

\$370,030,000

**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY****(MTA BRIDGES AND TUNNELS)****General Revenue Bonds,****Series 2023B***consisting of***\$300,000,000****General Revenue Bonds,  
Subseries 2023B-1****\$70,030,000****General Revenue Refunding Bonds,  
Subseries 2023B-2****DATED: Date of Delivery****DUE: November 15, as shown on the inside cover pages**

The Triborough Bridge and Tunnel Authority (MTA Bridges and Tunnels) is issuing its General Revenue Bonds, Series 2023B (the Series 2023B Bonds) consisting of General Revenue Bonds, Subseries 2023B-1 (the Subseries 2023B-1 Bonds) and General Revenue Refunding Bonds, Subseries 2023B-2 (the Subseries 2023B-2 Bonds). MTA Bridges and Tunnels anticipates that the proceeds of the Subseries 2023B-1 Bonds will be used to (i) finance bridge and tunnel projects in the MTA Bridges and Tunnels Capital Program, and (ii) pay certain financing, legal and miscellaneous expenses associated with the Subseries 2023B-1 Bonds. MTA Bridges and Tunnels anticipates that the proceeds of the Subseries 2023B-2 Bonds will be used to (i) refund certain outstanding bonds of MTA Bridges and Tunnels, and (ii) pay certain financing, legal and miscellaneous expenses associated with the Subseries 2023B-2 Bonds. See "APPLICATION OF PROCEEDS" herein.

The Series 2023B Bonds —

- are general obligations of MTA Bridges and Tunnels, payable generally from the net revenues collected on the bridges and tunnels operated by MTA Bridges and Tunnels as described herein, 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.

MTA Bridges and Tunnels has no taxing power.

In the opinion of Nixon Peabody LLP and D. Seaton and Associates, P.A., P.C., Co-Bond Counsel to MTA Bridges and Tunnels, under existing law and relying on certain representations by MTA Bridges and Tunnels and assuming the compliance by MTA Bridges and Tunnels with certain covenants, interest on the Series 2023B 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 individual alternative minimum tax.*

Also in the opinion of Co-Bond Counsel, under existing law, interest on the Series 2023B 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.

The Series 2023B Bonds will bear interest at the rates shown on the inside cover pages hereof.

The Subseries 2023B-1 Bonds are subject to redemption prior to maturity as described herein. The Subseries 2023B-2 Bonds are not subject to redemption prior to maturity.

The Series 2023B 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 17, 2023.

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 2023B 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.

**Siebert Williams Shank & Co., LLC**

**Drexel Hamilton, LLC**  
**BofA Securities**  
**J.P. Morgan**

**Rice Financial Products Company**  
**Goldman Sachs & Co. LLC**

**Stern Brothers & Co.**  
**Jefferies**  
**Ramirez & Co., Inc.**

Blaylock Van, LLC  
 Raymond James

Mischler Financial Group, Inc  
 RBC Capital Markets

PNC Capital Markets  
 UBS

August 9, 2023

**\$370,030,000**  
**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY**  
**(MTA BRIDGES AND TUNNELS)**  
**General Revenue Bonds,**  
**Series 2023B**

*consisting of*

**\$300,000,000**  
**General Revenue Bonds,**  
**Subseries 2023B-1**

**\$144,160,000 Serial Bonds**

<u>Maturity (November 15)</u>	<u>Principal Amount</u>	<u>Interest Rate</u>	<u>Yield</u>	<u>CUSIP Number* (89602R)</u>
2034	\$9,055,000	5.00%	3.14% <sup>†</sup>	KG9
2035	9,510,000	5.00	3.22 <sup>†</sup>	KH7
2036	9,985,000	5.00	3.33 <sup>†</sup>	KJ3
2037	10,485,000	5.00	3.45 <sup>†</sup>	KK0
2038	11,010,000	5.00	3.58 <sup>†</sup>	KL8
2039	11,560,000	5.00	3.70 <sup>†</sup>	KM6
2040	12,135,000	5.00	3.80 <sup>†</sup>	KN4
2041	12,745,000	5.00	3.85 <sup>†</sup>	KP9
2042	13,380,000	5.00	3.91 <sup>†</sup>	KQ7
2043	14,050,000	5.00	3.95 <sup>†</sup>	KR5
2044	14,755,000	5.00	3.98 <sup>†</sup>	KS3
2045	15,490,000	5.00	4.02 <sup>†</sup>	KT1

\$51,275,000 5.00% Term Bond due November 15, 2048, Yield: 4.11%<sup>†</sup>  
CUSIP Number\* 89602R KU8

\$104,565,000 5.25% Term Bond due November 15, 2053, Yield: 4.10%<sup>†</sup>  
CUSIP Number\* 89602R KV6

The following summarizes the optional redemption provisions of the Subseries 2023B-1 Bonds: the Subseries 2023B-1 Bonds are subject to redemption prior to maturity on any date on or after November 15, 2033, 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 SERIES 2023B BONDS – Redemption Prior to Maturity” in **Part I**.

\* 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 2023B 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 2023B Bonds or as indicated above. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Series 2023B 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 2023B Bonds.

<sup>†</sup> Priced at the stated yield to the November 15, 2033 optional redemption date at a redemption price of 100%.

**\$70,030,000**  
**General Revenue Refunding Bonds,**  
**Subseries 2023B-2**

<b><u>Maturity</u></b> <b><u>(November 15)</u></b>	<b><u>Principal</u></b> <b><u>Amount</u></b>	<b><u>Interest</u></b> <b><u>Rate</u></b>	<b><u>Yield</u></b>	<b><u>CUSIP Number*</u></b> <b><u>(89602R)</u></b>
2024	\$19,020,000	5.00%	3.30%	KW4
2025	7,220,000	5.00	3.14	KX2
2026	7,715,000	5.00	3.03	KY0
2027	16,310,000	5.00	2.94	KZ7
2028	6,270,000	5.00	2.90	LA1
2029	6,585,000	5.00	2.92	LB9
2030	6,910,000	5.00	2.92	LC7

The following summarizes the optional redemption provisions of the Subseries 2023B-2 Bonds: the Subseries 2023B-2 Bonds are not subject to redemption prior to maturity.

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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 2023B 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 2023B Bonds or as indicated above. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Series 2023B 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 2023B Bonds.

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**Triborough Bridge and Tunnel Authority**  
**(MTA Bridges and Tunnels)**  
**Triborough Station, Box 35**  
**New York, New York 10035**  
**(212) 360-3000**  
**Website: <https://new.mta.info>**

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Andrew B. Albert ..... Non-Voting Member  
Jamey Barbas ..... 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. Mihaltses ..... Member  
Frankie Miranda ..... Member  
John-Ross Rizzo ..... Member  
John Samuelsen ..... Non-Voting Member  
Sherif Soliman ..... Member  
Lisa Sorin ..... Member  
Vincent Tessitore, Jr. .... Non-Voting Member  
Midori Valdivia ..... Member  
Neal Zuckerman ..... Member

Catherine Sheridan ..... Interim President, MTA Bridges and Tunnels  
Paul Friman, Esq. .... General Counsel and Corporate Secretary

Kevin Willens ..... Chief Financial Officer, MTA  
Olga Chernat ..... Deputy Chief, Financial Services, MTA

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New York, New York

Co-Bond Counsel

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New York, New York

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San Francisco, California

Co-Financial Advisors

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New York, New York  
Independent Engineers

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 2023B 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 MTA Bridges and Tunnels General Revenue Bonds. Investors should carefully review that detailed information in its entirety before making a decision to purchase any of the bonds being issued.

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 .....	General Revenue Bonds, Series 2023B (the Series 2023B Bonds) consisting of General Revenue Bonds, Subseries 2023B-1 (the Subseries 2023B-1 Bonds) and General Revenue Refunding Bonds, Subseries 2023B-2 (the Subseries 2023B-2 Bonds).		
Purpose of Issue .....	The Subseries 2023B-1 Bonds are being issued to (i) finance bridge and tunnel projects in the MTA Bridges and Tunnels Capital Program, and (ii) pay certain financing, legal, and miscellaneous expenses associated with the Subseries 2023B-1 Bonds. The Subseries 2023B-2 Bonds are being issued to (i) refund certain outstanding bonds of MTA Bridges and Tunnels, as set forth in <b>Attachment 5</b> (the Refunded Bonds), and (ii) pay certain financing, legal, and miscellaneous expenses associated with the Subseries 2023B-2 Bonds. See “APPLICATION OF PROCEEDS” in <b>Part I</b> .		
Maturities and Rates.....	The Series 2023B Bonds mature on the dates and bear interest at the rates shown on the inside cover pages of this official statement.		
Denominations .....	\$5,000 or any integral multiple thereof.		
Interest Payment Dates.....	Semiannually on May 15 and November 15, commencing November 15, 2023.		
Redemption.....	See “DESCRIPTION OF SERIES 2023B BONDS – Redemption Prior to Maturity” in <b>Part I</b> .		
Sources of Payment and Security.....	Net revenues collected on the bridges and tunnels operated by MTA Bridges and Tunnels, as described herein. See “SOURCES OF PAYMENT AND SECURITY FOR THE BONDS” in <b>Part II</b> .		
Registration of the Bonds.....	DTC Book-Entry-Only System. No physical certificates evidencing ownership of a Series 2023B Bond will be delivered, except to DTC.		
Trustee .....	The Bank of New York Mellon, New York, New York.		
Co-Bond Counsel.....	Nixon Peabody LLP, New York, New York, and D. Seaton and Associates, P.A., P.C., 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
	Moody’s:	Aa3	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> .		
Co-Counsel to Underwriters .....	Katten Muchin Rosenman LLP, New York, New York and the Law Offices of Joseph C. Reid, P.A., New York, New York.		
Independent Engineers.....	Stantec Consulting Services Inc., 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 2023B 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 2023B 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 2023B 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 Bridges and Tunnels' and the Independent Engineers' beliefs, as well as assumptions made by, and information currently available to, the management and staff of MTA Bridges and Tunnels and the Independent Engineers 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 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 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 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 Bridges and Tunnels' management, were prepared on a reasonable basis, reflect the best currently available estimates and judgments, and present, to the best of management's knowledge and belief, the expected course of action and the expected future financial performance of 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 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 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 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 Bridges and Tunnels' financial statements for the years ended December 31, 2022 and 2021, 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 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 2023B Bonds, or
  - the tax-exempt status of the interest on the Series 2023B Bonds.
- ***Overallotment and Stabilization.*** The Underwriters may overallot or effect transactions that stabilize or maintain the market prices of the Series 2023B 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 2023B BONDS .....	4
APPLICATION OF PROCEEDS .....	4
DESCRIPTION OF SERIES 2023B BONDS .....	4
General .....	4
Redemption Prior to Maturity .....	5
DEBT SERVICE ON THE BONDS .....	6
PART II. SOURCES OF PAYMENT AND SECURITY FOR THE BONDS .....	8
SOURCES OF PAYMENT .....	8
SECURITY .....	12
Pledge Effected by the MTA Bridges and Tunnels Senior Resolution .....	12
Revenues and Additional MTA Bridges and Tunnels Projects .....	12
Flow of Revenues .....	13
Rate Covenant .....	14
Additional Bonds .....	14
Refunding Bonds .....	15
Parity Debt .....	15
Subordinate Obligations .....	15
PART III. OTHER INFORMATION ABOUT THE SERIES 2023B BONDS .....	16
TAX MATTERS .....	16
General .....	16
The Series 2023B Bonds .....	16
Bond Premium .....	17
Information Reporting and Backup Withholding .....	17
Miscellaneous .....	17
BOARD POLICY REGARDING SENIOR LIEN COVERAGE .....	18
LEGALITY FOR INVESTMENT .....	18
VERIFICATION OF MATHEMATICAL COMPUTATIONS .....	18
LITIGATION .....	18
CO-FINANCIAL ADVISORS .....	19
UNDERWRITING .....	19
RATINGS .....	20
LEGAL MATTERS .....	20
CONTINUING DISCLOSURE UNDER SEC RULE 15c2-12 .....	20
FURTHER INFORMATION .....	22
<b>Attachment 1</b> – Book-Entry-Only System	
<b>Attachment 2</b> – Continuing Disclosure Under SEC Rule 15c2-12	
<b>Attachment 3</b> – Form of Approving Opinions of Co-Bond Counsel	
<b>Attachment 4</b> – Copy of Bringdown Letter of Stantec Consulting Services Inc.	
<b>Attachment 5</b> – Bonds to be Refunded	
<b>Attachment 6</b> – First Quarterly Update to the ADS, dated July 28, 2023	

**Information Included by Specific Cross-reference.** The following portions of MTA’s 2023 Combined Continuing Disclosure Filings, dated April 28, 2023, as supplemented on July 5, 2023, and as updated by the First Quarterly Update, dated July 28, 2023, 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 delivery date of the Series 2023B Bonds, together with any supplements or amendments thereto:

- **Part I** – MTA Annual Disclosure Statement (the **MTA Annual Disclosure Statement** or **ADS**)
- **Appendix D** – Audited Financial Statements of Triborough Bridge and Tunnel Authority for the Years Ended December 31, 2022 and 2021 (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:

- MTA Bridges and Tunnels Senior Lien Resolution (i.e., as used in this official statement, the MTA Bridges and Tunnels Senior Resolution)
- Annex A – Standard Resolution Provisions
- **Appendix E** – History and Projection of Traffic, Toll Revenues and Expenses and Review of Physical Conditions of the Facilities of Triborough Bridge and Tunnel Authority, dated April 28, 2023, prepared by Stantec Consulting Services Inc.

On July 17, 2023, 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, 2023. 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 D**, 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 financial statements of MTA Bridges and Tunnels for the years ended December 31, 2022 and 2021, 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 MTA Bridges and Tunnels’ financial statements for the years ended December 31, 2022 and 2021, 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 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 the Metropolitan Transportation Authority (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 is an affiliate of MTA. 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 certain payroll mobility taxes transferred by MTA within the MTA’s service region (the MTA Commuter Transportation District), 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 the MTA Commuter Transportation District, 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; the MTA Construction and Development Company; and MTA Grand Central Madison Concourse Operating Company. MTA issues debt obligations to finance a substantial portion of the capital costs of these systems.

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) and responsibility for implementing, operating and maintaining the CBD Tolling Program was assigned to MTA Bridges and Tunnels. Once operational, the CBD Tolling Program is expected to charge a toll for vehicles entering or remaining in the Central Business District, 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. 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, and 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 (as described in “FINANCIAL INFORMATION – REVENUES OF THE RELATED ENTITIES – Capital Program Funding Sources” in Part 2 of the **ADS**). See “STATISTICAL INFORMATION – RIDERSHIP AND FACILITIES USE – Central Business District Tolling Program” in Part 5 of the **ADS** and **Attachment 6** – “First Quarterly Update to the ADS, dated July 28, 2023”.

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 2023 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** or the MTA Bridges and Tunnels Senior 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 memoranda 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 Bridges and Tunnels and the other Related Entities.
- **Part I** provides specific information about the Series 2023B Bonds.
- **Part II** describes the sources of payment and security for all General Revenue Bonds, including the Series 2023B Bonds.
- **Part III** provides miscellaneous information relating to the Series 2023B Bonds.
- **Attachment 1** sets forth certain provisions applicable to the book-entry-only system of registration to be used for the Series 2023B Bonds.
- **Attachment 2** sets forth a summary of certain provisions of a continuing disclosure agreement relating to the Series 2023B Bonds.
- **Attachment 3** is the form of approving opinions of Co-Bond Counsel in connection with the issuance of the Series 2023B Bonds.
- **Attachment 4** is a copy of the Bringdown Letter of Stantec Consulting Services Inc., dated August 2, 2023.
- **Attachment 5** sets forth a list of the Refunded Bonds.
- **Attachment 6** sets forth a copy of the First Quarterly Update to the ADS, dated July 28, 2023.

***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 2023B 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**.

***Bringdown Letter of Stantec Consulting Services Inc.*** In connection with the issuance of the Series 2023B Bonds, Stantec Consulting Services Inc. delivered a bringdown letter, dated August 2, 2023, of its report entitled “History and Projection of Traffic, Toll Revenues and Expenses and Review of Physical Conditions of the Facilities of Triborough Bridge and Tunnel Authority,” dated April 28, 2023, which is attached hereto as **Attachment 4**.

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## PART I. SERIES 2023B BONDS

**Part I** of this official statement, together with the Summary of Terms, provides specific information about the Series 2023B Bonds.

### APPLICATION OF PROCEEDS

MTA Bridges and Tunnels anticipates that the proceeds of the Subseries 2023B-1 Bonds (the principal amount thereof, plus original issue premium of \$29,538,838.50), in the aggregate amount of \$329,538,838.50 will be used as follows: (i) \$327,516,479.71 to finance bridge and tunnel projects in the MTA Bridges and Tunnels Capital Program, and (ii) \$2,022,358.79 to pay certain financing, legal and miscellaneous expenses associated with the Subseries 2023B-1 Bonds.

MTA Bridges and Tunnels anticipates that the proceeds of the Subseries 2023B-2 Bonds (the principal amount thereof, plus original issue premium of \$4,819,602.05), in the aggregate amount of \$74,849,602.05, together with certain other funds of MTA Bridges and Tunnels in the amount of \$953,286.11, will be used as follows: (i) \$75,447,869.23 to refund certain of the outstanding General Revenue Bonds of MTA Bridges and Tunnels set forth in **Attachment 5** (the Refunded Bonds), and to pay accrued interest thereon, and (ii) \$355,018.93 to pay certain financing, legal and miscellaneous expenses associated with the Subseries 2023B-2 Bonds.

Proceeds of the Subseries 2023B-2 Bonds, together with certain other funds of MTA Bridges and Tunnels, in the aggregate amount of \$75,447,869.23 will be deposited into an escrow account and used to acquire direct obligations of, or obligations guaranteed by, the United States of America (the Government Obligations), to pay the redemption price of the Refunded Bonds, and the interest to become due on the Refunded Bonds, on or prior to their redemption date. Upon making such deposits with the escrow agent and the issuance of certain irrevocable instructions to such escrow agent pursuant to the MTA Bridges and Tunnels Senior Resolution, the Refunded Bonds will be deemed to have been paid and will no longer be outstanding under the MTA Bridges and Tunnels Senior Resolution.

### DESCRIPTION OF SERIES 2023B BONDS

#### General

**Record Date.** The Record Date for the payment of principal of and interest on, and any Sinking Fund Installments with respect to the Series 2023B Bonds shall be the May 1 or November 1 immediately preceding such payment date.

**Book-Entry-Only System.** The Series 2023B 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 2023B Bonds. Individual purchases will be made in book-entry-only form, in the principal amount of \$5,000 or any integral multiple thereof. So long as DTC is the registered owner of the Series 2023B Bonds, all payments on the Series 2023B 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 2023B Bonds will mature and be payable as to principal, as set forth on the inside cover pages of this official statement.

**Interest Payments.** The Series 2023B Bonds will bear interest from the dated date at the per annum rates shown on the inside cover pages of this official statement. Interest will be paid semiannually on each



May 15 and November 15, beginning November 15, 2023, calculated based on a 360-day year comprised of twelve 30-day months.

**Transfers and Exchanges.** So long as DTC is the securities depository for the Series 2023B Bonds, it will be the sole registered owner of the Series 2023B Bonds, and transfers of ownership interests in the Series 2023B Bonds will occur through the DTC Book-Entry-Only System.

**Trustee and Paying Agent.** The Bank of New York Mellon, New York, New York, is Trustee and Paying Agent with respect to the Series 2023B Bonds.

### Redemption Prior to Maturity

**Optional Redemption.** The Subseries 2023B-1 Bonds are subject to redemption prior to maturity on any date on or after November 15, 2033, 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. The Subseries 2023B-2 Bonds are not subject to redemption prior to maturity.

**Mandatory Sinking Fund Redemption.** The term Subseries 2023B-1 Bonds shown below are subject to mandatory sinking fund redemption, 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), on any November 15 on and after the first sinking fund installment date shown below at the principal amount thereof plus accrued interest up to but not including the date of redemption thereof, from mandatory Sinking Fund Installments that are required to be made in amounts sufficient to redeem on November 15 of each year the principal amount of such Subseries 2023B-1 Bonds shown below:

Subseries 2023B-1 2048 5.00% Term Bond		
	Sinking Fund Redemption Date (November 15)	Sinking Fund Installment
first payment	2046	\$16,265,000
	2047	17,080,000
final maturity	2048	17,930,000
average life – 24.277 years		

Subseries 2023B-1 2053 5.25% Term Bond		
	Sinking Fund Redemption Date (November 15)	Sinking Fund Installment
first payment	2049	\$18,830,000
	2050	19,815,000
	2051	20,860,000
	2052	21,955,000
final maturity	2053	23,105,000
average life – 28.347 years		

***Credit Toward Mandatory Sinking Fund Redemption.*** MTA Bridges and Tunnels may take credit toward mandatory Sinking Fund Installment requirements as follows, and, if taken, thereafter reduce the amount of the term Subseries 2023B-1 Bonds otherwise subject to mandatory Sinking Fund Installments on the date for which credit is taken:

- If MTA Bridges and Tunnels directs the Trustee to purchase or redeem term Subseries 2023B-1 Bonds with money in the Debt Service Fund (at a price not greater than par plus accrued interest to the date of purchase or redemption), then a credit of 100% of the principal amount of those bonds will be made against the next Sinking Fund Installment due.
- If MTA Bridges and Tunnels purchases or redeems term Subseries 2023B-1 Bonds with other available moneys, then the principal amount of those bonds will be credited against future Sinking Fund Installment requirements in any order, and in any annual amount, that MTA Bridges and Tunnels may direct.

***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 Subseries 2023B-1 Bonds as a whole at the time and at the price and in accordance with the terms upon which the Subseries 2023B-1 Bonds are otherwise redeemable.

***Redemption Notices.*** So long as DTC is the securities depository for the Subseries 2023B-1 Bonds, redemption notices to DTC will be sent at least 20 days before the redemption date. If the Subseries 2023B-1 Bonds are not held in book-entry-only form, then redemption notices will be mailed directly to bondholders within the same time frame. A redemption of the Subseries 2023B-1 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 it is conditional upon receipt by the Trustee of money sufficient to pay the Redemption Price or upon the satisfaction of any other condition, or that it 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. **Please note that all redemptions are final - even if beneficial owners do not receive their notice, and even if that notice has a defect.**

***Redemption Process.*** If unconditional notice of redemption has been given, then on the redemption date the Subseries 2023B-1 Bonds called for redemption will become due and payable. If conditional notice of redemption has been given and the Trustee holds money sufficient to pay the redemption price of the affected Subseries 2023B-1 Bonds, and any other conditions included in such notice have been satisfied, then on the redemption date the Subseries 2023B-1 Bonds called for redemption will become due and payable. In either case, after the redemption date, no interest will accrue on those Subseries 2023B-1 Bonds, and a bondholder's only right will be to receive payment of the redemption price upon surrender of those Subseries 2023B-1 Bonds.

## **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 General Revenue Bonds, (ii) the debt service on the Series 2023B Bonds, and (iii) the aggregate debt service on all MTA Bridges and Tunnels General Revenue Bonds to be outstanding after the issuance of the Series 2023B Bonds. **Table 1** does not include debt service on outstanding Subordinated Indebtedness issued by MTA Bridges and Tunnels.

**Table 1**  
**MTA Bridges and Tunnels General Revenue Bonds**  
**Aggregate Senior Lien Debt Service<sup>(1)</sup>**  
**(\$ in thousands)**

Year Ending December 31,	Debt Service on Series 2023B Bonds			Total	Aggregate Debt Service <sup>(5)</sup>
	Debt Service on Outstanding Bonds <sup>(2)(3)(4)</sup>	Principal	Interest		
2023	\$ 329,269	-	\$ 4,586	\$ 4,586	\$333,855
2024	632,247	\$ 19,020	18,763	37,783	670,030
2025	717,514	7,220	17,812	25,032	742,546
2026	732,234	7,715	17,451	25,166	757,400
2027	723,266	16,310	17,065	33,375	756,641
2028	739,667	6,270	16,250	22,520	762,187
2029	646,032	6,585	15,936	22,521	668,553
2030	638,994	6,910	15,607	22,517	661,511
2031	649,484	-	15,261	15,261	664,745
2032	653,643	-	15,261	15,261	668,905
2033	440,834	-	15,261	15,261	456,096
2034	536,317	9,055	15,261	24,316	560,633
2035	507,149	9,510	14,809	24,319	531,468
2036	448,694	9,985	14,333	24,318	473,012
2037	448,879	10,485	13,834	24,319	473,198
2038	448,481	11,010	13,310	24,320	472,800
2039	315,937	11,560	12,759	24,319	340,256
2040	320,158	12,135	12,181	24,316	344,474
2041	411,331	12,745	11,574	24,319	435,650
2042	304,518	13,380	10,937	24,317	328,835
2043	256,214	14,050	10,268	24,318	280,532
2044	329,336	14,755	9,566	24,321	353,657
2045	293,470	15,490	8,828	24,318	317,788
2046	316,616	16,265	8,053	24,318	340,935
2047	296,571	17,080	7,240	24,320	320,891
2048	276,572	17,930	6,386	24,316	300,888
2049	182,678	18,830	5,490	24,320	206,998
2050	161,655	19,815	4,501	24,316	185,971
2051	147,928	20,860	3,461	24,321	172,249
2052	147,925	21,955	2,366	24,321	172,246
2053	148,201	23,105	1,213	24,318	172,519
2054	148,400	-	-	-	148,400
2055	81,986	-	-	-	81,986
2056	82,192	-	-	-	82,192
2057	34,261	-	-	-	34,261
<b>Total</b>	<b>\$ 13,548,654</b>	<b>\$370,030</b>	<b>\$355,625</b>	<b>\$725,655</b>	<b>\$14,274,308</b>

(1) Totals may not add due to rounding.

(2) Includes the following assumptions for debt service: variable rate bonds at an assumed rate of 4.0%; variable rate bonds swapped to fixed at the applicable fixed rate on the swap; floating rate notes at an assumed rate of 4.0% plus the current fixed spread; floating rate notes swapped to fixed at the applicable fixed rate on the swap plus the current fixed spread; Series 2001C Bonds and a portion of Series 2005A Bonds at an assumed rate of 4.0%; interest paid monthly, calculated on the basis of a 360-day year consisting of twelve 30-day months.

(3) Debt service has not been reduced to reflect expected receipt of Build America Bond interest subsidies relating to certain Outstanding Bonds; such subsidies do not constitute pledged revenues under the MTA Bridges and Tunnels Senior Resolution.

(4) Excludes debt service on General Revenue Bonds to be refunded with proceeds of the Subseries 2023B-2 Bonds.

(5) Figures reflect amounts outstanding as of the date of delivery of the Series 2023B 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 General Revenue Bonds of MTA Bridges and Tunnels, including the Series 2023B Bonds.

### SOURCES OF PAYMENT

MTA Bridges and Tunnels receives its revenues from all tolls, rates, fees, charges, rents, proceeds of use and occupancy insurance on any portion of its tunnels, bridges and other facilities, including the net revenues of the Battery Parking Garage, and MTA Bridges and Tunnels' receipts from those sources, after payment of MTA Bridges and Tunnels' operating expenses, are pledged to the holders of the Bonds for payment, as described below.

The following seven bridges and two tunnels constitute MTA Bridges and Tunnels Facilities for purposes of the MTA Bridges and Tunnels Senior Resolution:

- Robert F. Kennedy Bridge (formerly the Triborough Bridge),
- Verrazzano-Narrows Bridge,
- Bronx-Whitestone Bridge,
- Throgs Neck Bridge,
- Henry Hudson Bridge,
- Marine Parkway-Gil Hodges Memorial Bridge,
- Cross Bay Veterans Memorial Bridge,
- Hugh L. Carey Tunnel (formerly the Brooklyn-Battery Tunnel), and
- Queens Midtown Tunnel.

MTA Bridges and Tunnels is required to fix and collect tolls for the MTA Bridges and Tunnels Facilities, and MTA Bridges and Tunnels' power to establish toll rates is not subject to the approval of any governmental entity. For more information relating to MTA Bridges and Tunnels' power to establish tolls, see Part 5 of the **ADS** – “RIDERSHIP AND FACILITIES USE – Toll Rates.”

For more detailed information about MTA Bridges and Tunnels' tolls, see the report of the Independent Engineers included by specific cross-reference herein entitled “History and Projection of Traffic, Toll Revenues and Expenses and Review of Physical Conditions of the Facilities of Triborough Bridge and Tunnel Authority” dated April 28, 2023, and the Bringdown Letter of Stantec Consulting Services Inc., dated August 2, 2023, and included herein as **Attachment 4** (collectively, the Independent Engineers' Report). Readers should understand that the projections set forth in the Independent Engineers' Report have been developed based upon methodologies and using assumptions that may be different from the methodologies and assumptions used by MTA Bridges and Tunnels in connection with preparing the MTA July Financial Plan 2024-2027 as presented to the Finance Committee of the MTA Board on July 17, 2023 (the July Financial Plan). Consequently, the projections set forth in the Independent Engineers' Report and in the July Financial Plan may differ. Prospective investors should read the Independent Engineers' Report in its entirety, including the updated traffic volume and toll revenue calculations detailed in **Attachment 4**.

Copies of MTA Bridges and Tunnels' audited financial statements for the years ended December 31, 2022 and 2021 are included herein by specific cross-reference.

From time to time, legislation has been introduced by various State legislators seeking, among other things, to restrict the level of tolls on certain of MTA Bridges and Tunnels Facilities, to require approval of

future toll increases by the Governor, or to eliminate minimum tolls or to require discounts or free passage to be accorded to certain users of MTA Bridges and Tunnels Facilities. Under the MTA Bridges and Tunnels Act, however, the State has covenanted to holders of MTA Bridges and Tunnels' bonds that it will not limit or alter the rights vested in MTA Bridges and Tunnels to establish and collect such charges and tolls as may be convenient or necessary to produce sufficient revenue to fulfill the terms of any agreements made with the holders of MTA Bridges and Tunnels bonds or in any way to impair rights and remedies of those bondholders.

**Table 2** sets forth, by MTA Bridges and Tunnels Facility, the amount of revenues for each of the last five years, as well as operating expenses.

**Table 2**

**MTA Bridges and Tunnels  
Historical Revenues, Operating Expenses and Senior Lien Debt Service  
(\$ in thousands)<sup>(1)</sup>**

	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
Bridge and Tunnel Revenues:					
Robert F. Kennedy Bridge	\$449,086	\$463,134	\$355,004	\$466,908	\$503,541
Verrazzano-Narrows Bridge	434,963	453,343	386,978	515,132	544,527
Bronx Whitestone Bridge	334,325	352,093	282,204	379,286	401,877
Throgs Neck Bridge	345,992	356,078	293,274	348,927	368,082
Henry Hudson Bridge	84,422	88,568	59,958	91,874	97,581
Marine Parkway Gil Hodges Memorial Bridge	17,526	18,507	16,560	20,381	21,208
Cross Bay Veterans' Memorial Bridge	18,647	19,543	17,741	21,392	21,626
Queens Midtown Tunnel	175,919	198,866	134,251	192,306	221,532
Hugh L. Carey Tunnel	114,783	121,279	93,783	133,671	152,410
Total Bridge and Tunnel Revenues:	<u>\$1,975,663</u>	<u>\$2,071,411</u>	<u>\$1,639,753</u>	<u>\$2,169,877</u>	<u>\$2,332,384</u>
Investment Income and Other <sup>(2)</sup>	<u>30,106</u>	<u>31,921</u>	<u>22,716</u>	<u>24,726</u>	<u>31,251</u>
<b>Total Revenues</b>	<b><u>\$2,005,769</u></b>	<b><u>\$2,103,332</u></b>	<b><u>\$1,662,469</u></b>	<b><u>\$2,194,603</u></b>	<b><u>\$2,363,636</u></b>
Operating Expenses <sup>(3)</sup>					
Personnel Costs <sup>(4)</sup>	\$275,410	\$286,792	\$254,547	\$234,823	\$225,071
Maintenance and Other Operating Expenses	256,210	257,028	212,188	227,203	247,772
<b>Total Operating Expenses</b>	<b><u>\$531,620</u></b>	<b><u>\$543,820</u></b>	<b><u>\$466,735</u></b>	<b><u>\$462,026</u></b>	<b><u>\$472,843</u></b>
<b>Net Revenues Available for Debt Service</b>	<b>\$1,474,149</b>	<b>\$1,559,512</b>	<b>\$1,195,734</b>	<b>\$1,732,577</b>	<b>\$1,890,793</b>
<b>MTA Bridges and Tunnels Senior Lien Debt Service<sup>(5)</sup></b>	<b>\$551,552</b>	<b>\$558,253</b>	<b>\$564,261</b>	<b>\$586,373</b>	<b>\$581,186</b>
<b>Senior Lien Coverage</b>	<b>2.67x</b>	<b>2.79x</b>	<b>2.12x</b>	<b>2.95x</b>	<b>3.25x</b>

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

<sup>(2)</sup> Includes the net revenues from the Battery Parking Garage, as well as E-ZPass administrative fees and miscellaneous other revenues. Investment earnings include interest earned on bond funds, including debt service funds that were applied to the payment of debt service as follows for the years 2018 through 2022, respectively (in thousands): \$3,582, \$4,793, \$970, \$116, and \$3,167. The amounts set forth in this footnote are derived from MTA Bridges and Tunnels audited financial statements for the years 2018 through 2022.

<sup>(3)</sup> Excludes depreciation, includes GASB 75 OPEB Expense Adjustment, GASB 68 Pension Expense Adjustment, beginning as of 2021, GASB 87 Lease Adjustment.

<sup>(4)</sup> Includes regular and overtime salaries and fringe annual benefits, less capitalized personnel reimbursements.

<sup>(5)</sup> Net of Build America Bond interest subsidies of \$8.5 million in 2018, \$8.4 million in 2019, \$8.6 million in 2020 and \$8.5 million in each of 2021 and 2022.

The following should be noted in **Table 2**:

- Bridge and Tunnel Revenues – In 2020, traffic and revenues were negatively affected during the height of the COVID-19 pandemic. In 2021, paid vehicle crossings rebounded to 307.3 million, an increase of 21.4% from 2020. There were 326.3 million paid vehicle crossings in 2022, an increase of 6.2% compared to 2021, and less than 1% lower than the 329.4 million paid vehicle crossings in 2019. In addition, a toll increase was implemented in April 2021.
- Operating Expenses - Personnel Costs – The increase in 2019 was primarily due to an increase in retirement and other employee benefits. The decrease in 2020 was primarily due to a decrease in salaries and benefits and other post-employment benefits. The decreases in 2021 and 2022 were primarily due to a decrease in salaries and benefits and other post-employment benefits as a result of lower headcount.
- Operating Expenses - Maintenance and Other Operating Expenses – In 2019, there was a slight increase in non-labor expenses due to higher credit card fees associated with the toll increase implemented on March 31, 2019, and general inflationary adjustments across a variety of areas. The decrease in 2020 was primarily due to lower major maintenance and bridge painting costs, lower legal expenses, and lower credit card fees. The increase in 2021 was due to higher legal expenses, credit card fees and insurance, offset by lower major maintenance and bridge painting costs. The increase in 2022 is primarily due to higher major maintenance and bridge painting costs, credit card fees and insurance.

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**Table 3** sets forth certain revenues and expenses, including debt service, relating to MTA Bridges and Tunnels' Mid-Year Forecast 2023 and Preliminary Budget 2024 based on the July Financial Plan. The projection of estimated revenues and expenses set forth in the report by MTA Bridges and Tunnels' Independent Engineers (which is included by specific cross-reference in this official statement), is different from that set forth in the Mid-Year Forecast 2023 and Preliminary Budget 2024, as the projection is based upon conclusions formed independently based upon the Independent Engineers' own methodology and assumptions. Prospective investors should read the Independent Engineers' Report in its entirety, including the Independent Engineers' bringdown letter included herein as **Attachment 4**.

**Table 3**  
**MTA Bridges and Tunnels**  
**Mid-Year Forecast 2023 and Preliminary Budget 2024**  
**(\$ in thousands)<sup>(1)</sup>**

	<b>Mid-Year Forecast 2023</b>	<b>Preliminary Budget 2024</b>
Operating Revenue		
Toll Revenue	\$2,449,087	\$2,522,441
Investment Income and Other Operating Revenue <sup>(2)</sup>	<u>20,176</u>	<u>20,176</u>
<b>Total Revenues</b>	<b><u>\$2,469,263</u></b>	<b><u>\$2,542,617</u></b>
Operating Expenses <sup>(3)</sup>		
Personnel Costs (net of reimbursements) <sup>(4)</sup>	\$255,159	\$263,979
Maintenance and Other Operating Expenses	<u>301,576</u>	<u>306,806</u>
<b>Total Operating Expenses</b>	<b><u>\$556,734</u></b>	<b><u>\$570,786</u></b>
<b>Net Revenues Available for Debt Service</b>	<b>\$1,912,529</b>	<b>\$1,971,831</b>
<b>MTA Bridges and Tunnels Senior Lien Debt Service<sup>(5)</sup></b>	<b>\$607,386</b>	<b>\$656,563</b>
<b>Senior Lien Coverage</b>	<b>3.15x</b>	<b>3.00x</b>

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

<sup>(2)</sup> Includes the net revenues from the Battery Parking Garage, as well as E-ZPass administrative fees and miscellaneous other revenues. Investment earnings include interest earned on bond funds, including debt service funds that were applied to the payment of debt service as follows for the years 2018 through 2022, respectively (in thousands); \$3,582, \$4,793, \$970, \$116, and \$3,167. The amounts set forth in this footnote are derived from MTA Bridges and Tunnels' audited financial statements for the years 2018 through 2022.

<sup>(3)</sup> Excludes depreciation, GASB 75 OPEB Expense Adjustment, GASB 68 Pension Expense Adjustment, and GASB 87 Lease Adjustment.

<sup>(4)</sup> Includes regular and overtime salaries and fringe annual benefits, less capitalized personnel reimbursements.

<sup>(5)</sup> Debt service is net of the expected receipt of annual Build America Bonds interest subsidies of approximately \$8.3 million in 2023 and \$8.2 million in 2024. Such interest subsidies do not constitute revenues under the MTA Bridges and Tunnels Senior Resolution. Debt service includes forecasted issuances and assumptions regarding interest rates set forth in the July Financial Plan.

## SECURITY

General Revenue Bonds are general obligations of MTA Bridges and Tunnels payable solely from the Trust Estate (described below) pledged for the payment of the General Revenue Bonds and Parity Debt pursuant to the terms of the MTA Bridges and Tunnels Senior Resolution, after the payment of Operating Expenses. The MTA Bridges and Tunnels Senior Resolution, including the Standard Resolution Provisions, are included by specific cross-reference herein.

*General Revenue 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.*

### **Pledge Effected by the MTA Bridges and Tunnels Senior Resolution**

The Bonds and Parity Debt issued in accordance with the MTA Bridges and Tunnels Senior Resolution are secured by a net pledge of Revenues after the payment of Operating Expenses.

Pursuant to, and in accordance with, the MTA Bridges and Tunnels Senior Resolution, MTA Bridges and Tunnels has pledged to the holders of the General Revenue Bonds a “Trust Estate,” which consists of:

- Revenues,
- the proceeds from the sale of the General Revenue Bonds, and
- all funds, accounts and subaccounts established by the MTA Bridges and Tunnels Senior Resolution (except those established pursuant to a related supplemental resolution, and excluded by such supplemental resolution from the Trust Estate as security for all General Revenue Bonds in connection with variable interest rate obligations, put obligations, parity debt, subordinated contract obligations or subordinated debt).

### **Revenues and Additional MTA Bridges and Tunnels Projects**

***Revenues from MTA Bridges and Tunnels Facilities.*** For purposes of the pledge under the MTA Bridges and Tunnels Senior Resolution, Revenues of MTA Bridges and Tunnels generally include all tolls, revenues, rates, fees, charges, rents, proceeds of use and occupancy insurance on any portion of the MTA Bridges and Tunnels Facilities (including net revenues derived from the Battery Parking Garage) and of any other insurance which insures against loss of revenues therefrom payable to or for the account of MTA Bridges and Tunnels, and other income and receipts, as received by MTA Bridges and Tunnels directly or indirectly from any of MTA Bridges and Tunnels’ operations, including the ownership or operation of any MTA Bridges and Tunnels Facilities, subject to certain exceptions.

MTA Bridges and Tunnels does not currently derive any significant recurring Revenues from any sources other than the MTA Bridges and Tunnels Facilities and investment income. Income from capital projects for the Transit and Commuter Systems, MTA Bus and MTA Staten Island Railway financed by MTA Bridges and Tunnels is not derived by or for the account of MTA Bridges and Tunnels; consequently, no revenues from any portion of the capital projects for the Transit and Commuter Systems, MTA Bus and MTA Staten Island Railway financed by MTA Bridges and Tunnels are pledged to the payment of debt service on the General Revenue Bonds.

Pledged revenues under the MTA Bridges and Tunnels Senior Resolution are not available to be expended on the implementation or administration of the CBD Tolling Program, unless the CBD Tolling Program qualifies as an Additional MTA Bridges and Tunnels Project, as defined in the MTA Bridges and Tunnels Senior Resolution. Revenues derived from the CBD Tolling Program are not available for debt service on the General Revenue Bonds of MTA Bridges and Tunnels issued to finance bridges and tunnel projects in the MTA Bridges and Tunnels Capital Program, unless the CBD Tolling Program qualifies as an Additional MTA Bridges and Tunnels Project.



For a discussion of other projects that MTA Bridges and Tunnels is authorized to undertake, see Part 4 of the **ADS** – “TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY – *Authorized Projects of MTA Bridges and Tunnels.*”

***Additional MTA Bridges and Tunnels Projects that can become MTA Bridges and Tunnels Facilities.*** If MTA Bridges and Tunnels is authorized to undertake another project, whether or not a bridge or tunnel, that project can become an MTA Bridges and Tunnels Facility for purposes of the MTA Bridges and Tunnels Senior Resolution if it is designated as such by MTA Bridges and Tunnels and it satisfies certain conditions more fully described in the MTA Bridges and Tunnels Senior Resolution included by specific cross-reference herein.

MTA Bridges and Tunnels has no present intention of qualifying the CBD Tolling Program as an Additional MTA Bridges and Tunnels Project. See “STATISTICAL INFORMATION – RIDERSHIP AND FACILITIES USE – Central Business District Tolling Program” in Part 5 of the **ADS** and **Attachment 6** – “First Quarterly Update to the ADS, dated July 28, 2023”.

### **Flow of Revenues**

The MTA Bridges and Tunnels Senior Resolution establishes the following funds and accounts, each held by MTA Bridges and Tunnels:

- Revenue Fund,
- Proceeds Fund,
- Debt Service Fund, and
- General Fund.

Under the MTA Bridges and Tunnels Senior Resolution, MTA Bridges and Tunnels is required to pay into the Revenue Fund all Revenues as and when received and available for deposit.

MTA Bridges and Tunnels is required to pay out from the Revenue Fund, on or before the 25th day of each calendar month, the following amounts in the following order of priority:

- payment of reasonable and necessary Operating Expenses or accumulation in the Revenue Fund as a reserve (i) for working capital, (ii) for such Operating Expenses the payment of which is not immediately required, including amounts determined by MTA Bridges and Tunnels to be required as an operating reserve, or (iii) deemed necessary or desirable by MTA Bridges and Tunnels to comply with orders or rulings of an agency or regulatory body having lawful jurisdiction;
- transfer to the Debt Service Fund, the amount, if any, required so that the balance in the fund is equal to Accrued Debt Service to the last day of the current calendar month; provided, however, that in no event shall the amount to be so transferred be less than the amount required for all payment dates occurring prior to the 25th day of the next succeeding calendar month;
- transfer to another person for payment of, or accrual for payment of, principal of and interest on any Subordinated Indebtedness or for payment of amounts due under any Subordinated Contract Obligations; and
- transfer to the General Fund any remaining amount.

All amounts paid out by MTA Bridges and Tunnels for an authorized purpose (excluding transfers to any other pledged Fund or Account), or withdrawn from the General Fund in accordance with the MTA Bridges and Tunnels Senior Resolution, are free and clear of the lien and pledge created by the MTA Bridges and Tunnels Senior Resolution.

Under the MTA Bridges and Tunnels Senior Resolution, MTA Bridges and Tunnels is required to use amounts in the General Fund to make up deficiencies in the Debt Service Fund and the Revenue Fund, in that order. Subject to the preceding sentence and any lien or pledge securing Subordinated Indebtedness, the MTA Bridges and Tunnels Senior Resolution authorizes MTA Bridges and Tunnels to release amounts in the General Fund to be paid to MTA Bridges and Tunnels free and clear of the lien and pledge created by the MTA Bridges and Tunnels Senior Resolution.

MTA Bridges and Tunnels is required by law to transfer amounts released from the General Fund to MTA, as operating surplus, and a statutory formula determines how MTA allocates that money between the Transit and Commuter Systems.

### **Rate Covenant**

Under the MTA Bridges and Tunnels Senior Resolution, MTA Bridges and Tunnels is required at all times to establish, levy, maintain and collect, or cause to be established, levied, maintained and collected, such tolls, rentals and other charges in connection with the MTA Bridges and Tunnels Facilities as shall always be sufficient, together with other money available therefor (including the anticipated receipt of proceeds of the sale of Obligations or other bonds, notes or other obligations or evidences of indebtedness of MTA Bridges and Tunnels that will be used to pay the principal of Obligations issued in anticipation of such receipt, but not including any anticipated or actual proceeds from the sale of MTA Bridges and Tunnels Facilities), to equal or exceed in each calendar year the greater of:

- an amount equal to the sum of amounts necessary in such calendar year
  - to pay all Operating Expenses of MTA Bridges and Tunnels, plus
  - to pay Calculated Debt Service, as well as the debt service on all Subordinated Indebtedness and all Subordinated Contract Obligations, plus
  - to maintain any reserve established by MTA Bridges and Tunnels pursuant to the MTA Bridges and Tunnels Senior Resolution, in such amount as may be determined from time to time by MTA Bridges and Tunnels in its judgment, or
- an amount such that Revenues less Operating Expenses shall equal at least 1.25 times Calculated Debt Service on all General Revenue Bonds for such calendar year.

For a more complete description of the rate covenant and a description of the minimum tolls that can be charged at the MTA Bridges and Tunnels Facilities, see the MTA Bridges and Tunnels Senior Resolution included by specific cross-reference herein.

### **Additional Bonds**

Under the provisions of the MTA Bridges and Tunnels Senior Resolution, MTA Bridges and Tunnels may issue one or more series of Additional Bonds on parity with the Series 2023B Bonds and other Outstanding Bonds to provide for Capital Costs.

***Certain Additional Bonds for MTA Bridges and Tunnels Facilities.*** MTA Bridges and Tunnels may issue Additional Bonds without satisfying any earnings or coverage test for the purpose of providing for Capital Costs relating to MTA Bridges and Tunnels Facilities for the purpose of keeping such MTA Bridges and Tunnels Facilities in good operating condition or preventing a loss of Revenues or Revenues after payment of Operating Expenses derived from such MTA Bridges and Tunnels Facilities.

***Additional Bonds for Other Purposes.*** MTA Bridges and Tunnels may issue Additional Bonds to pay or provide for the payment of all or part of Capital Costs (including payment when due on any obligation of MTA Bridges and Tunnels or any other Related Entity), relating to any of the following purposes:

- capital projects of the Transit and Commuter Systems, MTA Bus and MTA Staten Island Railway,
- any Additional MTA Bridges and Tunnels Project (that does not become a MTA Bridges and Tunnels Facility), or
- any MTA Bridges and Tunnels Facilities other than for the purposes set forth in the preceding paragraph.

In the case of Additional Bonds issued other than for the improvement, reconstruction or rehabilitation of MTA Bridges and Tunnels Facilities as described under the preceding heading, in addition to meeting certain other conditions, all as more fully described in the MTA Bridges and Tunnels Senior Resolution included by specific cross-reference herein, an Authorized Officer must certify that the historical Twelve Month Period Net Revenues are equal to at least 1.40 times the Maximum Annual Calculated Debt Service on all senior lien Bonds, including debt service on the Bonds to be issued.

### **Refunding Bonds**

Bonds may be issued for the purpose of refunding Bonds or Parity Debt if (a) the Maximum Annual Calculated Debt Service (including the refunding Bonds then proposed to be issued but not including the Bonds to be refunded) is equal to or less than the Maximum Annual Calculated Debt Service on the Bonds as calculated immediately prior to the refunding (including the refunded Bonds but not including the refunding Bonds) or (b) the conditions referred to above under Additional Bonds for the category of Bonds being refunded are satisfied.

For a more complete description of the conditions that must be satisfied before issuing refunding Bonds, see the MTA Bridges and Tunnels Senior Resolution included by specific cross-reference herein.

### **Parity Debt**

MTA Bridges and Tunnels may incur Parity Debt pursuant to the terms of the MTA Bridges and Tunnels Senior Resolution that, subject to certain exceptions, would be secured by a pledge of, and a lien on, the Trust Estate on a parity with the lien created by the MTA Bridges and Tunnels Senior Resolution with respect to the Bonds. 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 Trustee.

### **Subordinate Obligations**

The MTA Bridges and Tunnels Senior Resolution authorizes the issuance or incurrence of subordinate obligations.

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## PART III. OTHER INFORMATION ABOUT THE SERIES 2023B BONDS

**Part III** of this official statement provides miscellaneous additional information relating to the Series 2023B Bonds.

### TAX MATTERS

#### General

Nixon Peabody LLP and D. Seaton and Associates, P.A., P.C. are Co-Bond Counsel for the Series 2023B Bonds. Each Co-Bond Counsel is of the opinion that, under existing law, relying on certain statements by MTA Bridges and Tunnels and assuming compliance by MTA Bridges and Tunnels with certain covenants, interest on the Series 2023B 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 individual alternative minimum tax. For tax years beginning after December 31, 2022, interest on the Series 2023B Bonds that is included in the "adjusted financial statement income" of certain corporations is not excluded from the federal corporate alternative minimum tax.

Each Co-Bond Counsel is also of the opinion that, under existing law, interest on the Series 2023B Bonds is exempt from personal income taxes of the State and any political subdivisions of the State, including the City. See **Attachment 3** to this official statement for the form of the opinions that Co-Bond Counsel expect to deliver when the Series 2023B Bonds are delivered.

#### The Series 2023B Bonds

The Internal Revenue Code imposes requirements on the Series 2023B Bonds that MTA Bridges and Tunnels must continue to meet after the Series 2023B Bonds are issued. These requirements generally involve the way that Series 2023B Bond proceeds must be invested and ultimately used and the way that assets financed and refinanced with proceeds of the Series 2023B Bonds must be used. If MTA Bridges and Tunnels does not meet these requirements, it is possible that an Owner may have to include interest on the Series 2023B Bonds in its federal gross income on a retroactive basis to the date of issue. MTA Bridges and Tunnels has 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 2023B 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 2023B 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. It is possible that future events could change the tax treatment of the interest on the Series 2023B Bonds or affect the market price of the Series 2023B 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 2023B Bonds, or under State, local or foreign tax law.

## **Bond Premium**

If an Owner purchases a Series 2023B Bond for a price that is more than the principal amount, generally the excess is “bond premium” on that Series 2023B 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 2023B Bond will be reduced. The Owner of a Series 2023B 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 2023B Bond. An Owner in certain circumstances may realize a taxable gain upon the sale of a Series 2023B Bond with bond premium, even though the Series 2023B Bond is sold for an amount less than or equal to the Owner’s original cost. If an Owner owns any Series 2023B 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 2023B 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 2023B 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 2023B 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 2023B 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 2023B 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 2023B 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 2023B Bonds may occur. Prospective purchasers of the Series 2023B Bonds should consult their own tax advisors regarding the impact of any change in law or proposed change in law on the Series 2023B Bonds. Co-Bond Counsel have not undertaken to advise in the future whether any events after the date of issuance of the Series 2023B Bonds may affect the tax status of interest on the Series 2023B Bonds.

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

## **BOARD POLICY REGARDING SENIOR LIEN COVERAGE**

In addition to the requirements of the rate covenant and the requirements for the issuance of additional bonds for certain purposes set forth under “SECURITY – Rate Covenant” and “–Additional Bonds”, respectively, in **Part II**, the Board of MTA Bridges and Tunnels has established a policy that it will “endeavor to maintain a ratio” of Net Revenues to senior lien Debt Service of at least 1.75 times. MTA Bridges and Tunnels has been in compliance with this policy since its adoption in March 2002.

The policy does not constitute a covenant or agreement by MTA Bridges and Tunnels enforceable under the MTA Bridges and Tunnels Senior Resolution. While this policy has been in effect without change since 2002, the Board of MTA Bridges and Tunnels retains the right to amend, modify or repeal such policy and may do so at any time in its sole discretion without the consent or approval of the Trustee or any Bondholder under the MTA Bridges and Tunnels Senior Resolution.

## **LEGALITY FOR INVESTMENT**

The MTA Bridges and Tunnels Act provides that the Series 2023B 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 2023B Bonds.

## **VERIFICATION OF MATHEMATICAL COMPUTATIONS**

The arithmetical accuracy of certain computations was independently verified by Samuel Klein and Company, Certified Public Accountants (the Verification Agent). These computations indicate (i) the sufficiency of available amounts held in escrow to pay on the redemption date or at maturity the principal of and interest on the Refunded Bonds, and (ii) the yields to be considered in determining that the Subseries 2023B-2 Bonds are not “arbitrage bonds” under Section 148 of the Internal Revenue Code. The Verification Agent has relied upon assumptions and information supplied by Siebert Williams Shank & Co., LLC, as representative of the Underwriters for the Series 2023B 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.

## **LITIGATION**

There is no pending litigation concerning the issuance of the Series 2023B Bonds.

MTA Bridges and Tunnels is a defendant in numerous claims and actions, the status of which is set forth in Part 6 of the ADS – “LITIGATION – MTA Bridges and Tunnels,” 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 2023B Bonds. The Co-Financial Advisors have provided MTA Bridges and Tunnels advice on the plan of finance and refunding, and have reviewed the pricing of the Series 2023B 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 2023B Bonds, acting through Siebert Williams Shank & Co., LLC, as representative, have agreed, subject to certain conditions, to purchase from MTA Bridges and Tunnels (i) the Subseries 2023B-1 Bonds described on the first inside cover page of this official statement at an aggregate purchase price of \$328,108,357.85, representing the aggregate principal amount of the Subseries 2023B-1 Bonds, plus an original issue premium of \$29,538,838.50, less an underwriters’ discount of \$1,430,480.65, and (ii) the Subseries 2023B-2 Bonds described on the second inside cover page of this official statement at an aggregate purchase price of \$74,634,342.96, representing the aggregate principal amount of the Subseries 2023B-2 Bonds, plus an original issue premium of \$4,819,602.05, less an underwriters’ discount of \$215,259.09, and to reoffer such Series 2023B Bonds at the public offering prices or yields set forth on the inside cover pages.

The Series 2023B Bonds may be offered and sold to certain dealers (including dealers depositing such Series 2023B 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 2023B Bonds is subject to certain conditions precedent, and they will be obligated to purchase all such Series 2023B Bonds if any Series 2023B 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 2023B 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 securities trading, commercial and investment banking, advisory, investment management, principal investment, hedging, financing and brokerage activities. The Underwriters and their respective affiliates may have, from time to time, performed, and may, in the future, perform, various investment banking services for 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 may make or hold a broad array of investments and actively trade debt and equity securities (or related derivative securities, which may include credit default swaps) and financial instruments (including bank loans) for their own account and for the accounts of their customers and may at any time hold long and short positions in such securities and instruments. Such investment and securities activities may involve securities and instruments of 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 2023B Bonds. Those ratings reflect only the views of the organizations assigning them. An explanation of the significance of the ratings or any outlooks or other statements given with respect thereto from each identified agency may be obtained as follows:

Fitch Ratings Hearst Tower 300 W. 57th Street New York, New York 10019 (212) 908-0500	Kroll Bond Ratings Agency, Inc. 805 Third Avenue, 29 <sup>th</sup> Floor New York, New York 10022 (212) 702-0707
Moody's Investors Service, Inc. 7 World Trade Center New York, New York 10007 (212) 553-0300	S&P Global Ratings 55 Water Street New York, New York 10041 (212) 438-2000

MTA Bridges and Tunnels has furnished information to each rating agency rating the Series 2023B Bonds, including information not included in this official statement, about MTA Bridges and Tunnels and such 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 Bridges and Tunnels or the Series 2023B Bonds. Any downward revision or withdrawal of a rating may have an adverse effect on the market price of the Series 2023B Bonds.

## LEGAL MATTERS

All legal proceedings in connection with the issuance of the Series 2023B Bonds are subject to the approval of Nixon Peabody LLP and D. Seaton and Associates, P.A., P.C., Co-Bond Counsel to MTA Bridges and Tunnels. The form of the opinion to be delivered by each Co-Bond Counsel is **Attachment 3** to this official statement.

The Underwriters have appointed Katten Muchin Rosenman LLP and the Law Offices of Joseph C. Reid, P.A., as co-counsel to the Underwriters in connection with the underwriting of the Series 2023B Bonds, which firms 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.

## CONTINUING DISCLOSURE UNDER SEC RULE 15c2-12

As more fully stated in **Attachment 2**, 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 Bridges and Tunnels' 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.

MTA Bridges and Tunnels has further agreed to deliver notice to EMMA of any failure to provide the Annual Information. MTA Bridges and Tunnels is also obligated to deliver, in a timely manner not in excess of ten business days after the occurrence of each event, notices of the following events to EMMA:

- principal and interest payment delinquencies;
- non-payment related defaults, if material;
- unscheduled draws on debt service reserves reflecting financial difficulties;
- unscheduled draws on credit enhancements reflecting financial difficulties;
- substitution of credit or liquidity providers, or their failure to perform;
- 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 Series 2023B Bonds or other material events affecting the tax status of the Series 2023B Bonds;
- modifications to the rights of security holders, if material;
- bond calls, if material, and tender offers;
- defeasances;
- release, substitution, or sale of property securing repayment of the Series 2023B Bonds, if material;
- rating changes;
- bankruptcy, insolvency, receivership of MTA Bridges and Tunnels or similar event;
- consummation of a merger, consolidation or acquisition involving an obligated person or sale of all or 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;
- appointment of a successor or additional trustee or the change in name of a trustee, if material;
- incurrence of a financial obligation, as defined in Rule 15c2-12, of MTA Bridges and Tunnels, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation of MTA Bridges and Tunnels, any of which affect security holders, if material; and
- default, event of acceleration, termination event, modification of terms or other similar events under the terms of a financial obligation of MTA Bridges and Tunnels, any of which reflect financial difficulties.

MTA Bridges and Tunnels has not 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.

MTA Bridges and Tunnels is not responsible for any failure by EMMA or any nationally recognized municipal securities information repository to timely post disclosure submitted to it by MTA Bridges and Tunnels or any failure to associate such submitted disclosure to all related CUSIPs.

## **FURTHER INFORMATION**

MTA Bridges and Tunnels may place a copy of this official statement on MTA's website at <https://new.mta.info/investors>. 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/ Olga Chernat  
Olga Chernat  
Deputy Chief, Financial Services  
Metropolitan Transportation Authority and  
Authorized Officer  
Triborough Bridge and Tunnel Authority  
(MTA Bridges and Tunnels)

## ATTACHMENT 1

### BOOK-ENTRY-ONLY SYSTEM

1. The Depository Trust Company (DTC), New York, NY, will act as securities depository for the Series 2023B Bonds. The Series 2023B 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 2023B Bond will be issued for each maturity of the Series 2023B 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 2023B 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 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 2023B Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Series 2023B Bonds on DTC's records. The ownership interest of each actual purchaser of each Series 2023B 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 2023B 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 2023B Bonds, except in the event that use of the book-entry-only system for the Series 2023B Bonds is discontinued.

4. To facilitate subsequent transfers, all Series 2023B 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 2023B 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 2023B Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such Series 2023B 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 2023B Bonds may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Series 2023B Bonds, such as redemptions, tenders, defaults, and proposed amendments to the Series 2023B Bond documents. For example, Beneficial Owners of the Series 2023B Bonds may wish to ascertain that the nominee holding the Series 2023B 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 2023B 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 2023B 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 2023B 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 2023B 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 Direct and Indirect Participants.

9. DTC may discontinue providing its services as depository with respect to the Series 2023B 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 2023B 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 2023B Bonds will be printed and delivered.

THE ABOVE INFORMATION CONCERNING DTC AND DTC'S BOOK-ENTRY-ONLY 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

### CONTINUING DISCLOSURE UNDER SEC RULE 15c2-12

In order to assist the Underwriters in complying with the provisions of Rule 15c2-12 under the Securities Exchange Act of 1934, as amended (“Rule 15c2-12”), MTA Bridges and Tunnels and the Trustee will enter into a written agreement (the “Disclosure Agreement”) for the benefit of holders of the Series 2023B Bonds to provide continuing disclosure. MTA Bridges and Tunnels will undertake to provide certain financial information and operating data by no later than 120 days after the end of each MTA Bridges and Tunnels fiscal year, commencing with the fiscal year ending December 31, 2023 (the “Annual Information”), and to provide notices of the occurrence of certain enumerated events. The Annual Information will be filed by or on behalf of MTA Bridges and Tunnels with the Electronic Municipal Market Access System (EMMA) of the Municipal Securities Rulemaking Board (MSRB). Notices of enumerated events will be filed by or on behalf of MTA Bridges and Tunnels with EMMA. The nature of the information to be provided in the Annual Information and the notices of events is set forth below.

Pursuant to Rule 15c2-12, MTA Bridges and Tunnels will undertake for the benefit of holders of Series 2023B Bonds to provide or cause to be provided either directly or through the Trustee, audited financial statements by no later than 120 days after the end of each fiscal year commencing with the fiscal year ending December 31, 2023, when and if such audited financial statements 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 for such fiscal year. MTA Bridges and Tunnels annual financial statements will be filed with EMMA.

The required Annual Information will include at least the following:

1. information of the type included in the **MTA Annual Disclosure Statement** (the **ADS**) under the following captions:
  - a. “TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY — MTA Bridges and Tunnels Facilities,”
  - b. “TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY — Authorized Projects of MTA Bridges and Tunnels,”
  - c. “RIDERSHIP AND FACILITIES USE — MTA Bridges and Tunnels — Total Revenue Vehicles,”
  - d. “RIDERSHIP AND FACILITIES USE — Toll Rates,”
  - e. “RIDERSHIP AND FACILITIES USE — Competing Facilities and Other Matters,”  
and
  - f. “EMPLOYEES, LABOR RELATIONS AND PENSION AND OTHER POST EMPLOYMENT OBLIGATIONS — MTA Bridges and Tunnels.”
2. information regarding the capital programs of MTA Bridges and Tunnels, as well as of related public authorities whose operating needs, financing activities and capital programs may have a material impact on the operations and financing activities of MTA Bridges and Tunnels,
3. a presentation of changes to indebtedness issued by MTA Bridges and Tunnels under both the MTA Bridges and Tunnels Senior Resolution and Subordinate Resolution, as well as information concerning changes to MTA Bridges and Tunnels’ debt service requirements on such indebtedness payable from Revenues,
4. historical information concerning traffic, revenues, operating expenses, MTA Bridges and Tunnels Senior Resolution debt service and debt service coverage of the type included in this official statement

in **Table 2** and included by specific cross-reference in Part 2 of the **ADS** under the heading “REVENUES OF THE RELATED ENTITIES – MTA Bridges and Tunnels Surplus,”

5. material litigation related to any of the foregoing, and
6. 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.

All or any portion of the Annual Information as well as required audited financial statements may be incorporated therein by specific reference to any other documents which have been filed with (a) EMMA or (b) the Securities and Exchange Commission (the “SEC”). 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 the Annual Information being provided for such fiscal year. If a change in accounting principles is included in any such amendment, such 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 feasible, such comparison shall also be quantitative. A notice of any such change in accounting principles shall be sent to EMMA.

MTA Bridges and Tunnels will undertake, for the benefit of holders of the Series 2023B Bonds, to provide or cause to be provided:

1. to EMMA, in a timely manner, not in excess of 10 business days after the occurrence of the event, notice of any of the events listed under the heading “CONTINUING DISCLOSURE UNDER SEC RULE 15c2-12” in this official statement with respect to the Series 2023B Bonds, and
2. to EMMA, in a timely manner, notice of a failure to provide any Annual Information required by such undertaking or any required audited financial statements.

The Disclosure Agreement provides that if any party to the Disclosure Agreement fails to comply with any provisions of its undertaking described herein, then any holder of the Series 2023B Bonds (which will include beneficial owners during any period that DTC acts as securities depository for, and DTC or its nominee is the registered owner of, the Series 2023B Bonds) 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, the undertaking 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 thereunder; provided that the sole and exclusive remedy for breach under the undertaking is an action to compel specific performance, and no person or entity, including any holder of Series 2023B Bonds, may recover monetary damages thereunder under any circumstances, and provided further that any challenge to the adequacy of any information under the undertaking may be brought only by the Trustee or the holders of 25 percent in aggregate principal amount of the Series 2023B Bonds at the time Outstanding which are affected thereby. Each of MTA Bridges and Tunnels and the Trustee reserves the right, but shall not be obligated to, enforce the obligations of the others. Failure to comply with any provisions of the undertaking shall not constitute a default under the MTA Bridges and Tunnels Senior Resolution nor give right to the Trustee or any Bondholder to exercise any remedies under the MTA Bridges and Tunnels Senior Resolution. In addition, if all or any part of Rule 15c2-12 ceases to be in effect for any reason, then the information required to be provided under the undertaking insofar as the provision of Rule 15c2-12 no longer in effect required the provision of such information, shall no longer be required to be provided.

The foregoing is intended to set forth 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 where MTA Bridges and Tunnels' undertaking calls 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 will be provided. MTA Bridges and Tunnels does not anticipate that it often will be necessary to amend the undertaking. The undertaking, however, may be amended or modified under certain circumstances set forth therein and the undertaking will continue until the earlier of the date the Series 2023B Bonds have been paid in full or legally defeased pursuant to the MTA Bridges and Tunnels Senior Resolution or the date the undertaking is no longer required by law. Copies of the undertaking when executed by the parties will be on file at the office of MTA Bridges and Tunnels.

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### ATTACHMENT 3

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

**Upon delivery of the Series 2023B Bonds in definitive form, each of Nixon Peabody LLP, New York, New York, and D. Seaton and Associates, P.A., P.C., New York, New York, Co-Bond Counsel to MTA Bridges and Tunnels, proposes to render its final approving opinion in substantially the following form:**

[Date of Closing]

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 \$370,030,000 aggregate principal amount of Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2023B (the “Series 2023B Bonds”) consisting of General Revenue Bonds, Subseries 2023B-1 and General Revenue Refunding Bonds, Subseries 2023B-2.

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 2023B 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 26, 2002 entitled “General Resolution Authorizing General Revenue Obligations”, as supplemented by a resolution of said members adopted on December 21, 2022 (collectively, the “Resolution”).

The Series 2023B 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 (the “Code”) establishes certain requirements that must be met subsequent to the issuance and delivery of the Series 2023B Bonds in order that interest on the Series 2023B Bonds be and remain excluded from gross income for federal income tax purposes under Section 103 of the Code. We have examined the Arbitrage and Use of Proceeds Certificate of TBTA, dated the date hereof (the “Arbitrage and Use of Proceeds Certificate”), in which TBTA has made representations, statements of intention and reasonable expectation, certifications of fact and covenants relating to the federal tax status of interest on the Series 2023B Bonds, including, but not limited to, certain representations with respect to the use of the proceeds of the Series 2023B Bonds and the investment of certain funds. The Arbitrage and Use of Proceeds Certificate obligates TBTA to take certain actions necessary to cause interest on the Series 2023B Bonds to be excluded from gross income pursuant to Section 103 of the Code. Noncompliance with the requirements of the Code could cause interest on the Series 2023B 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. TBTA has

covenanted in the Resolution to maintain the exclusion of the interest on the Series 2023B Bonds from gross income for federal income tax purposes pursuant to Section 103(a) of the Code.

In rendering the opinion in paragraph 5 hereof, we have relied upon and assumed (i) the 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 2023B Bonds from gross income for federal income tax purposes under Section 103 of the Code and (ii) compliance by TBTA with procedures and covenants set forth in the Arbitrage and Use of Proceeds Certificate as to such tax matters.

A portion of the proceeds of the Series 2023B Bonds is being used to refund certain of the Outstanding Obligations of TBTA issued pursuant to the Resolution (the "Refunded Bonds"). The Refunded Bonds are as described in the hereinafter defined Escrow Agreement as being refunded with proceeds of the Series 2023B Bonds. Portions of the proceeds of the Series 2023B Bonds, together with any other amounts made available by TBTA (the "Defeasance Deposit"), have been used to purchase direct obligations of, or obligations guaranteed by, the United States of America in an aggregate amount sufficient, together with any amounts held uninvested, to pay when due the principal or applicable redemption price of and interest due and to become due on the Refunded Bonds, respectively (the "Defeasance Requirement"). The Defeasance Deposit is being held in trust under an escrow agreement, dated the date hereof (the "Escrow Agreement"), by and between TBTA and The Bank of New York Mellon, as escrow agent thereunder and as Trustee under the Resolution. TBTA has given the Trustee, in form satisfactory to it, irrevocable instructions to give notice in accordance with the Resolution of the redemption of the Refunded Bonds and the deposit of the Defeasance Deposit. Samuel Klein and Company, Certified Public Accountants has prepared a report stating that it has reviewed the accuracy of the mathematical computations of the adequacy of the Defeasance Deposit, as invested, to pay in full the Defeasance Requirement when due. We have undertaken no independent verification of the adequacy of the Defeasance Deposit.

We have also examined one of said Series 2023B Bonds as executed and, in our opinion, the form of said Series 2023B 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 Trust Estate, subject only to the provisions of the Resolution permitting the application thereof for the purposes and on the terms and conditions set forth in the Resolution.
3. The Series 2023B 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 direct and general obligations of TBTA, enforceable in accordance with their terms and the terms of the Resolution, payable solely from the 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 2023B 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 2023B Bonds.

4. The Series 2023B 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.

5. Under existing statutes and court decisions, interest on the Series 2023B Bonds (i) is excluded from gross income for federal income tax purposes pursuant to Section 103 of the Code, and (ii) is not treated as a specific preference item in calculating the federal individual alternative minimum tax. For tax years beginning after December 31, 2022, interest on the Series 2023B Bonds that is included in the “adjusted financial statement income” of certain corporations is not excluded from the federal corporate alternative minimum tax.

6. Under the Issuer Act, interest on the Series 2023B Bonds is exempt from personal income taxes imposed by the State or any political subdivision thereof, including The City of New York.

7. The Escrow Agreement has been duly authorized, executed and delivered by TBTA and, assuming the due authorization, execution and delivery by the other parties thereto, is a valid and binding obligations of TBTA, enforceable in accordance with its terms. The Refunded Bonds have been paid within the meaning and with the effect expressed in the Resolution, and the covenants, agreements and other obligations of TBTA to the holders of the Refunded Bonds have been discharged and satisfied.

The opinions expressed in paragraphs 2 and 3 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 5 and 6, 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 2023B 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 2023B 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 2023B 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 2023B 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,

**ATTACHMENT 4**

**COPY OF BRINGDOWN LETTER OF STANTEC CONSULTING SERVICES INC.**

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To:	Triborough Bridge and Tunnel Authority  Triborough Station, Box 35 New York, New York 10035	From:	Rick Gobeille, PE Stantec Consulting Services, Inc  475 Fifth Avenue, 12th Floor New York, NY 10017-7239
File:	Bringdown Letter of Stantec Consulting Services Inc.	Date:	August 2, 2023

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Ladies and Gentlemen:

Our report entitled “History and Projection of Traffic, Toll Revenues and Expenses and Review of Physical Conditions of the Facilities of Triborough Bridge and Tunnel Authority,” dated April 28, 2023 (the “Report”), based on actual traffic and revenue data through February 2023, as well as preliminary unaudited traffic volumes through April 16, 2023, was reviewed in connection with, and included by specific reference in, the Preliminary Official Statement dated August 2, 2023 of the Triborough Bridge and Tunnel Authority’s (MTA Bridges and Tunnels) General Revenue Bonds, Series 2023B.

We have reviewed transaction and revenue data from March through May 2023. Additionally, we have reviewed underlying economic factors from the Report. Based on this analysis, this letter reaffirms the conclusions made in the Report and is relevant for use in connection with the Preliminary Official Statement dated August 2, 2023 of the Triborough Bridge and Tunnel Authority’s (MTA Bridges and Tunnels) General Revenue Bonds, Series 2023B.

At the time the Report was published, Stantec assumed a 2023 toll increase in accordance with the 2023-2026 MTA Financial Plan. This plan included a projected toll increase on June 1, 2023. Accordingly, Stantec assumed that at least a 6.7 percent toll increase on June 1, 2023 was needed to achieve a 5.5 percent revenue yield. However, the implementation of the toll increase is now scheduled to occur on August 6, 2023, and the official toll rates set to begin on that date differ from those estimated in the Report. In order to estimate the change in revenue due to both a new toll increase implementation date and new toll rates, Stantec analyzed an updated forecast. It is estimated that 2023 revenue will be approximately 0.8 percent lower due to these changes, with a 0.2 percent revenue decrease for each of the remaining years of the forecast period.

In July 2023, the Federal Highway Administration confirmed the conclusions found in the Final Environmental Assessment of the MTA’s Central Business District (CBD) Tolling Program, and issued a Finding of No Significant Impact, officially allowing the program to move forward. However, the effects of the CBD Tolling Program have not been included in the analysis prepared by Stantec for the Report or this Bringdown Letter as the program is still under development and insufficient information is available to make realistic assumptions regarding any impacts of the program on the TBTA facilities or projected revenues. However, such a program could have an impact on both travel patterns and TBTA revenue, none of which is reflected in the Report or this Bringdown Letter.

With the exception of the small change in revenue due to the delayed implementation of the 2023 toll increase and new toll rates, the assumptions and projections contained in the Report are reasonable and nothing has occurred in the interim that would cause us to change our underlying assumptions for the forecast as presented in the Report or negatively impact the traffic and revenue projections presented, therefore the toll traffic and revenue projections in the Report remain valid. Additionally, the conclusions as to the physical conditions and expected useful lives of the MTA Bridges and Tunnels facilities set forth in the Report remain valid.

August 2, 2023

Triborough Bridge and Tunnel Authority

Page 2 of 6

## **ATTACHMENT A**

Please see Attachment A for a detailed comparison of available actual 2023 transactions and toll revenue data to both 2022 and the Report, as well as a detailed summary of revenue shifts due to the change in date and toll rates for the 2023 toll increase implementation.

Very truly yours,

**STANTEC CONSULTING SERVICES INC.**

A handwritten signature in black ink, appearing to read "Rick Gobeille".

Rick Gobeille, PE  
Senior Principal



## ATTACHMENT A

### Toll Transaction Volumes

Stantec’s development of transaction and toll revenue forecasts for 2023 took into account the economic condition of the region, fuel prices, unusual weather events, and construction projects, among other factors. Projected toll transactions for 2023 in the Report were based on actual performance through February 2023 and projected 2023 transaction volumes for the March – December period.

Elasticity factors used in estimating the impacts of the revised toll schedules were developed in cooperation with TBTA and were based on factors developed primarily from analyzing the elasticity exhibited following the March 2017 toll increase. A shift of transactions from Tolls by Mail to E-ZPass tolls was also included in the forecast, since the differential between the E-ZPass and Tolls by Mail rates increased, making E-ZPass more attractive.

Actual 2023 transactions for January and February (the period available at the time of the Report) and for March through May (the period for which actual data are now available) are compared to actual 2022 transactions in Table 1. At the time of the Report, actual 2023 transactions through February 2023 were 9.2 percent higher than the same period in 2022. It was forecast that the base transaction levels for the remaining ten months of 2023 would increase at an average rate of 1.4 percent. For the full year 2023, transactions were projected to increase 2.5 percent. As shown in Table 1, actual 2023 transactions through May 2023 are 4.4 percent greater than the same period in 2022, and are 0.2 percent greater than Stantec’s comparable forecasts for the first five months of 2023. Actual transactions for the March through May period are 1.8 percent greater than the same period in 2022; this is 0.4 percent above the average of 1.4 percent that Stantec projected for the remainder of the 2023 year. Actual 2023 transactions for January and February (the period available at the time of the Report) and for March 2023 through May 2023 (the period for which actual data are now available) are compared to the Stantec forecast in Figure 1.

**Table 1 Systemwide MTA Bridges and Tunnels Transactions**  
(Subject to Final Audit)

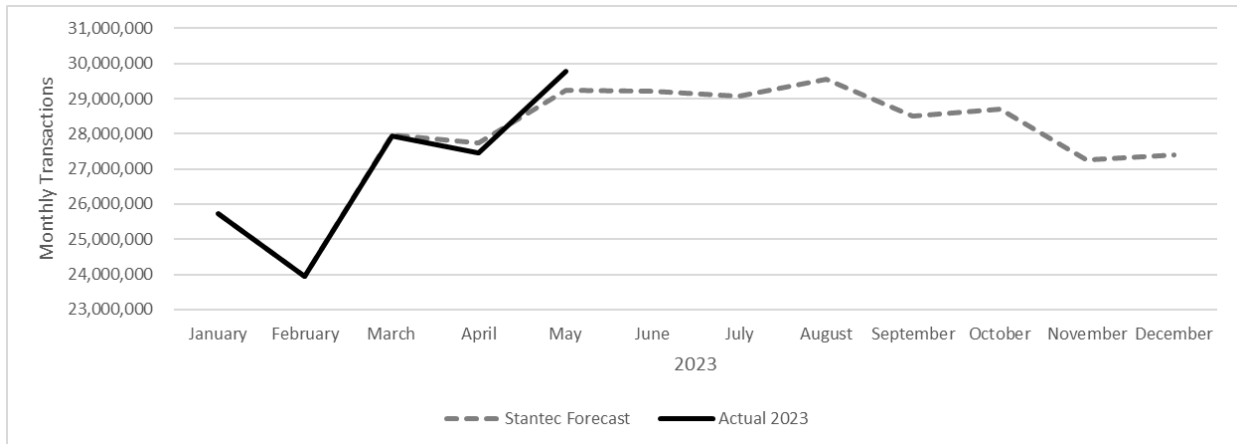
Time Period	2022 Actual	2023 Actual	Percent Change
January - February	45,481,269	49,686,334	9.2%
March - May	83,627,897	85,152,413	1.8%
Total 5 Months	129,109,166	134,838,747	4.4%

Time Period	2022 Actual	2023 Forecast	Percent Change
Actual 2022 v. Forecast 2023 (Full Year in the Report)	326,303,819	334,365,826	2.5%

Time Period	2023 Forecast	2023 Actual	Percent Change
Forecast 2023 v. Actual 2023 (January - May)	134,633,154	134,838,747	0.2%

## ATTACHMENT A

**Figure 1 Stantec Forecast v. 2023 Actual Transactions**  
 (Actual MTA Bridges and Tunnels Transactions Subject to Final Audit)



### TOLL REVENUE

Forecast total 2023 toll revenues shown in the Report were based on actual data through February 2023, projected transaction volumes for March to December 2023, current toll rates (implemented April 11, 2021), and future toll rates that were originally estimated to begin on June 1, 2023. Actual toll revenues for January and February 2023 (the period available at the time of the Report) and for March through May 2023 (the period for which actual traffic and revenue data are now available) are compared to actual January through May 2022 toll revenues in Table 2.

In our Report, Stantec forecast total 2023 toll revenues of \$2,487.0 million, a forecast increase of 6.6 percent above the actual 2022 toll revenue. Five months of actual toll revenue data through May 2023 are currently available and are 4.2 percent greater than the actual first five months of 2022. The first five months of actual 2023 toll revenues are 0.1 percent greater than Stantec’s comparable five-month 2023 forecast toll revenues. Actual monthly toll revenues from 2023 are compared to the forecast in Figure 2.

## ATTACHMENT A

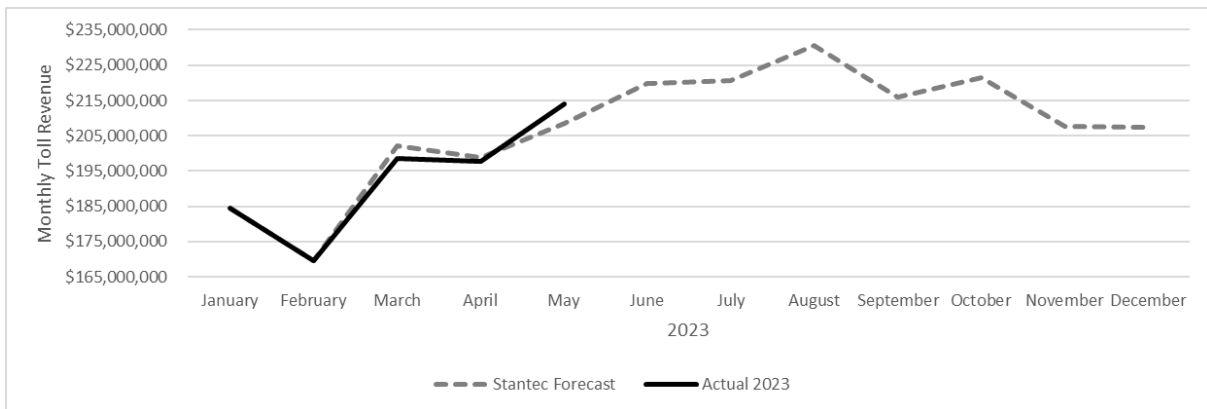
**Table 2 Systemwide MTA Bridges and Tunnels Toll Revenue**  
 (Subject to Final Audit)

Time Period	2022 Actual	2023 Actual	Percent Change
January - February	\$ 327,827,886	\$ 354,161,045	8.0%
March - May	\$ 598,001,408	\$ 610,391,917	2.1%
Total 5 Months	\$ 925,829,294	\$ 964,552,962	4.2%

Time Period	2022 Actual	2023 Forecast	Percent Change
Actual 2022 v. Forecast 2023 (Full Year in the Report)	\$ 2,332,384,390	\$ 2,486,988,850	6.6%

Time Period	2023 Forecast	2023 Actual	Percent Change
Forecast 2023 v. Actual 2023 (January - May)	\$ 963,399,218	\$ 964,552,962	0.1%

**Figure 2 Forecast v. 2023 Actual Toll Revenue**  
 (Actual MTA Bridges and Tunnels Revenue Subject to Final Audit)



### 2023 TOLL INCREASE

At the time the Report was published in April 2023, Stantec provided two forecasts. One forecast held the current tolls constant for the next ten years, while the other forecast included toll increases in 2023 and 2025 in accordance with the 2023-2026 MTA Financial Plan. This plan included projected toll increases on June 1, 2023 and April 1, 2025. For the 2023 toll increase, the MTA set a goal of a 5.5 percent revenue yield. In order to achieve this goal, Stantec assumed a 6.7 percent toll increase on all payment types beginning June 1, 2023.

After the Report publication, the schedule for the implementation of the 2023 toll increase shifted and is now set to occur on August 6, 2023. Additionally, the August 6, 2023, toll increase includes the following changes by payment type:

## ATTACHMENT A

- 6 percent for E-ZPass New York Customer Service Center (NYCSC) customers when using their properly mounted NYCSC E-ZPass tag.
- 10 percent for customers using fare media other than NYCSC E-ZPass tag or account.
- 9 percent for E-ZPass NYCSC customers when not using their properly mounted NYCSC E-ZPass tag; For crossing charges posted to NYCSC E-ZPass accounts based on license plates; and for NYCSC third-party account providers.

Consequently, the months of June and July 2023 will process transactions at the current toll rates (implemented April 11, 2021) rather than the new 2023 toll rates that were assumed in the April 2023 forecast that was included in the Report. Additionally, since the toll rates assumed in the Report are different from the official rates now set to begin August 6, 2023, the forecasted transactions and revenue will shift once the toll increase is implemented.

In order to estimate the change in revenue due to both the delayed toll increase implementation date (now August 6, 2023) and the new toll rates, Stantec analyzed an updated forecast that includes these adjustments. As shown in Table 3, it is estimated that 2023 revenue will be roughly \$20.7 million or 0.8 percent lower than projected in the Report due to this change. Future years through 2033 will have a slight 0.2 percent reduction in revenue due to the actual toll schedule approved and implemented.

Given that the change in toll implementation date for 2023 only shifts the revenue forecast by a small margin, and the year-to-date transactions and toll revenue are extremely close to the Report forecast, Stantec believes that the forecast continues to be valid.

**Table 3 2023 Monthly Revenue Changes Caused by Shift in Toll Implementation Date**  
(Millions)

Month	April 2023 Forecast (Toll Increase 6/1/23)	Forecast Update (Toll Increase 8/6/23)	Revenue Change	% Revenue Change
Jan-23	\$184.6	\$184.6	-	-
Feb-23	\$169.6	\$169.6	-	-
Mar-23	\$202.1	\$202.1	-	-
Apr-23	\$198.7	\$198.7	-	-
May-23	\$208.4	\$208.4	-	-
Jun-23	\$219.9	\$208.5	(\$11.4)	-5.2%
Jul-23	\$220.6	\$209.1	(\$11.5)	-5.2%
Aug-23	\$230.6	\$231.1	\$0.5	0.2%
Sep-23	\$216.0	\$216.4	\$0.4	0.2%
Oct-23	\$221.6	\$222.0	\$0.4	0.2%
Nov-23	\$207.7	\$208.1	\$0.4	0.2%
Dec-23	\$207.3	\$207.7	\$0.4	0.2%
<b>Total</b>	<b>\$2,487.0</b>	<b>\$2,466.3</b>	<b>(\$20.7)</b>	<b>-0.8%</b>

## ATTACHMENT 5

### BONDS TO BE REFUNDED

The following table provides information regarding the outstanding General Revenue Bonds of MTA Bridges and Tunnels to be refunded with proceeds of the Subseries 2023B-2 Bonds and certain other funds of MTA Bridges and Tunnels (the Refunded Bonds). The refunding is contingent upon the delivery of the Subseries 2023B-2 Bonds.

Series	Dated Date	Maturity	Interest Rate	Outstanding Amount	Refunded Amount	Amount Remaining Outstanding	Redemption Date	Redemption Price	CUSIP*
2013B	1/29/2013	11/15/2024	5.00%	\$18,800,000	\$18,800,000	-	11/15/2023	100%	89602N J47
2013B	1/29/2013	11/15/2025	5.00	6,985,000	6,985,000	-	11/15/2023	100	89602N J54
2013B	1/29/2013	11/15/2026	5.00	7,470,000	7,470,000	-	11/15/2023	100	89602N J62
2013B	1/29/2013	11/15/2027	5.00	16,055,000	16,055,000	-	11/15/2023	100	89602N H64
2013B	1/29/2013	11/15/2028	5.00	8,025,000	8,025,000	-	11/15/2023	100	89602N J70
2013B	1/29/2013	11/15/2029	5.00	8,425,000	8,425,000	-	11/15/2023	100	89602N J88
2013B	1/29/2013	11/15/2030	5.00	8,845,000	8,845,000	-	11/15/2023	100	89602N K45

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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 Refunded 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 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.

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**ATTACHMENT 6**

**FIRST QUARTERLY UPDATE TO THE ADS, DATED JULY 28, 2023**

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**MTA ANNUAL DISCLOSURE STATEMENT UPDATE**  
**(2023 ADS First Quarterly Update)**  
**July 28, 2023**

This Metropolitan Transportation Authority (MTA) Annual Disclosure Statement Update (including Attachment A hereto, the First Quarterly Update), dated July 28, 2023, is the first quarterly update to the Annual Disclosure Statement (the ADS) of MTA, dated April 28, 2023, as supplemented on July 5, 2023, 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**  
**(2023 ADS First Quarterly Update)**  
**July 28, 2023**

**Introduction**

This update, dated July 28, 2023 (the First Quarterly Update), is the first quarterly update to the Annual Disclosure Statement (ADS) of the Metropolitan Transportation Authority (MTA), dated April 28, 2023, as supplemented on July 5, 2023. This First Quarterly Update contains information only through July 28, 2023, 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 2023-2026 Financial Plan released by MTA in February 2023 (February Plan), made since the date of the ADS, to reflect provisions of the 2023 MTA July Financial Plan presented to the Finance Committee of the MTA Board on July 17, 2023 (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 2023 Mid-Year Forecast, the 2024 Preliminary Budget and a Financial Plan for fiscal years 2024 through 2027.
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 the 2023 Mid-Year Forecast, the 2024 Preliminary Budget, and a Financial Plan for the fiscal years 2024-2027, in each case prepared by MTA management.

**Overview**

This First Quarterly Update discusses important features of the July Plan derived from the 2023 Mid-Year Forecast, the 2024 Preliminary Budget, the 2024-2027 Financial Plan, and updates to the February Plan. When used in this First 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; (ii) they are proposed actions that require future Board approval; or (iii) they are actions which have yet to be allocated to each Agency.

**The February Plan**

The February Plan projected a balanced budget for 2023 assuming the \$600 million of additional governmental funding in 2023. Annual deficits of \$1.2 billion in 2024 and 2025, and a

deficit of \$1.6 billion in 2026, remained but were expected to be addressed by the additional funding proposed in the New York State Fiscal Year 2023-2024 Executive Budget.

### **New York State Fiscal Year 2023-2024 Enacted Budget**

In the State Fiscal Year 2023-2024 Enacted Budget, New York State (the State) took substantial action to provide MTA with additional revenues, including an increase in the Payroll Mobility Tax (PMT) for certain employers, a one-time State subsidy of \$300 million, an increase in New York City's (the City) contribution to MTA for the costs of paratransit services, and directing a portion of future casino revenues to MTA.

The State Fiscal Year 2023-2024 Enacted Budget increased the maximum rate of the PMT for employers with payroll expense of over \$437,500 in any calendar quarter engaging in business in the MCTD in the counties of Bronx, Kings, New York, Queens and Richmond (the counties which comprise the City) from 0.34% to 0.60%, such increase to become effective on July 1, 2023. The PMT on self-employed individuals with net earnings of \$50,000 in the City was increased from 0.34% to 0.47% such increase effective at the start of the tax year beginning on or after January 1, 2023, and from 0.47% to 0.60%, such increase to become effective at the start of the tax year beginning on or after January 1, 2024. The increase in PMT rates is projected to generate approximately \$1.1 billion annually for MTA.

Additionally, the State Fiscal Year 2023-2024 Enacted Budget provided \$300 million in one-time State aid and included an extension of an increase in the City's contribution to paratransit from the prior expiration date of June 30, 2024 to June 30, 2030. During the two-year period ending on June 30, 2025, the contribution by the City is increased to 80% of net paratransit operating expenses, provided that the City's contribution may not exceed the sum of: (i) 50% of the net paratransit operating expenses for each twelve month period; and (ii) \$165 million. The increase in the City's share of net paratransit expenses is expected to favorably impact MTA by approximately \$165 million annually.

The State Fiscal Year 2023-2024 Enacted Budget directs all license fees from the awarding of up to three downstate casinos to MTA which the July Plan assumes will provide an estimated \$500 million in both 2026 and 2027. The July Plan assumes the third license will be awarded after 2027 and would generate another \$500 million. The State Fiscal Year 2023-2024 Enacted Budget also provides MTA with a share of the gaming taxes from the downstate casinos, but the July Plan assumes that will not provide any revenue until after 2027.

A fare-free bus pilot program was also authorized. Legislation requires that the program include five fare-free bus routes, one in each of the City's five boroughs, provided that the pilot program not cost more than \$15 million in net operating expenses. The selected bus routes are to remain fare-free for six to twelve months.

With the additional State funding, MTA lowered its proposed fare rate increase to generate a 4% annualized increase in farebox revenue, compared with a 5.5% proposal included in the February Plan; the targeted toll revenue increase, however, remains at 5.5% annualized increase in toll revenue. See "**Fare and Toll Increases**" below. The lower fare rate increase is projected to reduce MTA farebox revenue by approximately \$65 million on an annualized basis. MTA is

investing approximately \$35 million annually to improve subway service during mid-day hours on weekdays, on weekends, and on weeknights, and is also making \$35 million in annual investments in safety and fare enforcement actions.

Overall, the additional State funding, along with the service-related costs, provide a net improvement in MTA's financial condition of \$724 million in 2023, \$1.1 billion in 2024 and \$1.2 billion in 2025, followed by \$1.7 billion in each of 2026 and 2027.

For additional discussion of the State Fiscal Year 2023-2024 Enacted Budget, see "PART 2. FINANCIAL INFORMATION – FINANCIAL PLANS AND CAPITAL PROGRAMS – New York State Budget for State Fiscal Year 2023-2024" in the ADS.

### **The July Plan**

The July Plan presents a balanced budget annually through 2027. This is due to the collective impacts of additional and recurring dedicated revenue provided to MTA in the State Fiscal Year 2023-2024 Enacted Budget, proposed modest toll and fare increases, savings expected to be achieved by MTA implementing operating efficiencies without reducing service and other actions taken by MTA to reduce the burden of debt and other liabilities on MTA's operating budget.

Ridership continues to recover from the COVID-19 pandemic on a trajectory in line with the midpoint of the McKinsey & Company (McKinsey) "high case" and "low case" scenarios that were prepared by McKinsey on behalf of MTA in May 2022. The July Plan continues to assume ridership will continue to track with the midpoint, which is expected to reach a "new normal" of 80% of the pre-pandemic level by the end of 2026. Improvements in farebox revenue have exceeded ridership gains as remote work options have changed ticket purchasing dynamics. These changes are expected to continue and are reflected in the July Plan. The July Plan reflects favorable farebox revenue results through April of \$37 million, along with favorable toll revenue of \$45 million, and, for 2024 through 2027, a favorable adjustment of the average fare reflecting current travel patterns and ticket mix being experienced.

The July Plan also includes anticipated 4% farebox and 5.5% toll revenue increases derived from the 2023 fare rate and toll rate increases approved by the boards of MTA and MTA Bridges and Tunnels at their July meeting, set to go into effect in August. See "**Fare and Toll Increases**" below. The fare and toll increases are expected to generate \$61 million of additional farebox revenue and \$57 million of additional toll revenue in 2023, followed by approximately \$205 million annually of farebox revenue and \$133 million of toll revenue, on average, through the remainder of the July Plan period. The July Plan also includes the resumption of regular biennial fare and toll increases, which were put on hold in 2021 due to the impact that the COVID-19 pandemic had on ridership, yielding a 4% increase in farebox and toll revenues, which are proposed to be instituted in January 2025 and March 2027. These proposed increases are expected to generate \$1.15 billion through the July Plan period.

MTA operating agencies have been engaged in an ambitious effort to identify and implement innovative ways of conducting business more efficiently, reduce expenses, and improve service to customers. The February Plan included savings targets from operating efficiencies

initiatives of \$100 million in 2023, increasing to \$400 million in 2024, \$408 million in 2025 and \$416 million in 2026.

For the 2023 July Financial Plan, MTA New York City Transit, MTA Long Island Rail Road and MTA Metro-North Railroad each have compiled detailed lists of operating efficiencies initiatives totaling, over the July Plan period, \$688 million at MTA New York City Transit, \$139 million at the MTA Long Island Rail Road and \$140 million at MTA Metro-North Railroad, with \$94 million of the MTA Metro-North Railroad savings accruing to MTA and the remaining \$46 million impacting the CDOT subsidy for Connecticut service. These identified savings have been incorporated into Agency financial plans. The remainder of the annual savings targets, along with an annual \$100 million increase in the savings target beginning in 2025, remain below-the-line in the July Plan. The initiatives identified and their expected savings include: critical station infrastructure planning (\$204 million), extended car equipment maintenance cycles (\$163 million), obtaining efficiencies in rail material acquisition (\$55 million), the revenues and schedule savings from Automated Bus Lane Enforcement (ABLE) measures through camera installation on 700 additional buses and expanded enforcement (\$80 million), Improved rail equipment scheduling for required maintenance and inspections along with ensuring proper staffing at shop locations will result in reductions to overtime (\$51 million).

The July Plan also recognizes the recent negotiated settlement with TWU Local 100, which was ratified by TWU membership on July 17, 2023 and approved by the MTA Board on July 19, 2023. The net economic value of that agreement informs the July Plan's assumptions for growth in labor costs for all represented MTA bargaining units. The fiscal impact throughout MTA has been estimated and is included as a below-the-line adjustment to the July Plan. The settlement – and the impact of the agreement on other bargaining units – will be incorporated into each Agency's baseline financial plans in the November Plan. Previous financial plans had assumed 2% annual wage increases, while the TWU Local 100 agreement calls for annual increases of 3% annually for the first two years and 3.5% for the third year. Over the July Plan period, the additional net labor expenses are estimated to increase by \$1.15 billion. Other costs and savings from the agreement, likewise, will be incorporated into the November Plan.

The July Plan includes several actions that were taken to reduce current and future expenses and aid in eliminating annual deficits through 2027 and in years beyond the July Plan period. These actions include pre-paying 2023 and 2024 pension expenses for employees covered by MTA-sponsored pension plans (\$1.06 billion), pre-paying of debt and debt service expenses (\$1.37 billion) and funding the OPEB (Other Post-Employment Benefits) Trust, which will cover retiree health benefits (\$1.32 billion).

Additionally, the July Plan anticipates two additional actions to be taken: a 2024 pre-payment of \$500 million towards 2025 pension expenses for MTA-sponsored plans; and the use of \$258 million over the July Plan period from the OPEB Trust for retiree health benefits.

Other local subsidy resources freed up from the receipt of federal COVID-19 funding will also be applied to close remaining annual deficits. The July Plan assumes \$1.24 billion of resources will be used to close the 2023 deficit, followed by \$17 million in 2024, \$38 million in 2025, \$218 million in 2026 and \$548 million in 2027.

## Challenges and Significant Risks Remain

There are a variety of challenges and significant risks affecting MTA and the implementation of the July Plan. Additional risks to the July Plan include:

- *Continued paid ridership recovery.* The July Plan assumes a 10% increase in paid ridership by 2026. The potential cost for 5% lower recovery is estimated at \$325 million per year.
- *Dedicated tax receipts.* An economic slowdown or recession could have a significant impact on the level of dedicated tax receipts received by MTA.
- *Casino revenue.* The approval, and awarding, of downstate casino licenses is uncertain in both outcome and timing, which risks the \$500 million assumed to be received by MTA in 2026 and 2027.
- *MTA operating efficiencies.* 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. 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). The July Plan could fall short of balance if the annual \$400 million to \$500 million of operating efficiencies is not successfully implemented by MTA.
- *Implementation of Biennial Fare and Toll Increases in 2025, and 2027.* In addition to the fare and toll increases scheduled to go into effect in August 2023, as discussed in more detail below, the July Plan assumes a resumption of biennial fare and toll increases, with increases in 2025 and 2027. These proposed increases are expected to generate \$1.15 billion through the July Plan period.

See also "CERTAIN RISK FACTORS" in the ADS.

## Fare and Toll Increases

On July 19, 2023, MTA and MTA Bridges and Tunnels approved and announced increases to both fare and toll rates. The toll increases on MTA Bridges and Tunnels facilities will go into effect on August 6, 2023, and the fare increases will go into effect across MTA subways, buses, and commuter railroads on August 20, 2023.

### *Changes to MTA Subway and Bus Fares*

The base fare for MTA New York City Transit subways, local buses, Staten Island Railway, and paratransit will increase from \$2.75 to \$2.90. The 7-Day Unlimited Ride Pass will increase from \$33.00 to \$34.00, and the 30-Day Unlimited Ride Pass will increase from \$127.00 to \$132.00. The Express Bus fare will increase from \$6.75 to \$7.00, and the 7-Day Unlimited Express Bus Plus MetroCard will increase from \$62.00 to \$64.00.

## *Changes to Tolls*

On August 6, 2023, MTA Bridges and Tunnels will increase passenger car toll rates as follows:

- At the Bronx-Whitestone, Throgs Neck, Robert F. Kennedy and Verrazzano-Narrows Bridges and the Queens Midtown and Hugh L. Carey Tunnels, customers using an E-ZPass issued by the New York Customer Service Center (NYCSC) will see toll rates increase by 6%, from \$6.55 to \$6.94. Customers using fare media other than a NYCSC E-ZPass Tag or Account including Tolls by Mail or an out-of-state E-ZPass will see a toll increase of 10%, from \$10.17 to \$11.19. Mid-Tier rates, for NYCSC E-ZPass customers when not using their properly mounted NYCSC E-ZPass tag, will increase 9%, from \$8.36 to \$9.11.
- At the Henry Hudson Bridge, customers using an E-ZPass issued by the NYCSC will see toll rates increase by 6%, from \$3.00 to \$3.18. Customers using fare media other than a NYCSC E-ZPass Tag or Account including Tolls by Mail or an out-of-state E-ZPass will see a toll increase of 10%, from \$7.50 to \$8.25. Mid-Tier rates, for NYCSC E-ZPass customers when not using their properly mounted NYCSC E-Z Pass Tag, will increase 9%, from \$4.62 to \$5.04.
- At the Cross Bay Veterans Memorial and Marine Parkway-Gil Hodges Memorial Bridges, customers using an E-ZPass issued by the NYCSC will see toll rates increase by 6%, from \$2.45 to \$2.60. Customers using fare media other than a NYCSC E-ZPass Tag or Account including Tolls by Mail or an out-of-state E-ZPass will see a toll increase of 10%, from \$5.09 to \$5.60. Mid-Tier rates, for NYCSC E-ZPass customers when not using their properly mounted NYCSC E-Z Pass Tag will increase 9%, from \$3.77 to \$4.11.

Tolls for other vehicle classes will also increase by 6% for NYCSC E-ZPass rates, 10% for Tolls by Mail/non-NYCSC E-ZPass rates and 9% for Mid-Tier rates. In addition to these rate changes, there will be a consolidation of certain underutilized vehicle classes, including trucks with seven or more axles and cars and motorcycles pulling single-axle trailers

## *Changes to MTA Long Island Rail Road and MTA Metro-North Railroad Fares*

The monthly and weekly tickets will increase by up to 4.5% across both the MTA Long Island Rail Road and MTA Metro-North Railroad commuter lines. The discount for traveling off-peak will be standardized to 26% across both railroads, which will result in higher increases of 6-7% on Off-Peak MTA Long Island Rail Road Tickets and lower increases of 2-3% on Off-Peak MTA Metro-North Railroad Tickets. All other ticket types will increase by as much as 10%; however, any ticket increase greater than 6% will be held to a maximum increase of \$0.50 per trip. There will be no fare increase for any ticket type on the Metro-North Port Jervis and Pascack Valley lines.

MTA Long Island Rail Road and MTA Metro-North Railroad will continue to offer UniTicket fares on both commuter rail and connecting bus and ferry services. Changes in those

fares will be based on changes to weekly and monthly transit fares. One-way tickets for MTA-managed connecting services will also change. Policies regarding the calculation of onboard fares will remain unchanged.

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

On June 27, 2023, the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact, confirming the conclusion of the Final Environmental Assessment, which includes mitigation measures to be undertaken by the program, that the program will have no significant environmental impacts. The Traffic Mobility Review Board (TMRB), the six-member panel that will issue a recommended tolling structure for the CBD Tolling Program, held its first meeting on July 19, 2023. Contractors have up to 310 days from the federal approval to complete the design, development, testing, and installation of the tolling system and equipment, and the MTA Bridges and Tunnels Board must adopt a toll structure, before toll collection can begin.

There can be no assurance that litigation related to the CBD Tolling Program will not be filed, and, depending on the nature of the litigation, that an adverse ruling would not cause delays to the CBD Tolling Program which, in turn, could impact CBD Tolling Program revenues anticipated to be used for MTA's 2020-2024, and successor, transit and commuter capital programs. The State of New Jersey has filed a lawsuit against the U.S. Department of Transportation and FHWA alleging deficiencies in the Environmental Assessment process. Neither MTA nor MTA Bridges and Tunnels are named as defendants and the outcome of the litigation cannot be predicted.

### **MTA Liquidity Resources**

As of July 26, 2023, MTA had liquidity resources in the approximate amount of \$8.071 billion, consisting of a current running cash balance of \$700.6 million, internal available funds and reserves of \$3.161 billion, related funds from MTA PMT MLF BANs, plus interest totaling \$3.009 billion, and undrawn commercial bank lines or credit totaling \$1.2 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 gap in funding for both the operating budget and capital plan over the longer term and could result in additional debt issuance and unfunded operating needs.***

### **Litigation**

*Mercado, et al. v. MTA and TBTA.* This putative collective action lawsuit was filed in the U.S. District Court for the Southern District of New York on August 17, 2020. Plaintiffs, Bridge and Tunnel Officers, alleged that they regularly perform pre-shift and post-shift work without compensation; that there is a time-shaving policy that automatically rounds officers' check-in times up to their scheduled tour; that supplemental pay, including differentials and bonuses, are not included in the regular rate of pay when calculating overtime; and that the payment of overtime and other wages is delayed. The parties agreed to a proposed settlement and executed a settlement agreement on July 28, 2022. The settlement papers were ultimately submitted for court approval on December 9, 2022, and a revised settlement agreement was approved by the court on July 5, 2023.



*Paulino-Santos v. MTA, et al.* In 2023, plaintiffs filed a putative class action against the MTA and New York City Transit Authority, alleging that defendants do not provide a paratransit service that is “comparable” to the service provided to users of the fixed route transit system, in terms of wait times, routing and trip length, and advance reservation and cancellation requirements. This alleged deficiency is claimed to constitute discrimination in violation of Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the City Human Rights Law. Plaintiffs are seeking injunctive and declaratory relief. Plaintiffs have filed their Complaint and the date for MTA’s responsive pleading or motion in lieu of such pleading is expected to be set by the court in August 2023. The outcome of this litigation cannot be determined at this time.

*Rodriguez v. City of New York, et al.* In March 2021, Felipe Rodriguez filed suit against the City, MTA, MTA Long Island Rail Road, and several former NYPD and MTA Long Island Rail Road police officers. Rodriguez was arrested and convicted of murder in 1987, but was granted clemency and released in 2017. The District Attorney reinvestigated the case and allegedly uncovered the fact that detectives, including certain former MTA Long Island Rail Road police detectives, had coerced false statements from witnesses and committed other violations and misconduct. 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. On June 7, 2022, the court granted in part and denied in part a motion by Rodriguez for reconsideration of the March 14, 2022 order, and reinstated his *Monell* claim against the NYPD. In spring of 2023, the City settled the claims against it and the NYPD officers. The case against the individual MTA Long Island Rail Road police officers is proceeding with a motion for summary judgment, and a court-supervised settlement conference is set for August 3, 2023. The outcome of this litigation cannot be determined at this time.

### **Blue-Ribbon Panel Report on Fare and Toll Evasion**

In 2022, MTA established the Blue-Ribbon Panel to investigate the causes of rising fare and toll evasion throughout its facilities and to recommend solutions. On May 17, 2023, the Blue-Ribbon Panel issued its report (the Blue-Ribbon Report). According to the report, fare and toll evasion has reached crisis levels, with the MTA losing an estimated \$690 million in unpaid fares and tolls in 2022, threatening the economics of mass transit in the New York metropolitan area and tearing at the social fabric of the city and region. Of that amount, approximately \$285 million was from subways, \$315 million from buses, \$40 million from commuter railroads, and \$46 million from toll evasion on MTA Bridges and Tunnel facilities. Key recommendations include modernizing subway fare gates, better supporting low-income transit riders, and instituting a generational refresh of enforcement that commits to precision policing and civil enforcement for most evaders, and turning fare and toll evaders, whenever possible, into paying customers. The Blue-Ribbon Panel set a goal for the MTA of reducing fare and toll evasion by half within three years across the entire system. The complete Report is available on MTA’s website. No statement on MTA’s website or any other website is included by specific cross-reference herein.

Based on the Report's recommendations, MTA and MTA Bridges and Tunnels intend to increase the presence of fare evasion enforcement officers on its buses, modernize subway station security infrastructure, increase the use of Portable License Plate Readers to combat toll evasion, continue to seek legislation enhancing penalties for toll evasion and license plate obstruction, and promote the importance of fare payment and activation of train tickets prior to boarding trains across commuter lines, among other actions.

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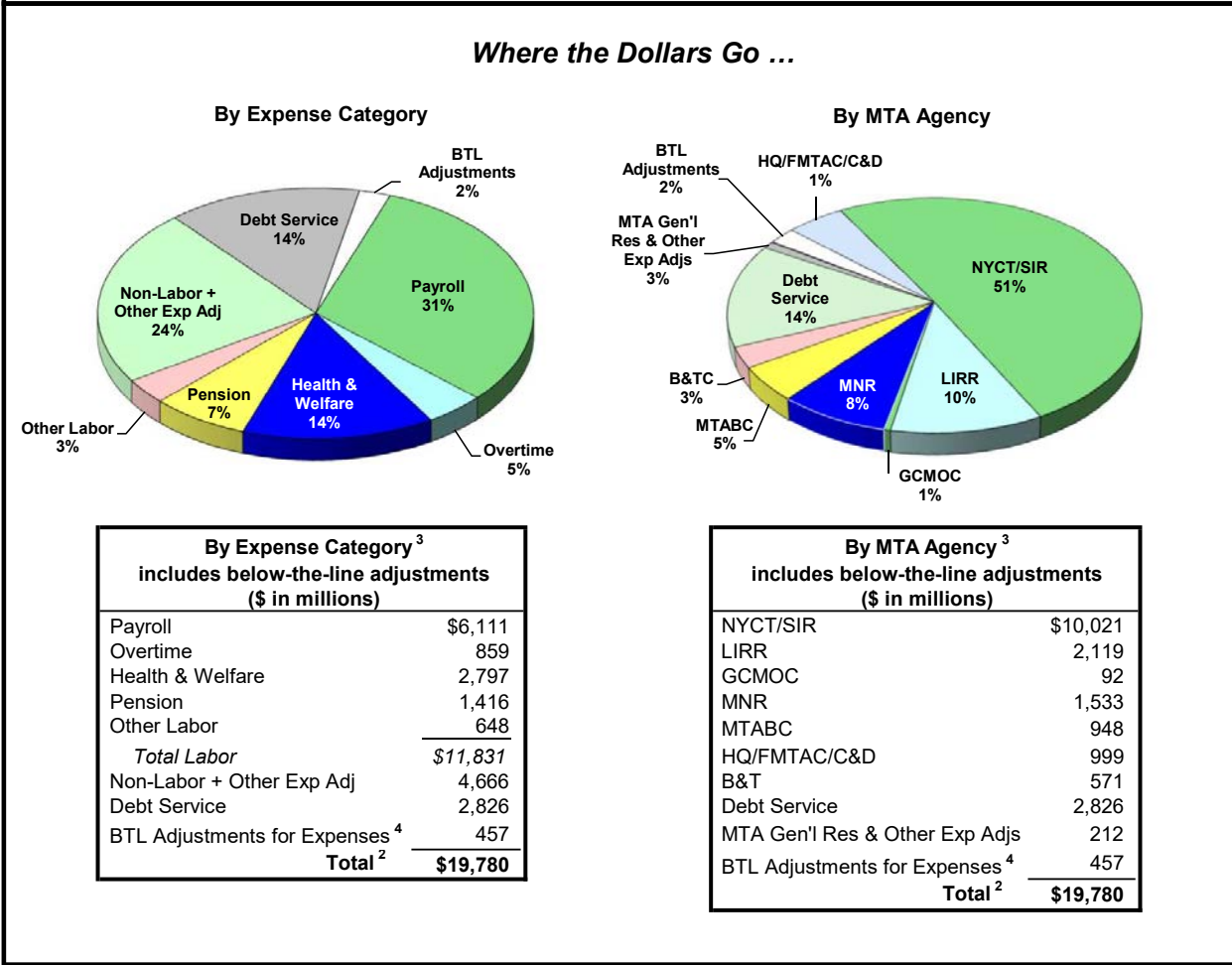
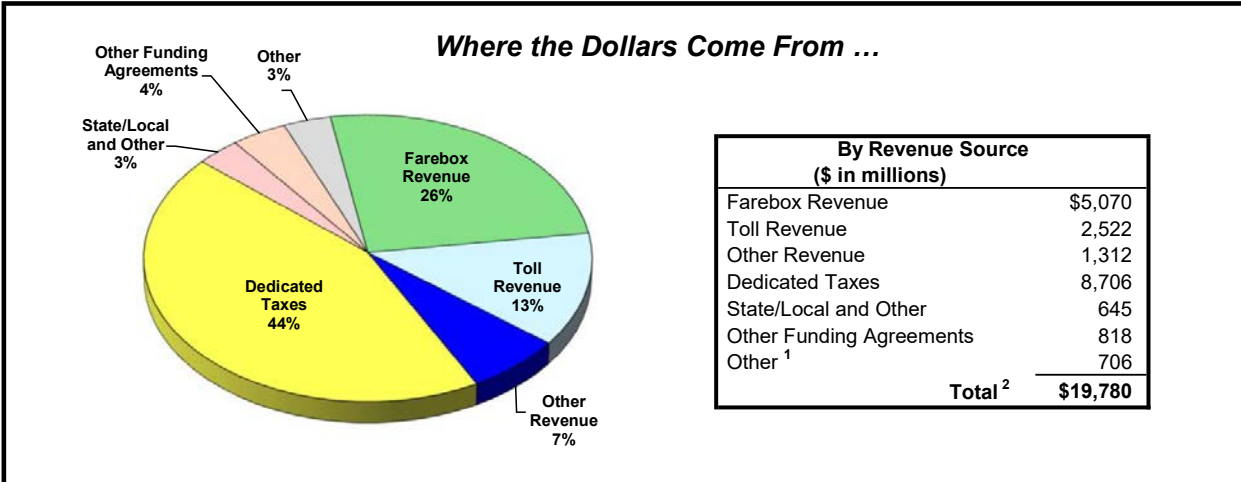
**Attachment A to MTA Annual Disclosure Statement**  
**First Quarterly Update**  
**July 28, 2023**

**MTA July Financial Plan**

This **Attachment A** to the 2023 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 2023 Mid-Year Forecast, the 2024 Preliminary Budget and a Financial Plan for the fiscal years 2024 through 2027, 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 2024 Preliminary Budget**  
**Baseline Revenues and Expenses After Below-the-Line (BTL) Adjustments**  
**Non-Reimbursable**



<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 68 Pension Adjustment, GASB 75 OPEB Adjustment, GASB 87 Lease 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 2024 - 2027**  
**MTA Consolidated Accrued Statement of Operations By Category**  
(\$ in millions)

	Actual 2022	Mid-Year Forecast 2023	Preliminary Budget 2024	2025	2026	2027
<b><u>Non-Reimbursable</u></b>						
<b>Operating Revenues</b>						
Farebox Revenue	\$4,024	\$4,602	\$5,070	\$5,216	\$5,366	\$5,538
Toll Revenue	2,332	2,449	2,522	2,526	2,529	2,532
Other Revenue	7,657	892	962	977	1,002	1,021
Capital and Other Reimbursements	0	0	0	0	0	0
<b>Total Revenues</b>	<b>\$14,014</b>	<b>\$7,943</b>	<b>\$8,554</b>	<b>\$8,719</b>	<b>\$8,897</b>	<b>\$9,091</b>
<b>Operating Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$5,414	\$5,909	\$6,111	\$6,247	\$6,402	\$6,587
Overtime	1,127	927	859	884	904	923
Health and Welfare	1,423	1,716	1,863	1,986	2,123	2,280
OPEB Current Payments	752	851	934	1,019	1,110	1,209
Pension	1,339	1,379	1,416	1,557	1,613	1,690
Other Fringe Benefits	1,009	1,069	1,112	1,168	1,222	1,289
Reimbursable Overhead	(400)	(453)	(464)	(463)	(477)	(460)
<b>Total Labor Expenses</b>	<b>\$10,666</b>	<b>\$11,398</b>	<b>\$11,831</b>	<b>\$12,398</b>	<b>\$12,898</b>	<b>\$13,519</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$556	\$565	\$641	\$670	\$681	\$717
Fuel	283	222	220	217	213	218
Insurance	9	30	32	48	67	96
Claims	376	384	410	422	435	444
Paratransit Service Contracts	412	511	512	544	575	604
Maintenance and Other Operating Contracts	806	997	939	951	928	954
Professional Services Contracts	555	736	660	650	651	652
Materials and Supplies	561	708	771	807	799	904
Other Business Expenses	246	283	278	291	293	295
<b>Total Non-Labor Expenses</b>	<b>\$3,804</b>	<b>\$4,435</b>	<b>\$4,463</b>	<b>\$4,598</b>	<b>\$4,640</b>	<b>\$4,882</b>
<b><u>Other Expense Adjustments:</u></b>						
Other	\$100	\$14	\$12	\$13	\$13	\$13
General Reserve	0	185	190	200	205	210
<b>Total Other Expense Adjustments</b>	<b>\$100</b>	<b>\$199</b>	<b>\$202</b>	<b>\$213</b>	<b>\$218</b>	<b>\$223</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$14,570</b>	<b>\$16,032</b>	<b>\$16,496</b>	<b>\$17,209</b>	<b>\$17,756</b>	<b>\$18,625</b>
Depreciation	\$3,286	\$3,464	\$3,507	\$3,558	\$3,612	\$3,666
GASB 75 OPEB Expense Adjustment	1,084	1,254	1,273	1,291	1,311	1,329
GASB 68 Pension Expense Adjustment	(393)	(124)	(192)	(149)	(207)	(158)
GASB 87 Lease Adjustment	21	5	5	5	5	5
Environmental Remediation	26	6	6	6	6	6
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$18,594</b>	<b>\$20,637</b>	<b>\$21,096</b>	<b>\$21,920</b>	<b>\$22,482</b>	<b>\$23,473</b>
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$4,024)	(\$4,605)	(\$4,600)	(\$4,711)	(\$4,726)	(\$4,848)
Debt Service	3,121	2,683	2,826	2,928	2,986	3,303
<b>Total Expenses with Debt Service</b>	<b>\$17,691</b>	<b>\$18,715</b>	<b>\$19,322</b>	<b>\$20,137</b>	<b>\$20,741</b>	<b>\$21,928</b>
Dedicated Taxes & State and Local Subsidies	\$8,556	\$9,386	\$10,113	\$10,385	\$11,192	\$11,478
<b>Net Surplus/(Deficit) After Subsidies and Debt Service</b>	<b>\$4,879</b>	<b>(\$1,386)</b>	<b>(\$655)</b>	<b>(\$1,033)</b>	<b>(\$652)</b>	<b>(\$1,359)</b>
Conversion to Cash Basis: GASB Account	\$0	\$0	\$0	\$0	\$0	\$0
Conversion to Cash Basis: All Other	(6,045)	1,342	706	(2)	268	693
<b>Cash Balance Before Prior-Year Carryover</b>	<b>(\$1,166)</b>	<b>(\$44)</b>	<b>\$51</b>	<b>(\$1,035)</b>	<b>(\$384)</b>	<b>(\$666)</b>
Below the Line Adjustments	\$0	\$44	(\$51)	\$1,035	\$384	\$666
Prior Year Carryover Balance	1,166	0	0	0	0	0
<b>Net Cash Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2024 - 2027**  
**Plan Adjustments**  
(\$ in millions)

	Actual 2022	Mid-Year Forecast 2023	Preliminary Budget 2024	2025	2026	2027
<b>Cash Balance Before Prior-Year Carryover</b>	<b>\$(1,166)</b>	<b>(\$44)</b>	<b>\$51</b>	<b>(\$1,035)</b>	<b>(\$384)</b>	<b>(\$666)</b>
<b>Fare and Toll Increases:</b>						
<i>Fare/Toll Increase - January 2025 (4% Yield)</i>		0	0	299	305	312
<i>Subsidy Impacts - Fare/Toll Increase, January 2025</i>		0	0	(14)	(8)	(8)
<i>Fare/Toll Increase - March 2027 (4% Yield)</i>		0	0	0	0	277
<i>Subsidy Impacts - Fare/Toll Increase, March 2027</i>		<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>(13)</u>
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$285</b>	<b>\$297</b>	<b>\$568</b>
<b>MTA Initiatives:</b>						
<i>MTA Operating Efficiencies</i>		<u>0</u>	<u>193</u>	<u>302</u>	<u>298</u>	<u>348</u>
<b>Subtotal:</b>		<b>\$0</b>	<b>\$193</b>	<b>\$302</b>	<b>\$298</b>	<b>\$348</b>
<b>Management and Policy Actions:</b>						
<i>Additional Labor Expense - TWU Settlement and Pattern</i>		(235)	(140)	(230)	(270)	(275)
<i>Safety and Security actions to be allocated</i>		(11)	(11)	(11)	(11)	(11)
<i>Additional Pension Pre-payment</i>		0	(500)	515	0	0
<i>Reimbursement from OPEB Trust</i>		<u>39</u>	<u>56</u>	<u>57</u>	<u>70</u>	<u>36</u>
<b>Subtotal:</b>		<b>(\$206)</b>	<b>(\$594)</b>	<b>\$331</b>	<b>(\$211)</b>	<b>(\$250)</b>
<b>Other:</b>						
<i>FEMA COVID Reimbursement</i>		<u>250</u>	<u>350</u>	<u>117</u>	<u>0</u>	<u>0</u>
<b>Subtotal:</b>		<b>\$250</b>	<b>\$350</b>	<b>\$117</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL ADJUSTMENTS</b>		<b>\$44</b>	<b>(\$51)</b>	<b>\$1,035</b>	<b>\$384</b>	<b>\$666</b>
<i>Prior Year Carryover Balance</i>	\$1,166	\$0	\$0	\$0	\$0	\$0
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**July Financial Plan 2024 - 2027**

**Cash Receipts and Expenditures**

(\$ in millions)

	Actual 2022	Mid-Year Forecast 2023	Preliminary Budget 2024	2025	2026	2027
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Farebox Revenue	\$3,996	\$4,592	\$5,061	\$5,207	\$5,356	\$5,528
Other Revenue	1,365	2,171	1,124	1,174	1,086	1,037
Capital and Other Reimbursements	1,879	2,449	2,188	2,200	2,249	2,211
<b>Total Receipts</b>	<b>\$7,240</b>	<b>\$9,211</b>	<b>\$8,374</b>	<b>\$8,580</b>	<b>\$8,691</b>	<b>\$8,776</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$5,837	\$6,674	\$6,726	\$6,973	\$6,995	\$7,155
Overtime	1,304	1,135	1,052	1,074	1,103	1,116
Health and Welfare	1,495	1,779	1,917	2,041	2,180	2,337
OPEB Current Payments	740	843	923	1,007	1,097	1,196
Pension	1,426	2,120	864	1,644	1,701	1,780
Other Fringe Benefits	1,159	1,101	1,118	1,158	1,190	1,248
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	0	0	0	0	0	0
<b>Total Labor Expenditures</b>	<b>\$11,961</b>	<b>\$13,651</b>	<b>\$12,600</b>	<b>\$13,896</b>	<b>\$14,267</b>	<b>\$14,833</b>
<b>Non-Labor:</b>						
Electric Power	\$566	\$573	\$648	\$676	\$685	\$720
Fuel	280	218	214	212	207	212
Insurance	(11)	46	28	47	61	89
Claims	231	325	332	330	330	329
Paratransit Service Contracts	411	509	510	542	573	602
Maintenance and Other Operating Contracts	710	1,000	851	862	829	842
Professional Services Contracts	620	885	687	689	699	685
Materials and Supplies	662	834	900	929	912	1,006
Other Business Expenses	227	264	252	265	288	290
<b>Total Non-Labor Expenditures</b>	<b>\$3,696</b>	<b>\$4,654</b>	<b>\$4,422</b>	<b>\$4,551</b>	<b>\$4,585</b>	<b>\$4,777</b>
<b>Other Expenditure Adjustments:</b>						
Other	\$126	\$168	\$90	\$107	\$138	\$123
General Reserve	0	185	190	200	205	210
<b>Total Other Expenditure Adjustments</b>	<b>\$126</b>	<b>\$353</b>	<b>\$280</b>	<b>\$307</b>	<b>\$343</b>	<b>\$333</b>
<b>Total Expenditures</b>	<b>\$15,783</b>	<b>\$18,658</b>	<b>\$17,302</b>	<b>\$18,754</b>	<b>\$19,194</b>	<b>\$19,942</b>
<b>Net Cash Balance before Subsidies and Debt Service</b>	<b>(\$8,542)</b>	<b>(\$9,447)</b>	<b>(\$8,929)</b>	<b>(\$10,174)</b>	<b>(\$10,503)</b>	<b>(\$11,166)</b>
Dedicated Taxes & State and Local Subsidies	\$9,796	\$11,354	\$11,069	\$11,216	\$12,227	\$12,876
Debt Service	(2,420)	(1,950)	(2,089)	(2,077)	(2,108)	(2,375)
<b>Cash Balance Before Prior-Year Carryover</b>	<b>(\$1,166)</b>	<b>(\$44)</b>	<b>\$51</b>	<b>(\$1,035)</b>	<b>(\$384)</b>	<b>(\$666)</b>
Adjustments	\$0	\$44	(\$51)	\$1,035	\$384	\$666
Prior-Year Carryover Balance	1,166	0	0	0	0	0
<b>Net Cash Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2024-2027**  
**MTA Consolidated July Financial Plan Compared with February Financial Plan**  
**Cash Reconciliation after Below-the-Line Adjustments**  
(\$ in millions)

	Favorable/(Unfavorable)			
	2023	2024	2025	2026
<b>FEBRUARY FINANCIAL PLAN 2023-2026</b>				
<b>NET CASH SURPLUS/(DEFICIT)</b>	<b>\$1</b>	<b>(\$1,188)</b>	<b>(\$1,242)</b>	<b>(\$1,623)</b>
<b>Agency Baseline Re-estimates</b>	<b>\$754</b>	<b>\$1,224</b>	<b>\$775</b>	<b>\$676</b>
Farebox and Toll Revenue	216	607	634	644
NYC Paratransit Reimbursement	104	172	177	178
Electric Power and Fuel	127	(11)	(46)	(39)
Health & Welfare (including retirees)	(27)	(72)	(87)	(105)
Pensions	90	73	(39)	(75)
Timing	(286)	(41)	-	-
2024 Pension Prepayment	(629)	629	-	-
Local Subsidy to Cover 2023 and 2024 Pension prepayments 1	1,056	-	-	-
Local Subsidy - MTA Bus Adjustment	(63)	(122)	136	68
Other Baseline Re-estimates (including timing) 2	166	(11)	0	6
<b>New Needs/Investments 3</b>	<b>(\$27)</b>	<b>(\$84)</b>	<b>(\$68)</b>	<b>(\$57)</b>
Maintenance	(6)	(14)	(7)	(7)
Safety & Security	(1)	(38)	(30)	(21)
Service/Service Support	(2)	(5)	(5)	(3)
All Other New Needs	(18)	(27)	(26)	(26)
<b>Savings Programs</b>	<b>\$69</b>	<b>\$140</b>	<b>\$141</b>	<b>\$144</b>
New Operating Efficiencies and Re-estimates 4	69	140	141	144
<b>MTA Adjustments</b>	<b>\$5</b>	<b>\$5</b>	<b>\$0</b>	<b>\$0</b>
General Reserve	5	5	-	-
<b>B&amp;T Adjustments</b>	<b>(\$149)</b>	<b>(\$208)</b>	<b>(\$206)</b>	<b>(\$206)</b>
B&T Net Baseline Impacts 5	(149)	(208)	(206)	(206)
<b>Debt Service (Cash)</b>	<b>\$298</b>	<b>\$384</b>	<b>\$472</b>	<b>\$286</b>
<b>Subsidies (Cash)</b>	<b>\$159</b>	<b>\$642</b>	<b>\$330</b>	<b>\$1,618</b>
Metropolitan Mass Transportation Operating Assist (MMTOA)	75	228	228	228
Petroleum Business Tax (PBT) Receipts	0	4	4	4
Real Estate Taxes	(399)	(218)	(211)	(163)
Payroll Mobility Tax (PMT)	452	1,191	1,276	1,361
For-Hire Vehicle (FHV) Surcharge	(14)	-	-	-
Automated Bus Lane Enforcement (ABLE) Violations	7	42	38	35
Peer-to-Peer Car Sharing Trip Tax	0	0	0	0
Station Maintenance	(2)	(1)	(1)	(1)
State General Fund Subsidy	300	-	-	-
Casino License Revenues	-	-	-	500
Forward Energy Contracts Program	(18)	(7)	-	-
Local Subsidy Available Due to Federal COVID Aid	(548)	(885)	(990)	(432)
City Subsidy for MTA Bus	5	(8)	(267)	(168)
City Subsidy for Staten Island Railway	293	290	248	249
CDOT Subsidy for Metro-North Railroad	8	7	6	6
<b>Below-the-Line (BTL) Adjustments</b>	<b>(\$1,107)</b>	<b>(\$913)</b>	<b>(\$202)</b>	<b>(\$839)</b>
<i>Base Fare/Toll Increases:</i>				
Fare/Toll Increase - June 2023 (4% Yield) (incorporated ATL)	(159)	(271)	(277)	(283)
Subsidy Impacts - Fare/Toll Increase, June 2023 (incorporated ATL)	8	9	7	7
Fare/Toll Increase - January 2025 (4% Yield)	-	-	79	13
Subsidy Impacts - Fare/Toll Increase, January 2025	-	-	(4)	1
<i>MTA Efficiencies:</i>				
MTA Operating Efficiencies	(100)	(207)	(106)	(118)
<i>Management and Policy Actions:</i>				
Additional Fare Increases (from February Plan)	(50)	(100)	(100)	(100)
Additional Labor Expense - TWU Settlement and Pattern	(235)	(140)	(230)	(270)
Safety & Security Actions to be Allocated	(11)	(11)	(11)	(11)
Additional Pension Pre-payment	-	(500)	515	-
Reimbursement from OPEB Trust	39	56	57	70
<i>Other:</i>				
FEMA COVID Reimbursement	-	250	(133)	(149)
New Government Funding or Additional MTA Actions (from February Plan)	(600)	-	-	-
<b>Prior Year Carryover</b>	<b>(\$3)</b>	<b>(\$1)</b>	<b>\$0</b>	<b>\$0</b>
<b>JULY FINANCIAL PLAN 2024-2027</b>				
<b>NET CASH SURPLUS/(DEFICIT)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

*Footnotes for Cash Reconciliation (after Below-the-Line Adjustments)*

- <sup>1</sup> Local Subsidy Available Due to Federal COVID Funding was used to prepay 2023 and 2024 MTA Sponsored pension plan expenses for Long Island Rail Road, Metro-North Railroad and New York City Transit.
- <sup>2</sup> Includes OTPS and reimbursable adjustments, adjusted fare media liability, operating capital, adjusted COVID-related expenditures and cash adjustments.
- <sup>3</sup> Expenses related to the expansion of the ABLE program are incorporated in All Other New Needs and are offset by additional revenue from fines, which are captured in Subsidies.
- <sup>4</sup> Additional unidentified operational efficiencies are captured in Volume 1.
- <sup>5</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 in 2022 and unfavorable OTPS adjustments which are captured above.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2024 - 2027**  
**Consolidated Subsidies**  
**Cash Basis**  
(\$ in Millions)

	Actual 2022	Mid-Year Forecast 2023	Preliminary Budget 2024	2025	2026	2027
<b>MMTOA, PBT, Real Estate Taxes and Other</b>						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$2,601.0	\$2,838.5	\$2,991.0	\$2,991.0	\$2,991.0	\$3,050.8
Petroleum Business Tax (PBT)	585.7	611.2	615.3	615.3	615.3	615.3
Mortgage Recording Tax (MRT)	647.9	365.5	455.4	498.6	540.9	569.6
<i>MRT Transfer to Suburban Counties</i>	<i>(20.9)</i>	<i>(18.0)</i>	<i>(11.7)</i>	<i>(13.0)</i>	<i>(14.5)</i>	<i>(15.8)</i>
<i>MTA Bus Debt Service</i>	<i>(12.2)</i>	<i>(12.3)</i>	<i>(12.3)</i>	<i>(12.6)</i>	<i>(14.5)</i>	<i>(13.6)</i>
<i>Interest on MRT Receipts</i>	<i>9.3</i>	<i>6.2</i>	<i>6.2</i>	<i>6.2</i>	<i>6.2</i>	<i>6.2</i>
Urban Tax	<u>729.5</u>	<u>374.7</u>	<u>511.9</u>	<u>542.7</u>	<u>575.5</u>	<u>578.9</u>
	<b>\$4,540.4</b>	<b>\$4,166.0</b>	<b>\$4,555.8</b>	<b>\$4,628.2</b>	<b>\$4,699.8</b>	<b>\$4,791.3</b>
<b>PMT and MTA Aid</b>						
Payroll Mobility Tax (PMT)	\$1,796.9	\$2,238.2	\$3,020.5	\$3,150.1	\$3,277.7	\$3,403.7
Payroll Mobility Tax Replacement Funds	244.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>263.3</u>	<u>282.7</u>	<u>282.9</u>	<u>283.1</u>	<u>283.3</u>	<u>283.5</u>
	<b>\$2,304.5</b>	<b>\$2,765.2</b>	<b>\$3,547.7</b>	<b>\$3,677.5</b>	<b>\$3,805.3</b>	<b>\$3,931.5</b>
<b>For-Hire Vehicle (FHV) Surcharge</b>						
Subway Action Plan Account	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0
Transfer from OBTA into Operating Budget Subsidies	0.0	0.0	0.0	0.0	0.0	0.0
General Transportation Account	<u>0.0</u>	<u>15.1</u>	<u>47.6</u>	<u>67.5</u>	<u>69.6</u>	<u>71.7</u>
	<b>\$300.0</b>	<b>\$315.1</b>	<b>\$347.6</b>	<b>\$367.5</b>	<b>\$369.6</b>	<b>\$371.7</b>
<b>Automated Bus Lane Enforcement (ABLE) Violations</b>						
	<b>\$4.4</b>	<b>\$9.9</b>	<b>\$45.3</b>	<b>\$40.8</b>	<b>\$38.2</b>	<b>\$38.2</b>
<b>Peer-to-Peer Car Sharing Trip Tax</b>						
	<b>\$0.0</b>	<b>\$0.2</b>	<b>\$0.2</b>	<b>\$0.2</b>	<b>\$0.2</b>	<b>\$0.2</b>
<b>Capital Program Funding from Lockbox Revenues</b>						
Central Business District Tolling Program (CBDTP)	\$0.0	\$0.0	\$600.0	\$1,000.0	\$1,000.0	\$1,000.0
Real Property Transfer Tax Surcharge (Mansion Tax)	524.4	311.7	320.6	332.8	335.7	335.8
Internet Marketplace Tax -NYS	152.6	154.2	155.7	157.3	158.8	160.4
Internet Marketplace Tax - NYC	<u>173.0</u>	<u>174.7</u>	<u>176.5</u>	<u>178.2</u>	<u>180.0</u>	<u>181.8</u>
<b>Subtotal:</b>	<b>850.0</b>	<b>640.6</b>	<b>1,252.8</b>	<b>1,668.3</b>	<b>1,674.5</b>	<b>1,678.0</b>
<i>Less: Debt Service on Lockbox Bonds</i>	<i>(13.4)</i>	<i>(96.2)</i>	<i>(155.6)</i>	<i>(399.6)</i>	<i>(733.2)</i>	<i>(1,020.1)</i>
<i>Less: Lockbox Allocated to PAYGO</i>	<i>(838.9)</i>	<i>(544.4)</i>	<i>(1,097.1)</i>	<i>(1,268.7)</i>	<i>(941.3)</i>	<i>(657.9)</i>
	<b>(\$2.3)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>State and Local Subsidies</b>						
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	189.3	187.9	187.9	187.9	187.9	187.9
Station Maintenance	190.7	197.6	202.3	206.8	211.3	216.1
State General Fund Subsidy	<u>0.0</u>	<u>300.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$567.9</b>	<b>\$873.5</b>	<b>\$578.1</b>	<b>\$582.7</b>	<b>\$587.2</b>	<b>\$591.9</b>
<b>Casino License Revenues</b>						
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$500.0</b>	<b>\$500.0</b>
<b>Investment Income</b>						
	<b>\$10.7</b>	<b>\$8.0</b>	<b>\$7.0</b>	<b>\$6.0</b>	<b>\$6.0</b>	<b>\$6.0</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)	63.7	1.3	(6.9)	0.0	0.0	0.0
Committed to Capital Program Contributions	(120.2)	(114.1)	(108.8)	(103.8)	(99.0)	(94.4)
Local Subsidy Available Due to Federal COVID Funding	598.8	1,237.1	16.9	38.1	217.9	548.3
Local Subsidy to Cover Labor Reserve	(278.8)	0.0	0.0	0.0	0.0	0.0
Local Subsidy to Cover General Reserve	<u>(185.0)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$67.0</b>	<b>\$1,112.8</b>	<b>(\$110.4)</b>	<b>(\$77.2)</b>	<b>\$107.4</b>	<b>\$442.4</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$7,792.5</b>	<b>\$9,250.6</b>	<b>\$8,971.3</b>	<b>\$9,225.6</b>	<b>\$10,113.6</b>	<b>\$10,673.1</b>
<b>Other Funding Agreements</b>						
City Subsidy for MTA Bus Company	\$521.5	\$524.8	\$527.9	\$529.6	\$671.4	\$809.8
City Subsidy for Staten Island Railway	24.4	55.1	63.0	49.4	71.9	70.9
CDOT Subsidy for Metro-North Railroad	<u>264.0</u>	<u>260.3</u>	<u>258.0</u>	<u>279.1</u>	<u>285.9</u>	<u>301.4</u>
	<b>\$810.0</b>	<b>\$840.2</b>	<b>\$848.9</b>	<b>\$858.1</b>	<b>\$1,029.2</b>	<b>\$1,182.1</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$8,602.5</b>	<b>\$10,090.8</b>	<b>\$9,820.2</b>	<b>\$10,083.7</b>	<b>\$11,142.9</b>	<b>\$11,855.2</b>
<b>Inter-agency Subsidy Transactions</b>						
B&T Operating Surplus Transfer	<u>\$1,193.2</u>	<u>\$1,263.1</u>	<u>\$1,248.4</u>	<u>\$1,131.9</u>	<u>\$1,083.9</u>	<u>\$1,020.4</u>
	<b>\$1,193.2</b>	<b>\$1,263.1</b>	<b>\$1,248.4</b>	<b>\$1,131.9</b>	<b>\$1,083.9</b>	<b>\$1,020.4</b>
<b>TOTAL SUBSIDIES</b>	<b>\$9,795.7</b>	<b>\$11,353.9</b>	<b>\$11,068.6</b>	<b>\$11,215.6</b>	<b>\$12,226.7</b>	<b>\$12,875.6</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Summary of Changes Between July and February Financial Plans**  
**Consolidated Subsidies**

**Cash Basis**  
(\$ in Millions)

	2023	2024	2025	2026
<b>MMTOA, PBT, Real Estate Taxes and Other</b>				
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$75.2	\$227.6	\$227.6	\$227.6
Petroleum Business Tax (PBT)	0.5	3.6	3.6	3.6
Mortgage Recording Tax (MRT)	(267.4)	(193.6)	(176.1)	(143.9)
MRT Transfer to Suburban Counties	(6.4)	0.4	(0.6)	(2.1)
Interest on MRT Receipts	0.0	0.0	0.0	0.0
Urban Tax	<u>(125.4)</u>	<u>(25.2)</u>	<u>(34.1)</u>	<u>(17.1)</u>
	<b>(\$323.5)</b>	<b>\$12.8</b>	<b>\$20.5</b>	<b>\$68.1</b>
<b>PMT and MTA Aid</b>				
Payroll Mobility Tax (PMT)	\$452.3	\$1,190.7	\$1,275.8	\$1,361.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$452.3</b>	<b>\$1,190.7</b>	<b>\$1,275.8</b>	<b>\$1,361.0</b>
<b>For-Hire Vehicle (FHV) Surcharge</b>				
Subway Action Plan Account	\$0.0	\$0.0	\$0.0	\$0.0
Transfer from OBTA into Operating Budget Subsidies	0.0	0.0	0.0	0.0
General Transportation Account	<u>(13.6)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>(\$13.6)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Automated Bus Lane Enforcement (ABLE) Violations</b>				
	<b>\$7.0</b>	<b>\$42.4</b>	<b>\$37.9</b>	<b>\$35.3</b>
<b>Peer-to-Peer Car Sharing Trip Tax</b>				
	<b>\$0.2</b>	<b>\$0.2</b>	<b>\$0.2</b>	<b>\$0.2</b>
<b>Capital Program Funding from Lockbox Revenues</b>				
Central Business District Tolling Program (CBDTP)	\$0.0	(\$150.0)	\$0.0	\$0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	0.0	0.0	0.0	0.0
Internet Marketplace Tax - NYS	0.0	0.0	0.0	0.0
Internet Marketplace Tax - NYC	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
<b>Subtotal:</b>	<b>0.0</b>	<b>(150.0)</b>	<b>0.0</b>	<b>0.0</b>
Less: Debt Service on Lockbox Bonds	34.4	20.0	41.1	83.2
Less: Lockbox Allocated to PAYGO	<u>(34.4)</u>	<u>130.0</u>	<u>(41.1)</u>	<u>(83.2)</u>
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</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	(2.3)	(1.4)	(0.8)	(0.9)
State General Fund Subsidy	<u>300.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$297.7</b>	<b>(\$1.4)</b>	<b>(\$0.8)</b>	<b>(\$0.9)</b>
<b>Casino License and Gaming Tax Revenues</b>				
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$500.0</b>
<b>Investment Income</b>				
	<b>\$7.7</b>	<b>\$6.7</b>	<b>\$5.7</b>	<b>\$5.7</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)	(17.6)	(6.9)	0.0	0.0
Committed to Capital Program Contributions	0.0	0.0	0.0	0.0
Local Subsidy Available Due to Federal COVID Funding	<u>(548.3)</u>	<u>(884.7)</u>	<u>(989.9)</u>	<u>(432.1)</u>
	<b>(\$565.9)</b>	<b>(\$891.6)</b>	<b>(\$989.9)</b>	<b>(\$432.1)</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>(\$138.0)</b>	<b>\$359.8</b>	<b>\$349.3</b>	<b>\$1,537.3</b>
<b>Other Funding Agreements</b>				
City Subsidy for MTA Bus Company	\$8.8	\$11.9	(\$245.9)	(\$143.5)
City Subsidy for Staten Island Railway	2.4	3.4	(4.3)	(6.0)
CDOT Subsidy for Metro-North Railroad	<u>(6.7)</u>	<u>(23.7)</u>	<u>(17.1)</u>	<u>(18.6)</u>
	<b>\$4.5</b>	<b>(\$8.4)</b>	<b>(\$267.4)</b>	<b>(\$168.2)</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>(\$133.5)</b>	<b>\$351.5</b>	<b>\$82.0</b>	<b>\$1,369.1</b>
<b>Inter-agency Subsidy Transactions</b>				
B&T Operating Surplus Transfer	<u>\$292.7</u>	<u>\$290.2</u>	<u>\$248.0</u>	<u>\$248.6</u>
	<b>\$292.7</b>	<b>\$290.2</b>	<b>\$248.0</b>	<b>\$248.6</b>
<b>TOTAL SUBSIDIES</b>	<b>\$159.2</b>	<b>\$641.7</b>	<b>\$330.0</b>	<b>\$1,617.7</b>

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