

MTA ANNUAL DISCLOSURE STATEMENT UPDATE
(2022 ADS Second Quarterly Update)
December 7, 2022

This Metropolitan Transportation Authority (“MTA”) Annual Disclosure Statement Update (including Attachment A hereto, the “Second Quarterly Update”), dated December 7, 2022, is the second quarterly update to the Annual Disclosure Statement (the “ADS”) of MTA, dated April 29, 2022, as supplemented on June 22, 2022, and as updated by a First Quarterly Update, dated August 5, 2022, and contains information only through its date. MTA expects to file this Second Quarterly Update with the Municipal Securities Rulemaking Board on its Electronic Municipal Market Access system and may incorporate the Second Quarterly Update into other documents by specific cross-reference. Such information, together with the complete November Plan hereinafter referred to, is also posted on the MTA website: <https://new.mta.info/transparency/financial-information/financial-and-budget-statements>. No statement on MTA’s website or any other website is included by specific cross-reference herein. All of the information in this Second Quarterly Update is accurate as of its respective date. MTA retains the right to update and supplement specific information contained herein as events warrant.

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

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Introduction

This update, dated December 7, 2022 (the “Second Quarterly Update”), is the second quarterly update to the Annual Disclosure Statement (the “ADS”) of the Metropolitan Transportation Authority (“MTA”), dated April 29, 2022, as supplemented on June 22, 2022, and as updated by a First Quarterly Update, dated August 5, 2022. This Second Quarterly Update contains information only through December 7, 2022, and should be read in its entirety, together with the ADS as so previously supplemented. Capitalized terms not otherwise defined herein have the meanings ascribed to them in the ADS.

In this Second Quarterly Update, readers will find:

1. A summary of recent events and changes to the MTA 2023 Preliminary Budget and July Financial Plan 2023-2026 released by MTA in July 2022 (the “July Plan”), made since the date of the ADS, to reflect provisions of the 2023 Final Proposed Budget and November Financial Plan 2023-2026 presented to the MTA Board on November 30, 2022 (the “November Plan”). November Plan includes the 2022 November Forecast, the 2023 Final Proposed Budget and a financial plan for the years 2023-2026 and updates the July Plan. The complete November Plan is posted on MTA’s website: <https://new.mta.info/transparency/financial-information/financial-and-budget-statements>. No statement on MTA’s website or any other website is included by specific cross-reference herein.
2. **Attachment A** to this Second Quarterly Update, which presents the November Plan in tabular form and includes Financial Plan tables that summarize MTA’s November Plan projected receipts and expenditures for fiscal years 2022 (actual), 2023 (final proposed) through 2026, in each case prepared by MTA management.

Since 2010, MTA financial plans have included the impact of MTA management’s pursuit of operational efficiencies and recurring cost reductions, which have been used to lower the amount of revenues needed from biennial fare and toll increases and governmental subsidies, and have provided funding for the capital program and enhanced maintenance. When sustainable, MTA multi-year financial plans have reflected added service, while at the same time addressing long-term costs such as pensions, health care, paratransit and debt service.

Impacts of COVID-19 Pandemic

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

Prior to the outbreak of the COVID-19 Omicron variant (Omicron) in late 2021, the MTA region was taking significant 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 throughout 2021; New York City public schools began the 2021-2022 school year in September with full in-person instruction; and entertainment, sports, dining, and cultural venues returned to operating at capacity. Over the course of 2021, ridership and traffic volumes continued to gradually increase until close to year end, when Omicron emerged and began to spread in the MTA region.

In the spring of 2022, the impact from the pandemic became more entrenched and MTA re-engaged with McKinsey & Co. to develop an updated post-pandemic recovery analysis. Two scenarios, which centered around behavioral changes that began during the pandemic and the degree to which those changes become more permanent or longer lasting were prepared – a “high case” and a “low case”. The “high case” scenario is more optimistic regarding ridership recovery, where in-person work increases during the projection period from current levels for the sectors that have the ability for hybrid work arrangements. Non-work trips from factors such as e-commerce, telehealth, etc. also resume over time. Additional consumer sentiment factors, such as COVID-19 concerns and safety perception, also improve over time. It should be noted that even under this “high case” scenario, a lower “new normal” in ridership, compared with the original McKinsey analysis, is forecast reflecting the more permanent impact of these factors. The “low case” scenario is more cautious regarding ridership recovery, where higher levels of remote work persist, non-work trips rebound more slowly, and other customer factors lead to slower return to transit over time.

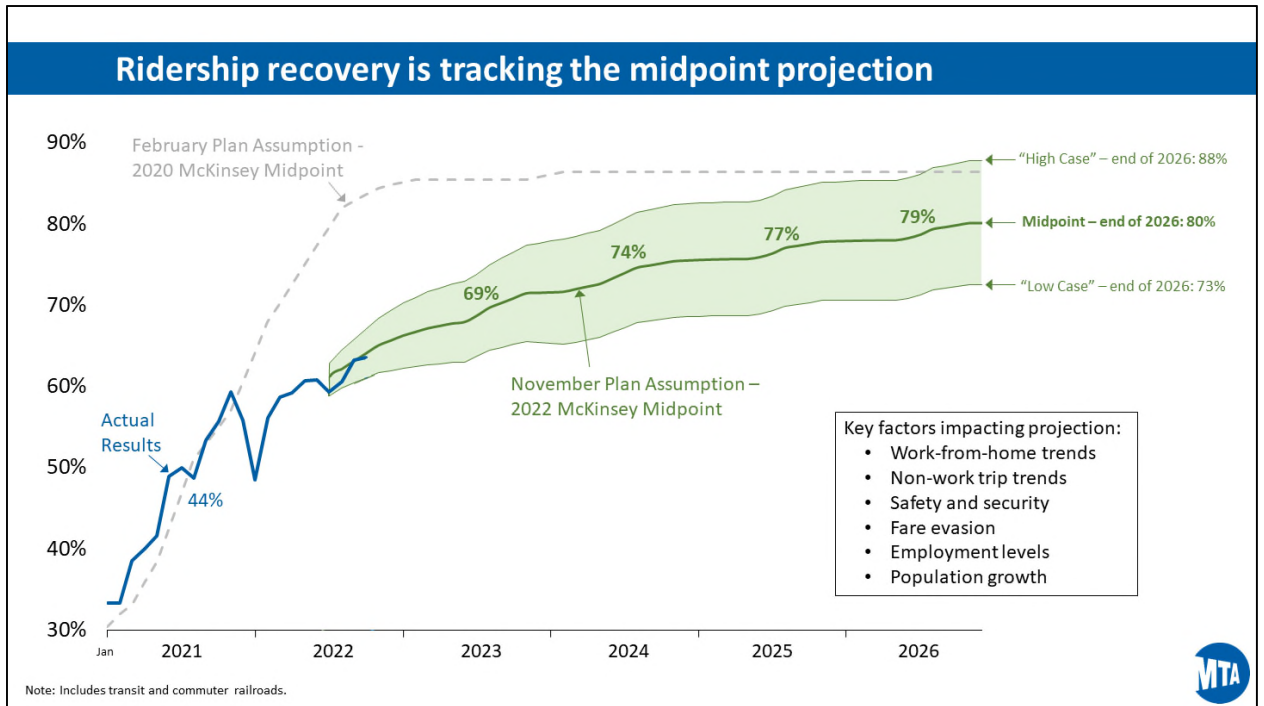
The new “midpoint” of these two recovery scenarios was incorporated in the July Plan for transit and commuter rail farebox revenue; due to the full recovery with respect to bridge and tunnel traffic, toll revenue is forecast based on traffic at approximately 100% of pre-pandemic levels. The result of these revisions were lower consolidated fare and toll revenue compared with the February Plan totaling \$3.9 billion from 2022 through 2026.

The July Plan

The July Plan projected annual balanced budgets through 2024, with unfunded deficits of approximately \$2.5 billion in both 2025 and 2026. The balanced budgets were only achieved with the federal COVID-19 relief funds awarded to MTA, which totaled \$15.1 billion since the start of the pandemic. MTA received \$4.0 billion in 2020 from the Coronavirus Aid, Relief and Economic Security (CARES) Act, \$4.1 billion in 2021 from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and \$7.0 billion in 2022 from the American Rescue Plan Act of 2021 (ARPA).

This federal funding covers the structural imbalance in MTA’s finances in the near-term. Without federal COVID-19 relief funds, each year of the July Plan would have been in substantial deficit. In addition, the deficits in the July Plan would have been higher without the assumed 4% fare and toll increases in 2023 and 2025 that were built into the July Plan. The 2026 annual deficit would have reached approximately \$3 billion without such increases being implemented.

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

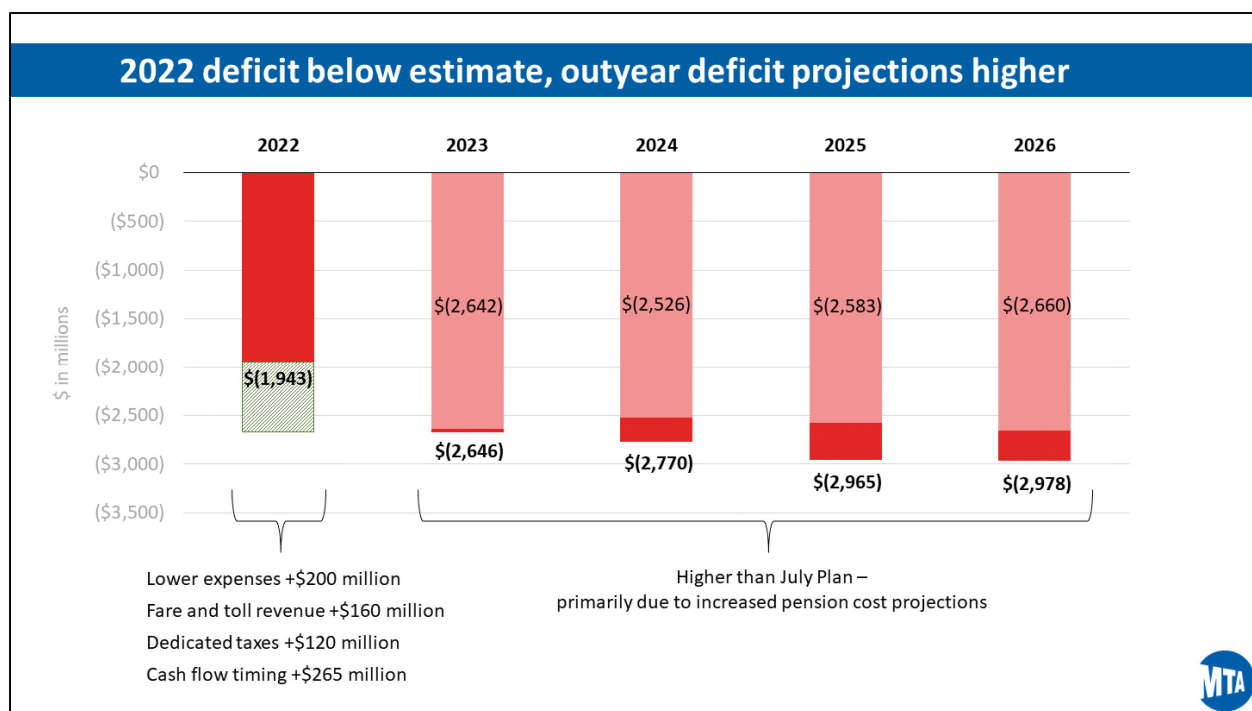


The November Plan

Before the use of federal COVID-19 relief funds to offset deficits, the July Plan had projected deficits of \$2.6 billion in 2022, \$2.4 billion in 2023, \$2.3 billion in 2024, \$2.6 billion in 2025, and \$2.6 billion in 2026. These deficits included the favorable impacts from two actions proposed in the July Plan: fare and toll yield increases of 4% effective in both March 2023 and March 2025, which were expected to generate \$1.5 billion through 2026; and operating efficiency savings expected to generate \$400 million in lower expenses through 2026.

The November Plan will use the same ridership forecast that was set forth in the July Plan based on the midpoint ridership recovery derived from the McKinsey analysis dated July 2022.

The November Plan, before the use of federal COVID-19 aid, shows improvement in 2022, but worsening deficits in the out-years of the Plan, as illustrated below:



At the start of 2023, approximately \$5.6 billion of COVID-19 funds will remain. This funding will cover only a portion of the deficits projected for 2023 through 2026, which total \$11.4 billion. The November Plan proposes to lower these deficits through a series of MTA actions, including applying COVID-19 funds to offset MTA liabilities and cover a portion of the deficits in each year of the November Plan. Alternatively, the remaining federal COVID-19 funds could be spent to fully cover deficits in 2023 and 2024. This would result in much larger deficits starting in 2025.

To close the 2023 deficit, and reduce the deficits in the out-years, several actions are being proposed beyond the actions proposed in the July Plan:


- MTA Operating Efficiencies:** MTA operating agencies are engaged in an ambitious effort to identify innovative ways of doing business more efficiently and as a result reduce expenses and improve service to customers. Operating Agency and Headquarters leadership have identified concrete initiatives to generate sizeable savings and help address the fiscal cliff. The operating efficiency initiatives will generate \$100 million in 2023, increasing to \$400 million in 2024, \$408 million in 2025 and \$416 million in 2026.
- Savings from Deficit Note Repayment:** While use of the Deficit Note proceeds is not reflected in the November Plan to offset deficits, MTA has included the projected debt service of such Deficit Note as an expense on the November Plan. If approved by the board, MTA will repay, rather than long-term bond, the Federal Reserve Municipal Liquidity Facility Bond Anticipation Note at maturity, eliminating debt service costs of \$558 million during the November Plan period.
- Increase 2023 Fare and Toll Revenue Targets:** MTA is proposing a 2023 fare and toll increase yielding approximately 5.5% in additional fare and toll revenue. This action is

estimated to generate a total of \$1.309 billion, which includes an additional \$350 million over the November Plan period.

- Applying federal COVID-19 funds to reduce debt and operating costs through 2026: MTA is proposing to use the remaining federal COVID-19 funds to both offset a portion of the deficits in 2023 and reduce debt and liability costs throughout the entire financial plan period.
- New Government Funding or Additional MTA Actions: The 2023 budget assumes \$600 million in additional government funding and/or additional MTA actions, both of which have not yet been specified. If no additional government funding is made available, MTA actions could include further expense reduction, additional revenues, or acceleration of federal COVID-19 aid to achieve balance for 2023 that would have otherwise been used to reduce deficits in the years after 2023.

Proposed actions to reduce deficits					
	November Forecast 2022	Proposed Budget 2023	Plan 2024	Plan 2025	Plan 2026
<i>\$ millions</i>					
Projected Deficits Before Actions	(\$1,943)	(\$2,646)	(\$2,770)	(\$2,965)	(\$2,978)
MTA Actions to Close Deficit					
MTA Operating Efficiencies		100	400	408	416
Savings from Deficit Note Repayment*		111	178	190	190
Additional Fare and Toll Revenue Above Base Assumption		50	100	100	100
Federal COVID Funds for Operating and Debt Costs	1,943	1,785	902	1,028	650
MTA Actions to Close Deficit	1,943	2,046	1,580	1,726	1,356
Remaining Deficit	\$0	(\$600)	(\$1,190)	(\$1,239)	(\$1,622)
New Government Funding or Additional MTA Actions		600	TBD	TBD	TBD
Net Surplus/(Deficit)	\$0	\$0	(\$1,190)	(\$1,239)	(\$1,622)

* Includes proposed redemption account earnings.



The cumulative impact of changes since the July Plan is a balanced budget in 2023 assuming \$600 million of additional government funding or MTA actions as discussed above. Annual deficits of \$1.2 billion in 2024 and 2025, and a deficit of \$1.6 billion in 2026 remain. The deficit reductions are achieved through MTA operating efficiencies, the use of federal COVID-19 funds to reduce debt and operating costs throughout the November Plan period, and the cash repayment (rather than long-term bonding) of the Federal Reserve loan. The MTA Board will be updated in February on the outlook for legislative actions with respect to the assumed \$600 million of additional funding and whether additional cost savings actions, revenue generation, or a rescheduling of the use of federal COVID-19 funds over the financial plan period is required.

Challenges and Significant Risks Remain

Even with federal funding, the financial plan is out of balance, with ridership forecast to recover slowly over the November Plan period and remain substantially below pre-pandemic levels. Additional risks to the November Plan include:

- *New government funding may not materialize.* The November Plan anticipates \$600 million in new government funding to balance the 2023 budget, but if that does not materialize MTA will need to take actions to replace this assumed funding in order to achieve budget balance in 2023.
- *Ridership improvements can fall short of projections.* Should ridership be lower than the midpoint forecast between the “high case” and “low case” McKinsey scenarios, loss of projected revenue could be significant.
- *Inflation remains stubbornly high.* The November Plan assumes inflation subsides to just under 5% in 2023 and reverts to about 2% annually in 2024 from current levels.
- *Economy slows or falls into recession.* In addition to inflation, the finances of MTA are highly influenced by economic and other factors out of its control. Passenger and toll revenues, dedicated taxes and subsidies (including real estate transaction revenue), debt service, pensions and energy costs are all impacted by the health of the economy nationally and particularly in the MTA region. If the targeted economic assumptions reflected in the November Plan are not met, the November Plan’s projected results will further deteriorate. In particular, the dedicated taxes MTA relies on to cover its operating budget are sensitive to economic downturns, and a significant and sustained decline in economic activity could reduce dedicated tax receipts.
- *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 November Plan assumes annual wage increases of 2%.
- *Implementation of biennial fare and toll increases in 2023 and 2025.* Through 2026, the November Plan assumes a combined \$1.8 billion in additional fare and toll revenue from the projected 2023 and 2025 fare and toll increases, including an approximate 5.5% fare and toll increase in 2023, followed by a 4% fare and toll increase in 2025.
- *Finding and implementing innovative operational efficiencies.* MTA must remain focused on existing cost control efforts, not only to avoid “backsliding” but also address the expectation of achieving operational efficiencies.

See also “CERTAIN RISK FACTORS” in the ADS.

Central Business District Tolling Program.

The Central Business District Tolling Program (CBD Tolling Program) was established pursuant to legislation, known as the MTA Reform and Traffic Mobility Act (the Traffic Mobility Act), as part of the State budget for Fiscal Year 2019-2020, adopted on April 1, 2019. As provided in

the Traffic Mobility Act, on June 11, 2019, MTA Bridges and Tunnels entered into a Memorandum of Understanding (MOU) with the New York City Department of Transportation (NYCDOT). If the program receives federal approval, the CBD Tolling Program will charge a toll for vehicles entering or remaining in the Central Business District (CBD), defined as south of and inclusive of 60th Street in Manhattan, but excluding the FDR Drive, Route 9A (the West Side Highway), the Battery Park underpass, and any surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street.

To implement the CBD Tolling Program on federal-aid roadways within the CBD, authorization is required from the Federal Highway Administration (FHWA) under its Value Pricing Pilot Program (VPPP). In accordance with the National Environmental Policy Act, MTA Bridges and Tunnels, New York State Department of Transportation (NYSDOT), and NYCDOT, in cooperation with FHWA, are required to prepare an Environmental Assessment (EA) with robust public outreach, based on guidance received from FHWA on March 30, 2021. The EA assesses the potential effects of the CBD Tolling Program across a 28-county study area in three states, which covers a population of over 22 million, including 12.3 million in Environmental Justice (EJ) communities. To date, 24 public webinars have been completed as early public outreach. More than 7,300 comments were received via the web, email, online recorded submissions, phone, and mail. 9 of the 19 sessions were specifically focused on EJ communities. The EA, which evaluated the effect of a range of tolling scenarios, with different tolling rates and toll exemptions, was released on August 10, 2022. The formal comment period, started on August 10 and included a series of 6 virtual public hearings between August 25, 2022, and August 31, 2022. The comment period ended on September 23, 2022. MTA has received over 14,000 individual submissions and over 50,000 form letters, most of which have multiple comments. MTA anticipates a federal decision in early 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 recommendations regarding the CBD toll rates and 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.

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

The Traffic Mobility Act provides for payment or reimbursement to MTA Bridges and Tunnels for costs related to the CBD Tolling Program from revenues derived solely from the CBD Tolling Program. If the program receives FHWA approval and the CBD Tolling Program is fully implemented, consistent with statutory requirements, MTA Bridges and Tunnels expects that capital costs associated with the planning, design, installation, and construction of the CBD Tolling Program will be paid or reimbursed from funds available in the CBD Tolling Capital Lockbox Fund, which includes, among other things, certain City and State Sales Taxes and the Mansion Tax, and will also include all revenues received by MTA Bridges and Tunnels from the CBD Tolling Program. The CBD Tolling Program toll rates will ultimately be set by a vote of the Board of MTA Bridges and

Tunnels, after the environmental review process and after the TMRB makes its recommendations. Since the toll rates and definitive date of implementation have not yet been established, it is unclear how the CBD Tolling Program will affect both transactions and revenues for MTA Bridges and Tunnels.

MTA Liquidity Resources.

As of December 6, 2022, MTA had liquidity resources in the approximate amount of \$13.211 billion, consisting of a current running cash balance of \$798.172 million, internal available flexible funds totaling \$2.489 billion, MTA PMT BANs for working capital, plus interest, totaling \$2.908 billion, applicable undrawn commercial bank lines of credit totaling approximately \$1.2 billion, and available federal COVID-19 relief receipts of approximately \$5.815 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.*

Litigation.

Rodriguez v. City of New York, et al. In March 2021, Felipe Rodriguez filed suit against the City of New York, MTA, MTA Long Island Rail Road, and several former NYPD and MTA Long Island Rail Road police officers. Mr. Rodriguez was arrested and convicted of the murder of a woman in 1987 but was granted clemency and released in 2017. The District Attorney reinvestigated the case and allegedly uncovered the fact that detectives had coerced false statements from witnesses and committed other violations and misconduct, including certain former MTA Long Island Rail Road police detectives. Mr. Rodriguez claims malicious prosecution and various constitutional claims. Motions to dismiss concerning certain counts were briefed in 2021. On March 14, 2022, the court granted in part and denied in part the motions, dismissing claims against the MTA and MTA Long Island Rail Road corporate entities. The case against the individuals is proceeding with discovery. The outcome of this litigation cannot be determined at this time.

State Special Tax Supported Operating Subsidies.

The bulleted list, appearing on page 24 of the ADS, under the heading “PART 1. FINANCIAL INFORMATION – REVENUES OF THE RELATED ENTITIES – State Special Tax Supported Operating Subsidies – *MTTF Receipts and MMTOA Receipts*” is hereby amended in its entirety to read as follows:

- The Mass Transportation Trust Fund Receipts (the “MTTF Receipts”) represent the portion of the funds deposited in the State’s dedicated mass transportation trust fund that are subsequently paid to MTA by deposit into an MTA dedicated tax fund (the “Dedicated Tax Fund”). The MTTF Receipts are derived from:
 - certain business privilege taxes imposed by the State on petroleum businesses (the “PBT”);
 - a portion of the motor fuel tax on gasoline and diesel fuel; and
 - certain motor vehicle fees, including both registration and non-registration fees.

- The Metropolitan Mass Transportation Operating Assistance Account Receipts (the “MMTOA Receipts”) represent the portion of the funds in the State’s MMTOA Account (hereinafter defined) that are subsequently paid to MTA by deposit into the Dedicated Tax Fund. Any MMTOA Receipts for MTA Staten Island Railway and MTA Bus are allocated directly to the City, which is responsible for the MTA Staten Island Railway and MTA Bus deficits. The MMTOA Receipts are derived from:
 - a 3/8 of one percent regional sales tax and compensating use tax within the MCTD;
 - a regional franchise tax surcharge on certain businesses;
 - taxes on certain transportation and transmission companies; and
 - an additional portion of the business privilege tax imposed on petroleum businesses;
- a portion of the amounts collected by the City for the benefit of the Transit System from certain mortgage transfer and recording taxes (the Urban Taxes).

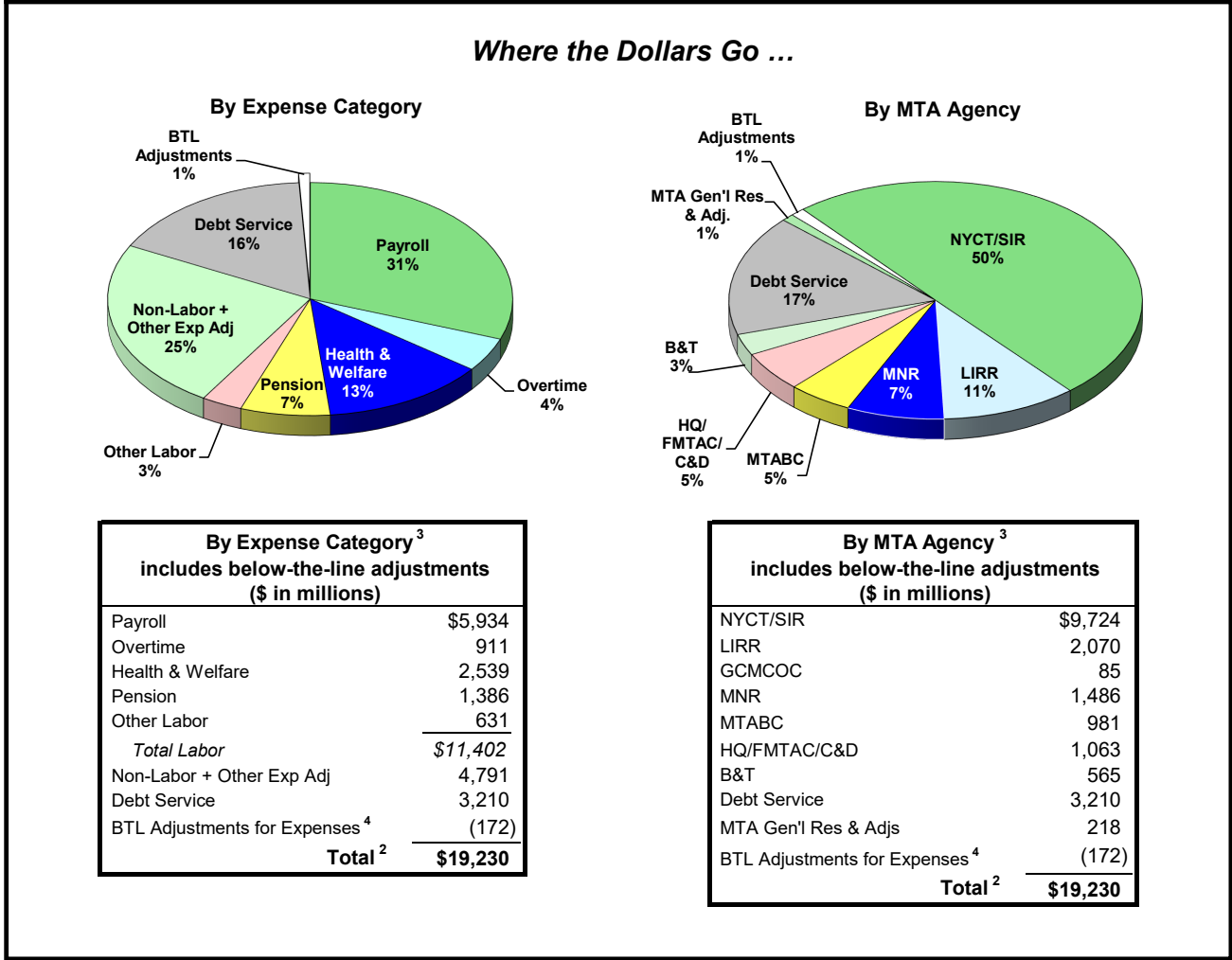
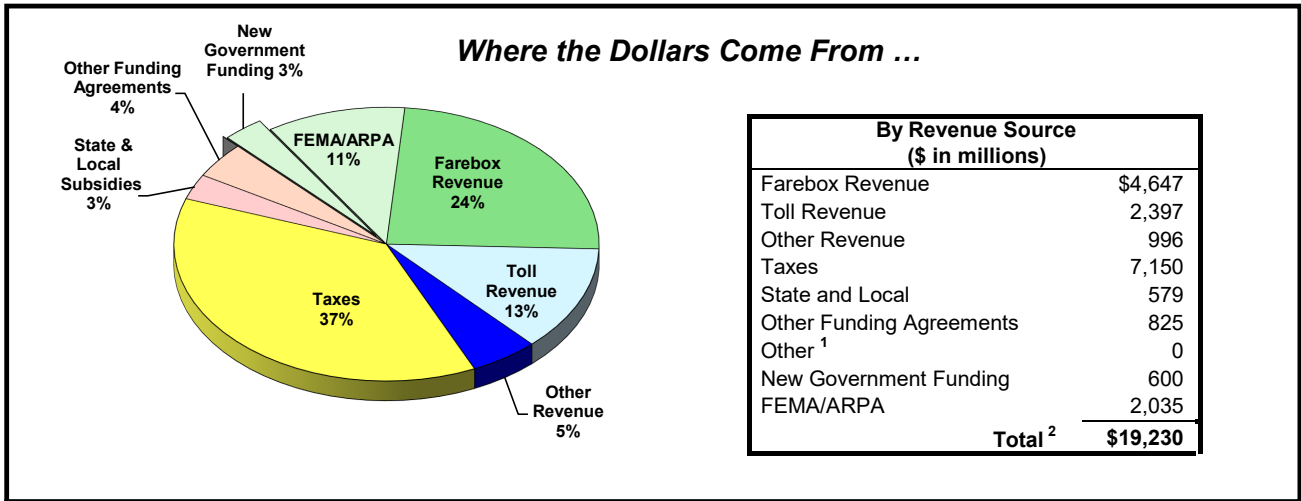
**Attachment A to MTA Annual Disclosure Statement
Second Quarterly Update
December 7, 2022**

MTA November Financial Plan

This **Attachment A** to the 2022 ADS Second Quarterly Update sets forth elements of the November Plan in tabular form and includes Financial Plan tables that summarize MTA's November Plan projected receipts and disbursements for fiscal years 2022 (adopted budget) through 2026, in each case prepared by MTA management. The complete November Plan is posted on MTA's website: <https://new.mta.info/transparency/financial-information/financial-and-budget-statements>. No statement on MTA's website or any other website is included by specific cross-reference herein.

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

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



¹ Includes cash adjustments and prior-year carryover.
² Totals may not add due to rounding.
³ Expenses exclude Depreciation, GASB 75 OPEB Adjustment, GASB 68 Pension Adjustment and Environmental Remediation.
⁴ 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
November Financial Plan 2023 - 2026
MTA Consolidated Accrued Statement of Operations By Category
(\$ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
<u>Non-Reimbursable</u>						
Operating Revenues						
Farebox Revenue	\$3,048	\$3,989	\$4,513	\$4,653	\$4,773	\$4,913
Toll Revenue	2,170	2,323	2,323	2,332	2,335	2,338
Other Revenue	4,706	679	996	1,059	845	822
Capital and Other Reimbursements	0	0	0	0	0	0
Total Revenues	\$9,924	\$6,991	\$7,832	\$8,045	\$7,953	\$8,073
Operating Expenses						
<u>Labor:</u>						
Payroll	\$5,214	\$5,516	\$5,934	\$6,103	\$6,237	\$6,392
Overtime	965	1,129	911	877	908	927
Health and Welfare	1,405	1,479	1,693	1,807	1,922	2,049
OPEB Current Payments	722	764	846	918	995	1,079
Pension	1,410	1,368	1,386	1,313	1,256	1,195
Other Fringe Benefits	816	1,051	1,071	1,119	1,173	1,228
Reimbursable Overhead	(372)	(399)	(440)	(443)	(432)	(437)
Total Labor Expenses	\$10,160	\$10,909	\$11,402	\$11,694	\$12,060	\$12,433
<u>Non-Labor:</u>						
Electric Power	\$430	\$587	\$655	\$619	\$622	\$634
Fuel	163	287	260	231	219	221
Insurance	26	43	68	101	124	157
Claims	426	433	449	458	469	483
Paratransit Service Contracts	346	407	475	505	527	561
Maintenance and Other Operating Contracts	765	903	1,007	940	984	960
Professional Services Contracts	499	711	641	633	618	627
Materials and Supplies	486	610	755	830	867	861
Other Business Expenses	200	251	262	254	266	267
Total Non-Labor Expenses	\$3,341	\$4,232	\$4,572	\$4,570	\$4,696	\$4,770
<u>Other Expense Adjustments:</u>						
Other	\$21	\$17	\$28	\$23	\$24	\$25
General Reserve	(335)	185	190	195	200	205
Total Other Expense Adjustments	(\$314)	\$202	\$218	\$218	\$224	\$230
Total Expenses Before Non-Cash Liability Adjs.	\$13,187	\$15,343	\$16,192	\$16,482	\$16,980	\$17,433
Depreciation	\$3,159	\$3,176	\$3,203	\$3,249	\$3,299	\$3,349
GASB 75 OPEB Expense Adjustment	1,075	1,405	1,456	1,455	1,451	1,445
GASB 68 Pension Expense Adjustment	(917)	(69)	(53)	(147)	(73)	(124)
Environmental Remediation	37	6	6	6	6	6
Total Expenses After Non-Cash Liability Adjs.	\$16,541	\$19,861	\$20,804	\$21,045	\$21,663	\$22,109
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,354)	(\$4,518)	(\$4,611)	(\$4,563)	(\$4,683)	(\$4,676)
Debt Service	2,787	3,145	3,210	3,320	3,464	3,339
Total Expenses with Debt Service	\$15,974	\$18,488	\$19,402	\$19,802	\$20,444	\$20,771
Dedicated Taxes & State and Local Subsidies	\$7,679	\$8,689	\$8,562	\$8,680	\$9,072	\$9,210
Net Surplus/(Deficit) After Subsidies and Debt Service	\$1,628	(\$2,808)	(\$3,009)	(\$3,077)	(\$3,419)	(\$3,488)
Conversion to Cash Basis: GASB Account	\$0	\$0	\$0	\$0	\$0	\$0
Conversion to Cash Basis: All Other	(961)	865	0	252	132	291
Cash Balance Before Prior-Year Carryover	\$668	(\$1,943)	(\$3,008)	(\$2,825)	(\$3,287)	(\$3,197)
Below the Line Adjustments	\$0	\$776	\$3,008	\$1,635	\$2,048	\$1,575
Prior Year Carryover Balance	499	1,166	0	0	0	0
Net Cash Balance	\$1,166	\$0	\$0	(\$1,190)	(\$1,239)	(\$1,622)

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

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Cash Balance Before Prior-Year Carryover	\$668	(\$1,943)	(\$3,008)	(\$2,825)	(\$3,287)	(\$3,197)
Fare and Toll Increases:						
<i>Fare/Toll Increase, June 2023 (4% Yield)</i>		\$0	\$159	\$271	\$277	\$283
<i>Subsidy Impacts - Fare/Toll Increase, June 2023</i>		0	(8)	(9)	(7)	(7)
<i>Fare/Toll Increase, April 2025 (4% Yield)</i>		0	0	0	220	292
<i>Subsidy Impacts- Fare/Toll Increase, April 2025</i>		<u>0</u>	<u>0</u>	<u>0</u>	<u>(10)</u>	<u>(9)</u>
Subtotal		\$0	\$151	\$262	\$479	\$558
<i>MTA Operating Efficiencies Phase 1</i>		\$0	\$44	\$48	\$46	\$46
<i>FEMA COVID Reimbursement</i>		0	250	100	250	149
<i>Provision for Increased Pension Costs</i>		0	(83)	(176)	(263)	(344)
<i>Debt Service from Long-Term Deficit Financing</i>		<u>0</u>	<u>0</u>	<u>(178)</u>	<u>(190)</u>	<u>(190)</u>
Subtotal		\$0	\$211	(\$207)	(\$157)	(\$339)
Subtotal: Remaining Cash Deficit		(\$1,943)	(\$2,646)	(\$2,770)	(\$2,965)	(\$2,978)
MTA Actions to Close Deficit						
<i>MTA Operating Efficiencies Phase 2</i>		\$0	\$100	\$400	\$408	\$416
<i>Additional Fare/Toll Revenue Above Base Assumptions</i>		0	50	100	100	100
<i>Savings from Deficit Note Repayment*</i>		0	111	178	190	190
<i>Federal COVID Funds for Operating and Debt Costs</i>		<u>776</u>	<u>1,785</u>	<u>902</u>	<u>1,028</u>	<u>650</u>
Subtotal		\$776	\$2,046	\$1,580	\$1,726	\$1,356
Total Identified Below-the-Line Adjustments		\$776	\$2,408	\$1,635	\$2,048	\$1,575
Subtotal: Remaining Cash Deficit		(\$1,166)	(\$600)	(\$1,190)	(\$1,239)	(\$1,622)
New Government Funding or Additional MTA Actions		\$0	\$600	\$0	\$0	\$0
TOTAL ADJUSTMENTS		\$776	\$3,008	\$1,635	\$2,048	\$1,575
<i>Prior Year Carryover Balance</i>	\$499	\$1,166	\$0	\$0	\$0	\$0
Net Cash Surplus/(Deficit)	\$1,166	\$0	\$0	(\$1,190)	(\$1,239)	(\$1,622)

* includes proposed Redemption Account earnings.

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

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
<u>Cash Receipts and Expenditures</u>						
Receipts						
Farebox Revenue	\$3,079	\$3,981	\$4,509	\$4,649	\$4,768	\$4,908
Other Revenue	4,048	1,422	986	1,080	866	845
Capital and Other Reimbursements	1,831	2,282	2,128	2,142	2,123	2,142
Total Receipts	\$8,958	\$7,684	\$7,623	\$7,871	\$7,757	\$7,895
Expenditures						
<u>Labor:</u>						
Payroll	\$5,651	\$6,011	\$6,571	\$6,665	\$6,943	\$6,957
Overtime	1,132	1,331	1,103	1,060	1,094	1,123
Health and Welfare	1,451	1,527	1,741	1,857	1,972	2,098
OPEB Current Payments	701	754	835	906	983	1,066
Pension	1,486	1,483	1,463	1,395	1,341	1,282
Other Fringe Benefits	1,178	1,156	1,087	1,108	1,155	1,186
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	0	0	0	0	0	0
Total Labor Expenditures	\$11,599	\$12,262	\$12,800	\$12,991	\$13,487	\$13,711
<u>Non-Labor:</u>						
Electric Power	\$433	\$593	\$661	\$625	\$629	\$638
Fuel	152	280	254	226	214	216
Insurance	5	59	68	95	128	152
Claims	239	315	309	316	326	338
Paratransit Service Contracts	344	405	473	503	525	559
Maintenance and Other Operating Contracts	689	883	960	873	884	858
Professional Services Contracts	544	859	709	657	650	662
Materials and Supplies	639	701	901	958	988	980
Other Business Expenses	177	230	242	239	258	267
Total Non-Labor Expenditures	\$3,222	\$4,325	\$4,576	\$4,491	\$4,600	\$4,669
<u>Other Expenditure Adjustments:</u>						
Other	\$12	\$53	\$110	\$70	\$74	\$83
General Reserve	(335)	185	190	195	200	205
Total Other Expenditure Adjustments	(\$323)	\$238	\$300	\$265	\$274	\$288
Total Expenditures	\$14,498	\$16,825	\$17,675	\$17,746	\$18,361	\$18,668
Net Cash Balance before Subsidies and Debt Service	(\$5,539)	(\$9,141)	(\$10,051)	(\$9,875)	(\$10,604)	(\$10,772)
Dedicated Taxes & State and Local Subsidies	\$8,295	\$9,633	\$9,417	\$9,541	\$9,884	\$9,988
Debt Service	(2,089)	(2,434)	(2,374)	(2,491)	(2,567)	(2,413)
Cash Balance Before Prior-Year Carryover	\$668	(\$1,943)	(\$3,008)	(\$2,825)	(\$3,287)	(\$3,197)
Adjustments	\$0	\$776	\$3,008	\$1,635	\$2,048	\$1,575
Prior-Year Carryover Balance	499	1,166	0	0	0	0
Net Cash Balance	\$1,166	\$0	\$0	(\$1,190)	(\$1,239)	(\$1,622)

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

	Favorable/(Unfavorable)				
	2022	2023	2024	2025	2026
JULY FINANCIAL PLAN 2023-2026					
NET CASH SURPLUS/(DEFICIT)	\$0	\$0	\$0	(\$2,457)	(\$2,458)
Agency Baseline Re-estimates	\$699	\$281	\$299	\$25	(\$23)
Revenue					
Farebox Revenue	153	186	(48)	(48)	(47)
Toll Revenue	7	-	-	-	-
Other Operating Revenue	29	238	262	37	(9)
Health & Welfare (including retirees)	160	75	80	92	103
Energy	36	(30)	(13)	(7)	(22)
Pensions ¹	1	(8)	1	5	10
Timing	363	(210)	(37)	(70)	(55)
Other Baseline Re-estimates (including Timing) ²	(52)	29	53	16	(4)
New Needs/Investments	(\$48)	(\$259)	(\$167)	(\$143)	(\$126)
Grand Central Madison Concourse Operating Company	(20)	(85)	(87)	(88)	(91)
Maintenance	(17)	(84)	(27)	(18)	(3)
Safety & Security	(4)	(59)	(25)	(21)	(21)
Service/Service Support	(0)	(14)	(15)	(11)	(7)
All Other New Needs	(6)	(17)	(11)	(5)	(5)
Savings Programs	\$0	(\$30)	(\$30)	(\$30)	(\$30)
Additional Savings Actions Re-estimates ³	-	(30)	(30)	(30)	(30)
B&T Adjustments	(\$19)	\$10	\$9	\$12	\$14
B&T Net Baseline Impacts ⁴	(19)	10	9	12	14
Debt Service (Cash)	(\$119)	\$225	\$40	\$73	\$139
Subsidies (Cash)	\$130	(\$341)	(\$304)	(\$68)	(\$113)
Petroleum Business Tax (PBT) Receipts	(8)	(9)	(9)	(9)	(9)
Real Estate Taxes	125	6	6	6	6
MTA Aid	-	(28)	(28)	(28)	(28)
Lockbox Revenues to fund Debt Service	(14)	(41)	(61)	(104)	(160)
Forward Energy Contracts Program	(7)	(4)	(0)	-	-
City Subsidy for MTA Bus	(12)	(286)	(252)	23	24
City Subsidy for Staten Island Railway	-	(24)	(16)	(22)	(4)
CDOT Subsidy for Metro-North Railroad	(1)	31	40	48	42
B&T Surplus Transfer	29	(1)	2	4	2
Other Subsidies and Subsidy Adjustments	13	14	14	14	14
Below-the-Line (BTL) Adjustments	(\$644)	\$114	(\$1,038)	\$1,350	\$977
Base Fare/Toll Increases:					
Fare/Toll Increase - June 2023 (4% Yield)	-	(62)	1	14	14
Subsidy Impacts - Fare/Toll Increase, June 2023	-	5	(1)	1	0
Fare/Toll Increase - April 2025 (4% Yield)	-	-	-	(19)	6
Subsidy Impacts - Fare/Toll Increase, April 2025	-	-	-	2	(0)
Subtotal:	-	(57)	(0)	(3)	19
MTA Operating Efficiencies Phase 1	-	(56)	(52)	(54)	(54)
FEMA COVID Reimbursement	-	15	(135)	15	149
Provision for Increased Pension Costs	-	(83)	(176)	(263)	(344)
Debt Service from Long-Term Deficit Bonding	-	-	0	0	0
Subtotal:	-	(124)	(364)	(303)	(249)
MTA Actions to Close Deficit:					
MTA Operating Efficiencies Phase 2	-	100	400	408	416
Additional Fare/Toll Revenue Above Base Assumptions	-	50	100	100	100
Savings from Deficit Note Repayment*	-	111	178	190	190
Federal COVID Funds for Operating and Debt Costs	(722)	(857)	(1,624)	902	449
Subtotal:	(722)	(596)	(946)	1,600	1,155
Other:					
Grand Central Madison	19	32	32	33	33
City Subsidy Revision (MTA Bus/SIR) due to ARPA	59	260	240	23	19
Subtotal:	78	292	272	56	52
New Government Funding or Additional MTA Actions	-	600	-	-	-
Prior Year Carryover	\$0	(\$0)	\$0	(\$0)	\$0
NOVEMBER FINANCIAL PLAN 2023-2026					
NET CASH SURPLUS/(DEFICIT)	\$0	\$0	(\$1,190)	(\$1,239)	(\$1,622)

¹ Reflecting recent information provided in the City of New York's November 2022 Financial Plan, which anticipates higher NYCERS pension costs, a Provision for Increased Pension Costs has been included as a Plan Adjustment in Volume 1 of this Plan.

² Includes OTPS and reimbursable adjustments, operating capital, adjusted COVID-related expenditures, and cash adjustments.

³ Restoration of bus operator and bus maintainer overtime at NYCT.

⁴ 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 in 2022 and unfavorable OTPS adjustments which are captured above.

* Includes proposed Redemption Account earnings.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2023 - 2026
Consolidated Subsidies
Cash Basis
(\$ in Millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
MMTOA, PBT, Real Estate Taxes and Other						
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	588.5	610.8	611.6	611.6	611.6
Mortgage Recording Tax (MRT)	647.6	669.5	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 on MRT Receipts	0.3	6.2	6.2	6.2	6.2	6.2
Urban Tax	<u>429.3</u>	<u>729.1</u>	<u>500.1</u>	<u>537.1</u>	<u>576.8</u>	<u>592.6</u>
	\$3,883.6	\$4,561.4	\$4,489.5	\$4,543.0	\$4,607.7	\$4,631.8
PMT and MTA Aid						
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>282.7</u>	<u>282.9</u>	<u>283.1</u>	<u>283.3</u>
	\$2,269.7	\$2,284.8	\$2,312.8	\$2,357.0	\$2,401.7	\$2,444.2
For-Hire Vehicle (FHV) Surcharge						
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>
	\$235.8	\$300.0	\$328.7	\$347.6	\$367.5	\$369.6
Bus Lane Violations (General Transportation Account)	\$4.4	\$2.9	\$2.9	\$2.9	\$2.9	\$2.9
Capital Program Funding from Lockbox Revenues						
Central Business District Tolling Program (CBDTP)	\$0.0	\$0.0	\$0.0	\$1,000.0	\$1,000.0	\$1,000.0
Real Property Transfer Tax Surcharge (Mansion Tax)	374.5	495.2	311.7	320.6	332.8	335.7
Internet Marketplace Tax -NYS	173.6	152.6	154.2	155.7	157.3	158.8
Internet Marketplace Tax - NYC	<u>171.3</u>	<u>173.0</u>	<u>174.7</u>	<u>176.5</u>	<u>178.2</u>	<u>180.0</u>
Subtotal:	719.4	820.8	640.6	1,652.8	1,668.3	1,674.5
Less: Debt Service on Lockbox Bonds	(2.3)	(13.4)	(130.6)	(175.6)	(440.7)	(816.4)
Less: Lockbox Allocated to PAYGO	<u>(714.7)</u>	<u>(809.7)</u>	<u>(509.9)</u>	<u>(1,477.2)</u>	<u>(1,227.5)</u>	<u>(858.1)</u>
	\$2.3	(\$2.3)	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies						
State Operating Assistance	\$225.5	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	184.9	193.4	187.9	187.9	187.9	187.9
Station Maintenance	<u>178.5</u>	<u>190.7</u>	<u>199.9</u>	<u>203.7</u>	<u>207.6</u>	<u>212.2</u>
	\$588.9	\$572.0	\$575.8	\$579.5	\$583.5	\$588.1
Other Subsidy Adjustments						
NYCT Charge Back of MTA Bus Debt Service	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)
Forward Energy Contracts Program - Gain/(Loss)	14.4	62.3	18.9	0.0	0.0	0.0
Fuel Hedge Collateral	(40.0)	0.0	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>
	(\$404.4)	(\$69.4)	(\$106.7)	(\$120.3)	(\$115.3)	(\$110.5)
Other Investment Income	0.3	0.3	0.3	0.3	0.3	0.3
Subtotal: Taxes & State and Local Subsidies	\$6,580.6	\$7,649.6	\$7,603.2	\$7,709.9	\$7,848.3	\$7,926.3
Other Funding Agreements						
City Subsidy for MTA Bus Company	\$455.3	\$521.5	\$516.0	\$516.0	\$780.1	\$817.2
City Subsidy for Staten Island Railway	18.6	24.4	52.7	59.5	53.7	77.9
CDOT Subsidy for Metro-North Railroad	<u>312.8</u>	<u>255.6</u>	<u>266.5</u>	<u>282.2</u>	<u>296.6</u>	<u>305.0</u>
	\$786.7	\$801.6	\$835.1	\$857.7	\$1,130.5	\$1,200.2
Subtotal, including Other Funding Agreements	\$7,367.3	\$8,451.2	\$8,438.4	\$8,567.6	\$8,978.8	\$9,126.5
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$928.0</u>	<u>\$1,181.7</u>	<u>\$979.0</u>	<u>\$973.8</u>	<u>\$905.0</u>	<u>\$861.9</u>
	\$928.0	\$1,181.7	\$979.0	\$973.8	\$905.0	\$861.9
TOTAL SUBSIDIES	\$8,295.3	\$9,632.9	\$9,417.3	\$9,541.4	\$9,883.9	\$9,988.4

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

	2022	2023	2024	2025	2026
MMTOA, PBT, Real Estate Taxes and Other					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT)	(8.3)	(8.7)	(8.7)	(8.7)	(8.7)
Mortgage Recording Tax (MRT)	42.8	0.0	0.0	0.0	0.0
MRT Transfer to Suburban Counties	0.0	0.0	0.0	0.0	0.0
Interest on MRT Receipts	6.0	6.0	6.0	6.0	6.0
Urban Tax	<u>76.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$116.7	(\$2.7)	(\$2.7)	(\$2.7)	(\$2.7)
PMT and MTA Aid					
Payroll Mobility Tax (PMT)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	0.0
MTA Aid	<u>0.0</u>	<u>(27.8)</u>	<u>(28.0)</u>	<u>(28.0)</u>	<u>(27.8)</u>
	\$0.0	(\$27.8)	(\$28.0)	(\$28.0)	(\$27.8)
For-Hire Vehicle (FHV) Surcharge					
Subway Action Plan Account	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Less: Transfer to Committed to Capital for SAP	0.0	0.0	0.0	0.0	0.0
Outerborough Transportation Account (OBTA)	0.0	0.0	0.0	0.0	0.0
Less: OBTA Projects	0.0	0.0	0.0	0.0	0.0
General Transportation Account	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Bus Lane Violations (General Transportation Account)					
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Capital Program Funding from Lockbox Revenues					
Central Business District Tolling Program (CBDTP)	\$0.0	(\$250.0)	\$0.0	\$0.0	\$0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	80.5	0.0	0.0	0.0	0.0
Internet Marketplace Tax - NYS	0.0	(0.1)	1.0	1.1	1.1
Internet Marketplace Tax - NYC	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Subtotal:	80.5	(250.1)	1.0	1.1	1.1
Less: Debt Service on Lockbox Bonds	(1.5)	(89.3)	(114.6)	(336.7)	(656.4)
Less: Lockbox Allocated to PAYGO	<u>(93.3)</u>	<u>298.1</u>	<u>52.6</u>	<u>231.6</u>	<u>495.4</u>
	(\$14.2)	(\$41.3)	(\$61.0)	(\$104.0)	(\$159.9)
State and Local Subsidies					
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	5.5	0.0	0.0	0.0	0.0
Station Maintenance	<u>8.5</u>	<u>14.2</u>	<u>14.2</u>	<u>13.9</u>	<u>14.0</u>
	\$14.0	\$14.2	\$14.2	\$13.9	\$14.0
Other Subsidy Adjustments					
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Forward Energy Contracts Program - Gain/(Loss)	(7.3)	(4.1)	(0.1)	0.0	0.0
MNR Repayment of 525 North Broadway	4.9	0.0	0.0	0.0	0.0
Committed to Capital Program Contributions	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$2.4)	(\$4.1)	(\$0.1)	\$0.0	\$0.0
Other Investment Income					
	0.0	0.0	0.0	0.0	0.0
Subtotal: Taxes & State and Local Subsidies					
	\$114.0	(\$61.7)	(\$77.6)	(\$120.9)	(\$176.5)
Other Funding Agreements					
City Subsidy for MTA Bus Company	(\$12.0)	(\$286.5)	(\$252.1)	\$23.2	\$23.6
City Subsidy for Staten Island Railway	0.0	(23.9)	(16.3)	(22.1)	(4.0)
CDOT Subsidy for Metro-North Railroad	<u>(1.1)</u>	<u>31.3</u>	<u>39.9</u>	<u>47.7</u>	<u>41.6</u>
	(\$13.1)	(\$279.1)	(\$228.5)	\$48.9	\$61.2
Subtotal, including Other Funding Agreements					
	\$100.9	(\$340.8)	(\$306.1)	(\$72.0)	(\$115.3)
Inter-agency Subsidy Transactions					
B&T Operating Surplus Transfer	<u>\$29.1</u>	<u>(\$0.5)</u>	<u>\$2.3</u>	<u>\$4.2</u>	<u>\$1.8</u>
	\$29.1	(\$0.5)	\$2.3	\$4.2	\$1.8
TOTAL SUBSIDIES					
	\$130.0	(\$341.3)	(\$303.8)	(\$67.8)	(\$113.5)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2023-2026
Debt Affordability Statement after Below-the-Line Adjustments ⁽¹⁾
 \$ in millions

Forecasted Debt Service and Borrowing Schedule	Notes	2021 ACTL	2022	2023	2024	2025	2026
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3	\$2,787.4	\$3,145.0	\$3,210.0	\$3,320.3	\$3,463.7	\$3,338.7
Forecasted New Long-Term Bonds Issued	4	-	421.1	1,337.7	1,577.7	651.6	629.9
Forecasted Debt Service by Credit ⁹	Notes	2021 ACTL	2022	2023	2024	2025	2026
Transportation Revenue Bonds							
Pledged Revenues	5	\$10,936.2	\$12,684.2	\$13,091.3	\$13,438.4	\$13,569.6	\$13,760.1
Debt Service	10	1,649.5	1,751.7	1,603.2	1,718.5	1,679.6	1,527.6
Debt Service as a % of Pledged Revenues		15%	14%	12%	13%	12%	11%
Dedicated Tax Fund Bonds							
Pledged Revenues	6	\$584.6	\$588.5	\$610.8	\$611.6	\$611.6	\$611.6
Debt Service	10	388.4	477.1	329.2	408.5	403.5	396.8
Debt Service as a % of Pledged Revenues		66%	81%	54%	67%	66%	65%
Payroll Mobility Tax Bonds							
Pledged Revenues	7	\$1,976.6	\$2,040.6	\$2,068.6	\$2,112.7	\$2,157.5	\$2,200.0
Debt Service	10	47.9	221.9	490.1	407.8	530.9	534.0
Debt Service as a % of Pledged Revenues		2%	11%	24%	19%	25%	24%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues	8	\$1,726.1	\$1,790.2	\$1,747.9	\$1,756.0	\$1,743.5	\$1,735.6
Debt Service	10	592.4	585.1	666.0	668.6	733.1	788.7
Debt Service as a % of Total Pledged Revenues		34%	33%	38%	38%	42%	45%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues	9	\$1,133.7	\$1,205.2	\$1,081.9	\$1,087.4	\$1,010.4	\$946.9
Debt Service	10	102.1	103.3	103.1	93.7	91.7	75.7
Debt Service as a % of Total Pledged Revenues		9%	9%	10%	9%	9%	8%
Triborough Bridge and Tunnel Authority 2nd Subordinate Revenue Bonds							
Pledged Revenues	11	\$1,031.6	\$1,101.9	\$978.8	\$993.7	\$918.6	\$871.2
Debt Service	10	-	-	12.9	18.5	20.9	12.9
Debt Service as a % of Total Pledged Revenues		0%	0%	1%	2%	2%	1%
2 Broadway Certificates of Participation							
Lease Payments		\$7.0	\$5.9	\$5.5	\$4.7	\$3.9	\$3.0
Cumulative Debt Service (Excluding State Service Contract Bonds)	Notes	2021 ACTL	2022	2023	2024	2025	2026
Total Debt Service before Below-the-Line Adjustments:	1, 2, 3	\$2,787.4	\$3,145.0	\$3,210.0	\$3,320.3	\$3,463.7	\$3,338.7
Fare and Toll Revenues before Below-the-Line Adjustments		\$5,217.5	\$6,311.8	\$6,835.7	\$6,985.6	\$7,108.2	\$7,250.9
Total Debt Service as a % of Fare/Toll Revenue		53.4%	49.8%	47.0%	47.5%	48.7%	46.0%
Operating Revenues (including Fare/Toll Revenues) and Subsidies		\$17,602.6	\$15,679.8	\$16,393.5	\$16,724.8	\$17,024.8	\$17,283.2
Total Debt Service as a % of Operating Revenues and Subsidies		15.8%	20.1%	19.6%	19.9%	20.3%	19.3%
Non-Reimbursable Expenses with Non-Cash Liabilities		\$16,540.6	\$19,860.5	\$20,803.5	\$21,044.8	\$21,662.8	\$22,108.6
Total Debt Service as % of Non-reimbursable Expenses		16.9%	15.8%	15.4%	15.8%	16.0%	15.1%
Total Debt Service <u>after</u> Below the Line Adjustments:	12	\$2,787.4	\$3,145.0	\$3,099.0	\$3,320.3	\$3,463.7	\$3,338.7
Fare and Toll Revenues after Below the Line Adjustments	12	\$5,217.5	\$7,088.2	\$9,079.9	\$8,358.4	\$8,983.0	\$8,724.5
<i>Total Debt Service as a % of Fare and Toll Revenue after BTL Adjustments</i>		<i>53.4%</i>	<i>44.4%</i>	<i>35.4%</i>	<i>39.7%</i>	<i>38.6%</i>	<i>38.3%</i>
Operating Revenues and Subsidies after Below the Line Adjustments	12	\$17,602.6	\$16,456.2	\$19,229.9	\$18,088.4	\$18,882.0	\$18,740.4
<i>Total Debt Service as a % of Operating Rev/Subsidies after BTL Adjs.</i>		<i>15.8%</i>	<i>19.1%</i>	<i>16.7%</i>	<i>18.4%</i>	<i>18.3%</i>	<i>17.8%</i>
Non-reimbursable Expenses after Below the Line Adjustments	12	\$16,540.6	\$19,860.5	\$20,742.5	\$20,773.4	\$21,472.3	\$21,990.7
<i>Total Debt Service as a % of Non-Reimbursable Exp after BTL Adjs.</i>		<i>16.9%</i>	<i>15.8%</i>	<i>15.5%</i>	<i>16.0%</i>	<i>16.1%</i>	<i>15.2%</i>

Notes on the following page are integral to this table.

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

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

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

⁴ All bonds to be issued assume 30-year level debt service with the principal amortized over the life of the bonds, with the following exceptions: PMT Bonds for MTA Bond funded portion of the 2020-24 capital program (\$8,037 million portion), which are 30-year bonds, amortized on a level debt service basis over 20 years, from year 11 to year 30.

⁵ Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies; funds contributed to the General Transportation Account of the NYC Transportation Assistance Fund; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds, and the Payroll Mobility Tax Obligation Resolution Bonds; New York City urban tax for transit; station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.

⁶ Dedicated Tax Fund pledged revenues as shown above consist generally of the following: petroleum business tax, motor fuel tax and motor vehicle fees deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; in addition, while not reflected in the DTF pledged revenue figures above, the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Transportation Operating Assistance Account for the benefit of the MTA are also pledged. After the payment of debt service on the MTA Dedicated Tax Fund Bonds, these subsidies are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, the commuter system, and SIRTQA.

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

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

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

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

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

¹² These totals incorporate the Plan's Below-the-Line Adjustments.

Note: Does not include debt service to be paid by CBDTP Lockbox.