in Material Information***

This updated official statement reflects changes to certain information presented in the original official statement. Except as described above under "FORWARD DELIVERY OF THE SERIES 2022 BONDS – Limited

Termination Rights Prior to Settlement Date,” such changes in the information presented do not permit the Underwriters to terminate the Forward Delivery Bond Purchase Agreement or release the purchasers from their obligation to purchase the Series 2022B Bonds. Purchasers of the Series 2022B Bonds will be subject to the risk of material changes in the information provided prior to the Settlement Date from that provided in this official statement which will not constitute grounds for purchasers to refuse to accept delivery of and pay for the Series 2022B Bonds. See “FORWARD DELIVERY OF THE SERIES 2022 BONDS – Limited Termination Rights Prior to Settlement Date”.

Although MTA Bridges and Tunnels is not aware, as of the date of this updated official statement, of any information that would lead it to believe that it will be unable to satisfy its obligations under the Forward Delivery Bond Purchase Agreement on the Settlement Date, no assurances can be made that, as of the Settlement Date: (i) there will have been no Change in Law (as defined under “FORWARD DELIVERY OF THE SERIES 2022 BONDS – Limited Termination Rights Prior to Settlement Date”); (ii) the facts and circumstances that are material to one or more of the required legal opinions will not differ from the facts and circumstances as of the Initial Closing Date, or (iii) that all necessary certifications and representations can or will be delivered and made in connection with the proposed issuance and delivery of the Series 2022B Bonds. As a consequence of any of the foregoing, one or more of the foregoing legal opinions may not be rendered or one or more of the Settlement Date conditions in the Forward Delivery Bond Purchase Agreement may not be met, with the possible result that the settlement will not occur.

**NONE OF THE UNDERWRITERS (NOR, IN TURN, THE PURCHASERS OF THE SERIES 2022B BONDS FROM THE UNDERWRITERS) MAY REFUSE TO PURCHASE THE SERIES 2022B BONDS ON THE SETTLEMENT DATE BY REASON OF GENERAL MARKET OR CREDIT CHANGES, INCLUDING, BUT NOT LIMITED TO, (A) CHANGES IN THE RATINGS ASSIGNED TO THE SERIES 2022B BONDS AT THE INITIAL CLOSING (EXCEPT AS EXPLICITLY SET FORTH UNDER “FORWARD DELIVERY OF THE SERIES 2022 BONDS – LIMITED TERMINATION RIGHTS PRIOR TO SETTLEMENT DATE” ABOVE) OR (B) CHANGES IN THE FINANCIAL CONDITION, OPERATIONS, PERFORMANCE, PROPERTIES OR PROSPECTS OF MTA BRIDGES AND TUNNELS PRIOR TO THE SETTLEMENT DATE.**

#### ***Ratings Risk***

Issuance of the Series 2022B Bonds and the Underwriters’ obligations under the Forward Delivery Bond Purchase Agreement are not conditioned upon the assignment of any particular ratings for the Series 2022B Bonds or the maintenance of the ratings assigned to the Series 2022B Bonds as of the Initial Closing Date. A change in ratings after the Initial Closing Date does not entitle the Underwriters to terminate the Forward Delivery Bond Purchase Agreement or release the Underwriters from their obligations to purchase the Series 2022B Bonds. Notwithstanding the foregoing, the Underwriters’ obligations under the Forward Delivery Bond Purchase Agreement are conditioned upon the Series 2022B Bonds being rated by Fitch, KBRA and S&P on the Settlement Date.

#### ***Secondary Market Risk***

The Underwriters are not obligated to make a secondary market in the Series 2022B Bonds and no assurance can be given that a secondary market will exist for the Series 2022B Bonds during the Delayed Delivery Period. Prospective purchasers of the Series 2022B Bonds should assume that sales of the Series 2022B Bonds will not be liquid through the Delayed Delivery Period.

#### ***Market Value Risk***

The market value of the Series 2022B Bonds as of the Settlement Date may be affected by a variety of factors including, without limitation, general market conditions, the ratings then assigned to the Series 2022B Bonds, the financial condition and business operations of MTA Bridges and Tunnels, and the general economic condition of the State. The market value of the Series 2022B Bonds as of the Settlement Date could, therefore, be higher or lower than the price to be paid by the initial purchasers of the Series 2022B Bonds and that difference could be substantial. The Underwriters will nevertheless be obligated to take delivery of and pay for the Series 2022B Bonds if the Settlement Date conditions in the Forward Delivery Bond Purchase Agreement are satisfied. Neither MTA Bridges and Tunnels nor the Underwriters make any representation as to the expected market price of the Series 2022B Bonds as of the Settlement Date. Further, no assurance can be given that the introduction or enactment of any future legislation will not

affect the market price for the Series 2022B Bonds as of the Settlement Date or thereafter, or will not have a materially adverse impact on any secondary market for the Series 2022B Bonds.

### ***Tax Law Risk***

Subject to the additional conditions of settlement described above under “FORWARD DELIVERY OF THE SERIES 2022 BONDS – Limited Termination Rights Prior to Settlement Date”, the Forward Delivery Bond Purchase Agreement obligates MTA Bridges and Tunnels to deliver, and the Underwriters to purchase and accept delivery of, the Series 2022B Bonds if MTA Bridges and Tunnels delivers opinions of Co-Bond Counsel substantially in the form set forth in **Attachment 4**. During the Delayed Delivery Period, new legislation, court decisions, regulations or rulings may be enacted or issued or existing law, including regulations adopted pursuant thereto, may be interpreted in a manner that might prevent Co-Bond Counsel from rendering their opinions or might otherwise affect the substance of such opinions.

If any such enactment, issuance, or interpretation only diminishes the value of, rather than eliminating, the exclusion from gross income for federal income tax purposes of interest payable on the Series 2022B Bonds regardless of when issued, the Underwriters would not have the right to terminate their obligations under the Forward Delivery Bond Purchase Agreement, and the Underwriters (and, consequently, purchasers of the Series 2022B Bonds from the Underwriters) would be required to accept delivery of the Series 2022B Bonds.

Prospective purchasers are encouraged to consult their tax advisors regarding the likelihood that legislation affecting the treatment of interest on the Series 2022B Bonds may be enacted and the consequences of such enactment for the purchasers. See “TAX MATTERS” herein for a fuller discussion of certain federal and State income tax matters.

### **Delayed Delivery Contract**

Each investor placing an order for the Series 2022B Bonds which was accepted by the Underwriters was required to execute a Delayed Delivery Contract in substantially the form set forth in **Attachment 6** hereto, pursuant to which, such purchaser acknowledged and agreed that the Series 2022B Bonds were being sold on a “delayed delivery” basis and that the purchaser would be obligated to accept delivery of and pay for the Series 2022B Bonds on the Settlement Date subject to the conditions of the Forward Delivery Bond Purchase Agreement. Pursuant to the Delayed Delivery Contract, such investor acknowledged and agreed that he or she had reviewed the original official statement in its entirety and has placed such an order with full knowledge and understanding of the delayed delivery closing conditions and risks and is obligated to purchase the Series 2022B Bonds which are the subject of such order, so long as the conditions of the Forward Delivery Bond Purchase Agreement for the delayed delivery closing are satisfied and the Underwriters have not elected to terminate the Forward Delivery Bond Purchase Agreement.

### **VERIFICATION OF MATHEMATICAL COMPUTATIONS**

The arithmetical accuracy of certain computations was independently verified by Samuel Klein and Company, Certified Public Accountants. These computations indicate (i) the sufficiency of available amounts held in escrow to pay at maturity, the principal of and interest on the Refunded Bonds, and (ii) the yields to be considered in determining that the Series 2022B Bonds are not “arbitrage bonds” under Section 148 of the Internal Revenue Code. The Verification Agent has relied upon assumptions and information supplied by Jefferies LLC, as representative of the Underwriters for the Series 2022B Bonds, and has not made any study or examination of them, except as noted in its report. The Verification Agent has not expressed an opinion on the reasonableness of the assumptions or the likelihood that the debt service requirements of the Refunded Bonds will be satisfied as described in its report.

### **LEGALITY FOR INVESTMENT**

The MTA Bridges and Tunnels Act provides that the Series 2022B Bonds are securities in which the following investors may properly and legally invest funds, including capital in their control or belonging to them:

- all public officers and bodies of the State and all municipalities and political subdivisions in the State,

- all insurance companies and associations and other persons carrying on an insurance business, all banks, bankers, trust companies, savings banks and savings associations, including savings and loan associations, building and loan associations, investment companies and other persons carrying on a banking business,
- all administrators, guardians, executors, trustees and other fiduciaries, and
- all other persons whatsoever who are now or who may hereafter be authorized to invest in the obligations of the State.

Certain of those investors, however, may be subject to separate restrictions that limit or prevent their investment in the Series 2022B Bonds.

## **LITIGATION**

There is no pending litigation concerning the Series 2022B Bonds.

MTA is the defendant in numerous claims and actions, as are its affiliates and subsidiaries, including MTA New York City Transit, MaBSTOA, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA Bus and MTA Bridges and Tunnels. Certain of these claims and actions, either individually or in the aggregate, are potentially material to MTA, or its affiliates or subsidiaries. MTA does not believe that any of these claims or actions would affect the application of the sources of payment for the Series 2022B Bonds. A summary of certain of these potentially material claims and actions is set forth in Part 6 of the **ADS** under the caption “LITIGATION”, as that filing may be amended or supplemented to date.

## **CO-FINANCIAL ADVISORS**

Public Resources Advisory Group, Inc. and Backstrom McCarley Berry & Co., LLC are MTA Bridges and Tunnels Co-Financial Advisors for the Series 2022B Bonds. The Co-Financial Advisors have provided MTA Bridges and Tunnels advice on the plan of finance and reviewed the pricing of the Series 2022B Bonds. The Co-Financial Advisors have not independently verified the information contained in this official statement and do not assume responsibility for the accuracy, completeness or fairness of such information.

## **UNDERWRITING**

The Underwriters for the Series 2022B Bonds, acting through Jefferies LLC, as representative, have agreed, subject to certain conditions, to purchase from MTA Bridges and Tunnels the Series 2022B Bonds described on the inside cover page of this official statement at an aggregate purchase price of \$1,132,846,401.93, reflecting an original issue premium of \$136,599,080.45 and Underwriters’ discount of \$3,767,678.52, and to reoffer such Series 2022B Bonds at the public offering prices or yields set forth on the inside cover page.

The Series 2022B Bonds may be offered and sold to certain dealers (including dealers depositing such Series 2022B Bonds into investment trusts) at prices lower or yields higher than such public offering prices or yields and prices or yields may be changed, from time to time, by the Underwriters.

The Underwriters’ obligation to purchase the Series 2022B Bonds is subject to certain conditions precedent, and they will be obligated to purchase all such Series 2022B Bonds if any Series 2022B Bonds are purchased.

In addition, certain of the Underwriters have entered into distribution agreements with other broker-dealers (that have not been designated by MTA Bridges and Tunnels as Underwriters) for the distribution of the Series 2022B Bonds at the original issue prices. Such agreements generally provide that the relevant Underwriter will share a portion of its underwriting compensation or selling concession with such broker-dealers.

The Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which may include sales and trading, commercial and investment banking, advisory, investment management, investment research, principal investment, hedging, market making, brokerage and other financial and non-financial activities and services. Certain of the Underwriters and their respective affiliates have provided, and may

in the future provide, a variety of these services to MTA Bridges and Tunnels and to persons and entities with relationships with MTA Bridges and Tunnels, for which they received or will receive customary fees and expenses.

In the ordinary course of their various business activities, the Underwriters and their respective affiliates, officers, directors and employees may purchase, sell or hold a broad array of investments and actively trade securities, derivatives, loans, commodities, currencies, credit default swaps and other financial instruments for their own account and for the accounts of their customers, and such investment and trading activities may involve or relate to assets, securities and/or instruments of MTA Bridges and Tunnels (directly, as collateral securing other obligations or otherwise) and/or persons and entities with relationships with MTA Bridges and Tunnels. The Underwriters and their respective affiliates may also communicate independent investment recommendations, market color or trading ideas and/or publish or express independent research views in respect of such assets, securities or instruments and may at any time hold, or recommend to clients that they should acquire, long and/or short positions in such assets, securities and instruments.

## RATINGS

The Summary of Terms identifies the ratings of the credit rating agencies that are assigned to the Series 2022B Bonds. Those ratings reflect only the views of the organizations assigning them. An explanation of the significance of the ratings or any outlooks, criteria, methodology or other statements given with respect thereto from each identified agency may be obtained as follows:

Fitch Ratings	Kroll Bond Ratings Agency, Inc.	S&P Global Ratings
Hearst Tower	805 Third Avenue, 29th Floor	55 Water Street
300 W. 57th Street	New York, New York 10022	New York, New York 10041
New York, New York 10019	(212) 702-0707	(212) 438-2000
(212) 908-0500		

MTA has furnished information to each rating agency rating the Series 2022B Bonds, including information not included in this official statement, about MTA and MTA Bridges and Tunnels and the Series 2022B Bonds. Generally, rating agencies base their ratings on that information and on independent investigations, studies and assumptions made by each rating agency. A securities rating is not a recommendation to buy, sell or hold securities. There can be no assurance that ratings will continue for any given period of time or that they will not be revised downward or withdrawn entirely by a rating agency if, in the judgment of that rating agency, circumstances warrant the revision or withdrawal. Those circumstances may include, among other things, changes in or unavailability of information relating to MTA, MTA Bridges and Tunnels or the Series 2022B Bonds. Any downward revision or withdrawal of a rating may have an adverse effect on the market price of the Series 2022B Bonds.

## LEGAL MATTERS

All legal proceedings in connection with the issuance of the Series 2022B Bonds are subject to the approval of Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP, Co-Bond Counsel to MTA Bridges and Tunnels. The form of the opinions of Co-Bond Counsel in connection with the issuance of the Series 2022B Bonds are set forth in **Attachment 4** to this official statement.

The Underwriters have appointed Cozen O'Connor, as Counsel to the Underwriters in connection with the underwriting of the Series 2022B Bonds, which firm will pass upon certain legal matters.

Certain legal matters will be passed upon by Hawkins Delafield & Wood LLP, Special Disclosure Counsel to MTA Bridges and Tunnels.

Certain legal matters regarding MTA Bridges and Tunnels will be passed upon by its General Counsel and certain legal matters regarding MTA will be passed upon by its General Counsel.

## CONTINUING DISCLOSURE

In order to assist the Underwriters of the Series 2022B Bonds to comply with Rule 15c2-12 (Rule 15c2-12) promulgated by the Securities and Exchange Commission (the SEC) under the Securities Exchange Act of 1934, as amended, MTA and MTA Bridges and Tunnels and each of the respective trustees under the PMT Resolutions have entered into a written agreement, dated as of May 5, 2021 (the Master Disclosure Agreement), for the benefit of all holders of PMT Indebtedness, including the holders of the Series 2022B Bonds. A conformed copy of such Master Disclosure Agreement is attached hereto as “**Attachment 3** – Copy of Master Continuing Disclosure Agreement”. As more fully stated in **Attachment 3**, MTA Bridges and Tunnels has agreed to provide certain financial information and operating data by no later than 120 days following the end of each fiscal year. That information is to include, among other things, information concerning MTA’s annual audited financial statements prepared in accordance with generally accepted accounting principles, or if unavailable, unaudited financial statements will be delivered until audited statements become available. MTA Bridges and Tunnels has undertaken to file such information (the Annual Information) with EMMA.

Both MTA and MTA Bridges and Tunnels have further agreed to deliver notice to EMMA of any failure to provide the Annual Information. MTA and MTA Bridges and Tunnels are each also obligated to deliver to EMMA, in a timely manner not in excess of ten business days after the occurrence of any of the sixteen (16) events described in the Master Disclosure Agreement notice of the occurrence of such events.

Neither MTA nor MTA Bridges and Tunnels has failed to comply, in any material respect, with any previous undertakings in a written contract or agreement specified in paragraph (b)(5)(i) of Rule 15c2-12 under the Securities Exchange Act of 1934, as amended.

Neither MTA nor MTA Bridges and Tunnels is responsible for any failure by EMMA or any nationally recognized municipal securities information repository to timely post disclosure submitted to it by either MTA or MTA Bridges and Tunnels or any failure to associate such submitted disclosure to all related CUSIPs.

The Master Disclosure Agreement contains a general description of the type of financial information and operating data that will be provided; the descriptions are not intended to state more than general categories of financial information and operating data; and if an undertaking calls for information that no longer can be generated because the operations to which it is related have been materially changed or discontinued, a statement to that effect will be provided. As a result, it is not anticipated that it often will be necessary to amend the information undertakings. The Master Disclosure Agreement, however, may be amended or modified without bondholders’ consent under certain circumstances set forth herein.

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## **FURTHER INFORMATION**

MTA Bridges and Tunnels may place a copy of this official statement on MTA's website at <http://new.mta.info/investor-info>. No statement on MTA's website or any other website is included by specific cross-reference herein.

Although MTA Bridges and Tunnels and MTA have prepared the information on MTA's website for the convenience of those seeking that information, no decision in reliance upon that information should be made. Typographical or other errors may have occurred in converting the original source documents to their digital format, and MTA Bridges and Tunnels and MTA assume no liability or responsibility for errors or omissions contained on any website. Further, MTA Bridges and Tunnels and MTA disclaim any duty or obligation to update or maintain the availability of the information contained on any website or any responsibility or liability for any damages caused by viruses contained within the electronic files on any website. MTA Bridges and Tunnels and MTA also assume no liability or responsibility for any errors or omissions or for any updates to dated information contained on any website.

## **TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**

By: /s/ Patrick J. McCoy  
Patrick J. McCoy  
Deputy Chief, Financial Services  
Metropolitan Transportation Authority and  
Authorized Officer  
Triborough Bridge and Tunnel Authority  
(MTA Bridges and Tunnels)

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## ATTACHMENT 1

### BOOK-ENTRY-ONLY SYSTEM

1. The Depository Trust Company (DTC), New York, NY, will act as securities depository for the Series 2022B Bonds. The Series 2022B Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered Series 2022B Bond will be issued for each maturity of the Series 2022B Bonds, each in the aggregate principal amount of such maturity, and will be deposited with DTC. If, however, the aggregate principal amount of any maturity of the Series 2022B Bonds exceeds \$500 million, one Bond of such maturity will be issued with respect to each \$500 million of principal amount, and an additional Bond will be issued with respect to any remaining principal amount of such maturity.

2. DTC, the world's largest depository, is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC's participants (Direct Participants) deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants' accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation (DTCC). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (Indirect Participants). DTC has an S&P rating of AA+. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at [www.dtcc.com](http://www.dtcc.com).

3. Purchases of Series 2022B Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Series 2022B Bonds on DTC's records. The ownership interest of each actual purchaser of each Series 2022B Bond (Beneficial Owner) is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Series 2022B Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in Series 2022B Bonds, except in the event that use of the book-entry-only system for the Series 2022B Bonds is discontinued.

4. To facilitate subsequent transfers, all Series 2022B Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of Series 2022B Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Series 2022B Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such Series 2022B Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

5. Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from

time to time. Beneficial Owners of Series 2022B Bonds may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Series 2022B Bonds, such as redemptions, tenders, defaults, and proposed amendments to the Series 2022B Bond documents. For example, Beneficial Owners of the Series 2022B Bonds may wish to ascertain that the nominee holding the Series 2022B Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of notices be provided directly to them.

6. Redemption notices shall be sent to DTC. If less than all of the Series 2022B Bonds of any maturity are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such maturity to be redeemed.

7. Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Series 2022B Bonds unless authorized by a Direct Participant in accordance with DTC's MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to MTA Bridges and Tunnels as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts Series 2022B Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

8. Redemption proceeds and principal and interest payments on the Series 2022B Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detailed information from MTA Bridges and Tunnels or the Trustee, on payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC, the Trustee or MTA Bridges and Tunnels, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of redemption proceeds and principal and interest payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of MTA Bridges and Tunnels or the Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Participants.

9. DTC may discontinue providing its services as depository with respect to the Series 2022B Bonds at any time by giving reasonable notice to MTA Bridges and Tunnels or the Trustee. Under such circumstances, in the event that a successor depository is not obtained, certificates for the Series 2022B Bonds are required to be printed and delivered.

10. MTA Bridges and Tunnels may decide to discontinue use of the system of book-entry transfers through DTC (or a successor depository). In that event, certificates for the Series 2022B Bonds will be printed and delivered to DTC.

THE ABOVE INFORMATION CONCERNING DTC AND DTC'S BOOK-ENTRY SYSTEM HAS BEEN OBTAINED FROM SOURCES THAT MTA BRIDGES AND TUNNELS BELIEVES TO BE RELIABLE, BUT MTA BRIDGES AND TUNNELS TAKES NO RESPONSIBILITY FOR THE ACCURACY THEREOF.

## ATTACHMENT 2

### COPY OF PAYROLL MOBILITY TAX FINANCING AGREEMENT

**PAYROLL MOBILITY TAX FINANCING AGREEMENT**, dated as of April 9, 2021 (the “Financing Agreement”), by and between **METROPOLITAN TRANSPORTATION AUTHORITY**, a body corporate and politic constituting a public benefit corporation of the State of New York (the “MTA”), and **TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**, a body corporate and politic constituting a public benefit corporation of the State of New York (“TBTA”).

**WHEREAS**, the State of New York (the “State”), pursuant to Article 23 of the State Tax Law, currently imposes a regional payroll mobility tax (the “Payroll Mobility Tax”) within the commuter transportation district consisting of the City of New York and the counties of Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester (collectively, the “Metropolitan Commuter Transportation District”); and

**WHEREAS**, pursuant to each of Section 805(b) of the State Tax Law and Section 1270-h(2)(b) of the MTA Act, amounts collected from the Payroll Mobility Tax (the “Mobility Tax Receipts”) in each month are to be deposited without appropriation in the month following their collection directly into the Metropolitan Transportation Authority Finance Fund created under Section 1270-h of the MTA Act (the “MTA Finance Fund”); and

**WHEREAS**, amounts collected pursuant to the provisions of paragraphs (b-1) and (c-3) of subdivision 2 of Section 503 of the State Vehicle and Traffic Law, Article 17-c (including Section 499-d) of the State Vehicle and Traffic Law, Article 29-a (including Section 1288) of the State Tax Law, and Sections 1166-a and 1167 of the State Tax Law (consisting generally of certain regional supplemental motor vehicle license and registration fees, a tax on certain hailed vehicle trips that originate in the City, and a supplemental tax on regional passenger car rentals, and referred to collectively herein as the “ATA Sources”) are deposited quarterly, without appropriation, into the Corporate Transportation Account of the Metropolitan Transportation Authority Special Assistance Fund created by Section 1270-a of the MTA Act (the “ATA Receipts”); and

**WHEREAS**, in accordance with Section 1270-a(4)(e) of the MTA Act, moneys in the Corporate Transportation Account, including ATA Receipts, that are received by MTA may be pledged by the MTA or pledged to TBTA to secure bonds, notes or other obligations of the MTA and/or TBTA, as the case may be, including for the use by either MTA or TBTA, or both in the financing of their respective authorized purposes; and

**WHEREAS**, in accordance with Section 553-d of the TBTA Act, TBTA has the authority to issue its bonds and notes to finance projects payable from and secured by all or any part of the moneys received by TBTA from the Metropolitan Transportation Authority Special Assistance Fund created by Section 1270-a of the MTA Act and from any other moneys, securities and funds designated by TBTA as additional security therefor; and

**WHEREAS**, in accordance with Section 1270-h(3) of the MTA Act, the Mobility Tax Receipts deposited in the MTA Finance Fund may be pledged by the MTA to, among other things, secure and be applied for the payment of the bonds, notes or other obligations of the MTA to finance capital projects or used for the payment of capital costs, including debt service, reserve requirements, if any, the payment of amounts required under bond and note facilities or agreements related thereto; and

**WHEREAS**, amounts from additional sources that may be authorized by law from time to time are to be deposited in the MTA Finance Fund and such amounts also may be pledged by the MTA from time to time to, among other things, secure and be applied for the payment of the bonds, notes, or other obligations of the MTA; and

**WHEREAS**, Section 1269 of the MTA Act authorizes the MTA to enter into agreements, including this Financing Agreement, which the MTA deems necessary, convenient or desirable concerning the use or disposition of the monies or properties of the MTA, its subsidiary corporations, the New York City Transit Authority (“NYCTA”) or any of its subsidiary corporations, or TBTA, including the Mobility Tax Receipts and the ATA Receipts (collectively, the “PMT Receipts”), in order to provide for the transfer to TBTA of such Mobility Tax Receipts and ATA Receipts for the financing of transit and commuter capital projects which the MTA would have the right to do in the absence of such agreements; and

**WHEREAS**, Section 1265(3-a)(a) of the MTA Act authorizes the MTA to borrow money, to issue negotiable notes, bonds, or other obligations and to provide for the rights of the holders thereof, in the fiscal years 2020 through 2022 to offset decreases in revenue, including but not limited to, lost taxes, fees, charges, fares and tolls, or increases in operating costs of the MTA, NYCTA and its subsidiary corporations and TBTA due in whole or in part to the state disaster emergency caused by the novel coronavirus, COVID-19; provided that the aggregate principal amount of such notes, bonds or other obligations does not exceed ten billion dollars; and

**WHEREAS**, Section 1269(1)(a) of the MTA Act authorizes the MTA to issue its notes, bonds or other obligations as, in the opinion of the MTA, shall be necessary, convenient or desirable to effectuate any of its powers and purposes, including, without limitation, the provision of working capital and all other expenditures of the MTA and its subsidiary corporations and NYCTA and its subsidiary corporations which bonds, notes or other obligations may be special obligations payable out of any revenues, receipts, monies or other assets of the MTA and its subsidiary corporations, NYCTA and its subsidiary corporations and TBTA identified for such purposes in accordance with agreements with the holders of such notes, bonds or other obligations; and

**WHEREAS**, the MTA has, pursuant to the MTA Act, adopted its Metropolitan Transportation Authority Payroll Mobility Tax Obligation Resolution on November 18, 2020, including the Standard Resolution Provisions Applicable to MTA and TBTA PMT Obligations and Parity Debt appended thereto as Annex A, the Standard Resolution Provisions Applicable to MTA and TBTA Second Lien PMT Obligations and Second Lien Parity Debt appended thereto as Annex B and the Additional Resolution Provisions Applicable to MTA and TBTA Senior Lien PMT Obligations and Second Lien PMT Obligations appended thereto as Annex C, as amended and supplemented from time to time (the “MTA PMT Resolution”) for the purpose of issuing from time to time one or more series of bonds, notes or other obligations secured by this Financing Agreement and the PMT Receipts; and

**WHEREAS**, TBTA has, pursuant to the TBTA Act, adopted its Triborough Bridge and Tunnel Authority Payroll Mobility Tax Obligation Resolution on March 17, 2021, (including the Standard Resolution Provisions Applicable to MTA and TBTA PMT Obligations and Parity Debt appended thereto as Annex A, the Standard Resolution Provisions Applicable to MTA and TBTA Second Lien PMT Obligations and Second Lien Parity Debt appended thereto as Annex B and the Additional Resolution Provisions Applicable to MTA and TBTA Senior Lien PMT Obligations and Second Lien PMT Obligations appended thereto as Annex C, as amended and supplemented from time to time (the “TBTA PMT Resolution”) for the purpose of issuing from time to time one or more series of bonds, notes or other obligations secured by this Financing Agreement and the PMT Receipts; and

**WHEREAS**, consistent with the foregoing, MTA and TBTA desire to enter into this Financing Agreement to (i) provide the mechanism for the MTA to provide TBTA with the PMT Receipts necessary for TBTA to timely perform its obligations under the TBTA PMT Resolution, and (ii) provide the mechanism for the MTA to retain PMT Receipts necessary for the MTA to timely perform its obligations under the MTA PMT Resolution, in each case on the terms and conditions and in the priority set forth herein; and

**NOW, THEREFORE**, MTA and TBTA hereby mutually covenant and agree as follows:

## ARTICLE I

### DEFINITIONS

**SECTION 101. Definitions.** (a) Unless otherwise specifically defined herein, all terms which are defined in the TBTA PMT Resolution shall have the same meanings, respectively, when used herein, including in the preambles hereto, as such terms are given in the TBTA PMT Resolution; and, unless otherwise specifically defined herein, all terms which are defined in the MTA PMT Resolution, shall have the same meanings, respectively, when used herein, including in the preambles hereto, as such terms are given in the MTA PMT Resolution.

(b) In addition, as used herein, the following terms shall, for all purposes of this Financing Agreement, have the following meanings:

**Annual Deposit Reports** shall mean, collectively, the TBTA Annual Deposit Report and the MTA Annual Deposit Report.

**Applicable Debt Service Payment Date** shall mean a Debt Service Payment Date on which an Applicable Trustee is required to make a payment of Debt Service from the MTA Senior Lien Debt Service Fund, MTA Second Lien Debt Service Fund, the TBTA Senior Lien Debt Service Fund or the TBTA Second Lien Debt Service Fund, as the context requires.

**Applicable Trustee** shall mean the TBTA Second Lien Trustee, the TBTA Senior Lien Trustee, the MTA Second Lien Trustee or the MTA Senior Lien Trustee, as the context requires.

**ATA Receipts Subaccount** shall mean the subaccount by that name established by the MTA in the Corporate Transportation Account established by subsection (a) of Section 301 hereof.

**Corporate Transportation Account** shall mean the account bearing such name established by the MTA in the Metropolitan Transportation Authority Special Assistance Fund pursuant to Section 1270-a of the MTA Act, or any successor fund or account provided by law.

**CPRB** shall mean the Metropolitan Transportation Authority Capital Program Review Board created pursuant to Section 1269-a of the MTA Act.

**Debt Service Payment Date** shall mean, unless otherwise set forth in a Supplemental Resolution, each Interest Payment Date and/or Principal Payment Date.

**Debt Service Year** shall mean the twelve-month period commencing May 16 of each calendar year and ending on May 15 of the next succeeding calendar year, except that the first Debt Service Year shall begin on the date specified in the Supplemental Resolution authorizing the first Series of MTA PMT Indebtedness or TBTA PMT Indebtedness.

**Interest Deposit Months** shall mean, unless otherwise set forth in a Supplemental Resolution, (i) for Obligations with interest payable semi-annually, the first five Months of the six month period immediately preceding the month of each Interest Payment Date, (ii) for Obligations with interest payable more frequently than semi-annually but less frequently than monthly, the number of Months (calculated by the number of months in the interest period minus one) immediately preceding the month of each Interest Payment Date, and (iii) for Obligations with interest payable monthly or more frequently, the month immediately preceding the month of each Interest Payment Date; *provided, however*, that if there remains a deficiency in deposits required pursuant to Section 302, each month up to and including the month in which there is an Interest Payment Date shall be an Interest Deposit Month.

**Interest Payment Date** shall mean the dates specified as such in the applicable Supplemental Resolution.

**Mobility Tax Receipts Subaccount** shall mean the subaccount by that name established by the MTA in the MTA Finance Fund established by subsection (b) of Section 301 hereof.

**Month** shall mean a calendar month.

**Monthly Deposit Requirement** shall mean an amount equal to the sum of (i) the Monthly Senior Lien Deposit Requirement and (ii) the Monthly Second Lien Deposit Requirement attributable to and payable from PMT Receipts in the amounts for each Month.

**Monthly Interest Deposit Requirement** shall mean, unless otherwise set forth in a Supplemental Resolution, for each applicable Interest Deposit Month, (i) for Obligations on which the interest is payable semi-annually, an amount equal to one-fifth (1/5<sup>th</sup>) of the interest due and payable on such Obligations on the next succeeding Interest Payment Date, with the final deposit payable in the second Month prior to the month of the applicable Interest Payment Date (for example, for payments of interest due in May, the first deposit will be payable in November of the previous year and the fifth and final deposit will be payable in March of the same year and for payments of interest due in November, the first deposit will be payable in May and the fifth and final deposit will be payable in September), (ii) for Obligations on which the interest is payable more frequently than semi-annually but less frequently than monthly, an amount equal to the percentage (calculated by the number of months in the interest period minus one) of the interest due on such Obligations on the next succeeding Interest Payment Date, with the final deposit payable in the second Month prior to the applicable Interest Payment Date, and (iii) for Obligations on which the interest is payable monthly or more frequently, an amount equal to the amount of interest due and payable in the immediately succeeding month; provided, however, that such amount shall be adjusted by the MTA or TBTA, as applicable, to take into account the first Interest Payment Date following the issuance of Obligations, if necessary.

**Monthly Principal Deposit Requirement** shall mean, unless otherwise set forth in a Supplemental Resolution, for each Principal Installment and each related Principal Deposit Month, an amount equal to one-tenth (1/10th) of such Principal Installment on Obligations and Second Lien Obligations; provided, however, that such amount shall be adjusted by MTA to take into account the first Principal Installment payable following the issuance of Obligations and Second Lien Obligations, if necessary.

**Monthly Second Lien Deposit Requirement** shall mean the sum of (i) the TBTA Monthly Second Lien Deposit Requirement and (ii) the MTA Monthly Second Lien Deposit Requirement.

**Monthly Senior Lien Deposit Requirement** shall mean the sum of (i) the TBTA Monthly Senior Lien Deposit Requirement and (ii) the MTA Monthly Senior Lien Deposit Requirement as set forth in the Annual Deposit Report.

**MTA Annual Deposit Report** shall mean the annual certification by an Authorized Officer of the MTA described in Section 504 hereof, as amended or supplemented from time to time.

**MTA Finance Fund** shall mean the Metropolitan Transportation Authority Finance Fund created under Section 1270-h of the MTA Act, or any successor fund or account provided by law.

**MTA PMT Indebtedness** shall mean Obligations, Parity Debt, Subordinated Obligations, including, without limitation, Second Lien Obligations and Second Lien Parity Debt, Second Lien Subordinated Obligations, Other Subordinated Obligations, Obligation Anticipation Notes and Second Lien Obligation Anticipation Notes issued under the MTA PMT Resolution in each case only to the extent that such MTA PMT Indebtedness is payable in whole or in part from PMT Receipts.

**MTA Monthly Second Lien Deposit Requirement** shall mean, for each Month, the sum of the applicable Monthly Interest Deposit Requirement and Monthly Principal Deposit Requirement for Second Lien Obligations and Second Lien Parity Debt issued under the MTA PMT Resolution.

**MTA Monthly Senior Lien Deposit Requirement** shall mean, for each Month, the sum of the applicable Monthly Interest Deposit Requirement and Monthly Principal Deposit Requirement for Senior Lien Obligations and Senior Lien Parity Debt issued under the MTA PMT Resolution.

**MTA PMT Second Lien Obligations** shall mean the Metropolitan Transportation Authority Payroll Mobility Tax Second Lien Revenue Obligations issued under the MTA PMT Resolution.

**MTA PMT Senior Lien Obligations** shall mean the Metropolitan Transportation Authority Payroll Mobility Tax Senior Lien Revenue Obligations issued under the MTA PMT Resolution.

**MTA PMT Resolution** shall have the meaning set forth in the preambles hereto.

**MTA Second Lien Debt Service Fund** shall mean the MTA Second Lien Debt Service Fund established by the MTA PMT Resolution.

**MTA Second Lien Debt Service Fund Requirement** shall mean, as of any date of calculation, the Second Lien Debt Service Fund Requirement as defined in the MTA PMT Resolution and shall be an amount equal to the sum of the MTA Monthly Second Lien Deposit Requirements to the date of such calculation or the sum of all MTA Monthly Second Lien Deposit Requirements for the Debt Service Year, as the context requires.

**MTA Second Lien Trustee** shall mean the institution serving as trustee under the MTA PMT Resolution for the benefit of the owners of the MTA PMT Second Lien Obligations.

**MTA Senior Lien Debt Service Fund** shall mean the MTA Senior Lien Debt Service Fund established by the MTA PMT Resolution.

**MTA Senior Lien Debt Service Fund Requirement** shall mean, as of any date of calculation, the Senior Lien Debt Service Fund Requirement as defined in the MTA PMT Resolution and shall be an amount equal to the sum of the MTA Monthly Senior Lien Deposit Requirements to the date of such calculation or the sum of all MTA Monthly Senior Lien Deposit Requirements for the Debt Service Year, as the context requires.

**MTA Senior Lien Trustee** shall mean the institution serving as trustee under the MTA PMT Resolution for the benefit of the owners of the MTA PMT Senior Lien Obligations.

**Principal Deposit Months** shall mean, unless otherwise set forth in a Supplemental Resolution, the first ten months of the twelve-month period immediately preceding the Month in which there is a Principal Installment, determined separately for each Principal Installment; provided, however, that if there remains a deficiency in deposits required pursuant to Section 302, each month up to and including the month in which there is a Principal Installment due shall be a Principal Deposit Month.

**PMT Receipts** shall mean the Mobility Tax Receipts and the ATA Receipts, and any additional sources of moneys specifically authorized to be pledged from time to time in the future in the MTA PMT Resolution and/or the TBTA PMT Resolution to the payment of MTA PMT Indebtedness and/or TBTA PMT Indebtedness, respectively.

**Second Lien Indebtedness** shall mean MTA Second Lien Indebtedness and TBTA Second Lien Indebtedness.

**Senior Lien Indebtedness** shall mean MTA Senior Lien Indebtedness and TBTA Senior Lien Indebtedness.

**Special Assistance Fund** shall mean the Metropolitan Transportation Authority Special Assistance Fund created under Section 1270-a of the MTA Act, or any successor fund or account provided by law.

**Supplemental Financing Agreement** shall mean an agreement supplemental to or amendatory of this Agreement between the MTA and TBTA in accordance with provisions of Section 701 hereof.

**TBTA Annual Deposit Report** shall mean the annual certification by an Authorized Officer of TBTA described in Section 504 hereof, as amended or supplemented from time to time.

**TBTA PMT Indebtedness** shall mean Obligations, Parity Debt, Subordinated Obligations, including, without limitation, Second Lien Obligations and Second Lien Parity Debt, Second Lien Subordinated Obligations, Other Subordinated Obligations, Obligation Anticipation Notes and Second Lien Obligation Anticipation Notes issued under the TBTA PMT Resolution in each case only to the extent that such TBTA PMT Indebtedness is payable in whole or in part from PMT Receipts.

**TBTA Monthly Second Lien Deposit Requirement** shall mean, for each Month, the sum of the applicable Monthly Interest Deposit Requirement and Monthly Principal Deposit Requirement for Second Lien Obligations and Second Lien Parity Debt issued under the TBTA PMT Resolution.

**TBTA Monthly Senior Lien Deposit Requirement** shall mean, for each Month, the sum of the applicable Monthly Interest Deposit Requirement and Monthly Principal Deposit Requirement for Senior Lien Obligations and Parity Debt issued under the TBTA PMT Resolution.

**TBTA PMT Second Lien Obligations** shall mean the Triborough Bridge and Tunnel Authority Payroll Mobility Tax Second Lien Revenue Obligations issued under the TBTA PMT Resolution.

**TBTA PMT Senior Lien Obligations** shall mean the Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Revenue Obligations issued under the TBTA PMT Resolution.

**TBTA PMT Resolution** shall have the meaning set forth in the preambles hereto.

**TBTA Second Lien Debt Service Fund** shall mean the TBTA Second Lien Debt Service Fund established by the TBTA PMT Resolution.

**TBTA Second Lien Debt Service Fund Requirement** shall mean, as of any date of calculation, the Second Lien Debt Service Fund Requirement as defined in the TBTA PMT Resolution and shall be an amount equal to the sum of the TBTA Monthly Second Lien Deposit Requirements to the date of such calculation or the sum of all TBTA Monthly Second Lien Deposit Requirements for the Debt Service Year, as the context requires.

**TBTA Second Lien Trustee** shall mean the institution serving as trustee under the TBTA PMT Resolution for the benefit of the owners of the TBTA PMT Second Lien Obligations.

**TBTA Senior Lien Debt Service Fund** shall mean the TBTA Senior Lien Debt Service Fund established by the TBTA PMT Resolution.

**TBTA Senior Lien Debt Service Fund Requirement** shall mean, as of any date of calculation, the Senior Lien Debt Service Fund Requirement as defined in the TBTA PMT Resolution and shall be an amount equal to the sum of the TBTA Monthly Senior Lien Deposit Requirements to the date of such calculation or the sum of all TBTA Monthly Senior Lien Deposit Requirements for the Debt Service Year, as the context requires.

**TBTA Senior Lien Trustee** shall mean the institution serving as trustee under the TBTA PMT Resolution for the benefit of the owners of the TBTA PMT Senior Lien Obligations.

## **ARTICLE II**

### **AGREEMENT AS TO ISSUANCE OF TBTA PMT INDEBTEDNESS AND MTA PMT INDEBTEDNESS**

#### **SECTION 201. Issuance of TBTA PMT Indebtedness for the PMT Transit and Commuter Project; Restrictions on Issuance.**

(a) TBTA may, from time to time, upon the request of the MTA, issue TBTA PMT Indebtedness pursuant to the TBTA PMT Resolution and the TBTA Act in order to finance Capital Costs of the PMT Transit and Commuter Project, subject to the limitations set forth in subsection (b) below. The proceeds of such TBTA PMT Indebtedness shall be applied as provided in the TBTA PMT Resolution or the resolution authorizing such TBTA PMT Indebtedness.

(b) The provisions of this Section 201 relating to the financing by TBTA of Capital Costs for the PMT Transit and Commuter Project are subject to compliance with the provisions of Section 553(20) of the New York Public Authorities Law, including any approvals or consents required from the CPRB, and the provisions of the TBTA PMT Resolution.

(c) The MTA and TBTA agree that this Financing Agreement is executed in part in order to induce investors to purchase the MTA PMT Indebtedness and the TBTA PMT Indebtedness secured by the PMT Receipts to be issued for the purposes of securing such MTA PMT Indebtedness and TBTA PMT Indebtedness and, accordingly, all of the covenants and agreements on the part of the MTA and TBTA set forth in this Financing Agreement are hereby declared to be for the benefit of the Owners from time to time of such MTA PMT Indebtedness and TBTA PMT Indebtedness secured by the PMT Receipts.

**SECTION 202. Issuance of MTA PMT Indebtedness.** The MTA may, from time to time, issue MTA PMT Indebtedness for any lawful purpose pursuant to the MTA PMT Resolution and the MTA Act, without any approvals or consents from the CPRB, unless such CPRB approvals or consents are required for the financing of Capital Costs for the PMT Transit and Commuter Project in accordance with Section 1269-b of the MTA Act. The proceeds of such MTA PMT Indebtedness shall be applied as provided in the MTA PMT Resolution or the resolution authorizing such MTA PMT Obligations.

## **ARTICLE III**

### **CREATION OF ACCOUNTS AND SUBACCOUNTS; APPLICATION OF PMT RECEIPTS**

#### **SECTION 301. Creation of Accounts and Subaccounts by MTA.**

(a) The MTA has previously created and established in the Special Assistance Fund held by the MTA the Corporate Transportation Account in accordance with Section 1270-a of the MTA Act. There is continued under this Financing Agreement the "ATA Receipts Subaccount" within the Corporate Transportation Account previously created under the MTA PMT Resolution.

(b) The MTA has also previously created and established the MTA Finance Fund held by the MTA in accordance with Section 1270-h of the MTA Act. There is continued under this Financing Agreement the "Mobility Tax Receipts Subaccount" within the MTA Finance Fund previously created under the MTA PMT Resolution.

(c) Amounts held at any time by the MTA in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount shall be held in trust separate and apart from all other funds of the MTA. The MTA may enter into agreements, including account control agreements, with a financial institution to accept deposits to, and make transfers or withdrawals from, such accounts and subaccounts consistent with the purposes of this Financing Agreement.

### **SECTION 302. Deposit and Application of PMT Receipts.**

1. On the earlier of the date of the issuance and delivery of the first Series of MTA Obligations under the MTA PMT Resolution or the first Series of TBTA Obligations under the TBTA PMT Resolution, MTA shall transfer (i) all amounts constituting Mobility Tax Receipts on deposit in the MTA Finance Fund to the Mobility Tax Receipts Subaccount and (ii) all amounts constituting ATA Receipts on deposit in the Corporate Transportation Account to the ATA Receipts Subaccount. Thereafter, all Mobility Tax Receipts received by the MTA shall be immediately deposited into the Mobility Tax Receipts Subaccount and all ATA Receipts received by the MTA shall be immediately deposited by the MTA into the ATA Receipts Subaccount.

2. In every Month at such time or times as the MTA in its discretion shall determine (but in no event later than the last Business Day of every Month), the MTA shall transfer amounts from the Mobility Tax Receipts Subaccount or the ATA Receipts Subaccount or both of such Subaccounts as determined by MTA, in the following order of priority and to the extent available for application (including curing any deficiencies in prior deposits or transfers), as follows:

(i) *first*, an amount equal to the Monthly Senior Lien Deposit Requirement plus an amount equal to the amount required to cure any deficiency in prior transfers made for transfer to (A) the MTA Senior Lien Trustee for deposit in the MTA Senior Lien Debt Service Fund an amount equal to the MTA Monthly Senior Lien Deposit Requirement, and (B) the TBTA Senior Lien Trustee for deposit in the TBTA Senior Lien Debt Service Fund an amount equal to the TBTA Monthly Senior Lien Deposit Requirement; *provided, however*, if on the date of any such transfer the amount of PMT Receipts available for transfer is less than the Monthly Senior Lien Deposit Requirement, the amount actually available shall be transferred, first, on a *pro rata* basis (in proportion to the amount of any deficiencies relative to each other) to the MTA Senior Lien Trustee and the TBTA Senior Lien Trustee to cure any deficiencies in prior deposits or transfers, and then, on a *pro rata* basis to the MTA Senior Lien Trustee and the TBTA Senior Lien Trustee in proportion to the amount of the MTA Monthly Senior Lien Deposit Requirement and the TBTA Monthly Senior Lien Deposit Requirement, respectively; and

(ii) *second*, an amount equal to the Monthly Second Lien Deposit Requirement plus an amount equal to the amount required to cure any deficiency in prior transfers made for transfer to (A) the MTA Second Lien Trustee for deposit in the MTA Second Lien Debt Service Fund an amount equal to the MTA Monthly Second Lien Deposit Requirement, and (B) the TBTA Second Lien Trustee for deposit in the TBTA Second Lien Debt Service Fund an amount equal to the TBTA Monthly Second Lien Deposit Requirement; *provided, however*, if on the date of any such transfer the amount of PMT Receipts available for transfer is less than the Monthly Second Lien Deposit Requirement, the amount actually available shall be transferred, first, on a *pro rata* basis (in proportion to the amount of any deficiencies relative to each other) to the MTA Second Lien Trustee and the TBTA Second Lien Trustee to cure any deficiencies in prior deposits or transfers, and then, on a *pro rata* basis to the MTA Second Lien Trustee and the TBTA Second Lien Trustee in proportion to the amount of the MTA Monthly Second Lien Deposit Requirement and the TBTA Monthly Second Lien Deposit Requirement, respectively; and

(iii) *third*, for transfer to the Applicable Trustee or another Person in accordance with the provisions of any Supplemental Resolution under the MTA PMT Resolution or the TBTA PMT Resolution or other authorizing document, the amount necessary for the payment of Other Subordinated

Obligations or obligations payable from PMT Receipts in the priority set forth in the applicable PMT Resolution or authorizing document;

(iv) *fourth*, for transfer to another Person, including each Applicable Trustee, fees and expenses due and payable under the related MTA PMT Indebtedness, TBTA PMT Indebtedness, MTA PMT Resolution and TBTA PMT Resolution, to the extent payable from PMT Receipts in the priority set forth in the applicable authorizing document; and

(iv) *fifth*, available for transfer to the MTA or expenditure by the MTA, on any date in the then current Month after the date the amounts actually transferred in accordance with subparagraphs (i) through (iv) above equals one hundred percent (100%) of the amounts required to have been so transferred on a cumulative basis as of the end of the current Month, any PMT Receipts and investment income, if any, on deposit in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount free and clear of any lien, pledge or claim of the MTA PMT Resolution and the TBTA PMT Resolution, to be applied by MTA as provided in the MTA Act.

3. For purposes of calculating the amount of the deposits relating to (i) the MTA Senior Lien Debt Service Fund and the TBTA Senior Lien Debt Service Fund, Principal Installments shall not include amounts that an Authorized Officer has notified the Applicable Trustee are to be paid from sources other than PMT Receipts, nor shall Accrued Debt Service include any amounts that, as certified by an Authorized Officer, have been set aside hereunder or otherwise in trust for the payment thereof and (ii) the MTA Second Lien Debt Service Fund and the TBTA Second Lien Debt Service Fund, Second Lien Obligation Principal Installments shall not include amounts that an Authorized Officer has notified the Applicable Second Lien Trustee are to be paid from sources other than PMT Receipts, nor shall Accrued Second Lien Debt Service include any amounts that, as certified by an Authorized Officer have been set aside hereunder or otherwise in trust for the payment thereof.

4. If, after the date or dates during the Month the MTA elects to make the transfers described above, (i) there continues to be a deficiency in the cumulative amounts required to be transferred and (ii) MTA receives additional PMT Receipts later in the then current Month, then MTA will apply those additional PMT Receipts as soon as practicable (but no later than the last Business Day of the then current Month) in the same priority as set forth above to cure such deficiencies to the greatest extent possible.

5. If on the Business Day that is no later than two Business Days preceding any Applicable Debt Service Payment Date, an Applicable Trustee notifies the MTA that it has insufficient funds on deposit to pay Debt Service on Obligations or Second Lien Obligations on the next succeeding Applicable Debt Service Payment Date, the MTA shall transfer, to the extent moneys are available, any or all Mobility Tax Receipts and/or ATA Receipts on deposit in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount, respectively, in the amount necessary to cure such deficiency and shall apply such amount in accordance with the preceding paragraph in the priority set forth therein; provided, however, that no such transfer shall be made to the Applicable Second Lien Trustee if there is a deficiency that has not been cured in the amounts transferred for the payment of Senior Lien Debt Service.

6. Moneys on deposit in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount may be invested by MTA only in Investment Securities. Investment income on moneys in any Subaccount shall be credited to such Subaccount.

## ARTICLE IV

### CONSENT TO PLEDGE

**SECTION 401. Consent to Pledge.** Each of the MTA and the TBTA do hereby consent to the pledge and assignment of the PMT Receipts to the Holders of any of MTA PMT Indebtedness and/or TBTA PMT Indebtedness, as the case may be, or to any trustee acting on their behalf, to secure the payment of the principal

and Redemption Price of, and interest on, and Sinking Fund Installments for, the respective MTA PMT Indebtedness and TBTA PMT Indebtedness in accordance with their respective terms and the provisions of this Financing Agreement and in the order of priority set forth herein.

All of the PMT Receipts are and shall be free and clear of any pledge, lien, charge or encumbrance thereon or with respect thereto prior to, or of equal rank with, the pledge of the PMT Receipts created by the MTA PMT Resolution and/or the TBTA PMT Resolution consistent with this Financing Agreement and all corporate action on the part of the MTA and TBTA to that end has been duly and validly taken.

## **ARTICLE V**

### **COVENANTS OF THE MTA**

**SECTION 501. PMT Receipts.** The MTA covenants and agrees that it will take all such actions as may be necessary to request the transfer of the PMT Receipts and further covenants and agrees that all such PMT Receipts received shall be applied strictly in accordance with this Financing Agreement and the MTA Act.

**SECTION 502. Creation of Liens; Application of Certain Accounts and Subaccounts.** The MTA covenants and agrees that (a) other than the MTA PMT Resolution, it will not create or cause to be created any pledge, lien, charge or encumbrance on or with respect to the PMT Receipts or the amounts reserved and on deposit in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount at any time that adversely affects MTA's obligations hereunder or under the MTA PMT Resolution and TBTA's obligations under the TBTA PMT Resolution, and (b) it will apply amounts on deposit in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount established therein only as provided in this Financing Agreement.

**SECTION 503. Pledge and Agreement of the State.** In accordance with Section 1271 of the MTA Act, the MTA does hereby include the pledge and agreement of the State with the Owners of the MTA PMT Indebtedness and the TBTA PMT Indebtedness and the owners of the obligations secured in whole or in part by the TBTA PMT Resolution and the MTA PMT Resolution that the State will not limit or alter the denial of authority under subdivision 9 of Section 1269 of the MTA Act, or the rights and powers vested in the MTA and the TBTA by the MTA Act to fulfill the terms of any agreements made by the MTA and TBTA with such Owners, or in any way impair the rights and remedies of such Owners until such notes, bonds and other obligations with such Owners, together with the interest thereon, with interest on any unpaid installments of interest, and all costs and expenses for which the MTA and the TBTA are liable in connection with any action or proceeding by or on behalf of such Owners, are fully met and discharged; provided, however, that the MTA and TBTA hereby acknowledge and agree that nothing in the foregoing pledge and agreement of the State or elsewhere in this Financing Agreement shall be deemed to restrict the right of the State to amend, repeal, modify or otherwise alter statutes imposing or relating to the taxes and fees producing revenues for deposit by the MTA in the Mobility Tax Receipts Subaccount of the MTA Finance Fund and/or the ATA Receipts Subaccount of the Corporate Transportation Account of the MTA Special Assistance Fund and pledged by the MTA to secure MTA PMT Indebtedness and/or pledged by the TBTA to secure TBTA PMT Indebtedness, as the case may be, or, if applicable, the appropriations relating thereto.

**SECTION 504. Annual Deposit Reports.** On the date of issuance of the first obligations under Section 302(a) hereof, the MTA shall deliver to the Applicable Trustees a written certificate of an Authorized Officer of the MTA setting forth two separate reports, one relating to the MTA PMT Indebtedness (the "MTA Annual Deposit Report") and the other relating to the TBTA PMT Indebtedness (the "TBTA Annual Deposit Report"), in each case detailing for the current and the following Debt Service Year (a) the MTA Monthly Senior Lien Deposit Requirement or the TBTA Monthly Senior Lien Deposit Requirement, as applicable, (b) the MTA Monthly Second Lien Deposit Requirement or the TBTA Monthly Second Lien Deposit Requirement, as applicable, (c) the MTA Senior Lien Debt Service Fund Requirement or the TBTA Senior Lien Debt Service Fund Requirement, as applicable, (d) the MTA Second Lien Debt Service Fund Requirement or the TBTA Second Lien Debt Service Fund Requirement for the Debt Service Year, as applicable, (g) any other uses of the

PMT Receipts for the purposes set forth in Section 302 of this Financing Agreement, and (f) any other information requested by the Applicable Trustees for the purposes of performing their respective obligations under the MTA PMT Resolution and the TBTA PMT Resolution. On or prior to the tenth (10<sup>th</sup>) Business Day before the beginning of each Debt Service Year, the MTA shall send to the Applicable Trustees an updated MTA Annual Deposit Report and updated TBTA Annual Deposit Report. The MTA Annual Deposit Report and the TBTA Annual Deposit Report shall be amended from time to time in conjunction with the issuance of additional MTA PMT Indebtedness and TBTA PMT Indebtedness, the refunding of MTA PMT Indebtedness and TBTA PMT Indebtedness or the incurrence of other costs or fees listed in Section 302, and may be amended from time to time at the discretion of the MTA, with a copy thereof sent to the Applicable Trustees, all with the intention of keeping the Applicable Trustees timely informed of the deposits and transfers of amounts on deposit in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount.

**SECTION 505. Amendment of the MTA PMT Resolution.** MTA shall not, without the consent of the TBTA, amend any provision of the MTA PMT Resolution in such a manner so as to affect TBTA's obligations under this Financing Agreement or the TBTA PMT Resolution.

**SECTION 506. Compliance with Laws.** The MTA covenants and agrees to take all necessary actions on its part and to comply with the requirements of all laws necessary for the MTA to receive any PMT Receipts to the extent that PMT Receipts are subject to appropriation.

**SECTION 507. Arbitrage.** The MTA covenants and agrees that it shall take no action, fail to take an action, nor approve of the Applicable Trustees taking any action, or making any investment or use of the amounts on deposit in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount that would cause MTA PMT Indebtedness or TBTA PMT Indebtedness to be "arbitrage bonds" within the meaning of Section 148 of the Internal Revenue Code of 1986, as amended.

## ARTICLE VI

### COVENANTS OF TBTA

**SECTION 601. Amendment of the TBTA PMT Resolution.** TBTA shall not, without the consent of the MTA, amend any provision of the TBTA PMT Resolution in such a manner so as to affect the MTA's obligations under this Financing Agreement or the MTA PMT Resolution.

**SECTION 602. Creation of Liens; Application of Certain Accounts and Subaccounts.** TBTA covenants and agrees that other than the TBTA PMT Resolution, it will not create or cause to be created any pledge, lien, charge or encumbrance on or with respect to the PMT Receipts or the amounts reserved and on deposit in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount at any time that adversely affects MTA's obligations hereunder.

## ARTICLE VII

### MISCELLANEOUS

**SECTION 701. Optional Redemption or Purchase of Obligations and Second Lien Obligations.** Upon payment to TBTA of the amount required by the TBTA PMT Resolution therefor and the MTA's direction to TBTA to do so, TBTA shall exercise any option it may have under the TBTA PMT Resolution to redeem or purchase all or any portion of the TBTA Obligations and/or TBTA Second Lien Obligations, as applicable, including, without limitation, any option TBTA may have under Section A-402 with respect to TBTA Obligations or Section B-402 of the TBTA PMT Resolution with respect to TBTA Second Lien Obligations to direct the TBTA Senior Lien Trustee or the TBTA Second Lien Trustee, respectively, to purchase or redeem TBTA Obligations and/or TBTA Second Lien Obligations and TBTA shall deposit into the TBTA Senior Debt Service Fund and/or the TBTA Second Lien Debt Service Fund, as applicable, all payments received from the

MTA and designated for such purpose. TBTA hereby acknowledges that subsection 3 of Section A-502 with respect to TBTA Obligations and subsection 3 of Section B-501 with respect to TBTA Second Lien Obligations of the TBTA PMT Resolution give the MTA, in addition to TBTA, the right to deliver TBTA Obligations to the TBTA Senior Lien Trustee or the TBTA Second Lien Trustee in satisfaction in whole or in part, of any Sinking Fund Installment, as more fully provided in Section A-502 and Section B-501 of the TBTA PMT Resolution, respectively.

**SECTION 702. Enforcement of MTA Financing Agreement Collections and Application of PMT Receipts.**

(a) If for any reason, other than there being an insufficient amount of PMT Receipts deposited or required to be deposited into the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount for such purpose, MTA or TBTA shall fail to make the deposits and transfers hereunder, or shall fail to observe or perform any other covenant, condition or agreement on its part to be observed or performed, the Applicable Trustee as provided below shall, if such default has not been cured, have the right to institute any action in the nature of mandamus or take whatever action at law or in equity may appear necessary or desirable to collect the payments then due or thereafter to become due or to enforce performance and observance of any obligation, agreement or covenant hereunder.

(b) On and after any Applicable Debt Service Payment Date on which the principal or Redemption Price of and interest on any MTA Senior Lien Obligation and/or TBTA Senior Lien Obligation has not been paid in full, and, if the MTA does not diligently pursue the collection of any moneys due to the MTA pursuant to the terms of this Financing Agreement, or on or after the date when the MTA or TBTA shall fail to observe or perform any other covenant, condition or agreement on its part to be observed or performed hereunder, the MTA and TBTA agree that the TBTA Senior Lien Trustee or the MTA Senior Lien Trustee who has the larger principal amount of Senior Lien Obligations outstanding may pursue, in accordance with the terms and provisions of the TBTA PMT Resolution and the MTA PMT Resolution, the collection and application of such amounts on behalf of the MTA or the performance of any such covenant, condition or agreement.

(c) On and after any Applicable Debt Service Payment Date on which the principal or Redemption Price of and interest on all MTA Senior Lien Obligations and TBTA Senior Lien Obligations has been paid in full, but on which the principal or Redemption Price of and interest on any MTA Second Lien Obligation and/or TBTA Second Lien Obligation has not been paid in full, and, if the MTA does not diligently pursue the collection of any moneys due to the MTA pursuant to the terms of this Financing Agreement, or, thereafter, the MTA or TBTA shall fail to observe or perform any other covenant, condition or agreement on its part to be observed or performed hereunder, the MTA and TBTA agree that the TBTA Second Lien Trustee or the MTA Second Lien Trustee who has the larger principal amount of bonds outstanding may pursue, in accordance with the terms and provisions of the TBTA PMT Resolution and the MTA PMT Resolution, the collection and application of such amounts on behalf of the MTA or the performance of any such covenant, condition or agreement.

(d) The remedies conferred upon or reserved under Section 7.02(a) hereof in respect of any default described therein are not intended to be exclusive of any other available remedy or remedies and shall be in addition to every other remedy now or hereafter existing at law or in equity; *provided, however*, that such remedy or remedies may in no event include a termination of this Financing Agreement, nor may they include any amendment, change, modification or alteration of this Financing Agreement that is inconsistent with Section 7.05 hereof.

(e) MTA and TBTA shall promptly notify each Applicable Trustee in writing that an event of default has occurred under the MTA PMT Resolution and the TBTA PMT Resolution, respectively. MTA also agrees that upon the occurrence of an event of default described in the preceding sentence, PMT Receipts will be available on an equitable basis among the Applicable Trustees in the priority and order established under this Financing Agreement.

**SECTION 703. Information Concerning the MTA.** Whenever TBTA shall issue TBTA PMT Indebtedness under the TBTA PMT Resolution, the MTA shall provide and certify, or cause to be provided and certified, to TBTA any information concerning the MTA and the PMT Receipts as TBTA shall reasonably request and determine is necessary or desirable for inclusion in the official statement or other offering document relating to the sale of such TBTA PMT Indebtedness.

The MTA hereby covenants and agrees that it will provide the annual operating and financial information required by Rule 15(c)2-12 of the United States Securities and Exchange Commission to the extent such Rule is applicable to the TBTA Obligations and TBTA Second Lien Obligations.

**SECTION 704. Termination of this Financing Agreement.** This Financing Agreement shall remain in full force and effect until the date on which the principal, Sinking Fund Installments, if any, or Redemption Price of and interest on the MTA PMT Indebtedness and the TBTA PMT Indebtedness shall have been fully paid and discharged or provision for the payment and discharge thereof shall have been made as provided in the MTA PMT Resolution and the TBTA PMT Resolution, respectively.

**SECTION 705. Amendment of this Financing Agreement.**

(a) Subject in all respects to compliance with the provisions of Section 605 of the MTA PMT Resolution and Section 603 of the TBTA PMT Resolution, this Financing Agreement may be supplemented, amended or modified by a Supplemental Financing Agreement executed by the MTA and TBTA for any reason, including, without limitation, to reflect legislative amendments to any of the statutory provisions referenced herein; *provided, however*, that no such supplement, amendment or modification shall materially adversely affect the interest of the Owners of MTA PMT Indebtedness or Owners of TBTA PMT Indebtedness unless and until (i) there shall have been filed with each Applicable Trustee the written consents of the Owners of the percentage of Outstanding MTA Obligations and TBTA Obligations and/or MTA Second Lien Obligations and TBTA Second Lien Obligations affected by such Supplemental Financing Agreement as provided in the applicable MTA PMT Resolution and/or TBTA PMT Resolution, (ii) if the consent of any Applicable Trustee is required, such Applicable Trustee has consented thereto, and (iii) an executed copy of such Supplemental Financing Agreement certified by an Authorized Officer of MTA and/or TBTA, as applicable, shall have been filed with each Applicable Trustee.

(b) MTA shall furnish written notice to each of the Rating Agencies (to the extent each of them has a rating outstanding on any affected MTA PMT Indebtedness and/or TBTA PMT Indebtedness) of any amendment of this Financing Agreement.

**SECTION 706. Assignment of Financing Agreement.** This Financing Agreement may not be assigned, except to the Applicable Trustees, by either party without the written consent of the other party.

**SECTION 707. Severability.** If any one or more of the covenants, stipulations, promises, obligations or agreements provided herein on the part of any of the parties hereto to be performed should be contrary to law, then such covenant or covenants, stipulation or stipulations, promise or promises, obligation or obligations, or agreement or agreements shall be null and void, shall be deemed and construed to be severable from the remaining covenants, stipulations, promises, obligations and agreements and shall in no way affect the validity of the other provisions hereof.

**SECTION 708. Disclaimer of Personal Liability.** No recourse shall be had against or liability incurred by any member, officer or employee of the MTA or TBTA or any Person executing this Financing Agreement for failure to observe, perform or comply with any covenant or provision hereof or for any claims based thereon.

**SECTION 709. Information Regarding Accounts and Subaccounts.** The MTA agrees to advise TBTA, and, if requested by TBTA, the Applicable Trustees, on or prior to 10:00 A.M., New York City time, on

the last Business Day of each month and at such other times as TBTA or the Applicable Trustees shall request, of the amounts then on deposit in the Mobility Tax Receipts Subaccount and the ATA Receipts Subaccount.

**SECTION 710. Notices.** All notices or other instruments required to be given or authorized to be given by any party pursuant to this Financing Agreement shall be in writing and shall be delivered by hand against written receipt therefor or sent by registered or certified mail addressed (i) in the case of MTA to it at 2 Broadway, New York, New York 10004 Attn: Chairman, with a copy to the MTA's General Counsel at the same address, (ii) in the case of TBTA to it at 2 Broadway, New York, New York 10004 Attn: President, with a copy to TBTA's General Counsel at the same address, and (iii) in the case of the Applicable Trustees, to the addresses provided in writing to TBTA and the MTA. The parties may from time to time designate other representatives or other addresses with respect to receipt of notices.

**SECTION 711. Section Headings.** All headings preceding the text of the several sections hereof, and any table of contents appended to copies hereof shall be solely for convenience or reference and shall not constitute a part hereof nor shall they affect its meaning, construction or effect.

**SECTION 712. Counterparts.** This Financing Agreement may be executed in several counterparts, each of which shall be deemed to be an original but such counterparts together shall constitute one and the same instrument.

**SECTION 713. Governing Law.** This Financing Agreement shall be governed by and construed in accordance with the laws of the State of New York.

**SECTION 714. Effectiveness of this Financing Agreement.** Subject to the provisions of subsection 2 of Section 401 hereof, the provisions of this Financing Agreement shall be effective upon execution and delivery thereof by MTA and TBTA.

**SECTION 715. Conflicts with MTA PMT Resolution and TBTA PMT Resolution.** The MTA and TBTA each acknowledge and agree that, in the event of any conflict between any of the provisions of this Financing Agreement and any of the provisions of the MTA PMT Resolution or the TBTA PMT Resolution, the provisions of this Financing Agreement shall be controlling.

**[THE REMAINDER OF THIS PAGE IS INTENTIONALLY LEFT BLANK.]**

**SECTION 716. Applicable Trustees are Third Party Beneficiaries Hereunder.** Subject to their respective rights and responsibilities as trustees for Senior Lien Obligations and Second Lien Obligations, each of the MTA Senior Lien Trustee, MTA Subordinate Lien Trustee, TBTA Senior Lien Trustee and TBTA Subordinate Lien Trustee are hereby designated as third party beneficiaries hereunder to the extent necessary to exercise their rights and responsibilities under the MTA PMT Resolution and the TBTA PMT Resolution, respectively. In the event of enforcement in connection with Senior Lien Obligations, the MTA Senior Lien Trustee or the TBTA Senior Lien Trustee that at the time of enforcement has the larger principal amount of Senior Lien Obligations outstanding shall have the right of first refusal to exercise such rights and responsibilities. In the event that there are no Senior Lien Obligations outstanding or the MTA Senior Lien Trustee and the TBTA Senior Lien Trustee have decided not to exercise such right and responsibilities, the MTA Second Lien Trustee or the TBTA Senior Lien Trustee that at the time of enforcement has the larger principal amount of Second Lien Obligations outstanding shall have the right of first refusal to exercise such rights and responsibilities.

**IN WITNESS WHEREOF**, the parties hereto have set their hands as of the date first above written.

**METROPOLITAN TRANSPORTATION AUTHORITY**

By           /s/ Metropolitan Transportation Authority            
Title: Authorized Officer

**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**

By           /s/ Triborough Bridge and Tunnel Authority            
Title: Authorized Officer

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**ATTACHMENT 3**

**METROPOLITAN TRANSPORTATION AUTHORITY  
MTA BRIDGES AND TUNNELS  
PAYROLL MOBILITY TAX OBLIGATIONS**

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**MASTER CONTINUING DISCLOSURE AGREEMENT**

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**THIS MASTER CONTINUING DISCLOSURE AGREEMENT**, dated May 5, 2021 (the “Agreement”), is made by and among MTA, MTA Bridges and Tunnels and the respective PMT Trustees, each as defined below in Section 1.

In order to permit the Underwriters of each series of PMT Indebtedness issued from and after the date hereof to comply with the provisions of Rule 15c2-12, each of the parties hereto, in consideration of the mutual covenants herein contained and other good and lawful consideration, hereby agree, for the sole and exclusive benefit of the Holders, as follows:

**Section 1. Definitions; Rules of Construction.**

(i) Capitalized terms used but not defined herein shall have the respective meanings ascribed to them in the respective PMT Resolutions.

“Annual Information” shall mean the information specified in Section 3(A) hereof.

“Bonds” or “PMT Indebtedness” shall mean all PMT Indebtedness issued from time to time by the Issuers and outstanding pursuant to the applicable PMT Resolution, and made subject to this Agreement at the time of issuance or incurrence thereof.

“EMMA” shall mean the Electronic Municipal Market Access System of the MSRB.

“Financial Obligation” means “financial obligation” as such term is defined in Rule 15c2-12.

“GAAP” shall mean generally accepted accounting principles as in effect from time to time in the United States.

“Holder” shall mean any registered owner of Bonds, and, for purposes of Section 5 of this Agreement only, if registered in the name of DTC (or a nominee thereof) or in the name of any other entity (or a nominee thereof) that acts as a “clearing corporation” within the meaning of the New York Uniform Commercial Code and is a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934, as amended, any beneficial owner of Bonds.

“Issuer” shall mean individually, the MTA and MTA Bridges and Tunnels.

“MTA” shall mean Metropolitan Transportation Authority, a public benefit corporation of the State of New York.

“MTA Bridges and Tunnels” shall mean the Triborough Bridge and Tunnel Authority, a public benefit company of the State of New York.

“MSRB” shall mean the Municipal Securities Rulemaking Board established in accordance with the provisions of Section 15B(b)(1) of the Securities Exchange Act of 1934, as amended.

“PMT Indebtedness” shall mean any bonds, notes or other evidence of indebtedness issued or incurred under the PMT Resolutions.

“PMT Resolutions” shall mean the Triborough Bridge and Tunnel Authority Payroll Mobility Tax Obligation Resolution (the “TBTA PMT Resolution”) and the Metropolitan Transportation Authority Payroll Mobility Tax Obligation Resolution (the “MTA PMT Resolution” and, collectively with the TBTA PMT Resolution, the “PMT Resolutions”).

“PMT Trustee” under each of the PMT Resolutions shall mean The Bank of New York Mellon or any successor trustee under the PMT Resolutions.

“Rule 15c2-12” shall mean Rule 15c2-12 (as amended through the date of this Agreement) under the Securities Exchange Act of 1934, as amended, including any official interpretations thereof promulgated on or prior to the effective date hereof.

“State” shall mean the State of New York.

(ii) Unless the context clearly indicates to the contrary, the following rules shall apply to the construction of this Agreement:

(a) Words importing the singular number shall include the plural number and vice versa.

(b) Any reference herein to a particular Section or subsection without further reference to a particular document or provision of law or regulation is a reference to a Section or subsection of this Agreement.

(c) The captions and headings herein are solely for convenience of reference and shall not constitute a part of this Agreement nor shall they affect its meaning, construction or effect.

## **Section 2. Obligation to Provide Continuing Disclosure.**

### *A. Obligations of the Issuers.*

(i) The Issuers each hereby undertake, for the benefit of the Holders of Bonds, to provide or cause to be provided:

(a) to EMMA, no later than 120 days after the end of each fiscal year, commencing with the fiscal year ending December 31, 2021, Annual Information relating to such fiscal year;

(b) if not submitted as part of Annual Information, to EMMA, not later than 120 days after the end of each fiscal year commencing with the fiscal year ending December 31, 2021, audited consolidated financial statements of MTA for such fiscal year when and if they become available and, if such audited financial statements are not available on the date which is 120 days after the end of a fiscal year, the unaudited financial statements of MTA for such fiscal year; and

(c) to EMMA in a timely manner, not in excess of ten business days after the occurrence of each event, notices of the following events with respect to the Bonds:

(1) principal and interest payment delinquencies;

- (2) non-payment related defaults, if material;
  - (3) unscheduled draws on debt service reserves reflecting financial difficulties;
  - (4) unscheduled draws on credit enhancements reflecting financial difficulties;
  - (5) substitution of credit or liquidity providers, or their failure to perform;
  - (6) adverse tax opinions, the issuance by the IRS of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the Bonds or other material events affecting the tax status of the Bonds;
  - (7) modifications to the rights of security holders, if material;
  - (8) bond calls, if material, and tender offers;
  - (9) defeasances;
  - (10) release, substitution, or sale of property securing repayment of the Bonds, if material;
  - (11) rating changes;
  - (12) bankruptcy, insolvency, receivership or similar event of the issuer as set forth in Rule 15c2-12;
  - (13) consummation of a merger, consolidation, or acquisition involving an obligated person or the sale of all of substantially all of the assets of an obligated person, other than in the ordinary course of business, the entry into a definitive agreement to undertake such action or the termination of a definitive agreement relating to such actions, other than pursuant to its terms, if material;
  - (14) appointment of a successor or additional trustee or the change of name of a trustee, if material;
  - (15) incurrence of a Financial Obligation of the obligated person, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation of the obligated person, any of which affect security holders, if material; and
  - (16) default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of an obligated person, any of which reflect financial difficulties.
- (d) to EMMA, in a timely manner, notice of a failure to provide any Annual Information required by clause A(i)(a) of this Section 2 or any financial statements required by clause A(i)(b) of this Section 2.

(ii) The Issuers may satisfy their respective obligations hereunder by filing any notice, document or information with EMMA, to the extent permitted or required by the Securities and Exchange Commission (the "SEC").

(iii) Neither MTA nor MTA Bridges and Tunnels has failed to comply, in any material respect, with any previous undertakings in a written contract or agreement specified in paragraph (b)(5)(i) of Rule 15c2-12.

B. *Obligations of the PMT Trustees.* The PMT Trustees shall notify MTA or MTA Bridges and Tunnels, as applicable, upon the occurrence of any of the events listed in Section 2(A)(i)(c) promptly upon becoming aware of the occurrence of any such event. The PMT Trustees, shall not be deemed to have become aware of the occurrence of any such event unless an officer in its corporate trust department becomes aware of the occurrence of any such event.

C. *Additional Obligations.*

(i) Other information. Nothing herein shall be deemed to prevent MTA or MTA Bridges and Tunnels from disseminating any other information in addition to that required hereby in the manner set forth herein or in any other manner. If MTA or MTA Bridges and Tunnels should disseminate any such additional information neither, MTA nor MTA Bridges and Tunnels, shall have any obligation hereunder to update such information or to include it in any future materials disseminated hereunder.

(ii) Disclaimer. Each of the Issuers and the PMT Trustees, under each of the PMT Resolutions, shall be obligated to perform only those duties expressly provided for such entity in this Agreement, and neither of the foregoing shall be under any obligation to the Holders or other parties hereto to perform, or monitor the performance of, any duties of such other parties.

### **Section 3. Annual Information.**

A. *Annual Information.*

The required Annual Information shall consist of at least the following:

1. a. presentation of changes to indebtedness issued by MTA Bridges and Tunnels and MTA, respectively, under the TBTA PMT Resolution and the MTA PMT Resolution as well as information concerning changes to MTA Bridges and Tunnels' and MTA's debt service requirements on such indebtedness payable from PMT Receipts,
  - b. financial information and operating data of the type included in the **ADS** under the caption "PAYROLL MOBILITY TAX OBLIGATIONS" which shall include information relating to the following:
    - (i) description of the taxes and fees allocated to the Financing Agreement, currently Mobility Tax Receipts and ATA Receipts; and
    - (ii) for the taxes and fees then constituting sources of revenue for the PMT Indebtedness, an historical summary of such revenues, if available, together with an explanation of the factors affecting collection levels, for a period of at least the three most recent completed fiscal years then available,
  - c. information concerning the amounts, sources, material changes in and material factors affecting PMT Receipts and debt service incurred under PMT Resolutions,
2. material litigation related to any of the foregoing, and
  3. such narrative explanation as may be necessary to avoid misunderstanding and to assist the reader in understanding the presentation of financial information and operating data concerning, and in judging the financial condition of, MTA Bridges and Tunnels and MTA as such may impact the security for Bonds.

B. *Incorporation by Reference.*

All or any portion of Annual Information may be incorporated therein by cross reference to any other documents which have been filed with (i) EMMA or (ii) the SEC.

C. *General Categories of Information Provided.*

The requirements contained in this Agreement under Section 3 are intended to set forth a general description of the type of financial information and operating data to be provided; such descriptions are not intended to state more than general categories of financial information and operating data; and where the provisions of Section 3 call for information that no longer can be generated or is no longer relevant because the operations to which it related have been materially changed or discontinued, a statement to that effect shall be provided.

**Section 4. Financial Statements.**

MTA's annual financial statements for each fiscal year shall be prepared in accordance with GAAP as in effect from time to time. Such financial statements shall be audited by an independent accounting firm.

All or any portion of MTA's audited or unaudited financial statements may be incorporated therein by specific cross-reference to any other documents which have been filed with (i) EMMA or (ii) the SEC.

**Section 5. Remedies.**

If any party hereto shall fail to comply with any provision of this Agreement, then the Trustee or any Holder may enforce, for the equal benefit and protection of all Holders similarly situated, by mandamus or other suit or proceeding at law or in equity, this Agreement against such party and any of its officers, agents and employees, and may compel such party or any of its officers, agents or employees to perform and carry out their duties under this Agreement; provided that the sole and exclusive remedy for breach of this Agreement shall be an action to compel specific performance of this Agreement of such party hereunder and no person or entity shall be entitled to recover monetary damages hereunder under any circumstances, and, provided further, that any challenge to the adequacy of any information provided pursuant to Section 2 shall be brought only by the Trustee or the Holders of 25% in aggregate principal amount of the Bonds at the time outstanding which are affected thereby. The Issuers and each Trustee each reserves the right, but shall not be obligated, to enforce the obligations of the others. Failure to comply with any provision of this Agreement shall not constitute a default under the PMT Resolutions nor give right to either Trustee or any Holder to exercise any of the remedies under the PMT Resolutions, except as otherwise set forth herein.

**Section 6. Parties in Interest.**

This Agreement is executed and delivered solely for the benefit of the Holders which, for the purposes of Section 5, includes those beneficial owners of Bonds specified in the definition of Holder set forth in Section 1. For the purposes of such Section 5, such beneficial owners of Bonds shall be third-party beneficiaries of this Agreement. No person other than those described in Section 5 shall have any right to enforce the provisions hereof or any other rights hereunder.

**Section 7. Amendments.**

Without the consent of any Holders (except to the extent expressly provided below), the Issuers and the PMT Trustees at any time and from time to time may enter into any amendments or changes to this Agreement for any of the following purposes:

- (i) to comply with or conform to Rule 15c2-12 or any amendments thereto or authoritative interpretations thereof by the SEC or its staff (whether required or optional) which are applicable to the Agreement;
- (ii) to add a dissemination agent for the information required to be provided hereby and to make any necessary or desirable provisions with respect thereto;
- (iii) to evidence the succession of another person to either Issuers and the assumption by any such successor of the covenants of such Issuers hereunder;
- (iv) to add to the covenants of the Issuers for the benefit of the Holders, or to surrender any right or power herein conferred upon the Issuers; or
- (v) for any other purpose as a result of a change in circumstances that arises from a change in legal requirements, change in law, or change in the identity, nature or status of the Issuers, or type of business conducted; provided that (1) the Agreement, as amended, would have complied with the requirements of Rule 15c2-12 at the time of the offering of the Bonds, after taking into account any amendments or authoritative interpretations of Rule 15c2-12, as well as any change in circumstances, (2) the amendment or change either (a) does not materially impair the interests of Holders, as determined by Bond Counsel or (b) is approved by the vote or consent of Holders of a majority in outstanding principal amount of the Bonds affected thereby at or prior to the time of such amendment or change and (3) the Trustee receives an opinion of Bond Counsel that such amendment is authorized or permitted by this Agreement.

Annual Information for any fiscal year containing any amended operating data or financial information for such fiscal year shall explain, in narrative form, the reasons for such amendment and the impact of the change on the type of operating data or financial information in Annual Information being provided for such fiscal year. If a change in accounting principles is included in any such amendment, such Annual Information shall present a comparison between the financial statements or information prepared on the basis of the amended accounting principles and those prepared on the basis of the former accounting principles. Such comparison shall include a qualitative discussion of the differences in the accounting principles and the impact of the change in the accounting principles on the presentation of the financial information. To the extent reasonably feasible such comparison shall also be quantitative. A notice of any such change in accounting principles shall be sent to EMMA.

#### **Section 8. Termination.**

This Agreement shall remain in full force and effect until such time as all principal, redemption premiums, if any, and interest on the Bonds shall have been paid in full or legally defeased pursuant to the applicable PMT Resolution (a "Legal Defeasance"); *provided, however*, that if Rule 15c2-12 (or successor provision) shall be amended, modified or changed so that all or any part of the information currently required to be provided thereunder shall no longer be required to be provided thereunder, then such information shall no longer be required to be provided hereunder; and *provided, further*, that if and to the extent Rule 15c2-12 (or successor provision), or any provision thereof, shall be declared by a court of competent and final jurisdiction to be, in whole or in part, invalid, unconstitutional, null and void, or otherwise inapplicable to the Bonds, then the information required to be provided hereunder, insofar as it was required to be provided by a provision of Rule 15c2-12 so declared, shall no longer be required to be provided hereunder. Upon any Legal Defeasance, the applicable Issuer shall provide notice of such defeasance to EMMA. Such notice shall state whether the Bonds have been defeased to maturity or to redemption and the timing of such maturity or redemption. Upon any other termination pursuant to this Section 8, the applicable Issuer shall provide notice of such termination to EMMA.

**Section 9. The PMT Trustees.**

(i) Except as otherwise set forth herein, this Agreement shall not create any obligation or duty on the part of either of the PMT Trustees and the PMT Trustees shall not be subject to any liability hereunder for acting or failing to act as the case may be.

(ii) The Issuers shall indemnify and hold harmless the PMT Trustees in connection with this Agreement, to the same extent provided in the PMT Resolutions for matters arising thereunder.

**Section 10. Governing Law.**

This Agreement shall be governed by the laws of the State determined without regard to principles of conflict of law.

**Section 11. Counterparts.**

This Agreement may be executed in one or more counterparts, each of which shall be an original, but which together shall constitute one and the same Agreement.

[Signature Page to the Master Continuing Disclosure Agreement follows]

IN WITNESS WHEREOF, the undersigned have duly authorized, executed and delivered this Agreement as of the date first above written.

**TRIBOROUGH BRIDGE AND TUNNEL  
AUTHORITY**

By: /s/ Triborough Bridge and Tunnel Authority

**METROPOLITAN TRANSPORTATION  
AUTHORITY**

By: /s/ Metropolitan Transportation Authority

**THE BANK OF NEW YORK MELLON, as  
Trustee under the TBTA PMT Resolution**

By: /s/ The Bank of New York Mellon

**THE BANK OF NEW YORK MELLON, as  
Trustee under the MTA PMT Resolution**

By: /s/ The Bank of New York Mellon

[Signature Page of the Master Continuing Disclosure Agreement]

## ATTACHMENT 4

### FORM OF APPROVING OPINIONS OF CO-BOND COUNSEL

**Subject to the satisfaction of certain conditions and to the occurrence of certain events described under the heading “FORWARD DELIVERY OF THE SERIES 2022B BONDS,” each of Orrick, Herrington & Sutcliffe LLP, New York, New York, and Bryant Rabbino LLP, New York, New York, Co-Bond Counsel to MTA Bridges and Tunnels, expects to be able to render its final approving opinion with respect to the Series 2022B Bonds in substantially the following form:**

[Settlement Date]

Triborough Bridge and Tunnel Authority  
Triborough Station, Box 35  
New York, New York 10035

Ladies and Gentlemen:

We have examined a certified copy of the record of proceedings of the Triborough Bridge and Tunnel Authority (“TBTA”) and other proofs submitted to us relative to the issuance of \$1,000,015,000 aggregate principal amount of Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Refunding Bonds, Series 2022B (Forward Delivery) (the “Series 2022B Bonds”), and the authorization, execution and delivery of the Financing Agreement, defined and described below. We have also examined a certified copy of the proceedings of the Metropolitan Transportation Authority (“MTA”) and other proofs submitted to us relative to the authorization, execution and delivery of the Financing Agreement.

All terms defined in the Resolution (hereinafter defined) and used herein shall have the respective meanings assigned in the Resolution, except where the context hereof otherwise requires.

The Series 2022B Bonds are issued under and pursuant to the Constitution and statutes of the State of New York (the “State”), including the Triborough Bridge and Tunnel Authority Act, being Title 3 of Article 3 of the Public Authorities Law, Chapter 43-A of the Consolidated Laws of the State of New York, as amended to the date of this opinion letter (herein called the “Issuer Act”), and under and pursuant to proceedings of TBTA duly taken, including a resolution adopted by the members of TBTA on March 17, 2021 entitled “Payroll Mobility Tax Obligation Resolution,” as supplemented to the date hereof (the “Resolution”).

TBTA and MTA have entered into the Payroll Mobility Tax Financing Agreement, dated as of April 9, 2021 (the “Financing Agreement”), which provides for, among other things, the transfer and payment of PMT Receipts by MTA to (i) The Bank of New York Mellon, as trustee under the Resolution, in amounts sufficient to pay the principal of, redemption premium, if any, and interest on TBTA’s Obligations and Parity Debt, including the Series 2022B Bonds, issued and incurred under the Resolution, and (ii) The Bank of New York Mellon, as trustee under the MTA PMT Resolution, in amounts sufficient to pay the principal of, redemption premium, if any, and interest on MTA’s Obligations and Parity Debt issued and incurred under the MTA PMT Resolution, on a parity basis as provided in the Financing Agreement.

The Series 2022B Bonds are dated, mature, are payable, bear interest and are subject to redemption, all as provided in the Resolution.

The Internal Revenue Code of 1986, as amended (the “Code”), establishes certain requirements that must be met subsequent to the issuance and delivery of the Series 2022B Bonds in order that interest on the

Series 2022B Bonds be and remain excluded from gross income for federal income tax purposes under Section 103 of the Code. Pursuant to the Resolution and/or the Arbitrage and Use of Proceeds Certificate dated the date hereof (the "Arbitrage and Use of Proceeds Certificate"), TBTA and MTA have covenanted to comply with the applicable requirements of the Code in order to maintain the exclusion of the interest on the Series 2022B Bonds from gross income for federal income tax purposes pursuant to Section 103 of the Code. In addition, TBTA and MTA have made certain representations, statements of intention and reasonable expectation, and certifications in the Arbitrage and Use of Proceeds Certificate. We have not independently verified the accuracy of those representations, statements and certifications. Noncompliance with the requirements of the Code could cause interest on the Series 2022B Bonds to be included in gross income for federal income tax purposes retroactive to the date of issuance, irrespective of the date on which such noncompliance occurs or is ascertained.

In rendering the opinion in paragraph 6 hereof, we have relied upon and assumed (i) the material accuracy of the representations, statements of intention and reasonable expectation and certifications of fact contained in the Arbitrage and Use of Proceeds Certificate with respect to matters affecting the exclusion of interest on the Series 2022B Bonds from gross income for federal income tax purposes under Section 103 of the Code and (ii) compliance by TBTA and MTA with procedures and covenants set forth in the Arbitrage and Use of Proceeds Certificate as to such tax matters.

We have also examined one of said Series 2022B Bonds as executed and, in our opinion, the form of said Series 2022B Bond and its execution are regular and proper.

We are of the opinion that:

1. TBTA is duly created and validly existing under the laws of the State, including the Constitution of the State and the Issuer Act.
2. TBTA has the right and power under the Issuer Act to adopt the Resolution. The Resolution has been duly and lawfully adopted by TBTA, is in full force and effect, is valid and binding upon TBTA, and is enforceable in accordance with its terms, and no other authorization for the Resolution is required. The Resolution creates the valid pledge which it purports to create of the Obligations Trust Estate, subject only to the provisions of the Resolution and the Financing Agreement permitting the application thereof for the purposes and on the terms and conditions set forth in the Resolution.
3. The Financing Agreement has been duly authorized, executed and delivered by TBTA and MTA and is a legal and valid contractual obligation of TBTA and MTA enforceable in accordance with its terms.
4. The Series 2022B Bonds have been duly and validly authorized and issued in accordance with the laws of the State, including the Constitution of the State and the Issuer Act, and in accordance with the Resolution, and are valid and binding special obligations of TBTA, enforceable in accordance with their terms and the terms of the Resolution, payable solely from the Obligations Trust Estate as provided in the Resolution, and are entitled to the benefits of the Issuer Act and the Resolution. TBTA has no taxing power and the Series 2022B Bonds are not debts of the State or of any political subdivision thereof. TBTA reserves the right to issue additional Obligations and to incur Parity Debt on the terms and conditions, and for the purposes, provided in the Resolution, on a parity as to security and payment with the Series 2022B Bonds.
5. The Series 2022B Bonds are securities in which all public officers and bodies of the State and all municipalities and political subdivisions, all insurance companies and associations and other persons carrying on an insurance business, all banks, bankers, trust companies, savings banks and savings associations, including savings and loan associations, building and loan associations, investment companies and other persons carrying on a banking business, all administrators, guardians, executors, trustees and other fiduciaries, and all other persons who are or may be authorized to invest in bonds or other obligations of the State, may properly and legally invest funds including capital in their control or belonging to them to the extent that the legality of such investment is governed by the laws of the State; and which may be deposited with and shall be received by all

public officers and bodies of the State and all municipalities and political subdivisions for any purpose for which the deposit of bonds or other obligations of the State is or may be authorized.

6. Under existing statutes and court decisions (i) interest on the Series 2022B Bonds is excluded from gross income for federal income tax purposes pursuant to Section 103 of the Code, and (ii) interest on the Series 2022B Bonds is not treated as a specific preference item in calculating the federal alternative minimum tax.

7. Under the Issuer Act, interest on the Series 2022B Bonds is exempt from personal income taxes imposed by the State or any political subdivision thereof, including The City of New York.

The opinions expressed in paragraphs 2, 3 and 4 above are subject to applicable bankruptcy, insolvency, receivership, reorganization, arrangements, fraudulent conveyances, moratorium and other laws heretofore or hereafter enacted affecting creditors' rights and are subject to the application of principles of equity relating to or affecting the enforcement of contractual obligations, whether such enforcement is considered in a proceeding in equity or at law.

Except as stated in paragraphs 6 and 7, we express no opinion regarding any other federal, state, local or foreign tax consequences related to the ownership or disposition of, or the accrual or receipt of interest on, the Series 2022B Bonds. We express no opinion regarding the federal, state, local or foreign tax consequences of any action hereafter taken or not taken in reliance upon an opinion of other counsel with respect to the Series 2022B Bonds.

We express no opinion as to the accuracy or sufficiency of any financial or other information which has been or will be supplied to purchasers of the Series 2022B Bonds. Our services did not include financial or other non-legal advice. Finally, we undertake no responsibility for the accuracy, completeness or fairness of the Official Statement or other offering material relating to the Series 2022B Bonds and express no opinion with respect thereto.

This opinion letter is rendered solely with regard to the matters expressly opined on above and does not consider or extend to any documents, agreements, representations or other material of any kind not specifically opined on above. No other opinions are intended nor should they be inferred. This opinion letter is issued as of the date hereof, and we assume no obligation to update, revise or supplement this opinion letter to reflect any future actions, facts or circumstances that may hereafter come to our attention, or any changes in law, or in interpretations thereof, that may hereafter occur, or for any reason whatsoever.

Very truly yours,

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## ATTACHMENT 5

### BONDS TO BE REFUNDED

The following table provides information regarding outstanding MTA Transportation Revenue Bonds to be refunded with proceeds of the Series 2022B Bonds (the “Refunded Bonds”).

Series	Dated Date	Maturity	Interest Rate	Refunded Amount	Remaining Amount	Redemption Date	Redemption Price	CUSIP*	Pre-Refunded CUSIP*	Unrefunded CUSIP*
2002D-1	5/9/2012	11/1/2026	5.000%	\$21,665,000	-	11/1/2022	100%	59259YPR4		
2002D-1	5/9/2012	11/1/2027	5.000	23,120,000	-	11/1/2022	100	59259YPS2		
2002D-1	5/9/2012	11/1/2028	5.000	24,680,000	-	11/1/2022	100	59259YPT0		
2002D-1	5/9/2012	11/1/2029	3.625	3,770,000	-	11/1/2022	100	59259YPY9		
2002D-1	5/9/2012	11/1/2029	3.750	2,000,000	-	11/1/2022	100	59259YPU7		
2012C	5/3/2012	11/15/2028	5.000	40,385,000	-	11/15/2022	100	59261AQV2		
2012C	5/3/2012	11/15/2029	5.000	42,400,000	-	11/15/2022	100	59261AQW0		
2012C	5/3/2012	11/15/2030	5.000	44,520,000	-	11/15/2022	100	59261AQX8		
2012C	5/3/2012	11/15/2031	4.000	4,755,000	-	11/15/2022	100	59259YNY1		
2012C	5/3/2012	11/15/2031	5.000	41,990,000	-	11/15/2022	100	59261AQY6		
2012D	8/20/2012	11/15/2026	5.000	30,000,000	-	11/15/2022	100	59259YQL6		
2012D	8/20/2012	11/15/2027	5.000	25,000,000	-	11/15/2022	100	59259YQM4		
2012D	8/20/2012	11/15/2028	5.000	77,640,000	-	11/15/2022	100	59259YQN2		
2012D	8/20/2012	11/15/2029	5.000	82,000,000	-	11/15/2022	100	59259YQP7		
2012D	8/20/2012	11/15/2030	4.000	20,540,000	-	11/15/2022	100	59259YQQ5		
2012D	8/20/2012	11/15/2030	5.000	82,000,000	-	11/15/2022	100	59259YRD3		
2012D <sup>†</sup>	8/20/2012	11/15/2032	4.000	70,195,000	-	11/15/2022	100	59259YQR3		
2012D	8/20/2012	11/15/2032	5.000	19,355,000	-	11/15/2022	100	59259YRE1		
2012F	9/28/2012	11/15/2026	5.000	123,640,000	\$4,715,000	11/15/2022	100	59259YTV1	59261AN60	59261AN94
2012F	9/28/2012	11/15/2027	4.000	9,000,000	1,000,000	11/15/2022	100	59259YTH2	59261AN52	59261AN86
2012F	9/28/2012	11/15/2027	5.000	51,845,000	-	11/15/2022	100	59259YTW9		
2012F <sup>†</sup>	9/28/2012	11/15/2030	5.000	165,795,000	20,645,000	11/15/2022	100	59259YTX7	59261AN78	59261AP27
2012H	11/15/2012	11/15/2026	5.000	4,265,000	335,000	11/15/2022	100	59261ARS8	59261AQ34	59261AR25
2012H	11/15/2012	11/15/2027	5.000	4,480,000	350,000	11/15/2022	100	59261ART6	59261AQ42	59261AR33
2012H	11/15/2012	11/15/2028	3.000	6,290,000	4,970,000	11/15/2022	100	59259YVZ9	59261AP35	59261AP76
2012H	11/15/2012	11/15/2029	5.000	4,845,000	375,000	11/15/2022	100	59261ARU3	59261AQ59	59261AR41
2012H	11/15/2012	11/15/2030	5.000	5,085,000	400,000	11/15/2022	100	59261ARV1	59261AQ67	59261AR58
2012H	11/15/2012	11/15/2031	5.000	5,340,000	420,000	11/15/2022	100	59261ARW9	59261AQ75	59261AR66

\* CUSIP numbers have been assigned by an organization not affiliated with MTA or MTA Bridges and Tunnels and are included solely for the convenience of the holders of the Refunded Bonds. Neither MTA nor MTA Bridges and Tunnels is responsible for the selection or uses of these CUSIP numbers, nor is any representation made as to their correctness on the Refunded Bonds or as indicated above. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Refunded Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors that is applicable to all or a portion of certain maturities of the Refunded Bonds.

† The Refunded Bonds will be credited against the mandatory redemption dates listed on the following page.

Series	Dated Date	Maturity	Interest Rate	Refunded Amount	Remaining Amount	Redemption Date	Redemption Price	CUSIP*	Pre-Refunded CUSIP*	Unrefunded CUSIP*
2012H	11/15/2012	11/15/2032	3.250%	\$ 7,500,000	\$5,930,000	11/15/2022	100%	59259YWD7	59261AP43	59261AP84
2012H	11/15/2012	11/15/2033	5.000	5,790,000	450,000	11/15/2022	100	59261ARX7	59261AQ83	59261AR74
2012H	11/15/2012	11/15/2034	4.000	8,125,000	6,430,000	11/15/2022	100	59259YWF2	59261AP50	59261AP92
2012H†	11/15/2012	11/15/2037	3.625	17,215,000	29,870,000	11/15/2022	100	59259YWG0	59261AP68	59261AQ26
2012H†	11/15/2012	11/15/2042	5.000	43,720,000	17,165,000	11/15/2022	100	59261AUJ4	59261AQ91	59261AR82

\* CUSIP numbers have been assigned by an organization not affiliated with MTA or MTA Bridges and Tunnels and are included solely for the convenience of the holders of the Refunded Bonds. Neither MTA nor MTA Bridges and Tunnels is responsible for the selection or uses of these CUSIP numbers, nor is any representation made as to their correctness on the Refunded Bonds or as indicated above. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Refunded Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors that is applicable to all or a portion of certain maturities of the Refunded Bonds.

† The Refunded Bonds will be credited against the mandatory redemption dates listed below.

**\$70,195,000 4.00% Series 2012D Term Bonds**  
**Due November 15, 2032**  
CUSIP Number: 59259Y QR3\*

<u>November 15</u>	<u>Refunded Amount</u>
2031	\$52,410,000
2032	17,785,000

**\$165,795,000 5.00% Series 2012F Term Bonds**  
**Due November 15, 2030**  
CUSIP Number: 59259Y TX7\*

<u>November 15</u>	<u>Refunded Amount</u>
2028	\$66,980,000
2029	70,715,000
2030	28,100,000

**\$17,215,000 3.625% Series 2012H Term Bonds**  
**Due November 15, 2037**  
CUSIP Number: 59259Y WG0\*

<u>November 15</u>	<u>Refunded Amount</u>
2035	\$8,455,000
2036	8,760,000

**\$43,720,000 5.00% Series 2012H Term Bonds**  
**Due November 15, 2042**  
CUSIP Number: 59261A UJ4\*

<u>November 15</u>	<u>Refunded Amount</u>
2038	\$9,405,000
2039	9,875,000
2040	7,755,000
2041	8,140,000
2042	8,545,000

**ATTACHMENT 6**

**FORM OF DELAYED DELIVERY CONTRACT**

**\$1,000,015,000**  
**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**  
**(MTA BRIDGES AND TUNNELS)**  
**Payroll Mobility Tax Senior Lien Refunding Bonds,**  
**Series 2022B (Forward Delivery) (the “Series 2022B Bonds”)**

**DELAYED DELIVERY CONTRACT**

April \_\_, 2022

Jefferies LLC  
As Representative of  
the Underwriters

1. The purchaser designated below and executing this instrument (the “Purchaser”) hereby agrees to purchase from Jefferies LLC, as a representative of itself and the other Underwriters set forth in the Forward Delivery Bond Purchase Agreement (defined below) (in such capacity, “Jefferies”), when, as and if issued and delivered by the Triborough Bridge and Tunnel Authority’s (“MTA Bridges and Tunnels”) to the Underwriters, and Jefferies agrees to sell to the Purchaser, the following Series 2022B Bonds (collectively, the “Purchased Bonds”):

<b>Maturity</b> <b>(May 15)</b>	<b>Amount</b> <b>(\$)</b>	<b>Interest Rate</b> <b>(%)</b>	<b>Price</b> <b>(\$)</b>	<b>Yield</b> <b>(%)</b>	<b>CUSIP</b> <b>Number</b> <b>(89602H)</b>
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on the terms and conditions set forth in this Delayed Delivery Contract (this “Delayed Delivery Contract”), at the purchase price and with the maturity dates, principal amounts, interest rates and yields shown above. The Purchased Bonds have been offered pursuant to MTA Bridges and Tunnels’ Preliminary Official Statement, dated March 29, 2022 (the “Preliminary Official Statement”), relating to the Series 2022B Bonds and a final Official Statement (the “Official Statement”) relating to the Series 2022B Bonds. The Series 2022B Bonds are being purchased by the Underwriters pursuant to a Forward Delivery Bond Purchase Agreement, dated April 5, 2022 (the “Forward Delivery Bond Purchase Agreement”), by and among Jefferies LLC, as representative acting on behalf of itself and the other underwriters named therein (collectively, the “Underwriters”) and MTA Bridges and Tunnels. All capitalized terms used herein and not otherwise defined shall have the meanings given to them in the Forward Delivery Bond Purchase Agreement or the Preliminary Official Statement.

2. The Purchaser hereby confirms that it has reviewed the Preliminary Official Statement and will review the Official Statement (in each case, including, but not limited to, the section therein entitled “FORWARD DELIVERY OF THE SERIES 2022B BONDS”), has considered the risks associated with purchasing the Purchased Bonds, and is duly authorized to purchase the Purchased Bonds. The Purchaser further acknowledges and agrees that the Purchased Bonds are being sold on a “forward” or “delayed delivery” basis, and the Purchaser hereby purchases and agrees to accept delivery of such Purchased Bonds from the Underwriters on or about August 18, 2022 (the “Settlement Date”).

3. Payment for the Purchased Bonds shall be made to Jefferies or upon its order on the Settlement Date upon delivery to the Purchaser of the Purchased Bonds through the book-entry system of The Depository Trust Company. The Purchaser agrees that in no event shall the Underwriters be responsible or liable for any claim or loss, whether direct or consequential, which the Purchaser may suffer in the event MTA Bridges and Tunnels does not, for any reason, issue and deliver the Purchased Bonds.

4. Upon issuance by MTA Bridges and Tunnels of the Series 2022B Bonds and purchase thereof by the Underwriters on the Settlement Date, the obligation of the Purchaser to take delivery of the Purchased Bonds hereunder shall be unconditional. The Purchaser may terminate its obligation to purchase the Purchased Bonds in the event that between the date of this Delayed Delivery Contract and the Settlement Date, one of the following events shall have occurred and the Purchaser has notified Jefferies in writing as provided herein:

(a) there shall be a “Change in Law,” which means (i) any change in or addition to applicable federal or state law, whether statutory or as interpreted by the courts or by federal or state agencies, including any changes in or new rules, regulations or other pronouncements or interpretations by federal or state agencies; (ii) any legislation enacted by the Congress of the United States (if such enacted legislation has an effective date which is on or before the Settlement Date), (iii) any law, rule or regulation enacted by any governmental body, department or agency (if such enacted law, rule or regulation has an effective date which is on or before the Settlement Date) or (iv) any judgment, ruling or order issued by any court or administrative body, not resulting from any action against the Underwriters, which in any such case would, (A) as to the Underwriters, prohibit the Underwriters from completing the underwriting of the Series 2022B Bonds or selling the Series 2022B Bonds or beneficial ownership interests therein to the public, or (B) as to MTA Bridges and Tunnels, make the completion of the issuance, sale or delivery of the Series 2022B Bonds illegal;

(b) as a result of any legislation, regulation, ruling, order, release, court decision or judgment or action by the U.S. Department of the Treasury, the Internal Revenue Service, or any agency of the State of New York either enacted, issued, effective, adopted or proposed, or for any other reason, Co-Bond Counsel cannot issue an opinion to the effect that (i) the interest on the Series 2022B Bonds is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986 (or comparable provisions of any successor federal tax laws), and (ii) the interest on the Series 2022B Bonds is exempt from New York State personal income taxation;

(c) the Official Statement as of the Initial Closing Date contained, or the Updated Official Statement as of the Settlement Date contains, any untrue statement of material fact or the Official Statement as of the Initial Closing Date omitted, or the Updated Official Statement as of the Settlement Date omits, to state a material fact necessary in order to make the statements therein, in the light of the circumstances under which they were made, not misleading;

(d) an event of default shall have occurred and be continuing under the TBTA Payroll Mobility Tax Obligation Resolution;

(e) legislation shall have been enacted, or a decision of any federal or state court or a ruling or regulation (final or temporary) of the Securities and Exchange Commission or other governmental agency shall have been made or issued which, in the reasonable opinion of counsel to the Underwriters, following consultation

with MTA Bridges and Tunnels, has the effect of requiring the Series 2022B Bonds to be registered under the Securities Act of 1933, as amended; or

(f) as of the Settlement Date, any of Fitch Ratings, Kroll Bond Rating Agency, LLC or S&P Global Ratings, a division of Standard & Poor's Financial Services LLC, no longer maintains a rating on the Series 2022B Bonds (provided that such rating agency then maintains ratings on municipal securities).

5. The Purchaser acknowledges and agrees that the Series 2022B Bonds are being sold on a "forward" or "delayed delivery" basis for delivery on the Settlement Date and that the Purchaser is obligated to take up and pay for the Purchased Bonds on the Settlement Date unless the Underwriters terminate the Forward Delivery Bond Purchase Agreement, which termination shall be in the Underwriters' sole and absolute discretion, or the Purchaser terminates its obligation to purchase the Purchased Bonds as described herein. To effect a termination by the Purchaser, the Purchaser acknowledges and agrees that (i) it must give written notice of termination of this Delayed Delivery Contract to Jefferies before the Settlement Date, (ii) no termination of the obligation of the Purchaser may occur on or after the Settlement Date, and (iii) the Purchaser is not a third-party beneficiary under the Forward Delivery Bond Purchase Agreement and has no rights to enforce, or cause the Underwriters to enforce, any of the terms thereof. No assurances can be given that the ratings assigned to the Series 2022B Bonds on the Settlement Date will not be different from those initially assigned to the Series 2022B Bonds. Issuance of the Series 2022B Bonds and the Purchaser's obligations under this Delayed Delivery Contract are not conditioned upon the assignment of any particular ratings for the Series 2022B Bonds or the maintenance of the initial ratings of the Series 2022B Bonds.

**6. The Purchaser acknowledges and agrees that it will not be able to withdraw its order except as described herein, and will not otherwise be excused from performance of its obligations to take up and pay for the Purchased Bonds on the Settlement Date because of market or credit changes, including specifically, but not limited to (a) changes in the ratings assigned to the Series 2022B Bonds between the date of this Delayed Delivery Contract and the Settlement Date (except as explicitly set forth in Section 4 above) or changes in the credit associated with the Series 2022B Bonds generally, or (b) changes in the financial condition, operations, performance, properties or prospects of MTA Bridges and Tunnels from the date of this Delayed Delivery Contract to the Settlement Date. The Purchaser further acknowledges and agrees that it will remain obligated to purchase the Purchased Bonds in accordance with the terms hereof, even if the Purchaser decides to sell any of the Purchased Bonds following the date hereof, unless the Purchaser sells such Purchased Bonds to another institution with the prior written consent of Jefferies and such institution provides a written acknowledgement of confirmation of purchase order and a delayed delivery contract in the same respective forms as that executed by the Purchaser.**

7. The Purchaser represents and warrants that, as of the date of this Delayed Delivery Contract, the Purchaser is not prohibited from purchasing the Purchased Bonds hereby agreed to be purchased by it under the laws of the jurisdiction to which the Purchaser is subject.

8. The Delayed Delivery Contract will inure to the benefit of and be binding upon the parties hereto and their respective successors, but will not be assignable by either party hereto without the prior written consent of the other party.

9. This Delayed Delivery Contract may be executed by either of the parties hereto in any number of counterparts, each of which shall be deemed to be an original, but all such counterparts shall constitute one and the same instrument under the laws of the State of New York.

10. The Purchaser acknowledges that Jefferies is entering into the Forward Delivery Bond Purchase Agreement with MTA Bridges and Tunnels to purchase the Series 2022B Bonds in reliance in part on the performance by the Purchaser of its obligations hereunder.

11. It is understood that the acceptance by Jefferies of any delayed delivery contract (including this Delayed Delivery Contract) with respect to the Series 2022B Bonds is in the sole discretion of Jefferies and that, without limiting the foregoing, acceptances of such contracts need not be on a first-come, first-served basis. If this Delayed Delivery Contract is acceptable to Jefferies, it is requested that Jefferies sign the form of acceptance below and mail or deliver one of the counterparts hereof to the Purchaser at its address set forth below. This Delayed Delivery Contract will become a binding contract between Jefferies and the Purchaser when such counterpart is so mailed or delivered by Jefferies. This Delayed Delivery Contract does not constitute a customer confirmation pursuant to Rule G-15 of the Municipal Securities Rulemaking Board.

12. This Delayed Delivery Contract shall be construed and administered under the laws of the State of New York.

[NAME]  
Purchaser

\_\_\_\_\_  
Address

\_\_\_\_\_  
Telephone

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

Accepted: Jefferies LLC, on behalf of the Underwriters

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**ATTACHMENT 7**

**FIRST QUARTERLY UPDATE TO THE ADS, DATED AUGUST 5, 2022**

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**MTA ANNUAL DISCLOSURE STATEMENT UPDATE**  
**(2022 ADS First Quarterly Update)**  
**August 5, 2022**

**This Metropolitan Transportation Authority (MTA) Annual Disclosure Statement Update (including Attachment A hereto, the First Quarterly Update), dated August 5, 2022, is the first quarterly update to the Annual Disclosure Statement (the ADS) of MTA, dated April 29, 2022, as supplemented on June 22, 2022, and contains information only through its date. MTA expects to file this First 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 July 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 First Quarterly Update is accurate as of its 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 First 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 any 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; impediments to the regulations; 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 First Quarterly Update.**

**MTA ANNUAL DISCLOSURE STATEMENT UPDATE**  
**(2022 ADS First Quarterly Update)**  
**August 5, 2022**

**Introduction**

This update, dated August 5, 2022 (First Quarterly Update), is the first quarterly update to the Annual Disclosure Statement (ADS) of the Metropolitan Transportation Authority (MTA), dated April 29, 2022, as supplemented on June 22, 2022. This First Quarterly Update contains information only through August 5, 2022, and should be read in its entirety, together with the ADS as previously supplemented. Capitalized terms not otherwise defined herein have the meanings ascribed to them in the ADS.

In this First Quarterly Update, readers will find:

1. A summary of recent events and changes to MTA's 2022-2025 Financial Plan released by MTA in February 2022 (February Plan), made since the date of the ADS, to reflect provisions of the 2022 MTA July Financial Plan presented to the MTA Board on July 27, 2022 (July Plan). The complete July 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 July Plan includes the 2022 Mid-Year Forecast, the 2023 Preliminary Budget and a Financial Plan for fiscal years 2023 through 2026.
2. **Attachment A** to this First Quarterly Update, which presents the consolidated July Plan in tabular form and includes Financial Plan tables that summarize MTA's July Plan projected receipts and expenditures for fiscal years, 2022, 2023 (preliminary budget) through 2026, in each case prepared by MTA management.

**Overview**

This First Quarterly Update discusses important features of the July Plan derived from the 2022 Mid-Year Forecast, the 2023 Preliminary Budget, the 2023-2026 Financial Plan, and updates to the February Plan. When used in this Third Quarterly Update, the term "above-the-line" refers to items that are incorporated in the Agency (which, for the purposes of this First Quarterly Update includes MTA, the Related Entities and FMTAC) and corporate-wide (such as subsidies and debt service) financials. Items are "below-the-line" for one or more of several reasons, such as: (i) they are a late adjustment and MTA cannot revise the aforementioned financials (the FEMA reimbursement, for example); (ii) they are proposed actions that require future Board approval (such as fare and toll increases); or (iii) they are actions which have yet to be allocated to each Agency (such as yet unidentified non-personnel savings from the Transformation Plan).

The July Plan, as with all plans beginning with the 2020 July Plan, reflects the impact that the novel coronavirus outbreak and the ensuing pandemic has had on the MTA region, forcing MTA to focus on financial survival while at the same time providing the service needed to keep the region moving during the height of the pandemic, during this late-pandemic period, and eventually under a post-pandemic "new normal".

## **The February Plan**

The February Plan projected annual balanced budgets through 2025. This balancing was only achieved with the awarding of \$10.5 billion in federal aid from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act of 2021 (ARPA), which was in addition to the \$4 billion received in 2020 from the Coronavirus Aid, Relief and Economic Security (CARES) Act, the implementation of the four percent fare and toll rate increases proposed for 2023 and 2025, and the use of \$499 million in deficit borrowing proceeds in 2025. The federal funding, however, masked the structural imbalance of MTA's finances. Without the fare and toll increases, ARPA and the use of deficit borrowing proceeds, 2025 was projected to be \$2.7 billion out of balance. Even if the fare and toll increases were fully implemented in 2023 and 2025, 2025 would still be out of balance by an estimated \$2.2 billion without federal funding and the deficit borrowing proceeds. With the COVID-19 pandemic related federal funding expected to be exhausted in 2025, significant budget deficits loomed beyond 2025 if actions to address the structural imbalance are not implemented.

The February Plan also reflected additional funding resources dedicated in the 2022-2023 New York State Executive Budget of \$337 million in 2022 appropriated Metropolitan Mass Transportation Operating Assistance (MMTOA) and Petroleum Business Tax (PBT) subsidies for MTA. Out-year projections of \$481 million in 2023, \$544 million in 2024 and \$565 million in 2025, based on estimates provided by New York State (the State), were also expected; over the Financial Plan period, these estimated State subsidies total \$1.9 billion. With the appropriation of additional subsidy revenue, the proposed mid-2022 four percent fare rate increase – initially proposed for implementation in March 2021 and deferred in subsequent financial plans – was removed from the February Plan.

## **The July Plan and Changes to the February Plan**

Prior to the outbreak of the Omicron variant of COVID-19, the MTA region was taking significant positive strides towards the post-pandemic “new normal.” The rollout of COVID-19 vaccines, in combination with continued measures to control the spread of the virus, allowed businesses to reopen. New York City public schools began the 2021-2022 school year in September with full in-person instruction, and Broadway theaters and other entertainment, sports, dining, and cultural venues began operating at capacity. Over the course of 2021, ridership and traffic volumes continued to gradually increase until close to year end, when Omicron took hold. November 2021 ridership, compared with the pre-pandemic level, was down 42% for subway, 37% for MTA New York City Transit bus, 31% for MTA Bus, 55% for MTA Staten Island Railway, 44% for MTA Long Island Rail Road and 48% for MTA Metro-North Railroad. In January 2022, ridership recovery had slipped, and ridership compared with the pre-pandemic level was down 53% for subway, 48% for MTA New York City Transit bus, 42% for MTA Bus, 67% for MTA Staten Island Railway, 61% for MTA Long Island Rail Road and 65% for MTA Metro-North Railroad. Ridership has gradually improved, and by April 2022, subway and bus ridership had recovered to the November 2021 level—subway 42% below the pre-pandemic level, MTA New York City Transit bus 38% below the pre-pandemic level and MTA Bus 31% below the pre-pandemic level, although MTA Staten Island Railway worsened to 61% below the pre-pandemic level—while the commuter railroads improved beyond November's results, with Long Island Rail

Road 42% below the pre-pandemic level and MTA Metro-North Railroad 41% below the pre-pandemic level.

Despite ridership levels that continue to remain significantly below pre-pandemic levels, MTA is providing service to accommodate both current riders and those who are expected to return to pre-pandemic travel routines. Subway and bus service are scheduled at 100% of pre-pandemic levels with expectations of meeting that schedule daily, while MTA Long Island Rail Road is providing service at approximately 88% of its pre-pandemic level, and MTA Metro-North Railroad is providing approximately 89% of pre-pandemic service.

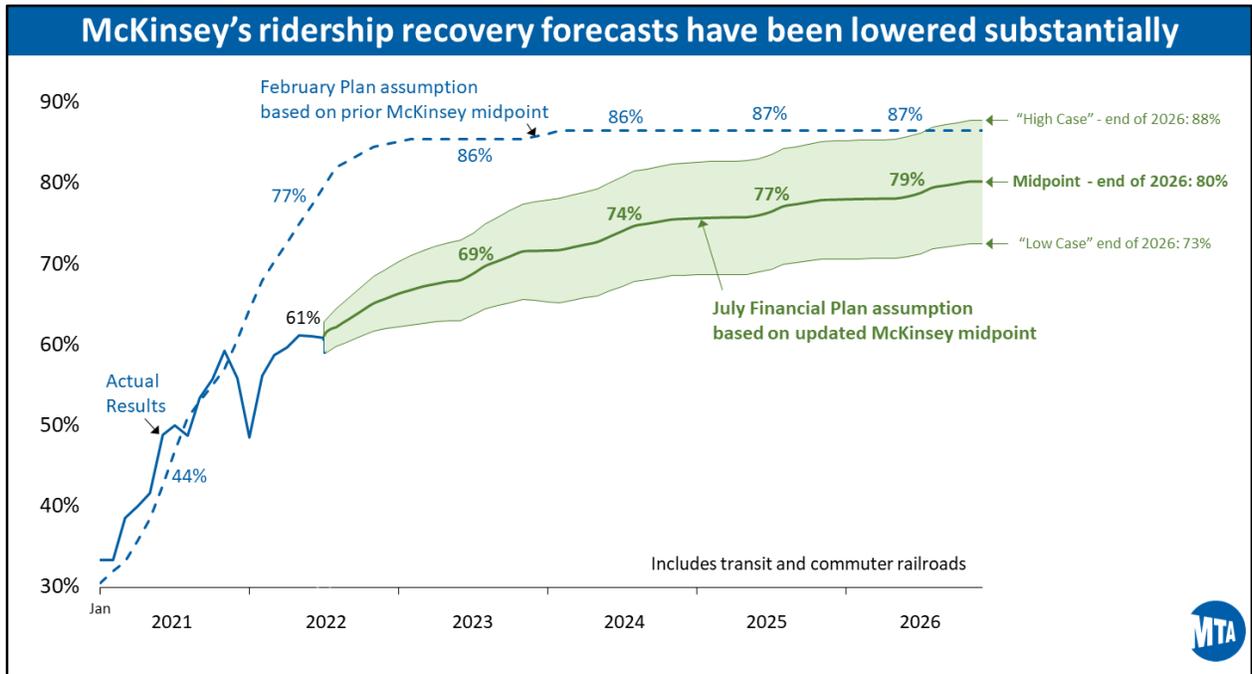
As the impact of the pandemic started to become more entrenched (particularly following the emergence of the Omicron variant), MTA re-engaged with McKinsey & Co. to develop an updated post-pandemic recovery analysis. The new “midpoint” recovery percentages from the results of this analysis are incorporated in this July Plan for transit and commuter rail farebox revenue. Due to the full recovery with respect to bridge and tunnel traffic, toll revenue is forecast based on traffic at approximately 100% of pre-pandemic levels.

Actual revenue and ridership results through April were used in combination with these new McKinsey projections. Fare revenue through the first four months of 2022 was \$239 million below previous budgeted amounts, while toll revenue from MTA Bridges and Tunnels was \$58 million above budgeted amounts. The updated McKinsey projections are centered around behavioral changes that began during the pandemic and the degree to which those changes become more permanent or longer lasting. McKinsey prepared two scenarios – a “high case” and a “low case”.

The “high case” scenario projects a higher level of ridership recovery due to in-person work increasing during the projection period from current levels for the sectors that have the ability for hybrid work arrangements, loss of non-work trips from factors such as e-commerce, telehealth, etc. declining over time, and additional consumer sentiment factors which negatively impact ridership, such as COVID-19 concerns and safety perception also declining over time. It should be noted that even under this “high case” scenario, a lower “new normal” in ridership is forecast reflecting the more permanent impact of these factors.

The “low case” scenario projects a lower level of ridership recovery due to higher levels of remote work persisting, non-work trips rebounding more slowly, and other customer factors leading to slower returns to transit utilization over time.

The graph below illustrates the range of ridership forecasts for transit and the commuter railroads (and excluding MTA Bridges and Tunnels) based on the new McKinsey analysis (“High Case”, “Midpoint” and “Low Case”) as compared to the midpoint forecast from the prior McKinsey analysis.



As a result of the slower recovery and the lower “new normal” projections, updates to consolidated farebox revenue forecasts show lower consolidated fare and toll revenue by the following amounts:

Projected Baseline Fare and Toll Revenue Is Lower vs. February Plan (\$ millions)	
2022	\$ (1,020)
2023	(1,043)
2024	(757)
2025	(619)
2026	(488)

The changes in farebox revenue also impact the additional farebox revenue expected to be generated from fare rate increases proposed in the July Plan. Further, the revised ridership recovery projections affect estimates of City Subsidy for MTA Bus and MTA Staten Island Railway. These subsidy changes are also captured below-the-line in the July Plan.

MTA Bridges and Tunnels traffic and associated toll revenue have returned to pre-pandemic levels, as anticipated in the late 2020 McKinsey “best case” scenario, and this is reaffirmed in McKinsey’s updated preliminary analysis.

Beyond the unfavorable impact from the latest preliminary McKinsey ridership recovery analysis, farebox revenue compared with the February Plan is expected to be lower through 2025 by \$319 million, reflecting the shortfall through April as well as lower fare media liability at MTA New York City Transit as MetroCard usage is replaced by OMNY market share increases. MTA

Bridges and Tunnels toll revenue through 2025 is expected to be improved from the February Plan by \$213 million, reflecting higher toll revenue of \$30 million through April and changes in the mix of vehicles and payment methods used.

Minor changes in Related Entities' baseline farebox and toll revenue levels increase the amount of revenue expected to be generated by \$10 million from each of the 2023 and 2025 proposed fare and toll increases. The latest McKinsey projections also impact the 2023 and 2025 proposed fare and toll increases, lowering the expecting revenue generated by \$127 million over the four-year Financial Plan period.

In addition to farebox and toll revenue, baseline Agencies' re-estimates include \$325 million in MTA management identified new needs (New Needs) and other investment expenses through 2025. Major New Needs and other investments include the transfer of post-COVID-19 cleaning functions being provided under contract to in-house forces, better alignment of responsibilities at the Rail Control Center, relocating the Jamaica Bus Terminal and office space currently located at 180 Livingston Plaza, and funding for additional Staten Island bus dispatchers and Eagle Teams for bus fare collection enforcement at MTA New York City Transit; using laser cleaning technology to reduce rail sliding at MTA Staten Island Railway; expanded training for conductors and the safety department, and added maintenance for the car fleet and facilities at the MTA Long Island Rail Road; increasing service to 89% of pre-pandemic levels, providing additional service and maintenance for Connecticut operations, and additional resources for operations support and training at MTA Metro-North Railroad; installation of driver-protection barriers on express buses at MTA Bus; and the relocation of certain MTA police facilities to improve functionality, investments in staffing resources, and safety initiatives for Grand Central Madison at MTA Headquarters.

Other Agencies' baseline re-estimates result in higher costs of \$242 million through 2025, with electric power, fuel and health and welfare expenses higher by \$873 million and pension expenses and other re-estimates lower by \$631 million.

The net impact from debt service payable from the operating budget is that costs are forecasted to increase by an estimated \$253 million. Although this net increase in debt service is primarily attributable to higher interest rates, it incorporates several adjustments in the July Plan related to debt service payable from the operating budget:

- (1) Gross debt service "above-the line" is lower by \$975 million because some of the debt issuance is now assumed to be paid directly from the Capital Lockbox, and debt was issued by the State directly in connection with the State funding commitment for the 2015 – 2019 Capital Program.
- (2) Moving debt issuance to either the Capital Lockbox or to the State lowered reimbursement shown in the operating budget from such sources for debt service by \$670 million.
- (3) Debt service related to bonding of the Federal Reserve Municipal Liquidity Facility note was moved below-the-line and is now re-estimated at \$558 million.

These three adjustments result in an estimated aggregate increase in the net debt service burden to the operating budget of the above mentioned \$253 million.

Overall, subsidies are improved by \$54 million. Receipts from State and local subsidies and dedicated taxes are projected to have improved by \$27 million through 2025 compared with the February Plan, primarily reflecting year-to-date results. The transfer of capital lockbox receipts from the Mansion and Internet Marketplace Taxes into the operating budget is projected to be lower by \$318 million, reflecting lower coverage requirements for debt service expenses. Such transfers are limited to payment of debt service for the issuance of debt for 2020-2024 Capital Program projects by non-lockbox bond credits such as the TBTA PMT Obligation Resolution. Subsidies from New York City for MTA Bus and MTA Staten Island Railway and from the Connecticut Department of Transportation for its share of Metro-North Railroad's New Haven Line are estimated favorable by \$344 million through 2025 to cover increases in deficits of those operations; this includes the forecasted impact due to the revised McKinsey projections on City Subsidies for MTA Bus and MTA Staten Island Railway.

Savings targets, anticipated to generate \$150 million in annual savings starting in 2022 and earmarked as "Transformation Savings" in the February Plan, have been replaced with a "Fiscal Baseline Reset" program, with all Agencies focused on developing efficiencies across MTA. The July Plan projects annual savings of \$100 million from these efforts starting in 2023. Through 2025, this change reduces savings by \$300 million.

Reimbursement of direct COVID-related expenses through the Federal Emergency Management Agency (FEMA) are expected to increase by \$210 million in this Plan due to the extension of the full coverage period through the end of June 2022 and followed by 90% coverage.

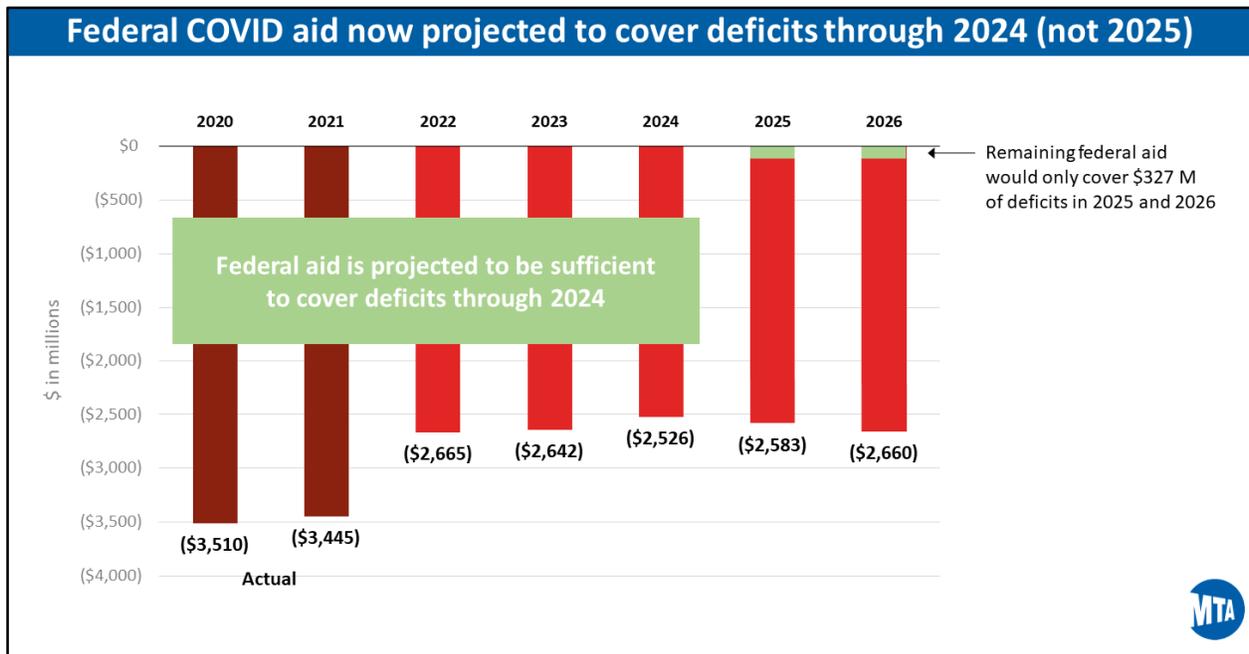
The timing of the use of formula based ARPA federal aid and the granting of discretionary ARPA funding, results in a favorable change from the February Plan of \$406 million through 2025. The July Plan also includes the use of the remaining \$201 million in federal funds in 2026.

The February Plan included the use of \$499 million in proceeds from deficit borrowing available through the Federal Reserve's Municipal Liquidity Facility. While the use of deficit borrowing proceeds is not reflected in the July Plan, which is an unfavorable impact of \$499 million in 2025, the debt service associated with borrowing is included in the Plan as it was in the February Plan.

Lastly, the February Plan included the repayment of a \$300 million line of credit. The July Plan reflects that no proceeds from the line of credit were ultimately needed to balance the budget, and as a result, there is no longer any unpaid balance related to the line of credit. This is a favorable improvement of \$300 million from the February Plan.

### **Summary of July Plan Conclusions**

In total, the cumulative impact of the changes since the February Plan is projected balanced budgets through 2024. The balanced budgets through 2024 are based on federal COVID-19 relief funds that have already been awarded to MTA and are expected to be sufficient to cover projected underlying deficits through 2024. Unfunded deficits of approximately \$2.6 to \$2.7 billion are projected in each of 2025 and 2026. This is illustrated in the following graph.



As illustrated above, the federal funding temporarily covers the structural imbalance in MTA’s finances, which is evident from the approximate \$2.5 to \$2.7 billion deficits in 2025 and 2026, after all but \$327 million of federal aid is projected to be exhausted by the end of 2024. Without federal COVID-19 relief funds, each year of the Financial Plan would be in substantial deficit. In addition, the deficits would be higher without the assumed 4% fare and toll increases in 2023 and 2025 built into the July Plan, with the annual deficit in 2026 increasing to approximately \$3 billion, if the fare and toll increases are not implemented.

### Challenges and Significant Risks Remain

There are a variety of challenges and significant risks affecting MTA, implementation of the July Plan and the ability to fully address the deficits still projected in the July Plan. Even with federal funding, the financial plan is out of balance, with ridership forecast to recover slowly over the plan period and remain substantially below pre-pandemic levels. Additional risks to the July Plan include:

- *Ridership Improvements Can Fall Short of Projections.* The July Plan anticipates ridership recovery based on the midpoint between the new “high case” and “low case” McKinsey scenarios, as described above. Should ridership be lower than the new midpoint forecast, loss of projected revenue could be significant.
- *Economy Slows or Falls Into Recession.* The dedicated taxes MTA relies on to cover its operating budget are sensitive to economic downturns, and a significant decline in economic activity could reduce dedicated tax receipts.
- *Inflation and Potentially Higher Interest Rates than Forecast.* The July Plan assumes inflation reverts to about two percent annually from current levels, and includes interest rate assumptions consistent with the Federal Open Markets Committee’s

(FOMC) and FOMC's substantial interest rate increases implemented to date. At its July 27, 2022 meeting, FOMC raised interest rates by 0.75 points to 2.25%. However, inflationary growth beyond the FOMC's inflation target could lead to a further increasing of the federal funds rate. Projected additional interest rate actions by FOMC as well as capital market dynamics could lead to an increase in interest rates for MTA capital borrowing even higher than projected in the July Plan.

- *Achieving Affordable Wage Settlements.* MTA is committed to honoring the terms of its existing contracts and is committed to negotiating affordable wage settlements with its unions. At the conclusion of existing labor contracts, the July Plan assumes annual wage increases of two percent.
- *Implementation of Biennial Fare and Toll Increases in 2023 and 2025.* Through 2026, the July Plan assumes a combined \$1.49 billion in additional fare and toll revenue from the projected 2023 and 2025 fare and toll increases, net of subsidy changes.
- *Finding and Implementing Innovative Savings Actions.* MTA must remain focused on existing cost control efforts by identifying 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 management has shifted to developing additional efficiencies across the organization, with further savings of \$400 million through 2026 targeted in the July Plan. It should be noted that many costs in the operating budget are outside of MTA's direct control (e.g., energy, health and welfare, and pension contributions).
- *Working with MTA's Funding Partners to Identify New Recurring and Sustainable Funding Sources.* With substantially lower projected revenue from ridership and unavoidable expense growth, particularly labor expenses, new and sustainable funding sources will be a critical part of solving MTA's fiscal structural imbalance.
- *Responding to Developing Economic Environment.* MTA's finances are highly influenced by economic factors. 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 MTA region, State and national economies. If the economic and other assumptions reflected in MTA's current financial plan are unrealized, particularly in the face of the continuing impacts of the COVID-19 pandemic (notwithstanding more widespread availability of vaccines and other treatments, a gradual recovery and substantial federal aid), inflation, or the conflict in Ukraine, the July Plan's projected results could be materially adversely affected.

See also "CERTAIN RISK FACTORS" in the ADS.

## **Central Business District Tolling Program (CBD Tolling Program).**

On April 11, 2019, as part of the State Fiscal Year 2019-2020 Enacted Budget, legislation was signed into law enabling MTA Bridges and Tunnels to implement the nation's first ever CBD Tolling Program. The planning, design, construction, operation and maintenance of the CBD Tolling Program is the responsibility of MTA Bridges and Tunnels, though it requires the involvement of several local and regional agencies and stakeholders. It further requires authorization by the U.S. Department of Transportation's Federal Highway Administration; to that end, an Environmental Assessment is currently underway.

On July 27, 2022, the MTA announced that the Environmental Assessment is anticipated to be released on or about August 10, 2022, on which date the comment period seeking public feedback will begin and will conclude on September 9, 2022. MTA and other stakeholders will also hold a series of six virtual public hearings between August 25, 2022 and August 31, 2022. MTA anticipates a federal decision and the start of construction in the first quarter of 2023.

MTA also announced on July 27, 2022, the establishment of the legally mandated Traffic Mobility Review Board (TMRB), to be chaired by Carl Weisbrod. The TMRB is required to make a recommendation regarding the CBD toll amounts and also recommend plans for CBD credits, discounts, and/or exemptions, then present its recommendations to the MTA Bridges and Tunnels Board for consideration before the CBD Tolling Program is implemented.

## **MTA Liquidity Resources.**

As of August 3, 2022, MTA had liquidity resources in the approximate amount of \$12.434 billion, consisting of a current running cash balance of \$1.172 billion, internal available flexible funds totaling \$2.483 billion, MTA PMT BANs for working capital, plus interest, totaling \$2.909 billion, and applicable undrawn commercial bank lines of credit totaling \$1.2 billion, and available ARPA receipts of approximately \$4.670 billion. *These funds provide a temporary funding "bridge" to a permanent solution to lost revenues and higher expenses. Certain of these funds must be repaid or replaced. Use of these monies will leave MTA with a significant gap in funding for both the operating budget and capital plan over the longer term and will likely result in additional debt issuance and unfunded operating needs.*

## **Financing Agreements.**

On August 2, 2022, MTA entered into a taxable revolving credit agreement (the JPMorgan Revolving Credit Agreement) with JPMorgan Chase Bank, National Association (JPMorgan), dated as of August 2, 2022, and a taxable revolving credit agreement (the Bank of America Revolving Credit Agreement and together with the JPMorgan Revolving Credit Agreement, the Revolving Credit Agreements) with Bank of America, N.A. (Bank of America), dated as of August 2, 2022. The JPMorgan Revolving Credit Agreement provided for a commitment to lend an aggregate principal amount of up to \$800,000,000 and the Bank of America Revolving Credit Agreement provided for a commitment to lend an aggregate principal amount of up to \$400,000,000, in each case, in the form of revolving loans (each, a Revolving Loan) from time to time to be made pursuant to the conditions set forth therein. The Revolving Credit Agreements

are available for revolving loan borrowings through August 1, 2025, unless otherwise extended or terminated, as provided therein.

Each Revolving Loan made pursuant to the Revolving Credit Agreements will be evidenced by revenue anticipation notes (each, a RAN). Whenever a Revolving Loan has been made and a corresponding RAN has been issued or repaid, it will be noted on the MTA investor website under menu item “Financing Agreements – Lines of Credit.”

The JPMorgan Revolving Credit Agreement replaces that Revolving Credit Agreement dated as of August 24, 2017, between MTA and JPMorgan, as amended, which was terminated pursuant to its terms, and the Bank of America Revolving Credit Agreement replaces that Revolving Credit Agreement dated as of August 16, 2019, between MTA and Bank of America, as amended, which was terminated pursuant to its terms.

**Governance.**

On June 3, 2022, the State Senate confirmed six new MTA Board members and three returning MTA Board members. The new MTA Board members are Lisa Sorin, Midori Valdivia, Frankie Miranda, Sherif Soliman, Sammy Chu and Blanca López. The three reconfirmed members are Frank Borelli, Jr., David Mack and Harold Porr III.

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**Attachment A to MTA Annual Disclosure Statement**  
**First Quarterly Update**  
**August 5, 2022**

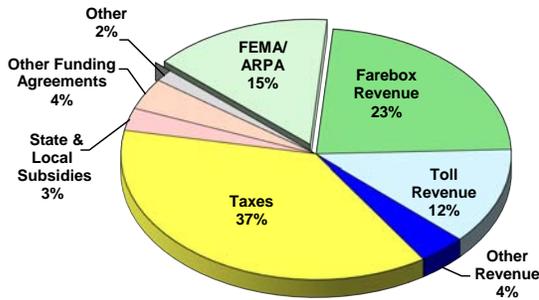
**MTA July Financial Plan**

This **Attachment A** to the 2022 ADS First Quarterly Update sets forth the consolidated July Plan in tabular form and includes Financial Plan tables that summarize MTA's July Plan, which includes the 2022 Mid-Year Forecast, the 2023 Preliminary Budget and a Financial Plan for the fiscal years 2023 through 2026, in each case prepared by MTA management. The complete July 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, MTA's July Plan provides the opportunity for MTA to present a revised forecast of the current year's finances and a four-year re-forecast of out-year finances. The July Plan may include a series of gap closing proposals necessary to maintain a balanced budget and actions requiring public hearings.

**MTA 2023 Preliminary Budget**  
**Baseline Revenues and Expenses After Below-the-Line (BTL) Adjustments**  
**Non-Reimbursable**

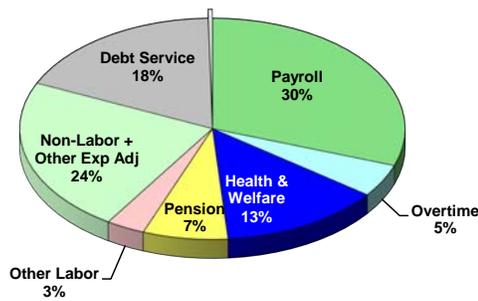
**Where the Dollars Come From ...**



By Revenue Source (\$ in millions)	
Farebox Revenue	\$4,467
Toll Revenue	2,403
Other Revenue	758
Taxes	7,222
State and Local	564
Other Funding Agreements	788
Other <sup>1</sup>	298
FEMA/ARPA	2,877
<b>Total<sup>2</sup></b>	<b>\$19,379</b>

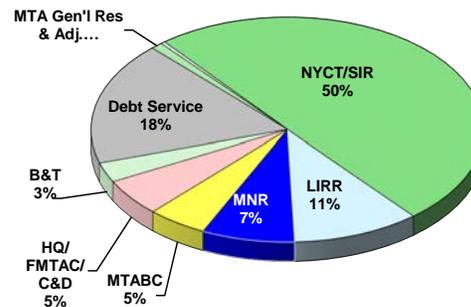
**Where the Dollars Go ...**

**By Expense Category**



By Expense Category <sup>3</sup> includes below-the-line adjustments (\$ in millions)	
Payroll	\$5,878
Overtime	921
Health & Welfare	2,614
Pension	1,378
Other Labor	625
<b>Total Labor</b>	<b>\$11,416</b>
Non-Labor + Other Exp Adj	4,574
Debt Service	3,456
BTL Adjustments for Expenses <sup>4</sup>	(68)
<b>Total<sup>2</sup></b>	<b>\$19,379</b>

**By MTA Agency**



By MTA Agency <sup>3</sup> includes below-the-line adjustments (\$ in millions)	
NYCT/SIR	\$9,700
LIRR	2,044
MNR	1,490
MTABC	963
HQ/FMTAC/C&D	1,048
B&T	556
Debt Service	3,456
MTA Gen'l Res & Adj	190
BTL Adjustments for Expenses <sup>4</sup>	(68)
<b>Total<sup>2</sup></b>	<b>\$19,379</b>

<sup>1</sup> Includes cash adjustments and prior-year carryover.

<sup>2</sup> Totals may not add due to rounding.

<sup>3</sup> Expenses exclude Depreciation, GASB 75 OPEB Adjustment, GASB 68 Pension Adjustment and Environmental Remediation.

<sup>4</sup> The "BTL Adjustments for Expenses" cannot be segmented by expense category or by Agency.

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2023 - 2026**  
**MTA Consolidated Accrued Statement of Operations By Category**  
(\$ in millions)

	Actual 2021	Mid-Year Forecast 2022	Preliminary Budget 2023	2024	2025	2026
<b>Non-Reimbursable</b>						
<b>Operating Revenues</b>						
Farebox Revenue	\$3,048	\$3,836	\$4,326	\$4,701	\$4,821	\$4,960
Toll Revenue	2,170	2,315	2,323	2,332	2,335	2,338
Other Revenue	4,706	650	758	797	808	830
Capital and Other Reimbursements	0	0	0	0	0	0
<b>Total Revenues</b>	<b>\$9,924</b>	<b>\$6,801</b>	<b>\$7,407</b>	<b>\$7,830</b>	<b>\$7,964</b>	<b>\$8,128</b>
<b>Operating Expenses</b>						
<b>Labor:</b>						
Payroll	\$5,214	\$5,648	\$5,878	\$6,046	\$6,184	\$6,343
Overtime	965	908	921	919	946	966
Health and Welfare	1,405	1,609	1,738	1,853	1,974	2,107
OPEB Current Payments	722	794	876	952	1,035	1,124
Pension	1,410	1,369	1,378	1,314	1,261	1,205
Other Fringe Benefits	816	1,001	1,054	1,104	1,155	1,207
Reimbursable Overhead	(372)	(449)	(428)	(435)	(431)	(434)
<b>Total Labor Expenses</b>	<b>\$10,160</b>	<b>\$10,880</b>	<b>\$11,416</b>	<b>\$11,752</b>	<b>\$12,125</b>	<b>\$12,518</b>
<b>Non-Labor:</b>						
Electric Power	\$430	\$628	\$631	\$606	\$610	\$623
Fuel	163	281	253	231	224	209
Insurance	26	43	68	100	124	156
Claims	426	433	449	458	469	483
Paratransit Service Contracts	346	424	475	505	527	561
Maintenance and Other Operating Contracts	765	910	875	877	890	873
Professional Services Contracts	499	756	594	599	602	610
Materials and Supplies	486	729	773	783	798	800
Other Business Expenses	200	245	239	243	252	252
<b>Total Non-Labor Expenses</b>	<b>\$3,341</b>	<b>\$4,451</b>	<b>\$4,357</b>	<b>\$4,402</b>	<b>\$4,497</b>	<b>\$4,568</b>
<b>Other Expense Adjustments:</b>						
Other	\$21	\$26	\$28	\$23	\$23	\$23
General Reserve	(335)	185	190	195	200	205
<b>Total Other Expense Adjustments</b>	<b>(\$314)</b>	<b>\$211</b>	<b>\$218</b>	<b>\$218</b>	<b>\$223</b>	<b>\$228</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$13,187</b>	<b>\$15,542</b>	<b>\$15,991</b>	<b>\$16,372</b>	<b>\$16,844</b>	<b>\$17,315</b>
Depreciation	\$3,159	\$3,194	\$3,210	\$3,257	\$3,306	\$3,354
GASB 75 OPEB Expense Adjustment	1,075	1,402	1,451	1,450	1,446	1,439
GASB 68 Pension Expense Adjustment	(917)	(64)	(51)	(145)	(71)	(122)
Environmental Remediation	37	6	6	6	6	6
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$16,541</b>	<b>\$20,080</b>	<b>\$20,607</b>	<b>\$20,940</b>	<b>\$21,531</b>	<b>\$21,992</b>
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,354)	(\$4,538)	(\$4,616)	(\$4,569)	(\$4,687)	(\$4,677)
Debt Service	2,787	3,062	3,456	3,388	3,569	3,510
<b>Total Expenses with Debt Service</b>	<b>\$15,974</b>	<b>\$18,604</b>	<b>\$19,447</b>	<b>\$19,759</b>	<b>\$20,413</b>	<b>\$20,825</b>
Dedicated Taxes & State and Local Subsidies	\$7,679	\$8,617	\$8,847	\$8,991	\$9,194	\$9,344
<b>Net Surplus/(Deficit) After Subsidies and Debt Service</b>	<b>\$1,628</b>	<b>(\$3,187)</b>	<b>(\$3,192)</b>	<b>(\$2,939)</b>	<b>(\$3,255)</b>	<b>(\$3,352)</b>
Conversion to Cash Basis: GASB Account	\$0	\$0	\$0	\$0	\$0	\$0
Conversion to Cash Basis: All Other	(961)	600	298	266	100	296
<b>Cash Balance Before Prior-Year Carryover</b>	<b>\$668</b>	<b>(\$2,586)</b>	<b>(\$2,894)</b>	<b>(\$2,673)</b>	<b>(\$3,155)</b>	<b>(\$3,057)</b>
Below the Line Adjustments	\$0	\$1,420	\$2,894	\$2,673	\$698	\$599
Prior Year Carryover Balance	499	1,166	0	0	0	0
<b>Net Cash Balance</b>	<b>\$1,166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$2,457)</b>	<b>(\$2,458)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2023 - 2026**  
**Plan Adjustments**  
(\$ in millions)

	Actual 2021	Mid-Year Forecast 2022	Preliminary Budget 2023	2024	2025	2026
<b>Cash Balance Before Prior-Year Carryover</b>	<b>\$668</b>	<b>(\$2,586)</b>	<b>(\$2,894)</b>	<b>(\$2,673)</b>	<b>(\$3,155)</b>	<b>(\$3,057)</b>
<b>Fare and Toll Increases:</b>						
<i>Fare/Toll Increase, March 2023 (4% Yield)</i>		\$0	\$221	\$270	\$263	\$269
<i>Subsidy Impacts - Fare/Toll Increase, March 2023</i>		0	(12)	(8)	(8)	(8)
<i>Fare/Toll Increase, March 2025 (4% Yield)</i>		0	0	0	239	286
<i>Subsidy Impacts- Fare/Toll Increase, March 2025</i>		0	0	0	(12)	(9)
<b>Subtotal:</b>		<b>\$0</b>	<b>\$208</b>	<b>\$263</b>	<b>\$482</b>	<b>\$539</b>
<b>MTA Initiatives:</b>						
<i>Fiscal Baseline Reset</i>		<u>\$0</u>	<u>\$100</u>	<u>\$100</u>	<u>\$100</u>	<u>\$100</u>
<b>Subtotal:</b>		<b>\$0</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>
<b>MTA Re-estimates:</b>						
<i>Grand Central Madison</i>		(\$19)	(\$32)	(\$32)	(\$33)	(\$33)
<b>Subtotal</b>		<b>(\$19)</b>	<b>(\$32)</b>	<b>(\$32)</b>	<b>(\$33)</b>	<b>(\$33)</b>
<b>Other:</b>						
<i>FEMA COVID Reimbursement</i>		\$0	\$235	\$235	\$235	\$0
<i>ARPA Federal Aid Usage</i>		1,498	2,642	2,526	126	201
<i>City Subsidy Revision (MTA Bus/SIR) due to ARPA</i>		(59)	(260)	(240)	(23)	(19)
<i>Debt Service for Deficit Borrowing</i>		0	0	(178)	(190)	(190)
<b>Subtotal:</b>		<b>\$1,439</b>	<b>\$2,618</b>	<b>\$2,343</b>	<b>\$148</b>	<b>(\$8)</b>
<b>TOTAL ADJUSTMENTS</b>		<b>\$1,420</b>	<b>\$2,894</b>	<b>\$2,673</b>	<b>\$698</b>	<b>\$599</b>
<i>Prior Year Carryover Balance</i>	\$499	\$1,166	\$0	\$0	\$0	\$0
<b>Net Cash Surplus/(Deficit)</b>	<b>\$1,166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$2,457)</b>	<b>(\$2,458)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2023 - 2026**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2021	Mid-Year Forecast 2022	Preliminary Budget 2023	2024	2025	2026
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Farebox Revenue	\$3,079	\$3,826	\$4,321	\$4,696	\$4,816	\$4,955
Other Revenue	4,048	1,363	777	817	830	853
Capital and Other Reimbursements	1,831	2,457	2,075	2,051	2,061	2,088
<b>Total Receipts</b>	<b>\$8,958</b>	<b>\$7,646</b>	<b>\$7,174</b>	<b>\$7,565</b>	<b>\$7,706</b>	<b>\$7,897</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$5,651	\$6,346	\$6,400	\$6,572	\$6,860	\$6,880
Overtime	1,132	1,120	1,097	1,094	1,126	1,156
Health and Welfare	1,451	1,666	1,789	1,905	2,026	2,159
OPEB Current Payments	701	782	865	940	1,023	1,112
Pension	1,486	1,489	1,453	1,393	1,343	1,290
Other Fringe Benefits	1,178	1,160	1,044	1,080	1,127	1,157
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	0	0	0	0	0	0
<b>Total Labor Expenditures</b>	<b>\$11,599</b>	<b>\$12,563</b>	<b>\$12,649</b>	<b>\$12,984</b>	<b>\$13,505</b>	<b>\$13,753</b>
<b>Non-Labor:</b>						
Electric Power	\$433	\$637	\$639	\$614	\$618	\$629
Fuel	152	278	250	229	222	207
Insurance	5	58	68	94	127	152
Claims	239	315	309	316	326	338
Paratransit Service Contracts	344	422	473	503	525	559
Maintenance and Other Operating Contracts	689	885	804	805	790	773
Professional Services Contracts	544	913	639	610	632	644
Materials and Supplies	639	854	871	898	907	910
Other Business Expenses	177	222	211	222	237	246
<b>Total Non-Labor Expenditures</b>	<b>\$3,222</b>	<b>\$4,582</b>	<b>\$4,264</b>	<b>\$4,291</b>	<b>\$4,384</b>	<b>\$4,458</b>
<b>Other Expenditure Adjustments:</b>						
Other	\$12	\$90	\$124	\$81	\$84	\$88
General Reserve	(335)	185	190	195	200	205
<b>Total Other Expenditure Adjustments</b>	<b>(\$323)</b>	<b>\$275</b>	<b>\$314</b>	<b>\$276</b>	<b>\$284</b>	<b>\$293</b>
<b>Total Expenditures</b>	<b>\$14,498</b>	<b>\$17,420</b>	<b>\$17,227</b>	<b>\$17,551</b>	<b>\$18,173</b>	<b>\$18,504</b>
<b>Net Cash Balance before Subsidies and Debt Service</b>	<b>(\$5,539)</b>	<b>(\$9,774)</b>	<b>(\$10,054)</b>	<b>(\$9,987)</b>	<b>(\$10,467)</b>	<b>(\$10,607)</b>
Dedicated Taxes & State and Local Subsidies	\$8,295	\$9,503	\$9,759	\$9,845	\$9,952	\$10,102
Debt Service	(2,089)	(2,315)	(2,599)	(2,532)	(2,640)	(2,551)
<b>Cash Balance Before Prior-Year Carryover</b>	<b>\$668</b>	<b>(\$2,586)</b>	<b>(\$2,894)</b>	<b>(\$2,673)</b>	<b>(\$3,155)</b>	<b>(\$3,057)</b>
Adjustments	\$0	\$1,420	\$2,894	\$2,673	\$698	\$599
Prior-Year Carryover Balance	499	1,166	0	0	0	0
<b>Net Cash Balance</b>	<b>\$1,166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$2,457)</b>	<b>(\$2,458)</b>

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2023-2026**  
**MTA Consolidated July Financial Plan Compared with February Financial Plan**  
**Cash Reconciliation after Below-the-Line Adjustments**  
(\$ in millions)

	Favorable/(Unfavorable)			
	2022	2023	2024	2025
<b>FEBRUARY FINANCIAL PLAN 2022-2025</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>NET CASH SURPLUS/(DEFICIT)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Agency Baseline Re-estimates</b>	<b>(\$1,140)</b>	<b>(\$1,202)</b>	<b>(\$724)</b>	<b>(\$483)</b>
Revenue				
Farebox Revenue	(1,020)	(1,067)	(777)	(655)
Toll Revenue	58	55	59	41
Rates and Related Assumptions <sup>1</sup>				
Electric Power	(120)	(114)	(84)	(75)
Fuel	(77)	(59)	(43)	(32)
Health & Welfare (including retirees)	(40)	(73)	(78)	(78)
Pensions	46	99	187	276
Other Baseline Re-estimates (including Timing) <sup>2</sup>	13	(44)	12	42
<b>New Needs/Investments</b>	<b>(\$27)</b>	<b>(\$104)</b>	<b>(\$117)</b>	<b>(\$77)</b>
Maintenance <sup>3</sup>	38	(3)	(33)	(15)
Safety & Security	(4)	(9)	(3)	(4)
Service/Service Support	(26)	(52)	(49)	(49)
All Other New Needs	(35)	(41)	(33)	(9)
<b>B&amp;T Adjustments</b>	<b>(\$77)</b>	<b>(\$64)</b>	<b>(\$75)</b>	<b>(\$64)</b>
B&T Net Baseline Impacts <sup>4</sup>	(77)	(64)	(75)	(64)
<b>Debt Service (Cash)</b>	<b>\$56</b>	<b>\$112</b>	<b>\$257</b>	<b>\$195</b>
<b>Subsidies (Cash)</b>	<b>\$348</b>	<b>\$301</b>	<b>\$222</b>	<b>\$147</b>
Petroleum Business Tax (PBT) Receipts	(22)	0	0	0
Real Estate Taxes	172	(10)	(10)	(10)
Payroll Mobility Tax (PMT)	40	0	0	0
MTA Aid	(46)	0	0	0
For-Hire Vehicle (FHV) Surcharge	(51)	(61)	(42)	(22)
Lockbox Revenues to fund Debt Service	(46)	(58)	(95)	(120)
Forward Energy Contracts Program	55	23	0	0
City Subsidy for MTA Bus	60	271	221	167
City Subsidy for Staten Island Railway	(9)	23	21	24
CDOT Subsidy for Metro-North Railroad	30	35	44	38
B&T Surplus Transfer	166	73	78	66
Other Subsidies and Subsidy Adjustments	(1)	4	4	4
<b>Below-the-Line (BTL) Adjustments</b>	<b>(\$322)</b>	<b>\$957</b>	<b>\$438</b>	<b>(\$2,175)</b>
<b>Fare/Toll Increases:</b>				
Fare/Toll Increase - March 2023 (4% Yield)	0	(31)	(28)	(36)
Fare/Toll Increase - March 2025 (4% Yield)	0	0	0	(26)
Subsidy Impacts - Fare/Toll Increase, March 2023	0	1	1	14
Subsidy Impacts - Fare/Toll Increase, March 2025	0	0	0	(12)
<b>MTA Initiatives:</b>				
Fiscal Baseline Reset	(150)	(50)	(50)	(50)
<b>MTA Re-estimates:</b>				
State Aid for the 2015-19 Capital Program	(37)	(38)	(38)	(38)
Repayment of Revolving Line of Credit	300	0	0	0
Grand Central Madison	0	0	0	0
<b>Other:</b>				
FEMA COVID Reimbursement	(330)	70	235	235
ARPA Federal Aid Usage	(46)	1,266	736	(1,550)
City Subsidy Revision (MTA Bus/SIR) due to ARPA	(59)	(260)	(240)	(23)
Debt Service for Deficit Borrowing	0	0	(178)	(190)
Proceeds from MLF Deficit Bonding	0	0	0	(499)
<b>Prior Year Carryover</b>	<b>\$1,163</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>JULY FINANCIAL PLAN 2023-2026</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$2,457)</b>
<b>NET CASH SURPLUS/(DEFICIT)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$2,457)</b>

*Totals may not add due to rounding.*

- <sup>1</sup> Rates and Related Assumptions do not include Health & Welfare and Pension expenses for NYCT's COVID Cleaning Initiative and Eagle Teams new needs which are captured within the Maintenance and Service/Service Support lines, respectively, and for Electric Power and Fuel expenses for MNR's Service Increase to 89% new need which are captured within the Service/Service Support line.
- <sup>2</sup> In addition to timing, includes OTPS and reimbursable adjustments, operating capital, adjusted COVID-related expenditures, and cash adjustments.
- <sup>3</sup> Favorable results for 2022 are primarily due to savings of \$31 million (switch from third-party contractor to in-house forces for COVID cleaning at NYCT) and the rescheduling of SMS at NYCT and M3 life extension at the LIRR.
- <sup>4</sup> 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 this B&T Net Baseline Impacts are reversals for higher toll revenue and favorable OTPS adjustments which are captured above.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2023 - 2026**  
**Consolidated Subsides**

Cash Basis  
(\$ in Millions)

	Actual 2021	Mid-Year Forecast 2022	Preliminary Budget 2023	2024	2025	2026
<b>MMTOA, PBT &amp; Real Estate Taxes</b>						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$2,247.5	\$2,601.0	\$2,763.4	\$2,763.4	\$2,763.4	\$2,763.4
Petroleum Business Tax (PBT)	584.6	596.9	619.4	620.3	620.3	620.3
Mortgage Recording Tax (MRT)	647.6	626.7	633.0	649.0	674.7	684.8
MRT Transfer to Suburban Counties	(13.3)	(20.9)	(11.6)	(12.0)	(12.4)	(12.4)
MTA Bus Debt Service	(12.3)	(12.3)	(12.3)	(12.3)	(12.6)	(14.5)
Interest	0.3	0.3	0.3	0.3	0.3	0.3
Urban Tax	429.3	652.9	500.1	537.1	576.8	592.6
Other Investment Income	<u>0.3</u>	<u>0.3</u>	<u>0.3</u>	<u>0.3</u>	<u>0.3</u>	<u>0.3</u>
	<b>\$3,883.8</b>	<b>\$4,444.9</b>	<b>\$4,492.5</b>	<b>\$4,546.0</b>	<b>\$4,610.8</b>	<b>\$4,634.8</b>
<b>PMT and MTA Aid</b>						
Payroll Mobility Tax (PMT)	\$1,713.2	\$1,781.6	\$1,785.9	\$1,829.8	\$1,874.3	\$1,916.6
Payroll Mobility Tax Replacement Funds	293.1	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>263.3</u>	<u>258.9</u>	<u>310.5</u>	<u>310.9</u>	<u>311.2</u>	<u>311.2</u>
	<b>\$2,269.7</b>	<b>\$2,284.8</b>	<b>\$2,340.7</b>	<b>\$2,385.0</b>	<b>\$2,429.7</b>	<b>\$2,472.0</b>
<b>For-Hire Vehicle (FHV) Surcharge</b>						
Subway Action Plan Account	\$235.8	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0
Less: Transfer to Committed to Capital for SAP	0.0	0.0	0.0	0.0	0.0	0.0
Outerborough Transportation Account (OBTA)	0.0	41.4	50.0	50.0	50.0	50.0
Less: OBTA Projects	0.0	(41.4)	(50.0)	(50.0)	(50.0)	(50.0)
General Transportation Account	<u>0.0</u>	<u>0.0</u>	<u>28.7</u>	<u>47.6</u>	<u>67.5</u>	<u>69.6</u>
	<b>\$235.8</b>	<b>\$300.0</b>	<b>\$328.7</b>	<b>\$347.6</b>	<b>\$367.5</b>	<b>\$369.6</b>
<b>Bus Lane Violations (General Transportation Account)</b>						
	<b>\$4.4</b>	<b>\$2.9</b>	<b>\$2.9</b>	<b>\$2.9</b>	<b>\$2.9</b>	<b>\$2.9</b>
<b>Capital Program Funding from Lockbox Revenues</b>						
Central Business District Tolling Program (CBDTP)	\$0.0	\$0.0	\$250.0	\$1,000.0	\$1,000.0	\$1,000.0
Real Property Transfer Tax Surcharge (Mansion Tax)	374.5	414.7	311.7	320.6	332.8	335.7
Internet Marketplace Tax	344.9	325.6	328.9	331.1	334.4	337.8
Less: Transfer Lockbox Revenues to Committed to Capital	<u>(717.0)</u>	<u>(728.4)</u>	<u>(849.3)</u>	<u>(1,590.7)</u>	<u>(1,563.2)</u>	<u>(1,513.5)</u>
	<b>\$2.3</b>	<b>\$11.9</b>	<b>\$41.3</b>	<b>\$61.0</b>	<b>\$104.0</b>	<b>\$159.9</b>
<b>State and Local Subsidies</b>						
State Operating Assistance	\$225.5	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	184.9	187.9	187.9	187.9	187.9	187.9
Station Maintenance	<u>178.5</u>	<u>182.2</u>	<u>185.7</u>	<u>189.5</u>	<u>193.7</u>	<u>198.2</u>
	<b>\$588.9</b>	<b>\$558.0</b>	<b>\$561.5</b>	<b>\$565.4</b>	<b>\$569.6</b>	<b>\$574.1</b>
<b>Other Subsidy Adjustments</b>						
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)	14.4	69.6	23.0	0.1	0.0	0.0
Fuel Hedge Collateral	(40.0)	0.0	0.0	0.0	0.0	0.0
MNR Repayment of 525 North Broadway	0.0	(4.9)	0.0	0.0	0.0	0.0
Committed to Capital Program Contributions	<u>(367.3)</u>	<u>(120.2)</u>	<u>(114.1)</u>	<u>(108.8)</u>	<u>(103.8)</u>	<u>(99.0)</u>
	<b>(\$404.4)</b>	<b>(\$67.0)</b>	<b>(\$102.6)</b>	<b>(\$120.2)</b>	<b>(\$115.3)</b>	<b>(\$110.5)</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$6,580.6</b>	<b>\$7,535.6</b>	<b>\$7,664.9</b>	<b>\$7,787.6</b>	<b>\$7,969.2</b>	<b>\$8,102.8</b>
<b>Other Funding Agreements</b>						
City Subsidy for MTA Bus Company	\$455.3	\$533.6	\$802.5	\$768.1	\$756.9	\$793.6
City Subsidy for Staten Island Railway	18.6	24.4	76.5	75.9	75.8	82.0
CDOT Subsidy for Metro-North Railroad	<u>312.8</u>	<u>256.7</u>	<u>235.2</u>	<u>242.2</u>	<u>248.9</u>	<u>263.4</u>
	<b>\$786.7</b>	<b>\$814.6</b>	<b>\$1,114.2</b>	<b>\$1,086.2</b>	<b>\$1,081.6</b>	<b>\$1,139.0</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$7,367.3</b>	<b>\$8,350.3</b>	<b>\$8,779.1</b>	<b>\$8,873.8</b>	<b>\$9,050.8</b>	<b>\$9,241.8</b>
<b>Inter-agency Subsidy Transactions</b>						
B&T Operating Surplus Transfer	\$928.0	\$1,152.6	\$979.5	\$971.4	\$900.8	\$860.1
	<b>\$928.0</b>	<b>\$1,152.6</b>	<b>\$979.5</b>	<b>\$971.4</b>	<b>\$900.8</b>	<b>\$860.1</b>
<b>TOTAL SUBSIDIES</b>	<b>\$8,295.3</b>	<b>\$9,502.9</b>	<b>\$9,758.6</b>	<b>\$9,845.2</b>	<b>\$9,951.7</b>	<b>\$10,101.8</b>

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

	2022	2023	2024	2025
<b>MMTOA, PBT and Real Estate Taxes</b>				
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT)	(21.8)	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0
MRT Transfer to Suburban Counties	(14.1)	(4.5)	(4.5)	(4.5)
Interest	(5.1)	(5.1)	(5.1)	(5.1)
Urban Tax	190.8	0.0	0.0	0.0
Other Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$149.8</b>	<b>(\$9.5)</b>	<b>(\$9.5)</b>	<b>(\$9.5)</b>
<b>PMT and MTA Aid</b>				
Payroll Mobility Tax (PMT)	\$40.5	\$0.0	\$0.0	\$0.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0
MTA Aid	<u>(46.1)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>(\$5.6)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>For-Hire Vehicle (FHV) Surcharge</b>				
Subway Action Plan Account	\$0.0	\$0.0	\$0.0	\$0.0
Less: Transfer to Committed to Capital for SAP	0.0	0.0	0.0	0.0
Outerborough Transportation Account (OBTA)	(8.6)	0.0	0.0	0.0
Less: OBTA Projects	8.6	0.0	0.0	0.0
General Transportation Account	<u>(51.3)</u>	<u>(61.0)</u>	<u>(42.1)</u>	<u>(22.2)</u>
	<b>(\$51.3)</b>	<b>(\$61.0)</b>	<b>(\$42.1)</b>	<b>(\$22.2)</b>
<b>Bus Lane Violations (General Transportation Account)</b>				
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Capital Program Funding from Lockbox Revenues</b>				
Central Business District Tolling Program (CBDTP)	\$0.0	(\$750.0)	\$0.0	\$0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	107.4	0.0	0.0	0.0
Internet Marketplace Tax	6.6	6.6	6.7	6.7
Less: Transfer Lockbox Revenues to Committed to Capital	<u>(159.5)</u>	<u>685.6</u>	<u>(101.2)</u>	<u>(126.6)</u>
	<b>(\$45.6)</b>	<b>(\$57.8)</b>	<b>(\$94.6)</b>	<b>(\$119.9)</b>
<b>State and Local Subsidies</b>				
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	0.0	0.0	0.0	0.0
Station Maintenance	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>
	<b>\$1.2</b>	<b>\$1.2</b>	<b>\$1.2</b>	<b>\$1.2</b>
<b>Other Subsidy Adjustments</b>				
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	\$0.0	\$0.0
Forward Energy Contracts Program - Gain/(Loss)	55.2	22.9	0.1	0.0
MNR Repayment of 525 North Broadway	(2.4)	2.4	2.4	2.4
Committed to Capital Program Contributions	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$52.8</b>	<b>\$25.4</b>	<b>\$2.5</b>	<b>\$2.4</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$101.3</b>	<b>(\$101.7)</b>	<b>(\$142.4)</b>	<b>(\$147.9)</b>
<b>Other Funding Agreements</b>				
City Subsidy for MTA Bus Company	\$59.8	\$271.3	\$221.0	\$167.1
City Subsidy for Staten Island Railway	(8.6)	23.5	21.5	24.0
CDOT Subsidy for Metro-North Railroad	<u>30.2</u>	<u>34.6</u>	<u>43.8</u>	<u>37.9</u>
	<b>\$81.4</b>	<b>\$329.3</b>	<b>\$286.3</b>	<b>\$229.0</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$182.7</b>	<b>\$227.6</b>	<b>\$143.9</b>	<b>\$81.1</b>
<b>Inter-agency Subsidy Transactions</b>				
B&T Operating Surplus Transfer	<u>\$165.7</u>	<u>\$73.2</u>	<u>\$77.8</u>	<u>\$66.0</u>
	<b>\$165.7</b>	<b>\$73.2</b>	<b>\$77.8</b>	<b>\$66.0</b>
<b>TOTAL SUBSIDIES</b>	<b>\$348.5</b>	<b>\$300.8</b>	<b>\$221.7</b>	<b>\$147.1</b>

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