

June 30, 2017

Supplement To Offering Memorandum Dated June 20, 2017

Relating to

\$500,000,000

METROPOLITAN TRANSPORTATION AUTHORITY

Transportation Revenue Bond Anticipation Notes, Series 2017B

consisting of

\$250,000,000	\$100,000,000	\$50,000,000
Subseries 2017B-1	Subseries 2017B-2	Subseries 2017B-3
\$50,000,000	\$25,000,000	\$25,000,000
Subseries 2017B-4	Subseries 2017B-5	Subseries 2017B-6

The Offering Memorandum dated June 20, 2017 (the Offering Memorandum) for the above-referenced Notes is hereby amended to add the following text to the end of Attachment 4, as added by the previous supplement on June 22, 2017:

Governor's Responses to MTA Service Disruptions

On June 29, 2017, Governor Cuomo undertook a series of actions in response to recent service disruptions, including a derailment, with resultant injuries, of an A train at West 128th in Manhattan on June 27, 2017, as well as increasing service delays, overcrowding and infrastructure disrepair system-wide. The Governor issued an Executive Order, effective immediately, declaring a "State of Emergency" with respect to the Metropolitan Transportation Authority ("MTA"), temporarily suspending selected State laws affecting MTA's statutory authority with respect to procurement of necessary equipment and services to address deterioration in MTA infrastructure. This action is intended to expedite capital projects and permit needed subway and commuter rail repairs to proceed at a faster pace. The suspension of such State statutory contracting rules pursuant to the Executive Order is effective until further notice by the Governor. The Governor also called on Con Edison, which operates the energy delivery system in the New York area, to commence an immediate investigation of their equipment, transmission and interlocks throughout the entire MTA subway system. The Governor requested a report from Con Edison within 90 days, and that any necessary work on such power connections to the MTA subway system be completed by the end of 2017.

The Governor also announced his intention to commit an additional \$1 billion in State resources to the MTA Capital Program. The source and timing of such additional funding have yet to be determined. In addition, the Governor announced that newly confirmed MTA Chairman Joseph J. Lhota will (i) outline a reorganization plan for the MTA, reporting to the Governor in thirty days, and (ii) within sixty days submit an outline to the Governor of a prioritized plan of equipment and related needs for the MTA Transit and Commuter Systems and their estimated costs. Additional State initiatives in response to the MTA Chairman's reports referred to above, or otherwise, may be proposed.

Please affix this Supplement to the Offering Memorandum that you have in your possession and forward this Supplement to any party to whom you delivered a copy of the Offering Memorandum.

June 22, 2017

**Supplement To Offering Memorandum Dated June 20, 2017
Relating to
\$500,000,000**

**METROPOLITAN TRANSPORTATION AUTHORITY
Transportation Revenue Bond Anticipation Notes, Series 2017B**

consisting of

**\$250,000,000
Subseries 2017B-1**

**\$100,000,000
Subseries 2017B-2**

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Subseries 2017B-3**

**\$50,000,000
Subseries 2017B-4**

**\$25,000,000
Subseries 2017B-5**

**\$25,000,000
Subseries 2017B-6**

The Offering Memorandum dated June 20, 2017 (the Offering Memorandum) for the above-referenced Notes is hereby amended to include the attached as “ATTACHMENT 4 - Supplement to the 2017 MTA Annual Disclosure Statement, dated June 22, 2017”.

Please affix this Supplement to the Offering Memorandum that you have in your possession and forward this Supplement to any party to whom you delivered a copy of the Offering Memorandum.

ATTACHMENT 4

Supplement to the 2017 MTA Annual Disclosure Statement June 22, 2017

This Supplement to the Metropolitan Transportation Authority (“MTA”) Annual Disclosure Statement is dated June 22, 2017 (the “Supplement”) and contains information only about the specific matters described herein and only through that date. The 2017 MTA Annual Disclosure Statement (as heretofore supplemented and updated, the “ADS”) dated April 28, 2017, should be read in its entirety, in connection with the information in this Supplement. MTA expects to file this Supplement with the Municipal Securities Rulemaking Board on its Electronic Municipal Market Access system and may incorporate such information herein by specific cross-reference. MTA retains the right to further update and supplement specific information contained herein as events warrant.

The factors affecting MTA’s financial condition are complex. This Supplement may contain forecasts, projections, and estimates that are based on expectations and assumptions, which existed at the time they were prepared, and contains statements relating to future results and economic performance that are “forward-looking statements” as defined in the Private Securities Litigation Reform Act of 1995. Such statements generally are identifiable by the terminology used, such as “plan,” “expect,” “estimate,” “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 actual results. Forecasts, projections 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 involve 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. 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. These forward-looking statements speak only as of the date of this Supplement.

This Supplement updates information set forth in the ADS relating to (i) the 2015-2019 Capital Program, (ii) the 2010-2014 Capital Program, (iii) DTF Table 2 - Summary of MTTF Receipts and MMTOA Receipts, (iv) MTA’s Property Insurance Program, and (v) updates concerning the MTA response to Amtrak related service disruptions at Penn Station, management changes and certain proposed legislation.

The following paragraphs are included as the last paragraph under the heading “FINANCIAL PLANS AND CAPITAL PROGRAMS – Approved 2015-2019 Capital Program – 2015-2019 Capital Program Amendments” appearing on page 64 of the ADS:

On May 24, 2017, the MTA Board reviewed and authorized a further amendment to the 2015-2019 Capital Program, increasing the 2015-2019 Capital Program from \$29.575 billion to \$32.457 billion, to further incorporate the introduction of key priority and regional mobility projects and to reflect additional funding requirements for network expansion projects. The proposed amendment rebalances core programs to address critical customer-oriented priority projects, such as station enhancement work, bus fleet amenities, and Open Road Tolling (“ORT”) at MTA Bridges and Tunnels facilities. A new \$1.950 billion project is established to promote regional mobility through the MTA Long Island Rail Road expansion project. The amendment also includes additional required funding for Second Avenue Subway Phase Two (\$700 million). There are \$464 million for the East Side Access project and related investments being administratively transferred to the 2010-2014 Capital Program with no resulting changes to the overall multi-capital program budgets for either the East Side Access project or regional investments. MTA agencies have also updated requirements for existing projects.

The proposed amendment to the 2015-2019 Capital Program includes the following:

Core Program (\$22.382 billion). Continued investments that renew and enhance the networks of MTA New York City Transit, MTA Long Island Rail Road, MTA Metro-North, Railroad, MTA Bus and MTA Interagency Programs are planned with a net increase of \$618 million. Changes include:

- Expansion of customer-focused station enhancements at MTA New York City Transit, MTA Long Island Rail Road, and MTA Metro-North Railroad;
- Purchase of electric and electric hybrid buses;
- Phasing MTA New York City Transit’s R211 and related carborne equipment purchases to reflect the production and delivery of the new fleet;
- Adjustment to MTA Long Island Rail Road and MTA Metro-North Railroad rolling stock purchases based on the timing of M-3 commuter rail car replacement deliveries and the need to expand MTA Metro-North’s Railroad M-8 electric fleet;
- Increased investment in new “contactless” fare payment technology;
- Providing train arrival information through countdown clock investments at stations on MTA New York City Transit’s B Division lines, which consists of the subway lines operating with lettered services (A, B, C, D, E, F, G, J, L, M, N, Q, R, W, and Z), as well as the Franklin Avenue and Rockaway Park Shuttles;
- Initial investments by MTA New York City Transit and MTA Long Island Rail Road to accommodate future LaGuardia Airport access to existing stations; and
- Consolidation of the MTA mentoring program support in the MTA Interagency Program by transferring \$45 million from the core agencies’ budgets and \$12 million from MTA Network Expansion Projects and MTA Bridges and Tunnels.

Network Expansion Program (\$7.135 billion). Network expansion increases from \$4.956 billion to \$7.135 billion, due to the following changes:

- Additional funding of \$700 million to support early local match requirements of the full funding grant agreement application for Phase Two of the full length Second Avenue Subway;
- A new initiative to expand MTA Long Island Rail Road's Main Line and enhance regional mobility is being added. This project will commence with a \$1.950 billion budget (including \$450 million of DOT work to address grade crossings);
- A total of \$464 million in administrative transfers are being made to East Side Access (\$270 million) Regional Investments (\$117 million) and the East Side Access Rolling Stock Reserve (\$78 million). The transfers are being made to consolidate similar budgets in the 2010-2014 Capital Program with no change to the overall multi-capital program budgets for East Side Access (\$10.178 billion) and Regional Investments (\$758 million); and
- A transfer of \$7 million to MTA Interagency Program for mentoring program support.

MTA Bridges and Tunnels. MTA Bridges and Tunnels program increased from \$2.856 billion to \$2.940 billion (which change is not subject to CPRB approval). The increase is due to a review and re-organization of agency needs and adjustments to the program to reflect new, high priority initiatives, principally related to the implementation of ORT, while ensuring that all other critical 2015-2019 Capital Program work moves forward. Key elements include:

- Transitioning all bridge and tunnel operations to ORT;
- A \$90 million transfer of funding from the 2010-2014 Capital Program to support ORT;
- Revised sequencing for some projects while ensuring the most critical needs are addressed; and
- A transfer of \$6 million to MTA Interagency Program for mentoring program support.

The proposed 2015-2019 Capital Program amendment is intended to improve capital program investment strategies and business practices through, among other things, the exploration of innovative design-build procurements, updated design standards incorporating lessons learned from Superstorm Sandy, and continued attention to component replacement programs that quickly target critical renewal needs.

The proposed increase in program funding includes the following: additional Congestion Mitigation and Air Quality Improvement Program funding from NYSDOT, MTA bonds and pay-as-you-go ("PAYGO") generated through lower debt service expenses and other operating expense savings (to support regional mobility, Second Avenue Subway Phase Two and the core capital program), State capital funding to support MTA Long Island Rail Road station and system connectivity projects, and the transfer of funds from the 2010-2014 Capital Program to support ORT projects. The amendment also includes an administrative funding swap between federal formula/flexible funds and MTA local funding to match actual/planned fund source usage by program.

The previously discussed Core Program and Network Expansion Program components of the amendment will require the approval of the CPRB. MTA submitted the amendment to the CPRB for approval on May 31, 2017.

The following paragraphs are to be inserted following the fourth paragraph under the heading “FINANCIAL PLANS AND CAPITAL PROGRAMS – 2010-2014 Capital Program” appearing on page 65 of the ADS and the sixth paragraph under such heading is deleted:

2010-2014 Capital Program Amendments:

On May 24, 2017, the MTA Board approved an additional amendment to the 2010-2014 Capital Program providing for a reduction of funding related to Superstorm Sandy-related restoration of \$2.959 billion, consisting of a reduction in restoration by \$183 million and mitigation by \$2.777 billion, reflecting the reduced availability of funding. The proposed amendment is designed to align overall budget allocations with essential project needs and funding and to prioritize needs and update the timing and costs of projects. The amended Superstorm Sandy program provides full funding for all priority needs in such program. The MTA has also established \$240 million of programmatic Superstorm Sandy restoration reserves for MTA New York City Transit (\$194 million), MTA Metro-North Railroad (\$24 million) and MTA Long Island Rail Road (\$22 million) to support ongoing and future restoration projects. Partially offsetting these reductions is a \$3 million increase in the security portion of the program.

Select budget allocations for the East Side Access project, Regional Investments and East Side Access rolling stock, which are all common to both the 2015-2019 Capital Program and 2010-2014 Capital Program, discussed above under “—Approved 2015-2019 Capital Programs - *MTA Capital Construction Regional Investments – Regional Investments - \$310 million,*” are being administratively transferred to the 2010-2014 Capital Program. Such transfers consolidate the budgets for rolling stock, the East Side Access management reserve and select Regional Investment and Harold Interlocking budgets to re-organize projects to increase transparency and improve budget management. The overall multi-capital program budgets for the East Side Access project (\$10.178 billion) and Regional Investments (\$758 million) remain unchanged. The resulting \$464 million increase to the 2010-2014 MTA Capital Construction network expansion program is supported by surpluses identified in the 2010-2014 Capital Program and other MTA capital programs.

The proposed amendment transfers \$90 million from the 2010-2014 Capital Program to the 2015-2019 Capital Program to support ORT projects at MTA Bridges and Tunnels facilities. The reduction to the 2010-2014 Capital Program includes \$32 million that had been added in the previous amendment, and will result in a net reduction of \$61 million in MTA Bridges and Tunnels core program (from \$2.078 billion to \$2.018 billion).

Updates have been made to project timing and cost estimates within the core and network expansion programs to reflect current assumptions and prioritizations. As a result of the amendment, numerous elements are more than 10% over budgeted elements that had been previously approved by CPRB.

The proposed amendment decreases the 2010-2014 Capital Program funding by \$2.780 billion to \$32.021 billion, primarily to align the budgets related to Superstorm Sandy with reduced funding assumptions. The remaining federal, insurance and MTA local funds fully support each MTA agency’s highest repair and resiliency priorities. The proposed funding plan also reflects the administrative transfer of funding between approved capital programs - particularly New Starts and MTA local funding for the East Side Access project and Second Avenue Subway - to match actual/planned fund source usage by program. The amendment also transfers available MTA local funds from prior capital programs to support the East Side Access project, Regional Investment and the East Side Access project Rolling Stock Reserve and various core agency projects. The remaining adjustments reconcile the funding plan with actual receipts of funds.

The previously discussed amendment will require the approval of the CPRB. MTA submitted the amendment to the CPRB for approval on May 31, 2017.

The Table “DTF Table 2” appearing on page 123 of the ADS is deleted and replaced in its entirety with the following:

DTF Table 2
Summary of MTTF Receipts and MMTOA Receipts⁽¹⁾
State Fiscal Year ending March 31 (\$ millions)

	<u>Actual</u> <u>2014</u>	<u>Actual</u> <u>2015</u>	<u>Actual</u> <u>2016</u>	<u>Actual</u> <u>2017</u>	<u>Projection</u> <u>2018⁽⁸⁾</u>
<u>Dedicated Taxes (\$ millions)</u>					
MTTF⁽¹⁾					
PBT ⁽²⁾	\$ 345.9	\$ 347.4	\$ 337.3	\$ 336.9	\$ 324.6
Motor Fuel Tax	90.7	92.7	96.5	100.5	98.9
Motor Vehicle Fees	181.6	120.4 ⁽⁷⁾	127.4 ⁽⁷⁾	128.7 ⁽⁷⁾	128.6 ⁽⁷⁾
Total Available	<u>\$ 618.2</u>	<u>\$ 560.5</u>	<u>\$ 561.2</u>	<u>\$ 566.1</u>	<u>\$ 552.1</u>
MMTOA⁽¹⁾					
PBT ⁽²⁾	\$ 75.5	\$ 75.1	\$ 72.6	\$ 73.1	\$ 69.7
District Sales Tax	801.7	854.2	874.2	903.0	942.0
Franchise Taxes ⁽³⁾	36.5	25.7	39.4	41.4	39.6
Franchise Surcharges	989.9	1,032.0	1,039.7	1,017.1	1,092.9
Total Available	<u>\$ 1,903.6</u>	<u>\$ 1,987.0</u>	<u>\$ 2,025.9</u>	<u>\$ 2,034.6</u>	<u>\$ 2,144.2</u>
Disbursements					
MTTF⁽⁴⁾	\$ 606.9	\$ 629.8 ⁽⁷⁾	\$ 604.8 ⁽⁷⁾	\$ 616.4 ⁽⁷⁾	\$ 613.2 ⁽⁷⁾
MMTOA⁽⁵⁾	\$ 1,518.2	\$ 1,563.9	\$ 1,563.9	\$ 1,668.0	\$ 1,668.0
Total Disbursed	<u>\$ 2,125.1</u>	<u>\$ 2,193.7</u>	<u>\$ 2,168.7</u>	<u>\$ 2,284.4</u>	<u>\$ 2,281.2</u>
Debt Service⁽⁶⁾	\$ 356.1	\$ 344.6	\$ 341.7	\$ 365.1	\$ 394.9
Debt Service Coverage Ratio – MTTF Receipts Only	1.70x	1.83x	1.77x	1.69x	1.55x
Debt Service Coverage Ratio – MTTF and MMTOA Receipts	5.97x	6.37x	6.35x	6.26x	5.78x

⁽¹⁾ As used in this Table, MTTF Receipts and MMTOA Receipts have the meaning given such terms in the DTF Resolution.

⁽²⁾ Effective December 1, 2017, all receipts from aviation fuel will be directed to an aviation purpose account, from which no revenue is directed to MTTF or MMTOA. The impact in State fiscal year 2017-2018 is projected to result in a reduction of \$1.0 million for MTTF and \$0.4 million for MMTOA.

⁽³⁾ Effective State fiscal year 2012-2013, the distribution to the MMTOA Account was changed from 80% to 54% of the taxes collected from Franchise Taxes. The remaining 26% is distributed to the Public Transportation Systems Operating Assistance PTOA Account. This distribution is in effect through March 31, 2018.

⁽⁴⁾ Represents the amount in the MTTF that was, subject to appropriation, paid to MTA by deposit into the MTA Dedicated Tax Fund, thereby becoming MTTF Receipts. The amount of MTTF Receipts in any State fiscal year may be greater than the amount collected for deposit into the MTTF due to, among other things, investment earnings or surplus amounts retained in the MTTF that were not paid out in prior years.

⁽⁵⁾ Represents the amount in the MMTOA Account that was, subject to appropriation, paid to MTA by deposit into the MTA Dedicated Tax Fund, thereby becoming MMTOA Receipts. The difference between Total Available MMTOA Taxes and MMTOA Receipts generally represents the amount appropriated for operating expenses of the various non-MTA systems in the MCTD, as well as the amounts appropriated to MTA and other transportation agencies, primarily in accordance with the Section 18-b Program as described in the ADS under the caption “REVENUES OF THE RELATED ENTITIES – State and Local General Operating Subsidies” in Part 2.

⁽⁶⁾ Net of \$26.0 million of Build America Bond interest credit payments in each State fiscal year from 2013-2014 through 2017-2018.

⁽⁷⁾ Pursuant to legislation enacted in 2014, beginning with State fiscal year 2014-2015 and each year thereafter, a portion of the Fiscal Year 2013-2014 Motor Vehicle General Fund transfer of \$169.4 million has been replaced with a direct transfer of \$62.7 million from the State General Fund to the Dedicated Mass Transportation Trust Fund. \$57.7 million of such amount flows to the MTA Dedicated Tax Fund as MTTF Receipts; the remainder flows to other transportation systems.

⁽⁸⁾ The State fiscal year 2017-2018 projection is based on the 2017-2018 Enacted Budget Financial Plan.

The information under the caption “INSURANCE – Property Insurance Program” appearing on pages 203-204 of the ADS is deleted and replaced with the following:

Property Insurance Program

Property Insurance. Effective May 1, 2017, FMTAC renewed the all-agency property insurance program. For the annual period commencing May 1, 2017, FMTAC directly insures property damage claims of the Related Entities in excess of a \$25 million per occurrence deductible, subject to an annual \$75 million aggregate deductible. The total All Risk program annual limit is \$675 million per occurrence and in the annual aggregate for Flood and Earthquake covering property of the Related Entities collectively. FMTAC is reinsured in the domestic, Asian, London, European and Bermuda reinsurance markets for this coverage. Losses occurring after exhaustion of the deductible aggregate are subject to a deductible of \$7.5 million per occurrence. The property insurance policy provides replacement cost coverage for all risks (including Earthquake, Flood and Wind) of direct physical loss or damage to all real and personal property, with minor exceptions. The policy also provides extra expense and business interruption coverage.

Supplementing the \$675 million per occurrence noted above, FMTAC’s property insurance program has been expanded to include a further layer of \$125 million of fully collateralized earthquake coverage for an event of a certain index value and for storm surge coverage for losses from storm surges that surpass specified trigger levels in the New York Harbor or Long Island Sound and are associated with named storms that occur at any point in the three year period from May 23, 2017 to April 30, 2020. The expanded protection is reinsured by MetroCat Re Ltd. 2017-1, a Bermuda special purpose insurer independent from MTA and formed to provide FMTAC with capital markets based property reinsurance. The MetroCat Re Ltd. 2017-1 reinsurance policy is fully collateralized by a Regulation 114 trust invested in U.S. Treasury Money Market Funds. The additional coverage provided is parametric and available for storm surge losses resulting from a storm that causes water levels that reach the specified index values, and also for an earthquake event of a certain index value.

With respect to acts of terrorism, FMTAC provides direct coverage that is reinsured by the United States Government for 83% of “certified” losses in 2017 and 82% of “certified” losses in 2018 and 81% of “certified” losses in 2019, as covered by the Terrorism Risk Insurance Program Reauthorization Act (“TRIPRA”) of 2015. The remaining 17% (2017), 18% (2018) and 19% (2019) of the Related Entities’ losses arising from an act of terrorism would be covered under the additional terrorism policy described below. No federal compensation will be paid unless the aggregate industry insured losses exceed a trigger of \$140 million in 2017, \$160 million in 2018 and \$180 million in 2019. The United States government’s reinsurance is in place through December 31, 2020.

To supplement the reinsurance to FMTAC through the TRIPRA, MTA obtained an additional commercial reinsurance policy with various reinsurance carriers in the domestic, London and European marketplaces. That policy provides coverage for (1) 17% of any “certified” act of terrorism up to a maximum recovery of \$182.75 million for any one occurrence and in the annual aggregate during 2017, 18% of any “certified” act of terrorism up to a maximum recovery of \$193.5 million for any one occurrence and in the annual aggregate during 2018 and 19% of any “certified” act of terrorism up to a maximum recovery of \$204.25 million for any one occurrence and in the annual aggregate during 2019, (2) the TRIPRA FMTAC captive deductible (per occurrence and on an aggregated basis) that applies when recovering under the “certified” acts of terrorism insurance or (3) 100% of any “certified” terrorism loss which exceeds \$5 million and less than the \$140 million TRIPRA trigger up to a maximum recovery of \$140 million for any occurrence and in the annual aggregate during 2017, or 100% of any “certified” terrorism loss which exceeds \$5 million and less than the \$160 million TRIPRA trigger up to a maximum recovery of \$160 million for any occurrence and in the annual aggregate during 2018 or 100% of any “certified” terrorism loss which exceeds \$5 million and less than the \$180 million TRIPRA trigger up to a maximum recovery of \$180 million for any occurrence and in the annual aggregate during 2019.

Additionally, MTA purchases coverage for acts of terrorism which are not certified under TRIPRA to a maximum of \$182.75 million in 2017, \$193.5 million in 2018 and \$204.25 million in 2019. Recovery under the terrorism policy is subject to a deductible of \$25 million per occurrence and \$75 million in the annual aggregate in the event of multiple losses during the policy year. Should the Related Entities' deductible in any one year exceed \$75 million, future losses in that policy year are subject to a deductible of \$7.5 million. The terrorism coverages expire at midnight on May 1, 2019.

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MTA Response to Service Disruptions for MTA Customers Caused By Amtrak Emergency Infrastructure Repairs at Penn Station

Major Amtrak track and related emergency repairs, which have begun and are expected to continue from July through September 1, 2017, have resulted in and are expected to continue to result in serious disruptions of service for MTA Long Island Rail Road customers. In response, MTA has put in place a series of measures designed to provide relief to Long Island and other commuters who have been disadvantaged and in many cases seriously inconvenienced by the Amtrak construction induced disruptions, and to mitigate the adverse impacts to the regional and New York State economy.

MTA Long Island Rail Road Mitigation Plan During the Period of Amtrak Infrastructure Repairs at Penn Station

This mitigation plan includes the following elements:

- Partially mitigating reduced capacity into Penn Station during peak hours by adding new rush-hour trains and lengthening the number of existing trains;
- Encouraging the use of alternative MTA Long Island Rail Road terminals (Atlantic Terminal and Hunterspoint Avenue) and three other stations in Brooklyn and Queens through the use of additional service and fare incentives (see details below);
- Creating a new bus and ferry network that's free to MTA Long Island Rail Road ticketholders;
- Instituting half-price tolls for trucks on MTA Bridges and Tunnels' crossings between 10 p.m. and 5 a.m. to alleviate congestion on roads (see details below); and
- Implementing aggressive public information and outreach plans.

In tandem with establishing a mitigation plan for MTA Long Island Rail Road customers, MTA Metro-North Railroad has been working with Amtrak so that six of Amtrak's Empire Service trains can operate to Grand Central Terminal instead of Penn Station during this time period. Diverting these trains will allow additional commuter trains to operate to and from Penn Station during the repair period.

On June 20, 2017, MTA announced that MTA Long Island Rail Road will provide an average 25% fare reduction for all passengers traveling to the Atlantic Terminal, Hunterspoint Avenue and Long Island City stations during Amtrak's emergency infrastructure repair work. The reductions apply to monthly, weekly and daily tickets used for travel to these destinations. All MTA Long Island Rail Road ticket holders will be given a free transfer during the morning rush to New York City subways at Atlantic Terminal, Hunterspoint Avenue and Jamaica Station. The reductions will be in effect from July 1 to September 1, when Amtrak's emergency repair work is scheduled to be completed. In addition to travel to the Atlantic Terminal, Hunterspoint Avenue and Long Island City stations described above, the fare reductions will also be available to customers traveling to Nostrand Avenue and East New York.

Other public entities, including the New York State Department of Transportation, are working collaboratively with MTA and MTA Long Island Rail Road in furtherance of the MTA mitigation plan.

The cost to the MTA from lower revenues from the temporary MTA Long Island Rail Road fare reduction program, the diversion of commuters to other transportation options and service plan initiatives is uncertain at this time. MTA intends to seek Amtrak reimbursement but cannot determine the outcome of such matter at this time.

MTA's Truck Toll Reduction Program on Facilities of MTA Bridges and Tunnels

To reduce highway traffic during peak hours exacerbated by Amtrak repairs at Penn Station, MTA will provide funding to MTA Bridges and Tunnels so that, beginning Sunday July 9, 2017, the effective toll rates for trucks will be reduced by 50 percent on Sunday through Thursday during the hours from 10 p.m. to 5 a.m. on the following day on all MTA Bridges and Tunnels crossings during the Amtrak repair period (other than the Henry Hudson Bridge, since trucks are not allowed on the Henry Hudson Parkway), provided that MTA Bridges and Tunnels, subject to such agreements with third parties as may be necessary, shall comply with outstanding agreements (the "Truck Toll Reduction Program"). Such third-party agreements would include the agreement by MTA to fund the Truck Toll Reduction Program.

The Truck Toll Reduction Program will be in effect during the Amtrak repair period on the Bronx-Whitestone Bridge, Throgs Neck Bridge, Robert F. Kennedy Bridge, Queens-Midtown Tunnel, Hugh L. Carey Tunnel, Verrazano-Narrows Bridge, Marine Parkway-Gil Hodges Memorial Bridge, and Cross Bay Veterans Memorial Bridge. The Truck Toll Reduction Program may be earlier terminated in the discretion of the MTA.

The Truck Toll Reduction Program is intended to facilitate regional mobility during the Amtrak repair period and support regional business and commerce and the New York State economy during these Amtrak emergency infrastructure repairs.

The Truck Toll Reduction Program is expected to be funded by MTA funds. The projected cost to MTA cannot be determined with certainty until it is fully implemented. However, based on traffic information maintained by MTA Bridges and Tunnels, it is estimated that such costs would not exceed \$10 million. Funding for the costs of the Truck Toll Reduction Program is expected to come from available MTA funds that may be used for such purpose and such funds shall be remitted to the MTA Bridges and Tunnels. In the event that sufficient MTA funds are not available, the Truck Toll Reduction Program will not be implemented or will be discontinued and trucks traveling on MTA Bridges and Tunnels facilities on Sunday through Thursday during the hours from 10 p.m. to 5 a.m. during the course of the Amtrak repair period will be charged the otherwise applicable toll. The MTA intends to seek reimbursement from Amtrak of all such funds expended on the Truck Toll Reduction Program, but cannot determine the outcome of this matter at this time.

MTA Management Changes and Proposed Legislation

On June 21, 2017, Governor Cuomo appointed, and the State Senate confirmed, Joseph J. Lhota as Chairman of the MTA. Mr. Lhota previously served as Chairman and Chief Executive Officer of MTA from late 2011 to December, 2012.

Governor Cuomo has also proposed a series of legislative changes affecting MTA governance. The first proposal would, if enacted, give gubernatorial appointees majority control of the MTA. The legislation would add two additional seats to the MTA Board appointed by the Governor and give the Chairman two votes. The second proposal would, if enacted, give the Governor the authority to separate the positions of MTA Chairman and Chief Executive Officer. There is no assurance that either of such legislative changes will be enacted as proposed.



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\$25,000,000
Subseries 2017B-6

DATED: Date of Delivery

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The Transportation Revenue Bond Anticipation Notes, Subseries 2017B-1, Subseries 2017B-2, Subseries 2017B-3, Subseries 2017B-4, Subseries 2017B-5 and Subseries 2017B-6 (collectively, the Series 2017B Notes), offered hereby are issued in accordance with the terms and provisions of the General Resolution Authorizing Transportation Revenue Obligations of MTA adopted on March 26, 2002 (the Transportation Resolution), as supplemented, including as supplemented by the Multiple Series 2017 Bond Anticipation Notes and Related Subordinated Indebtedness Transportation Revenue Bond Supplemental Resolution adopted by MTA on December 14, 2016 (the BAN Resolution). A series of bonds is expected to be issued to retire the Series 2017B Notes (the Take-Out Bonds), in accordance with the Transportation Resolution, as supplemented, including as supplemented by the Multiple Series 2017 Transportation Revenue Bond Supplemental Resolution adopted by MTA on December 14, 2016 (the Take-Out Bond Resolution, and together with the Transportation Resolution and the BAN Resolution, the Resolution).

The Series 2017B Notes are being issued to finance existing approved transit and commuter projects.

Principal of and interest on the Series 2017B Notes are payable solely from (1) the proceeds of other notes, (2) the proceeds of the Take-Out Bonds and (3) with respect to interest payable on the Series 2017B Notes, amounts available for payment of subordinated indebtedness. The Series 2017B Notes are not secured by any other funds, accounts or amounts that are pledged to the payment of bonds or parity obligations issued under the Resolution. See "SECURITY FOR THE SERIES 2017B NOTES".

The Series 2017B Notes are not a debt of the State of New York (the State), The City of New York (the City) or any other local government unit, and the State, the City and other local government units are not liable thereon. MTA 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, under existing law and relying on certain representations by MTA and assuming the compliance by MTA with certain covenants, interest on the Series 2017B Notes is:

- *excluded from a noteholder's federal gross income under Section 103 of the Internal Revenue Code of 1986, and*
- *not a specific preference item for a noteholder in calculating the federal alternative minimum tax, but*
- *included in the adjusted current earnings of certain corporations in calculating the federal corporate alternative minimum tax.*

Also in Co-Bond Counsel's opinion, under existing law, interest on the Series 2017B Notes 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 2017B Notes are not subject to redemption prior to maturity.

The Series 2017B Notes 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 June 29, 2017.

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 2017B Notes. Investors are advised to read the entire offering memorandum, including all portions hereof included by specific cross-reference, to obtain information essential to making an informed decision.

\$500,000,000
Metropolitan Transportation Authority
Transportation Revenue Bond Anticipation Notes, Series 2017B
consisting of

\$250,000,000
Subseries 2017B-1

<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Yield</u>	<u>CUSIP Number*</u>
2.00%	February 1, 2018	0.870%	59261AMT1

\$100,000,000
Subseries 2017B-2

<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Yield</u>	<u>CUSIP Number*</u>
2.00%	February 1, 2018	0.840%	59261AMW4

\$50,000,000
Subseries 2017B-3

<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Yield</u>	<u>CUSIP Number*</u>
2.00%	February 1, 2018	0.860%	59261AMV6

\$50,000,000
Subseries 2017B-4

<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Yield</u>	<u>CUSIP Number*</u>
2.00%	February 1, 2018	0.870%	59261AMR5

\$25,000,000
Subseries 2017B-5

<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Yield</u>	<u>CUSIP Number*</u>
2.00%	February 1, 2018	0.825%	59261AMU8

\$25,000,000
Subseries 2017B-6

<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Yield</u>	<u>CUSIP Number*</u>
2.00%	February 1, 2018	0.860%	59261AMS3

* CUSIP numbers have been assigned by an organization not affiliated with MTA and are included solely for the convenience of the holders of the Series 2017B Notes. MTA is not responsible for the selection or uses of these CUSIP numbers, nor is any representation made as to their correctness on the Series 2017B Notes or as indicated above. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Series 2017B Notes as a result of various subsequent actions including, but not limited to, 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 2017B Notes.

Metropolitan Transportation Authority
2 Broadway, 20th Floor
New York, New York 10004
(212) 878-7000
Website: www.mta.info

Fernando Ferrer.....	Acting Chairman
Andrew B. Albert	Non-Voting Member
Norman E. Brown.....	Non-Voting Member
Randolph Glucksman	Member
Ira R. Greenberg	Non-Voting Member
David Jones.....	Member
Susan G. Metzger.....	Member
Charles G. Moerdler	Member
John J. Molloy	Member
Mitchell H. Pally.....	Member
Scott Rechler	Member
John Samuelson.....	Non-Voting Member
Andrew Saul	Member
Lawrence Schwartz.....	Member
Vincent Tessitore, Jr.	Non-Voting Member
Polly Trottenberg	Member
Veronica Vanterpool.....	Member
James Vitiello	Member
Peter Ward	Member
Carl V. Wortendyke.....	Member
Neal Zuckerman.....	Member

Veronique Hakim.....	Interim Executive Director*
Phillip Eng	Chief Operating Officer
Robert E. Foran.....	Chief Financial Officer
Donna Evans.....	Chief of Staff
Helene Fromm.	Acting General Counsel
Patrick J. McCoy.....	Director, Finance

NIXON PEABODY LLP
New York, New York

D. SEATON AND ASSOCIATES, P.A., P.C.
New York, New York

Co-Bond Counsel

PUBLIC RESOURCES ADVISORY GROUP, INC.
New York, New York

ROCKFLEET FINANCIAL SERVICES, INC.
New York, New York

Co-Financial Advisors

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

* On February 1, 2017, Fernando Ferrer, Acting Chairman and Chief Executive Officer of MTA and its affiliates and subsidiaries, appointed Veronique Hakim as Interim Executive Director and delegated to her the powers and duties of chief executive officer.

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SUMMARY OF TERMS

MTA has prepared this Summary of Terms to describe the specific terms of the Series 2017B Notes. The information in this offering memorandum, 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 and to the Transportation Revenue Bonds. Investors should carefully review that detailed information in its entirety before making a decision to purchase any of the Series 2017B Notes being offered.

Issuer.....	Metropolitan Transportation Authority, a public benefit corporation of the State of New York.	
Notes Being Offered	Transportation Revenue Bond Anticipation Notes, Subseries 2017B-1, Subseries 2017B-2, Subseries 2017B-3, Subseries 2017B-4, Subseries 2017B-5 and Subseries 2017B-6 (collectively, the Series 2017B Notes).	
Purpose of Issue	The Series 2017B Notes are being issued to finance existing approved transit and commuter projects. See “APPLICATION OF PROCEEDS” in Part I .	
Maturity and Rate	The Series 2017B Notes mature on the date and bear interest at the rate shown on the inside cover page.	
Denominations	\$5,000 and whole multiples of \$5,000.	
Interest Payment Dates.....	At maturity as set forth on the inside cover page. See “DESCRIPTION OF SERIES 2017B NOTES – General – Interest Payments” in Part I .	
Redemption.....	The Series 2017B Notes are not subject to redemption prior to maturity.	
Sources of Payment and Security.....	Principal of and interest on the Series 2017B Notes are payable solely from (1) the proceeds of other notes, (2) the proceeds of the Take-Out Bonds and (3) with respect to interest payable on the Series 2017B Notes, amounts available for payment of subordinated indebtedness. The Series 2017B Notes are not secured by any other funds, accounts or amounts that are pledged to the payment of bonds or parity obligations issued under the Resolution. See “SECURITY FOR THE SERIES 2017B NOTES” in Part I .	
Registration of the Series 2017B Notes	DTC Book-Entry-Only System. No physical certificates evidencing ownership of a 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 Part III .	
Ratings	<u>Rating Agency</u>	<u>Rating</u>
	Fitch:	F1+
	KBRA:	K1+
	Moody’s:	MIG 1
	S&P:	SP-1+
	See “RATINGS” in Part III .	
Co-Financial Advisors	Public Resources Advisory Group, Inc., New York, New York, and Rockfleet Financial Services, Inc., New York, New York.	
Purchase Price	See “UNDERWRITING” in Part III .	

-
- ***No Unauthorized Offer.*** This offering memorandum is not an offer to sell, or the solicitation of an offer to buy, the Series 2017B Notes in any jurisdiction where that would be unlawful. MTA 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 2017B Notes, except as set forth in this offering memorandum. No other information or representations should be relied upon.
 - ***No Contract or Investment Advice.*** This offering memorandum is not a contract and does not provide investment advice. Investors should consult their financial advisors and legal counsel with questions about this offering memorandum and the Series 2017B Notes being offered, and anything else related to this note 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 offering memorandum shall under any circumstances create any implication that there has been no change in MTA's affairs or in any other matters described herein since the date of this offering memorandum.
 - ***Forward-Looking Statements.*** Many statements contained in this offering memorandum, including the appendices and the documents included by specific cross-reference, that are not historical facts are forward-looking statements, which are based on MTA's beliefs, as well as assumptions made by, and information currently available to, the management and staff of MTA as of the date of this offering memorandum. 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 offering memorandum. Neither MTA's 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 assume no responsibility for, and disclaim any association with, the prospective financial information. Neither MTA's independent auditors, nor any other independent auditors, have been consulted in connection with the preparation of the forward-looking statements set forth in this offering memorandum, which is solely the product of MTA and its affiliates and subsidiaries as of the date of this offering memorandum, and the independent auditors assume no responsibility for its content.
 - ***Projections.*** The projections set forth in this offering memorandum were not prepared with a view toward complying with the guidelines established by the American Institute of Certified Public Accountants with respect to prospective financial information, but, in the view of MTA's 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. However, this information is not fact and should not be relied upon as being necessarily indicative of future results, and readers of this offering memorandum are cautioned not to place undue reliance on the prospective financial information. Neither MTA's 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 assume no responsibility for, and disclaim any association with, the prospective financial information. Neither MTA's independent auditors, nor any other independent auditors, have been consulted in connection with the preparation of the prospective financial information set forth in this offering memorandum, which is solely the product of MTA and its affiliates and subsidiaries as of the date of this offering memorandum, and the independent auditors assume no responsibility for its content.
 - ***Independent Auditor.*** Deloitte & Touche LLP, MTA's independent auditor, has not reviewed, commented on or approved, and is not associated with, this offering memorandum. The last completed audit report of Deloitte & Touche LLP relating to MTA's consolidated financial statements for the years ended December 31, 2015 and 2014, is a matter of public record. Deloitte & Touche LLP has not performed any procedures on any financial statements or other financial information of MTA, including without limitation any of the information contained in this offering memorandum, since the date of such review report and has not been asked to consent to the inclusion, or incorporation by reference, of its audit report in this offering memorandum.

- ***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 offering memorandum for purposes of Rule 15c2-12 of the United States Securities and Exchange Commission.
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Information Included by Specific Cross-reference. The following portions of MTA’s 2017 Combined Continuing Disclosure Filings, dated April 28, 2017, 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 offering memorandum, along with material that updates this offering memorandum and that is filed with EMMA prior to the delivery date of the Series 2017B Notes, together with any supplements or amendments thereto:

- **Part I** – MTA Annual Disclosure Statement (the **MTA Annual Disclosure Statement** or **ADS**)
- **Appendix B** – Unaudited Consolidated Financial Statements of Metropolitan Transportation Authority for the Years Ended December 31, 2016 and 2015

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

- Summary of Certain Provisions of the Transportation Resolution
- Definitions and Summary of Certain Provisions of the Standard Resolution Provisions
- Form of the Interagency Agreement

For convenience, copies of most of these documents can be found on the MTA website (www.mta.info) under the caption “MTA Home–MTA Info–Financial Information–Budget and Financial Statements” in the case of the Unaudited Consolidated Financial Statements of Metropolitan Transportation Authority for the Years Ended December 31, 2016 and 2015, and “MTA Home–MTA Info–Financial Information–Investor Information” in the case of the remaining documents. No statement on MTA’s website is included by specific cross-reference herein. See “FURTHER INFORMATION” in **Part III**. Definitions of certain terms used in the summaries may differ from terms used in this offering memorandum, such as the use herein of the popular names of the MTA affiliates and subsidiaries.

MTA filed its 2017 Combined Continuing Disclosure Filings with EMMA on April 28, 2017, including, in compliance with Rule 15c2-12, its Unaudited Consolidated Financial Statements for the years ended December 31, 2016 and 2015. The Audited Consolidated Financial Statements for the years ended December 31, 2016 and 2015 are expected to be filed with EMMA promptly upon receipt.

Deloitte & Touche LLP, independent certified public accountants, has not reviewed, commented on or approved, and is not associated with, this offering memorandum. The last completed audit report of Deloitte & Touche LLP relating to MTA’s consolidated financial statements for the years ended December 31, 2015 and 2014, is a matter of public record. Deloitte & Touche LLP has not performed any procedures on any financial statements or other financial information of MTA, including without limitation any of the information contained in, or incorporated by specific cross-reference in, this offering memorandum, since the date of such audit report and has not been asked to consent to the inclusion, or incorporation by reference, of its report on the audited consolidated financial statements in this offering memorandum.

INTRODUCTION

MTA, MTA Bridges and Tunnels and Other Related Entities

The Metropolitan Transportation Authority (MTA) was created by special New York State (the State) legislation in 1965, as a public benefit corporation, which means that it is a corporate entity separate and apart from the State, without any power of taxation – frequently called a “public authority.” MTA is governed by board members appointed by the Governor, with the advice and consent of the State Senate.

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

Triborough Bridge and Tunnel Authority (MTA Bridges and Tunnels), another affiliate of MTA, is a public benefit corporation empowered to construct and operate toll bridges and tunnels and other public facilities in the City. MTA Bridges and Tunnels issues debt obligations to finance the capital costs of its facilities and the Transit and Commuter Systems. MTA Bridges and Tunnels’ surplus amounts are used to fund certain transit and commuter operations and capital projects.

The board members of MTA serve as the board members of MTA’s affiliates and subsidiaries, which, together with MTA, are referred to herein as the Related Entities. MTA and the other Related Entities are described in detail in **Part I** – MTA Annual Disclosure Statement to MTA’s 2017 Combined Continuing Disclosure Filings (the **MTA Annual Disclosure Statement** or **ADS**), which is included by specific cross-reference in this offering memorandum.

The following table sets forth the legal and popular names of the Related Entities. Throughout this offering memorandum, 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 Capital Construction Company	MTA Capital Construction
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 General Resolution Authorizing Transportation Revenue Obligations adopted on March 26, 2002 (the Transportation Resolution).

Information Provided in the MTA Annual Disclosure Statement

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**. Investors and other market participants should, however, refer to MTA's then current continuing disclosure filings, official statements, remarketing circulars and offering memorandums for information regarding the Related Entities and their financial condition.

Where to Find Information

Information in this Offering Memorandum. This offering memorandum is organized as follows:

- This **Introduction** provides a general description of certain recent developments, as well as MTA, MTA Bridges and Tunnels and the other Related Entities.
- **Part I** provides specific information about the Series 2017B Notes.
- **Part II** describes the sources of payment and security for all Transportation Revenue Bonds, including the Take-Out Bonds.
- **Part III** provides miscellaneous information relating to the Series 2017B Notes.
- **Attachment 1** sets forth certain provisions applicable to the book-entry-only system of registration to be used for the Series 2017B Notes.
- **Attachment 2** sets forth a summary of certain provisions of a continuing disclosure agreement relating to the Series 2017B Notes.
- **Attachment 3** is the form of approving opinions of Co-Bond Counsel, in connection with the issuance of the Series 2017B Notes.
- **Information Included by Specific Cross-reference** in this offering memorandum and identified under the caption "Information Included by Specific Cross-reference" following the Table of Contents may be obtained, as described below, from the MSRB and from MTA.

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

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 offering memorandum. 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 offering memorandum. **This offering memorandum, 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 2017B Notes.**

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**.

Transportation Revenue Debt Issuance

In addition to the Series 2017B Notes, MTA expects to issue approximately \$500,000,000 of its Transportation Revenue Green Bonds, Series 2017B (Climate Bond Certified) on or about July 19, 2017.

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PART I. SERIES 2017B NOTES AND SECURITY FOR THE SERIES 2017B NOTES

Part I of this offering memorandum, together with the Summary of Terms, provides specific information about the Series 2017B Notes.

APPLICATION OF PROCEEDS

MTA anticipates that the net proceeds of the Series 2017B Notes (the principal amount thereof, plus original premium of \$3,337,250.00, and less certain financing, legal and miscellaneous expenses of \$677,500.00) in the amount of \$502,659,750.00 will be used to finance existing approved transit and commuter projects.

DESCRIPTION OF SERIES 2017B NOTES

General

Book-Entry-Only System. The Series 2017B Notes 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 2017B Notes. Individual purchases will be made in book-entry-only form, in the principal amount of \$5,000 or integral multiples thereof. So long as DTC is the registered owner of the Series 2017B Notes, all payments on the Series 2017B Notes 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 2017B Notes shall mature and be payable as to principal and interest accrued as set forth on the inside cover page.

Interest Payments. The Series 2017B Notes will bear interest at the rate shown on the inside cover page of this offering memorandum. Interest on the Series 2017B Notes will be paid at maturity on February 1, 2018. So long as DTC is the sole registered owner of all of the Series 2017B Notes, all interest payments will be paid to DTC by wire transfer of immediately available funds, and payment of interest to beneficial owners will occur through the DTC Book-Entry-Only System.

Record Date. The Record Date for the payment of principal of and interest with respect to the Series 2017B Notes shall be 15 days prior to maturity of the Series 2017B Notes.

Transfers and Exchanges. So long as DTC is the securities depository for the Series 2017B Notes, it will be the sole registered owner of the Series 2017B Notes, and transfers of ownership interests in the Series 2017B Notes will occur through the DTC Book-Entry-Only System.

Trustee. The Bank of New York Mellon, New York, New York is Trustee and Paying Agent with respect to the Series 2017B Notes.

No Redemption Prior to Maturity

The Series 2017B Notes are not subject to redemption prior to maturity.

SECURITY FOR THE SERIES 2017B NOTES

The Series 2017B Notes are bond anticipation notes issued pursuant to the Transportation Resolution and the Multiple Series 2017 Bond Anticipation Notes and Related Subordinated Indebtedness Transportation Revenue Bond Supplemental Resolution adopted by MTA on December 14, 2016 (the BAN Resolution) in anticipation of an issue of Transportation Revenue Bonds to be designated as the Take-Out Bonds.

Principal of and interest on the Series 2017B Notes are payable solely from (1) the proceeds of other notes, (2) the proceeds of the Take-Out Bonds, authorized pursuant to the Multiple Series 2017 Transportation Revenue Bond Supplemental Resolution adopted by MTA on December 14, 2016, and (3) with respect to interest payable on the Series 2017B Notes, amounts available for payment of subordinated indebtedness. The Series 2017B Notes are not secured by any other funds, accounts or amounts that are pledged to the payment of bonds or parity obligations issued under the Resolution.

The Issuer covenants in the BAN Resolution to maintain issuance capacity pursuant to the Transportation Resolution to issue the Take-Out Bonds or additional bond anticipation notes in an amount sufficient to pay the principal of and interest on the Series 2017B Notes when due.

DEBT SERVICE

Table 1 on the next page sets forth, on a cash basis, the aggregate debt service on all currently outstanding Transportation Revenue Bonds.

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Table 1
Aggregate Debt Service
(in thousands)⁽¹⁾

Year Ending December 31	Debt Service on Outstanding Bonds ⁽²⁾⁽³⁾⁽⁴⁾⁽⁵⁾⁽⁶⁾
2017	\$ 1,062,870
2018	1,624,926
2019	1,615,248
2020	1,600,680
2021	1,602,279
2022	1,592,630
2023	1,610,001
2024	1,600,217
2025	1,576,065
2026	1,608,660
2027	1,601,983
2028	1,594,945
2029	1,602,867
2030	1,588,528
2031	1,609,215
2032	1,581,250
2033	1,252,620
2034	1,249,308
2035	1,250,110
2036	1,061,449
2037	1,037,471
2038	965,216
2039	901,580
2040	800,530
2041	633,531
2042	580,808
2043	438,990
2044	290,455
2045	188,832
2046	132,276
2047	117,826
2048	108,817
2049	108,817
2050	108,814
2051	79,397
2052	79,394
2053	79,398
2054	79,395
2055	79,395
2056	63,684
2057	10,483
Total	\$36,770,959

⁽¹⁾ Total 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; Subseries 2002G-1 Bonds at an assumed rate of 4.0% plus the current fixed spread, except Subseries 2002G-1g Bonds at an assumed rate of 4.0%; Series 2011B Bonds at an assumed rate of 4.0% plus the current fixed spread; fixed rate mandatory tender bonds at their respective fixed rates prior to the mandatory tender date.

⁽³⁾ Excludes debt service on all outstanding Bond Anticipation Notes and Revenue Anticipation Notes.

⁽⁴⁾ Includes debt service on a \$146.5 million draw dated September 20, 2016 on the \$967.1 million Railroad Rehabilitation and Improvement Financing Program loan (the RRIF Loan). MTA delivered its Transportation Revenue Bonds, Series 2015X to evidence its obligation to repay the RRIF Loan. The undrawn balance of the RRIF Loan is \$820.6 million.

⁽⁵⁾ 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 Transportation Resolution.

⁽⁶⁾ Figures reflect amounts outstanding as of the date of this offering memorandum.

PART II. SOURCES OF PAYMENT AND SECURITY FOR BONDS

Part II of this offering memorandum describes the sources of payment and security for all Bonds. The following discussion describes the security for a future series of bonds, the Take-Out Bonds. In connection with the payment of the Series 2017B Notes as described above, the Take-Out Bonds are the primary source of the security for the Series 2017B Notes.

SOURCES OF PAYMENT

Pledged Transportation Revenues

Under State law, the Transportation Revenue Bonds are MTA's special obligations, which means that they are payable solely from the money pledged for payment under the Transportation Resolution. They are not MTA's general obligations. Summaries of certain provisions of the Transportation Resolution and the form of the Interagency Agreement have been filed with the MSRB through EMMA as described under "INTRODUCTION – Where to Find Information."

MTA receives "transportation revenues" directly and through certain subsidiaries (currently, MTA Long Island Rail Road, MTA Metro-North Railroad and MTA Bus) and affiliates (currently, MTA New York City Transit and MaBSTOA), and its receipts from many of these sources are pledged for the payment of Transportation Revenue Bonds. MTA and its subsidiaries also receive operating subsidies from MTA Bridges and Tunnels and a number of other governmental sources. The Transportation Resolution provides that Owners are to be paid from pledged revenues prior to the payment of operating or other expenses, and as described in more detail below. MTA has covenanted to impose fares and other charges so that pledged revenues, together with other available moneys, will be sufficient to cover all debt service and operating and capital costs of the systems. See "Factors Affecting Revenues – Ability to Comply with Rate Covenant and Pay Operating and Maintenance Expenses" below.

Table 2a sets forth by general category the amount of pledged revenues, calculated in accordance with the Transportation Resolution, and the resulting debt service coverage for the five years ended December 31, 2016. A general description of the pledged revenues in the general categories referenced in **Table 2a** follows the table, and a more detailed description is set forth in Part 2 of the **ADS** under the heading "REVENUES OF THE RELATED ENTITIES."

Table 2a is a summary of historical revenues of MTA and its subsidiaries, MTA Long Island Rail Road, MTA Metro-North Railroad and MTA Bus, and MTA New York City Transit and its subsidiary MaBSTOA on a cash basis. This information in **Table 2a** may not be indicative of future results of operations and financial condition. The information contained in the table has been prepared by MTA management based upon the historical financial statements and the notes thereto.

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Table 2a
Summary of Pledged Revenues (Calculated in Accordance with the Transportation Resolution)
Historical Cash Basis (in millions)

	Years Ended December 31,				
	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Revenues from Systems Operations					
Fares from Transit System	\$ 3,706	\$ 4,060	\$ 4,195	\$ 4,396	\$ 4,414
Fares from Commuter System	1,169	1,252	1,308	1,373	1,401
Fares from MTA Bus	202	219	225	223	233
Other Income ⁽¹⁾	<u>197</u>	<u>230</u>	<u>270</u>	<u>248</u>	<u>248</u>
Subtotal – Operating Revenues	\$5,274	\$5,762	\$5,999	\$6,240	\$6,296
Revenues from MTA Bridges and Tunnels Surplus	\$509	\$606	\$623	\$740	\$742
Revenues from Governmental Sources					
State and Local General Operating Subsidies	\$375	\$376	\$376	\$370	\$378
Special Tax-Supported Operating Subsidies					
DTF Excess ⁽²⁾	241	226	279	277	259
MMTOA Receipts	1,343	1,514	1,564	1,564	1,668
Urban Tax	408	595	806	941	811
Excess Mortgage Recording Taxes	25	25	25	25	25
MTA Aid Trust Account Receipts	306	303	313	285	300
Payroll Mobility Tax Receipts ⁽³⁾	<u>1,531</u>	<u>1,522</u>	<u>1,572</u>	<u>1,626</u>	<u>1,682</u>
Subtotal Special Tax-Supported Operating Subsidies	\$3,853	\$4,185	\$4,559	\$4,718	\$4,745
Station Maintenance and Service Reimbursements	460	505	524	599	563
City Subsidy for MTA Bus	290	308	461	439	356
Revenues from Investment of Capital Program Funds⁽⁴⁾	<u>11</u>	<u>7</u>	<u>7</u>	<u>8</u>	<u>13</u>
Subtotal – Non-Operating Revenues⁽⁵⁾	\$5,499	\$5,987	\$6,550	\$6,874	\$6,797
Total Transportation Resolution Pledged Revenues	\$10,773	\$11,748	\$12,549	\$13,114	\$13,093
Debt Service⁽⁶⁾	\$1,093	\$1,257	\$1,332	\$1,399	\$1,381
Debt Service Coverage from Pledged Revenues	9.9x	9.3x	9.4x	9.4x	9.5x

⁽¹⁾ Other income in the case of the Transit System includes advertising revenue, interest income on certain operating funds, station concessions, Transit Adjudication Bureau collections, rental income and miscellaneous. Other income in the case of the Commuter System includes advertising revenues, interest income on certain operating funds, concession revenues (excluding Grand Central Terminal and Penn Station concessions), rental income and miscellaneous. Does not include Superstorm Sandy reimbursement funds.

⁽²⁾ Calculated by subtracting the debt service payments on the Dedicated Tax Fund Bonds from the MTTF Receipts described in Part 3 of the ADS under the caption “DEDICATED TAX FUND BONDS.”

⁽³⁾ 2012, 2013, 2014, 2015 and 2016 Payroll Mobility Tax Receipts include PMT Revenue Offset of \$211 million, \$307 million, \$309 million, \$309 million and \$309 million, respectively.

⁽⁴⁾ Represents investment income on capital program funds held for the benefit of the Transit and Commuter Systems on an accrual basis.

⁽⁵⁾ Sum of (a) Revenues from MTA Bridges and Tunnels Surplus, (b) Revenues from Governmental Sources (including State and Local General Operating Subsidies and Special Tax-Supported Operating Subsidies), (c) Station Maintenance and Service Reimbursements, (d) City Subsidy for MTA Bus and (e) Revenues from Investment of Capital Program Funds.

⁽⁶⁾ Debt service was reduced by approximately \$59 million in 2012 and \$54 million in each of 2013, 2014, 2015 and 2016 to reflect Build America Bonds interest credit payments relating to certain outstanding bonds. Such payments do not constitute Pledged Revenues under the Transportation Resolution.

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

- Decrease in Other Income in 2015 by \$22 million derived from a decrease of \$34 million from MTA New York City Transit mainly due to a deferred paratransit reimbursement and school subsidy, offset by an increase of \$12 million from the Commuter System.
- DTF Excess decreased in 2012 and 2013 due to lower MTTF Receipts and higher DTF debt service expenses. In 2014, there was an increase in DTF Excess due to higher MTTF Receipts, and 2015 remained at the same levels as the previous year. DTF Excess decreased in 2016 because debt service on DTF bonds increased by \$19 million while MTTF Receipts remained largely the same as the previous year.
- MTA receives monthly payments beginning in May of MMTOA Receipts, with the first quarter of the State's appropriation for the succeeding year advanced into the fourth quarter of MTA's calendar year. MTA continues to monitor the effect of not having MMTOA Receipts available during the first quarter of the calendar year to determine if working capital borrowings may be necessary for cash flow needs. MTA has not borrowed for working capital since 2010. MMTOA Receipts increased in each year during the 2012-2014 period due to a more stable economy in accordance with the State's appropriation. In 2015, MMTOA Receipts remained at the same level as in 2014, because the State redirected a portion of MMTOA funds from the operating budget to the capital budget. In 2016, there was an increase from the lower 2015 levels of MMTOA Receipts.
- "Urban Tax" collection reflects the activity level of certain commercial real estate transactions in the City. For the years 2012-2015, Urban Tax revenues increased due to improvements in commercial real estate transactions in the City. Urban Tax revenues declined in 2016 due to lower activity level of certain commercial real estate transactions in the City.
- Mortgage Recording Taxes (MRT) consist of two separate taxes: MRT-1, which is imposed on borrowers of recorded mortgages of real property; and MRT-2, which is a tax imposed on the institutional lender. These taxes are collected by the City and the seven other counties within MTA's service area. MRT are used for Transit and Commuter Systems purposes after the payment of MTA Headquarters' expenses and MTA Bus debt service (beginning in 2009). Since 2009, due to declining mortgage recording tax receipts and increasing MTA Headquarters expenses, there have been no Excess Mortgage Recording Tax transfers to the Transit and Commuter Systems after payment of MTA Bus debt service of \$25 million annually.
- In 2016, Station Maintenance increased by \$1 million and Service Reimbursements were down due to a prepayment of fare reimbursements in 2015.
- City Subsidy for MTA Bus was down in 2016 due predominantly to timing.
- Revenues from Investment of Capital Program Funds – substantially all of the investment income is generated from bond proceeds, such as funds held in anticipation of expenditure on project costs.
- 2013 Debt Service reflects a cash defeasance of \$57.9 million done in December of 2013. In 2016, \$45.3 million of revenues on deposit in the TRB debt service fund was replaced with proceeds of certain Transportation Revenue Bonds permitting such revenues to be used together with other available moneys to prepay outstanding 2 Broadway Certificates of Participation. As a result, 2016 Debt Service reported in the above table is lower by \$45.3 million than it would have been if such transaction had not occurred.

Table 2b sets forth, by major category, for the five years ended December 31, 2016, all of the system operating revenues, expenses, adjustments, prior-year carryover and net cash balance. This information contained in **Table 2b** may not be indicative of future results of operations and financial condition. This information in the table has been prepared by MTA management based on the MTA financial plans.

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Table 2b
MTA Consolidated Statement of Operations by Category
(\$ in millions)

	Actual <u>2012</u>	Actual <u>2013</u>	Actual <u>2014</u>	Actual <u>2015</u>	Final Estimate <u>2016</u>
Non-Reimbursable					
<u>Operating Revenue</u>					
Farebox Revenue	\$5,079	\$5,501	\$5,709	\$5,961	\$6,032
Toll Revenue	1,491	1,645	1,676	1,809	1,868
Other Revenue	564	754	682	689	683
Capital and Other Reimbursements	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Operating Revenue	\$7,134	\$7,900	\$8,068	\$8,459	\$8,584
<u>Operating Expense</u>					
Labor Expenses:					
Payroll	\$4,194	\$4,333	\$4,672	\$4,696	\$4,839
Overtime	574	621	730	755	764
Health & Welfare	813	896	962	1,050	1,179
OPEB Current Payment	413	473	479	502	547
Pensions	1,328	1,302	1,304	1,249	1,355
Other-Fringe Benefits	650	695	784	861	866
Reimbursable Overhead	<u>(309)</u>	<u>(321)</u>	<u>(350)</u>	<u>(380)</u>	<u>(419)</u>
Sub-total Labor Expenses	\$7,663	\$7,997	\$8,582	\$8,732	\$9,130
Non-Labor Expenses:					
Electric Power	\$472	\$493	\$516	\$474	\$412
Fuel	252	259	267	162	128
Insurance	8	39	51	57	43
Claims	136	300	269	331	275
Paratransit Service Contracts	361	367	366	379	391
Maintenance and Other Operating Contracts	452	497	549	579	678
Professional Service Contracts	277	297	283	380	439
Materials & Supplies	431	475	527	543	592
Other Business Expenses	<u>144</u>	<u>167</u>	<u>180</u>	<u>196</u>	<u>173</u>
Sub-total Non-Labor Expenses	\$2,530	\$2,894	\$3,007	\$3,101	\$3,130
Other Expense Adjustments:					
Other	\$63	\$46	\$45	\$37	\$56
General Reserve	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Sub-total Other Expense Adjustments	\$63	\$46	\$45	\$37	\$56
Total Operating Expense before Non-Cash Liability Adj.	\$10,256	\$10,937	\$11,634	\$11,871	\$12,317
Depreciation	\$2,149	\$2,174	\$2,266	\$2,443	\$2,496
OPEB Liability Adjustment	1,786	1,920	2,035	1,490	1,850
GASB 68 Pension Expense Adjustment	0	0	0	(410)	(188)
Environmental Remediation	25	14	21	21	6
Total Operating Expense after Non-Cash Liability Adj.	\$14,216	\$15,046	\$15,956	\$15,414	\$16,479
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,959)	(\$4,109)	(\$4,322)	(\$3,543)	(\$4,163)
Debt Service (excludes Service Contract Bonds)	2,058	2,299	2,249	2,373	2,452
Total Operating Expense with Debt Service	\$12,315	\$13,237	\$13,882	\$14,244	\$14,768
Dedicated Taxes and State/Local Subsidies	\$5,502	\$5,893	\$6,375	\$6,596	\$6,736
Net Surplus/(Deficit) After Subsidies and Debt Service	\$321	\$557	\$561	\$811	\$551
Conversion to Cash Basis: GASB Account	(90)	(86)	(50)	0	0
Conversion to Cash Basis: All Other	(297)	(262)	(626)	(661)	(782)
CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER	(\$66)	\$209	(\$115)	\$150	(\$231)
ADJUSTMENTS	0	0	0	0	12
PRIOR-YEAR CARRYOVER	301	235	445	330	480
NET CASH BALANCE	\$235	\$445	\$330	\$480	\$260

Table 3 sets forth the Summary of 2017 Adopted Budget Pledged Revenues and Expenses based on the February Plan prepared by MTA management. The information set forth in **Table 3** is comparable to that set forth in **Table 2a** with respect to the years 2012-2016.

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Table 3

Summary of 2016 Final Estimate and 2017 Adopted Budget Pledged Revenues (Calculated in Accordance with the Transportation Resolution) and Expenses on a Cash Basis (in millions)

	<u>2016 Final Estimate</u>	<u>2017 Adopted Budget</u>
Revenues from Systems Operations		
Fares from Transit System	\$4,412	\$4,570
Fares from Commuter System	1,424	1,485
Fares from MTA Bus	214	220
Other Income ⁽¹⁾	<u>341</u>	<u>423</u>
Subtotal – Operating Revenues	\$6,392	\$6,697
Revenues from MTA Bridges and Tunnels Surplus⁽²⁾	\$732	\$709
Revenues from State and Local Governmental Sources		
State and Local General Operating Subsidies	376	376
Special Tax-Supported Operating Subsidies		
DTF Excess ⁽³⁾	219	190
MMTOA Receipts	1,668	1,668
Urban Tax	838	784
Excess Mortgage Recording Taxes	25	25
Aid Trust Account Receipts ⁽⁴⁾	297	305
Payroll Mobility Tax Receipts ⁽⁴⁾⁽⁵⁾	<u>1,690</u>	<u>1,669</u>
Subtotal Special Tax-Supported Operating Subsidies	\$4,738	\$4,642
Station Maintenance and Service Reimbursements	567	510
City Subsidy for MTA Bus	413	526
Revenues from Investment of Capital Program Funds	<u>1</u>	<u>1</u>
Subtotal – Non-Operating Revenues	\$6,827	\$6,764
Total Transportation Resolution Pledged Revenues	\$13,219	\$13,462
Budgeted Debt Service^{(6) (7)}	\$1,428	\$1,536
Transit Operating Expenses ⁽⁷⁾	\$7,536	\$7,659
Commuter Operating Expenses ⁽⁷⁾	2,743	2,920
Headquarters Excess Expenses ⁽⁸⁾	170	460
MTA Bus Operating Expenses	<u>691</u>	<u>700</u>
Total Operating Expenses	\$11,140	\$11,739
Total Operating Expenses and Debt Service	\$12,567	\$13,275

⁽¹⁾ Other income in the case of the Transit System includes advertising revenue, interest income on certain operating funds, station concessions, Transit Adjudication Bureau collections, rental income and miscellaneous. Other income in the case of the Commuter System includes advertising revenues, interest income on certain operating funds, concession revenues (excluding Grand Central Terminal and Pennsylvania Station concessions), rental income and miscellaneous. Includes MTA Bus Other Income. Included in 2017 is the transit and commuter portion of the \$99.9 million of Sandy Insurance Reimbursement for Business Interruption, which is reflected below the line in the February Plan.

⁽²⁾ In 2017, included in Revenues from MTA Bridges and Tunnels Surplus is the portion of the \$99.9 million of Sandy Insurance Reimbursement for Business Interruption, which is reflected below the line in the February Plan.

⁽³⁾ Calculated by subtracting the debt service payments on the Dedicated Tax Fund Bonds from the MTTTF Receipts described in Part 3 of the ADS under the caption “DEDICATED TAX FUND BONDS.”

⁽⁴⁾ See “PART II. SOURCES OF PAYMENT AND SECURITY FOR THE BONDS – SOURCES OF PAYMENT — Description of Pledged Revenues – Additional Taxes and Fees” for a description of such additional revenues and MTA’s current expectations for application of such revenues in the future.

⁽⁵⁾ See also “PART II. SOURCES OF PAYMENT AND SECURITY FOR THE BONDS – SOURCES OF PAYMENT – Description of Pledged Revenues –Additional Taxes and Fees” for a discussion of certain recent legislative changes affecting future Payroll Mobility Tax Receipts. Payroll Mobility Tax Receipts include PMT Revenue Offset of \$311.3 million in 2016 and \$244.3 million in 2017.

⁽⁶⁾ Net of annual Build America Bond interest credit payments on previously issued bonds of approximately \$54.6 million in each of 2016 and 2017. Such payments do not constitute pledged revenues under the Transportation Resolution.

⁽⁷⁾ Included in 2017 are certain reductions or re-estimates of expenses captured below the line in the February Plan.

⁽⁸⁾ Calculated by subtracting MRT-1 and MRT-2 Revenues from Headquarters Expenses. Reflects consolidation at Headquarters of certain administrative functions previously carried as operating expenses of the agencies.

Description of Pledged Revenues

Each of the following revenues is described in more detail in Part 2 of the **ADS** under the caption “REVENUES OF THE RELATED ENTITIES.” See also **Tables 2a, 2b** and **3** above for both historical and forecasted results for each category of Pledged Revenues described below.

Revenues from Systems Operations.

- **Fares from the Transit and Commuter Systems.** The previously approved transit and commuter fare increases were implemented on March 19, 2017.

The base subway, local bus and paratransit fares remained unchanged at \$2.75 per trip and the base express bus fare remained unchanged at \$6.50 per trip. The Pay-Per-Ride MetroCard bonus decreased from 11% to 5%, and the minimum purchase price to receive the bonus remained at \$5.50. Single ride subway and bus tickets remained unchanged at \$3.00. MTA New York City Transit increased the cost of 30-day and calendar monthly unlimited ride MetroCards from \$116.50 to \$121, the cost of a 7-day unlimited ride MetroCard from \$31 to \$32, and the 7-day Express Bus Plus unlimited ride MetroCard from \$57.25 to \$59.50.

At MTA Metro-North Railroad and MTA Long Island Rail Road, all weekly and monthly passes increased 3.75% or less, and monthly tickets no more than \$15. One way tickets had a range of increases due to the need for fares to round to \$0.25 increments. One-way fares into New York City had a range of increases up to 6.45%. Other ticket types such as intermediates, half fares and other discounted tickets had larger increases up to 10%, again due to the need to round to \$0.25 increments on a low ticket price. For these one-way fares, any increase greater than 6.0% was not more than \$0.50 per ride. Increased fares also apply to UniTickets and MNR-managed connecting services. CityTicket remains unchanged at \$4.25.

- **Other Income.** MTA receives revenues from concessions to vendors and from advertising and other space it rents in subway and commuter rail cars, buses, stations and other facilities. Concession revenues from Grand Central Terminal (the main station for MTA Metro-North Railroad) and Pennsylvania Station (the main station for MTA Long Island Rail Road), however, are not included within these amounts pledged.

Revenues from MTA Bridges and Tunnels Surplus. MTA Bridges and Tunnels is required by law to transfer its annual operating surpluses (generally, tolls and other operating revenues from bridges and tunnels after payment of operating expenses and debt service costs) to MTA, and a statutory formula determines how MTA allocates that money between the Transit and Commuter Systems.

The previously approved toll increases were implemented on March 19, 2017, as follows:

- **Cash/Tolls by Mail for Passenger Vehicles.** Toll rates for fare media other than New York Customer Service Center (NYCSC) E-ZPass (which includes cash, Tolls by Mail and non-NYCSC E-ZPass) were increased by \$0.50 at the Robert F. Kennedy, Bronx-Whitestone and Throgs Neck Bridges and Queens Midtown and Hugh L. Carey Tunnels (the major facilities) to \$8.50, by \$1.00 at the Verrazano-Narrows Bridge (the VNB) (where tolls are collected in the westbound direction only) to \$17.00, by \$0.50 at the Henry Hudson Bridge to \$6.00, and by \$0.25 at the Marine Parkway-Gil Hodges and Cross Bay Veterans Memorial Bridges (the Rockaway Bridges) to \$4.25. Commercial vehicle tolls also increased.
- **E-ZPass Tolls.** E-ZPass tolls for passenger vehicles using tags issued by the NYCSC increased by \$0.22 at major facilities, \$0.44 at the VNB, \$0.10 at the Henry Hudson Bridge and \$0.08 at the Rockaway Bridges.

Revenues from State and Local Governmental Sources.

- ***General Operating Subsidies from the State and Local Governments.*** Under the State's Section 18-b program, MTA receives:
 - subsidies for the Transit System from the State and matching subsidies from the City, and
 - subsidies for the Commuter System from the State and matching subsidies from the City and the seven counties within the MCTD.
- ***Special Tax-Supported Operating Subsidies.*** MTA receives subsidies from a number of sources including:
 - portions of the following dedicated taxes pledged but not ultimately needed to pay debt service on MTA's Dedicated Tax Fund bonds:
 - a group of business privilege taxes imposed on petroleum businesses operating in the State, referred to as the PBT,
 - motor fuel taxes on gasoline and diesel fuel, and
 - certain motor vehicle fees administered by the State Department of Motor Vehicles, including both registration and non-registration fees; and
 - portions of the following mass transportation operating assistance or MMTOA taxes, which State law requires first be used to pay debt service on MTA's Dedicated Tax Fund bonds if the dedicated taxes described above are insufficient:
 - the regional PBT (in addition to the State-wide portion described above), which is referred to as the MMTOA PBT,
 - the sales and compensating use tax within the MCTD,
 - two franchise taxes imposed on certain transportation and transmission companies, and
 - a surcharge on a portion of the franchise tax imposed on certain corporations, banks, insurance, utility and transportation companies attributable to business activities within the MCTD; and
 - a portion of the amounts collected by the City for the benefit of the Transit System from certain mortgage transfer and recording taxes (the Urban Taxes).

Additional Taxes and Fees. On May 7, 2009, legislation was enacted in the State (the May 2009 Legislation) providing additional sources of revenues in the form of taxes, fees and surcharges to address the financial needs of MTA. The May 2009 Legislation (Chapter 25 of the Laws of 2009) among other things:

- imposed a payroll mobility tax (the PMT) of 0.34% on payroll expenses and net earnings from self-employment within the MCTD (effective as of March 1, 2009, except school districts, effective September 1, 2009);
- imposed a supplemental fee of one dollar for each six-month period of validity of a learner's permit or a driver's license issued to a person residing in the MCTD (effective September 1, 2009);
- imposed a supplemental fee of twenty-five dollars per year on the registration and renewals of registrants of motor vehicles who reside within the MCTD (effective September 1, 2009);
- imposed on taxicab owners a tax of fifty cents per ride on taxicab rides originating in the City and terminating within the MCTD (effective November 1, 2009); and

- imposed a supplemental tax of five percent of the cost of rentals of automobiles rented within the MCTD (effective June 1, 2009).

On December 9, 2011, Governor Andrew Cuomo signed into law legislation (the December 2011 Legislation) that made significant changes to the PMT eliminating or reducing the PMT imposed within the MCTD for certain taxpayers. Employers with payroll expense less than or equal to \$312,500 in any calendar quarter, any public school district, a board of cooperative educational services, a public elementary or secondary school, a school serving students with disabilities of school age and any nonpublic elementary or secondary school that provides instruction in grade one or above are no longer required to pay the PMT, as of the quarter beginning April 1, 2012. In addition, individuals with net earnings from self-employment attributable to the MCTD that do not exceed \$50,000 for the tax year are no longer subject to the PMT. Employers with payroll expense no greater than \$375,000 in any calendar quarter are subject to a reduced tax rate of 0.11%; employers with payroll expense greater than \$375,000 but not greater than \$437,500 in any calendar quarter are subject to a reduced tax rate of 0.23%. Employers with payroll expense in excess of \$437,500 in any calendar quarter will continue to pay a tax rate of 0.34%. The employer rate changes became effective beginning April 1, 2012.

The December 2011 Legislation further expressly provided that any reductions in aid to MTA attributable to these reductions in the payroll mobility tax “shall be offset through alternative sources that will be included in the state budget” (the PMT Revenue Offset).

The 2015-2016 State Enacted Budget included an amendment to the PMT legislation to eliminate the PMT for all public library systems as well as public and free association libraries. This change applies to taxable periods beginning on or after January 1, 2016. Based on a preliminary review by the New York State Division of the Budget, PMT revenue is projected to decline by \$2 million per year. The 2017-2018 State Enacted Budget also includes an appropriation of \$244.3 million to MTA for the PMT Revenue Offset.

The revenues from the PMT (the PMT Revenues) can be: (i) pledged by MTA to secure and be applied to the payment of bonds to be issued in the future to fund capital projects of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary and (ii) used by MTA to pay capital costs, including debt service of MTA, its subsidiaries and MTA New York City Transit and its subsidiary. Subject to the provisions of any such pledge, or in the event there is no such pledge, the PMT Revenues can be used by MTA to pay for costs, including operating costs of MTA, its subsidiaries and MTA New York City Transit and its subsidiary. Under the Transportation Resolution, the PMT Revenues constitute “Operating Subsidies” that are pledged to the payment of principal of and interest on the Transportation Revenue Bonds to the extent not required to be applied to the payment of debt service on bonds issued in the future by MTA that are secured in whole or in part by the PMT Revenues.

The revenues from other taxes and fees imposed by the May 2009 Legislation (the Aid Trust Account Monies) may be pledged by MTA or pledged to MTA Bridges and Tunnels to secure debt of MTA or MTA Bridges and Tunnels. Subject to the provisions of such pledge, or in the event there is no such pledge, such revenues can be used by MTA for the payment of operating and capital costs of MTA, its subsidiaries and MTA New York City Transit and its subsidiary as MTA shall determine. Under the Transportation Resolution, the Aid Trust Account Monies constitute “Non-Pledged Operating Subsidies” that are not pledged to the payment of principal of and interest on the Transportation Revenue Bonds, unless and until and to the extent MTA allocates such moneys to the payment of debt service on the Transportation Revenue Bonds or Operating and Maintenance Expenses. Although MTA has allocated such monies so as to constitute Pledged Revenues in prior years, no assurances can be given that MTA will allocate any of the Aid Trust Account Monies to the payment of debt service on the Transportation Revenue Bonds or Operating and Maintenance Expenses in the future.

MTA anticipates establishing a new credit secured in whole or in part by the PMT Revenues and the Aid Trust Account Monies. Such pledge would reduce the amounts of PMT Revenues and Aid Trust Account Monies available to constitute Operating Subsidies.

MTA currently expects that, unless and until amounts constituting the PMT Revenue Offset are pledged as part of the security for the new credit secured in whole or in part by PMT Revenues, such amounts would be treated as “Operating Subsidies” pledged to the payment of principal and interest on the Transportation Revenue Bonds.

Station Maintenance and Service Reimbursements. MTA is reimbursed by the City and the seven counties in the MCTD with respect to commuter stations located in each respective jurisdiction for the cost of staffing the stations, maintaining the stations and appurtenant land and buildings, and insurance. In addition, the City provides for the policing of the Transit System and contributes to support MTA New York City Transit’s paratransit, senior citizen and school children programs. Also, MTA Metro-North Railroad receives certain payments from the Connecticut Department of Transportation (CDOT) for its share of the operating deficits of the New Haven rail line.

City Agreement with MTA Bus. In December 2004, the MTA Board approved a letter agreement with the City (the MTA Bus Letter Agreement) with respect to MTA Bus’ establishment and operation of certain bus routes (the MTA Bus System) in areas then served by seven private bus companies pursuant to franchises granted by the City. The City’s payments under the MTA Bus Letter Agreement are pledged to holders of the Transportation Revenue Bonds and are reflected in **Tables 2a, 2b** and **3** above. The MTA Bus Letter Agreement with the City provides for the following:

- A lease by the City to MTA Bus of the bus assets to operate the MTA Bus System.
- The City agrees to pay MTA Bus the difference between the actual cost of operation of the MTA Bus System (other than certain capital costs) and all revenues and subsidies received by MTA Bus and allocable to the operation of the MTA Bus System.
- If the City fails to timely pay any of the subsidy amounts due for a period of 30 days, MTA Bus has the right, after an additional 10 days, to curtail, suspend or eliminate service and may elect to terminate the agreement. The City can terminate the agreement on one year’s notice.

Revenues from Investment Income and Miscellaneous. MTA earns income, as do its subsidiaries and affiliates, from the temporary investment of money held in those of MTA’s various funds and accounts that are pledged to holders of Transportation Revenue Bonds.

Factors Affecting Revenues

Ridership. The level of fare revenues depends to a large extent on MTA’s ability to maintain and/or increase ridership levels on the Transit, Commuter and MTA Bus Systems. Those ridership levels are affected by safety and the quality and efficiency of systems operations, as well as by financial and economic conditions in the New York metropolitan area.

Fare Policy. MTA determines the rate or rates of fares charged to users of the Commuter System and MTA Bus System, and MTA New York City Transit and MaBSTOA, together with MTA, do the same for the Transit System. After adopting operating expense budgets and assessing the availability of governmental subsidies, each makes a determination of fares necessary to operate on a self-sustaining cash basis in compliance with State law and covenants in the Transportation Resolution. Considering the impact of increased fares on riders and on the regional economy, MTA may attempt to reduce costs or obtain additional revenues from other sources, mainly governmental sources, before increasing fares. As a result, even though MTA does not generally need other governmental approvals before setting fares, the amount and timing of fare increases may be affected by the federal, State and local government financial conditions, as well as by

budgetary and legislative processes. MTA's obligation to obtain approval of fare increases on the New Haven line from CDOT can also affect the amount and timing of fare increases.

Ability to Comply with Rate Covenant and Pay Operating and Maintenance Expenses. The Transit, Commuter and MTA Bus Systems have depended, and are expected to continue to depend, upon government subsidies to meet capital and operating needs. Thus, although MTA is legally obligated by the Transportation Resolution's rate covenant to raise fares sufficiently to cover all capital and operating costs, there can be no assurance that there is any level at which Transit, Commuter and MTA Bus Systems fares alone would produce revenues sufficient to comply with the rate covenant, particularly if the current level (or the assumed level in the budget prepared in connection with 2017 and the forecasts prepared in connection with, 2018, 2019 and 2020) of collection of dedicated taxes, operating subsidies, and expense reimbursements were to be discontinued or substantially reduced.

Operating Results and Projections. Based upon the February Financial Plan 2017-2020, the budgets of the Related Entities are expected to be substantially in balance through 2019, but there is a projected deficit in 2020. Any of the Transit System, the Commuter System or MTA Bus System or all of them may be forced to institute additional cost reductions (which, in certain circumstances, could affect service which, in turn, could adversely affect revenues) or take other additional actions to close projected budget gaps, which could include additional fare increases.

Financial Plans. The February Financial Plan 2017-2020, the 2010-2014 Capital Program, the 2015-2019 Capital Program and prior and future Capital Programs are interrelated, and any failure to fully achieve the various components of these plans could have an adverse impact on one or more of the other proposals contained in the February Financial Plan 2017-2020, the 2010-2014 Capital Program, the 2015-2019 Capital Program and prior and future Capital Programs, as well as on pledged revenues.

MTA Bridges and Tunnels Operating Surplus. The amount of MTA Bridges and Tunnels operating surplus to be used for the Transit and Commuter Systems is affected by a number of factors, including traffic volume, the timing and amount of toll increases, the operating and capital costs of MTA Bridges and Tunnels Facilities, and the amount of debt service payable from its operating revenues, including debt service on obligations issued for the benefit of MTA's affiliates and subsidiaries and for MTA Bridges and Tunnels' own capital needs.

Government Assistance. The level and timing of government assistance to MTA may be affected by several different factors, such as:

- Subsidy payments by the State may be made only if and to the extent that appropriations have been made by the Legislature and money is available to fund those appropriations.
- The Legislature may not bind or obligate itself to appropriate revenues during a future legislative session, and appropriations approved during a particular legislative session generally have no force or effect after the close of the State fiscal year for which the appropriations are made.
- The State is not bound or obligated to continue to pay operating subsidies to the Transit, Commuter or MTA Bus Systems or to continue to impose any of the taxes currently funding those subsidies.
- The financial condition of the State and the State of Connecticut, and the City and counties in the MCTD could affect the ability or willingness of the States and local governments to continue to provide general operating subsidies, the City and local governments to continue to provide reimbursements and station maintenance payments, and the State to continue to make special appropriations.

- Court challenges to the State taxes that are the sources of various State and City operating subsidies to MTA, if successful, could adversely affect the amount of pledged revenues generated by such State taxes.

Information Relating to the State. Information relating to the State, including the Annual Information Statement of the State, as amended or supplemented, is not a part of this offering memorandum. Such information is on file with MSRB through EMMA with which the State was required to file, and the State has committed to update that information to the holders of its general obligation bonds in the manner specified in SEC Rule 15c2-12. Prospective purchasers of the Transportation Revenue Bonds wishing to obtain that information may refer to those filings regarding currently available information about the State. The State has not obligated itself to provide continuing disclosure in connection with the offering of the Transportation Revenue Bonds or the Series 2017B Notes. MTA makes no representations about State information or its continued availability.

SECURITY FOR THE TAKE-OUT BONDS

General

The Transportation Revenue Bonds, including the Take-Out Bonds, are MTA's special obligations payable as to principal (including sinking fund installments), redemption premium, if any, and interest from the security, sources of payment, and funds specified in the Transportation Resolution.

- The payment of principal (including sinking fund installments, if any), redemption premium, if any, and interest on Transportation Revenue Bonds is secured by, among other sources described below, the transportation revenues discussed in the preceding section "SOURCES OF PAYMENT," which are, together with certain other revenues, referred to as "pledged revenues."
- Holders of Transportation Revenue Bonds are to be paid prior to the payment, from pledged revenues, of operating or other expenses of MTA, MTA New York City Transit, MaBSTOA, MTA Long Island Rail Road, MTA Metro-North Railroad and MTA Bus. However, MTA's ability to generate major portions of the pledged revenues depends upon its payment of operating and other expenses.
- Transportation Revenue Bonds are not a debt of the State or the City, or any other local governmental unit.
- MTA has no taxing power.

Summaries of certain provisions of the Transportation Resolution and the form of the Interagency Agreement have been filed with the MSRB through EMMA. See "INTRODUCTION – Where to Find Information."

Pledge Effected by the Resolution

The Transportation Resolution provides that there are pledged to the payment of principal and redemption premium of, interest on, and sinking fund installments for, the Transportation Revenue Bonds and Parity Debt, in accordance with their terms and the provisions of the Transportation Resolution the following, referred to as the "trust estate":

- all pledged revenues as described above;
- the net proceeds of certain agreements pledged by MTA to the payment of transit and commuter capital projects;
- the proceeds from the sale of Transportation Revenue Bonds, until those proceeds are paid out for an authorized purpose;

- all funds, accounts and subaccounts established by the Transportation Resolution (except those established by a supplemental obligation resolution for variable interest rate obligations, put obligations, parity debt, subordinated contract obligations or subordinated debt); and
- the Amended and Restated Interagency Agreement dated as of April 1, 2006, among MTA, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA New York City Transit, MaBSTOA and MTA Bus.

The Trustee may directly enforce an undertaking to operate the Transit System, the Commuter System or the MTA Bus System to ensure compliance with the Transportation Resolution.

Under the Transportation Resolution, the operators of the Transit, Commuter and MTA Bus Systems are obligated to transfer to the Trustee for deposit into the Revenue Fund virtually all pledged revenues as soon as practicable following receipt or, with respect to revenues in the form of cash and coin, immediately after being counted and verified. The pledge of money located in the State of Connecticut may not be effective until that money is deposited under the Transportation Resolution.

Flow of Revenues

The Transportation Resolution creates the following funds and accounts:

- Revenue Fund (held by the Trustee),
- Debt Service Fund (held by the Trustee), and
- Proceeds Fund (held by MTA).

The Transportation Resolution requires the Trustee, promptly upon receipt of the pledged revenues in the Revenue Fund, to deposit the revenues into the following funds and accounts, in the amounts and in the order of priority, as follows:

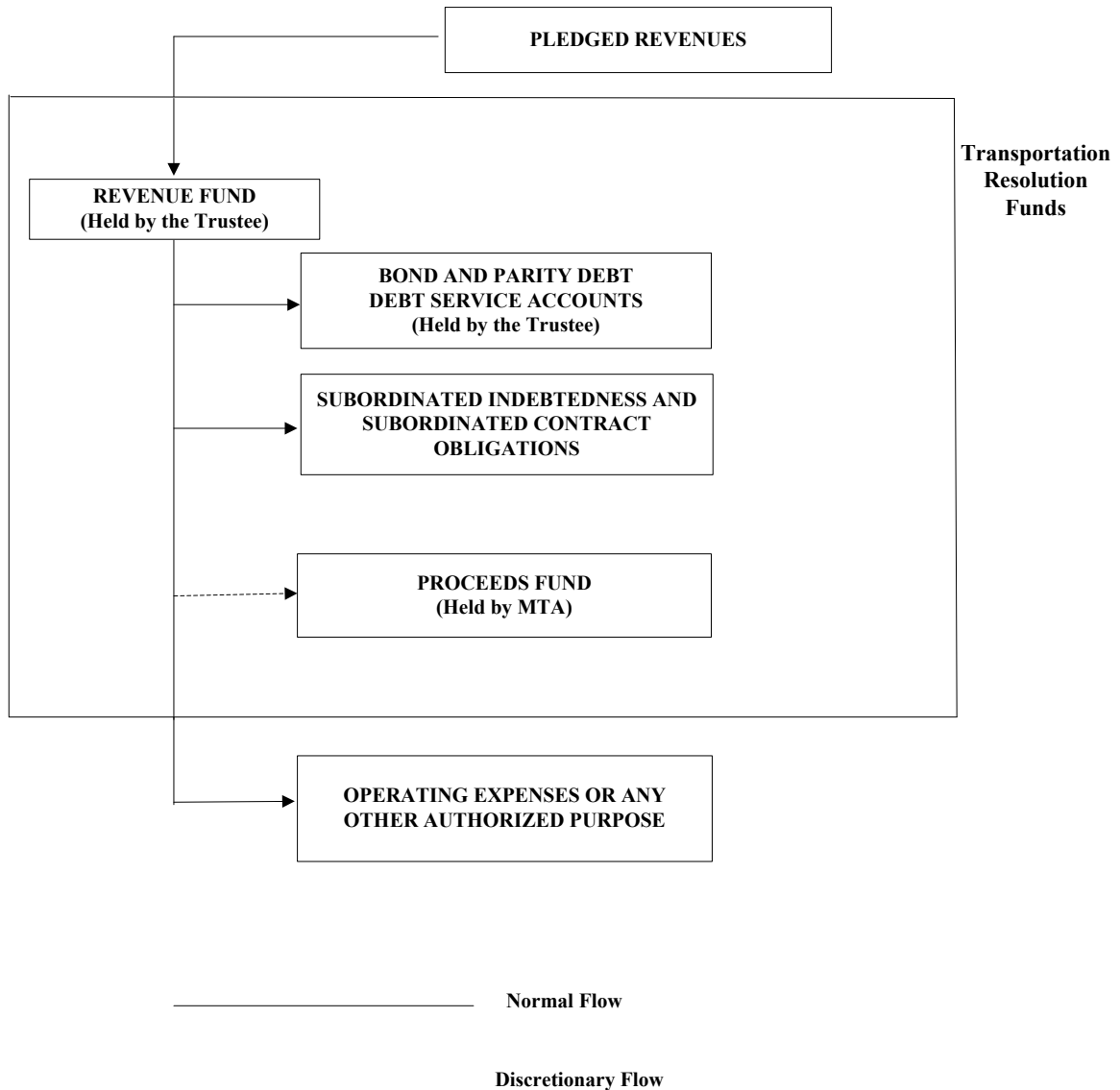
- to the debt service accounts, the net amount, if any, required to make the amount in the debt service accounts equal to the accrued debt service for Transportation Revenue Bonds and Parity Debt to the last day of the current calendar month;
- to pay, or accrue to pay, principal of and interest on any Subordinated Indebtedness or for payment of amounts due under any Subordinated Contract Obligation;
- to MTA for deposit in the Proceeds Fund, as directed by one of MTA's authorized officers, to fund Capital Costs of the Transit, Commuter and MTA Bus Systems; and
- to accounts held by MTA or any of the Related Transportation Entities for payment of operating expenses or any other authorized purpose.

All amounts paid out by MTA or the Trustee either for an authorized purpose (excluding transfers to any other pledged fund or account) or under the last bullet point above are free and clear of the lien and pledge created by the Transportation Resolution.

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The following chart illustrates the basic elements of the flow of revenues described above:

TRANSPORTATION REVENUE OBLIGATIONS – FLOW OF PLEDGED REVENUES



Covenants

Rate Covenants. MTA must fix the transit and commuter fares and other charges and fees to be sufficient, together with other money legally available or expected to be available, including from government subsidies –

- to pay the debt service on all the Transportation Revenue Bonds;
- to pay any Parity Debt;
- to pay any Subordinated Indebtedness and amounts due on any Subordinated Contract Obligations; and
- to pay, when due, all operating and maintenance expenses and other obligations of its transit and commuter affiliates and subsidiaries.

See “SOURCES OF PAYMENT – Factors Affecting Revenues” above.

Operating and Maintenance Covenants.

- MTA, MaBSTOA, MTA New York City Transit, MTA Metro-North Railroad, MTA Long Island Rail Road and MTA Bus are required at all times to operate, or cause to be operated, the systems properly and in a sound and economical manner and maintain, preserve, reconstruct and keep the same or cause the same to be maintained, preserved, reconstructed and kept in good repair, working order and condition.
- Nothing in the Transportation Resolution prevents MTA from ceasing to operate or maintain, or from leasing or disposing of, all or any portion of the systems if, in MTA’s judgment it is advisable to do so, but only if the operation is not essential to the maintenance and continued operation of the rest of the systems and this arrangement does not materially interfere with MTA’s ability to comply with MTA’s rate covenants.

Additional Bonds. The Transportation Resolution permits MTA to issue additional Transportation Revenue Bonds and to issue or enter into Parity Debt, from time to time, to pay or provide for the payment of qualifying costs, without meeting any specific debt-service-coverage level, as long as MTA certifies to meeting the rate covenant described above for the year in which the additional debt is being issued. Under the Transportation Resolution, MTA may only issue additional Transportation Revenue Bonds if those bonds are issued to fund projects pursuant to an approved MTA Capital Program, if an approved capital program is then required.

There is no covenant with Owners limiting the aggregate principal amount of additional Transportation Revenue Bonds or Parity Debt that MTA may issue. There is a limit under current State law that covers the Transportation Revenue Bonds and certain other securities. See Part 3 of the **ADS** under the caption “GENERAL – Financing of Capital Projects and Statutory Ceiling” for a description of the current statutory cap.

Refunding Bonds. MTA may issue Transportation Revenue Bonds to refund all or any portion of the Transportation Revenue Bonds or Parity Debt. Transportation Revenue Bonds may also be issued to refund any pre-existing indebtedness of any Related Entity issued to fund transit and commuter projects. The MTA Board has adopted a refunding policy which must be complied with prior to the issuance of any refunding Bonds.

Non-Impairment. Under State law, the State has pledged to MTA that it will not limit or change MTA’s powers or rights in such a way that would impair the fulfillment of MTA’s promises to holders of the Transportation Revenue Bonds.

No Bankruptcy. State law specifically prohibits MTA, its Transit System affiliates, its Commuter System subsidiaries or MTA Bus from filing a bankruptcy petition under Chapter 9 of the U.S. Federal Bankruptcy Code. As long as any Transportation Revenue Bonds are outstanding, the State has covenanted not to change the law to permit MTA or its affiliates or subsidiaries to file such a petition. Chapter 9 does not provide authority for creditors to file involuntary bankruptcy proceedings against MTA or other Related Entities.

Parity Debt

MTA may incur Parity Debt pursuant to the terms of the Transportation 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 Transportation Resolution with respect to Transportation Revenue 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 designated as constituting “Parity Debt” in a certificate of an Authorized Officer delivered to the Trustee.

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PART III. OTHER INFORMATION ABOUT THE SERIES 2017B NOTES

Part III of this offering memorandum provides miscellaneous additional information relating to the Series 2017B Notes.

TAX MATTERS

General

Nixon Peabody LLP and D. Seaton and Associates, P.A., P.C. are Co-Bond Counsel for the Series 2017B Notes. Each Co-Bond Counsel is of the opinion that, under existing law, relying on certain statements by MTA and assuming compliance by MTA with certain covenants, interest on the Series 2017B Notes is:

- excluded from a noteholder's federal gross income under Section 103 of the Internal Revenue Code of 1986, and
- not a specific preference item for a noteholder in calculating the federal alternative minimum tax, but
- included in the adjusted current earnings of certain corporations in calculating the federal corporate alternative minimum tax.

Each Co-Bond Counsel is also of the opinion that, under existing law, interest on the Series 2017B Notes is exempt from personal income taxes of the State and any political subdivisions of the State, including the City. See **Attachment 3** to this offering memorandum for the form of the opinions that Co-Bond Counsel each expect to deliver when the Series 2017B Notes are delivered.

The Series 2017B Notes

The Internal Revenue Code of 1986 imposes requirements on the Series 2017B Notes that MTA must continue to meet after the Series 2017B Notes are issued. These requirements generally involve the way that Series 2017B Note proceeds must be invested and ultimately used, and the way that assets financed and refinanced with proceeds of the Series 2017B Notes must be used. If MTA does not meet these requirements, it is possible that a noteholder may have to include interest on the Series 2017B Notes in its federal gross income on a retroactive basis to the date of issue. MTA has covenanted to do everything necessary to meet the requirements of the Internal Revenue Code of 1986.

A noteholder who is a particular kind of taxpayer may also have additional tax consequences from owning the Series 2017B Notes. This is possible if a noteholder 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 2017B Notes.

Prospective holders, particularly those in any of these categories, should consult their tax advisors.

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 2017B Notes or affect the market price of the Series 2017B Notes. 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 2017B Notes, or under State, local or foreign tax law.

Bond Premium. If a noteholder purchases a Series 2017B Note for a price that is more than the principal amount, generally the excess is “bond premium” on that Series 2017B Note. The tax accounting treatment of bond premium is complex. It is amortized over time and as it is amortized a noteholder’s tax basis in that Series 2017B Note will be reduced. The holder of a Series 2017B Note 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 2017B Note. A noteholder in certain circumstances may realize a taxable gain upon the sale of a Series 2017B Note with bond premium, even though the Series 2017B Note is sold for an amount less than or equal to the owner’s original cost. If a noteholder owns any Series 2017B Notes 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 2017B Notes. 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 of 1986. 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 a noteholder purchasing a Series 2017B Note 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 2017B Notes 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 noteholder’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 2017B Notes 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 2017B Notes. 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 of the interest on the Series 2017B Notes from gross income for federal or State income tax purposes or otherwise. For example, presidential budget proposals in recent years have proposed legislation that would limit the extent of the exclusion from gross income of interest on obligations of states and political subdivisions under Section 103 of the Internal Revenue Code of 1986 (including the Series 2017B Notes) for taxpayers whose income exceeds certain thresholds. It is not possible to predict whether any legislative or administrative actions or court decisions having an adverse impact on the federal or State income tax treatment of holders of the Series 2017B Notes may occur. Prospective purchasers of the Series 2017B Notes should consult their own tax advisors

regarding the impact of any change in law on the Series 2017B Notes. Co-Bond Counsel have not undertaken to advise in the future whether any events after the date of issuance and delivery of the Series 2017B Notes may affect the tax status of interest on the Series 2017B Notes.

Prospective purchasers of the Series 2017B Notes should consult their own tax advisors regarding the foregoing matters.

LEGALITY FOR INVESTMENT

The MTA Act provides that the Series 2017B Notes 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 2017B Notes.

LITIGATION

There is no pending litigation concerning the Series 2017B Notes.

MTA is the defendant in numerous claims and actions, as are its affiliates and subsidiaries, including MTA New York City Transit, MaBSTOA, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA Bus and MTA Bridges and Tunnels. Certain of these claims and actions, either individually or in the aggregate, are potentially material to MTA, its affiliates or subsidiaries. MTA does not believe that any of these claims or actions would affect the application of the sources of payment for the Series 2017B Notes. A summary of certain of these potentially material claims and actions is set forth in Part 6 of the **ADS** under the caption “LITIGATION,” as that filing may be amended or supplemented to date.

CO-FINANCIAL ADVISORS

Public Resources Advisory Group, Inc. and Rockfleet Financial Services, Inc. are MTA’s Co-Financial Advisors for the Series 2017B Notes. The Co-Financial Advisors have provided MTA advice on the plan of financing and reviewed the competitive bidding of the Series 2017B Notes. The Co-Financial Advisors have not independently verified the information contained in this offering memorandum and do not assume responsibility for the accuracy, completeness or fairness of such information.

UNDERWRITING

After competitive bidding on June 20, 2017, the Series 2017B Notes were awarded to the purchasers identified in the table below (the Underwriters) in the principal amounts and at the purchase prices indicated therein. Each Underwriter has agreed to purchase all of the Series 2017B Notes awarded to them. Each

Underwriter has sole discretion in establishing the price at which the Series 2017B Notes awarded to them will be offered to the public and may change from time to time the offering prices for the Series 2017B Notes it purchased.

<u>Subseries</u>	<u>Principal Amount Purchased</u>	<u>Underwriter</u>	<u>Purchase Price</u>
2017B-1	\$ 250,000,000	Morgan Stanley & Co. LLC	\$ 251,640,000
2017B-2	\$ 100,000,000	Merrill Lynch, Pierce, Fenner & Smith Incorporated	\$ 100,656,000
2017B-3	\$ 50,000,000	Citigroup Global Markets Inc.	\$ 50,331,500
2017B-4	\$ 50,000,000	J.P. Morgan Securities LLC	\$ 50,327,500
2017B-5	\$ 25,000,000	Goldman Sachs & Co. LLC	\$ 25,165,750
2017B-6	\$ 25,000,000	RBC Capital Markets LLC	\$ 25,164,000

The Series 2017B Notes may be offered and sold to certain dealers (including dealers depositing such Series 2017B Notes 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 and their respective affiliates are full service financial institutions engaged in various activities, which may include securities trading, commercial and investment banking, financial advisory, investment management, principal investment, hedging, financing and brokerage activities. Certain of the Underwriters and their respective affiliates have, from time to time, performed, and may in the future perform, various investment banking services for MTA, 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. 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 2017B Notes. 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
33 Whitehall Street
New York, New York 10004
(212) 908-0500

Kroll Bond Rating Agency, Inc.
845 Third Avenue
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 has furnished information to each rating agency rating the notes being offered, including information not included in this offering memorandum, about MTA and the notes. 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 or the notes. Any downward revision or withdrawal of a rating may have an adverse effect on the market price of the notes.

LEGAL MATTERS

All legal proceedings in connection with the issuance of the notes being offered are subject to the approval of Nixon Peabody LLP and D. Seaton and Associates, P.A., P.C., Co-Bond Counsel to MTA. The form of the opinion of Co-Bond Counsel is **Attachment 3** to this offering memorandum.

Certain legal matters will be passed upon by Hawkins Delafield & Wood LLP, special disclosure counsel to MTA.

Certain legal matters regarding MTA will be passed upon by its Acting General Counsel.

CONTINUING DISCLOSURE

As more fully stated in **Attachment 2**, MTA has agreed to provide certain financial information and operating data by no later than 120 days following the end of each fiscal year. That information is to include, among other things, information concerning MTA's annual audited financial statements prepared in accordance with generally accepted accounting principles, or if unavailable, unaudited financial statements will be delivered until audited statements become available. MTA has undertaken to file such information (the Annual Information) with EMMA.

MTA has further agreed to deliver notice to EMMA of any failure to provide the Annual Information. MTA 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 notes or other material events affecting the tax status of the notes;
- 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 notes, if material;

- rating changes;
- bankruptcy, insolvency, receivership of MTA 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; and
- appointment of a successor or additional trustee or the change in name of a trustee, if material.

MTA 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 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 or any failure to associate such submitted disclosure to all related CUSIPs.

FURTHER INFORMATION

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

Although MTA has prepared the information on its 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 assumes no liability or responsibility for errors or omissions contained on any website. Further, MTA disclaims 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 also assumes no liability or responsibility for any errors or omissions or for any updates to dated information contained on any website.

METROPOLITAN TRANSPORTATION AUTHORITY

By: /s/ Patrick J. McCoy
 Patrick J. McCoy
 Director, Finance

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ATTACHMENT 1

BOOK-ENTRY-ONLY SYSTEM

1. The Depository Trust Company (DTC), New York, NY, will act as securities depository for the Series 2017B Notes. The Series 2017B Notes 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 2017B Note will be issued for each maturity of the Series 2017B Notes, 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 2017B Notes exceeds \$500 million, one note of such maturity will be issued with respect to each \$500 million of principal amount, and an additional note 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 a 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.

3. Purchases of Series 2017B Notes under the DTC system must be made by or through Direct Participants, which will receive a credit for the Series 2017B Notes on DTC's records. The ownership interest of each actual purchaser of each Series 2017B Note (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 2017B Notes 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 2017B Notes, except in the event that use of the book-entry system for the Series 2017B Notes is discontinued.

4. To facilitate subsequent transfers, all Series 2017B Notes 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 2017B Notes 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 2017B Notes; DTC's records reflect only the identity of the Direct Participants to whose accounts such Series 2017B Notes 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 2017B Notes may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Series 2017B Notes, such as redemptions, tenders, defaults, and proposed amendments to the Series 2017B Note documents. For example, Beneficial Owners of the Series 2017B Notes may wish to ascertain that the nominee holding the Series 2017B Notes 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 2017B Notes 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 2017B Notes unless authorized by a Direct Participant in accordance with DTC's MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to MTA 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 2017B Notes 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 2017B Notes 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 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, 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 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 2017B Notes at any time by giving reasonable notice to MTA or the Trustee. Under such circumstances, in the event that a successor depository is not obtained, certificates for the Series 2017B Notes are required to be printed and delivered.

10. MTA may decide to discontinue use of the system of book-entry-only transfers through DTC (or a successor securities depository). In that event, certificates for the Series 2017B Notes will be printed and delivered to DTC.

THE ABOVE INFORMATION CONCERNING DTC AND DTC'S BOOK-ENTRY SYSTEM HAS BEEN OBTAINED FROM SOURCES THAT MTA BELIEVES TO BE RELIABLE, BUT MTA 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 and the Trustee will enter into a written agreement (the Disclosure Agreement) for the benefit of holders of the Series 2017B Notes to provide continuing disclosure. MTA will undertake to provide certain financial information and operating data relating to the Related Transportation Entities (currently, MTA and its subsidiaries MTA Long Island Rail Road, MTA Metro-North Railroad and MTA Bus, and MTA New York City Transit and its subsidiary MaBSTOA) by no later than 120 days after the end of each MTA fiscal year, commencing with the fiscal year ending December 31, 2017 (the Annual Information), and to provide notices of the occurrence of certain enumerated events, if material. The Annual Information will be filed by or on behalf of MTA with the Electronic Municipal Market Access system (EMMA) of the Municipal Securities Rulemaking Board (the MSRB). Notices of material events will be filed by or on behalf of MTA with EMMA. The nature of the information to be provided in the Annual Information and the notices of material events is set forth below.

Pursuant to Rule 15c2-12, MTA will undertake for the benefit of holders of Series 2017B Notes to provide or cause to be provided, either directly or through the Trustee, audited consolidated financial statements of MTA New York City Transit and the audited consolidated financial statements of MTA by no later than 120 days after the end of each fiscal year commencing with the fiscal year ending December 31, 2017, when and if such audited financial statements become available and, if such audited financial statements of either MTA New York City Transit or MTA are not available on the date which is 120 days after the end of a fiscal year, the unaudited financial statements of MTA New York City Transit or MTA for such fiscal year. MTA New York City Transit's and MTA's annual financial statements will be filed by or on behalf of such parties by MTA with EMMA. In the event that such audited financial statements of MTA New York City Transit cease to be separately published, the obligation of MTA hereunder to provide such financial statements shall cease.

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

1. a description of the systems operated by the Related Transportation Entities and their operations,
2. a description of changes to the fares or fare structures charged to users of the systems operated by the Related Transportation Entities,
3. operating data of the Related Transportation Entities, including data of the type included in the MTA Annual Disclosure Statement (the **ADS**) under the following captions:
 - a. "TRANSIT SYSTEM,"
 - b. "RIDERSHIP AND FACILITIES USE – Transit System (MTA New York City Transit and MaBSTOA) Ridership,"
 - c. "EMPLOYEES, LABOR RELATIONS AND PENSION AND OTHER POST-EMPLOYMENT OBLIGATIONS – MTA New York City Transit and MaBSTOA,"
 - d. "COMMUTER SYSTEM,"
 - e. "RIDERSHIP AND FACILITIES USE – Commuter System Ridership,"
 - f. "EMPLOYEES, LABOR RELATIONS AND PENSION AND OTHER POST-EMPLOYMENT OBLIGATIONS – Commuter System,"
 - g. "MTA BUS COMPANY,"
 - h. "RIDERSHIP AND FACILITIES USE – MTA Bus Ridership," and

- i. “EMPLOYEES, LABOR RELATIONS AND PENSION AND OTHER POST-EMPLOYMENT OBLIGATIONS – MTA Bus.”
4. information regarding the Capital Programs of the Related Transportation Entities, including information of the type included in the **ADS** under the caption “FINANCIAL PLANS AND CAPITAL PROGRAMS,”
5. a presentation of the financial results of the Related Transportation Entities prepared in accordance with GAAP for the most recent year for which that information is then currently available (currently, MTA New York City Transit prepares consolidated financial statements and MTA prepares consolidated financial statements),
6. a presentation of changes to indebtedness issued by MTA under the Transportation Resolution, as well as information concerning changes to MTA’s debt service requirements on such indebtedness payable from pledged revenues,
7. information concerning the amounts, sources, material changes in and material factors affecting pledged revenues and debt service incurred under the Transportation Resolution,
8. financial information of the type included in this offering memorandum in **Table 2a** and **Table 2b** under the caption “SOURCES OF PAYMENT—Pledged Transportation Revenues” and included in the **ADS** under the caption “REVENUES OF THE RELATED ENTITIES,”
9. material litigation related to any of the foregoing, and
10. 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, the Related Entities.

All or any portion of the Annual Information as well as required audited financial statements may be incorporated therein by specific cross-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 will undertake, for the benefit of holders of the Series 2017B Notes, 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 caption “CONTINUING DISCLOSURE” in this offering memorandum with respect to the Series 2017B Notes, 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 of any of the Related Transportation Entities.

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 2017B Notes (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 2017B Notes) 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 2017B Notes, 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 2017B Notes at the time Outstanding which are affected thereby. Each of MTA 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 Transportation Resolution nor give right to the Trustee or any Owner to exercise any remedies under the Transportation 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's 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 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 2017B Notes have been paid in full or legally defeased pursuant to the Transportation 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.

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ATTACHMENT 3

FORM OF APPROVING OPINIONS OF CO-BOND COUNSEL

Upon delivery of the Series 2017B Notes 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, proposes to render its final approving opinion in substantially the following form:

[Date of Delivery]

Metropolitan Transportation Authority
New York, New York

Ladies and Gentlemen:

We have examined a certified copy of the record of proceedings of the Metropolitan Transportation Authority ("MTA") and other proofs submitted to us relative to the issuance of \$500,000,000 aggregate principal amount of Metropolitan Transportation Authority Transportation Revenue Bond Anticipation Notes, Subseries 2017B-1, Subseries 2017B-2, Subseries 2017B-3, Subseries 2017B-4, Subseries 2017B-5 and Subseries 2017B-6 (collectively, "Series 2017B Notes").

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 2017B Notes are issued under and pursuant to the Constitution and statutes of the State of New York (the "State"), including the Metropolitan Transportation Authority Act, being Title 11 of Article 5 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 MTA duly taken, including a resolution adopted by the members of MTA on March 26, 2002 entitled "General Resolution Authorizing Transportation Revenue Obligations", as supplemented by the Multiple Series 2017 Bond Anticipation Notes and Related Subordinated Indebtedness Transportation Revenue Bond Supplemental Resolution adopted on December 14, 2016 and the Multiple Series 2017 Transportation Revenue Bond Supplemental Resolution adopted on December 14, 2016 (collectively, the "Resolution").

The Series 2017B Notes are dated, mature, are payable and bear interest, all as provided in the Resolution.

The Internal Revenue Code of 1986, as amended (the "Code"), establishes certain requirements that must be met subsequent to the issuance and delivery of the Series 2017B Notes in order that interest on the Series 2017B Notes 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 MTA, dated the date hereof (the "Arbitrage and Use of Proceeds Certificate"), in which MTA 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 2017B Notes, including, but not limited to, certain representations with respect to the use of the proceeds of the Series 2017B Notes and the investment of certain funds. The Arbitrage and Use of Proceeds Certificate obligates the MTA to take certain actions necessary to cause interest on the Series 2017B Notes 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 2017B Notes 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. MTA has covenanted in the Resolution to maintain the exclusion of the interest on the Series 2017B Notes from gross income for federal income tax purposes pursuant to Section 103(a) of the Code.

In rendering the opinion in paragraph 6 hereof, we have relied upon and assumed the material accuracy of the representations, statements of intention and reasonable expectation and certifications of fact contained in the Arbitrage and Use of Proceeds Certificate with respect to matters affecting the exclusion of interest on the Series 2017B Notes from gross income for federal income tax purposes pursuant to Section 103 of the Code, and compliance by the MTA with procedures and covenants set forth in the Arbitrage and Use of Proceeds Certificate as to such tax matters.

We have also examined one of said Series 2017B Notes as executed and, in our opinion, the form of said Series 2017B Note and its execution are regular and proper.

We are of the opinion that:

1. MTA is duly created and validly existing under the laws of the State, including the Constitution of the State and the Issuer Act.

2. MTA has the right and power under the Issuer Act to adopt the Resolution. The Resolution has been duly and lawfully adopted by MTA, is in full force and effect, is valid and binding upon MTA, 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 2017B Notes have been duly and validly authorized and issued in accordance with the laws of the State, including the Constitution of the State and the Issuer Act, and in accordance with the Resolution, and are valid and binding special obligations of MTA, enforceable in accordance with their terms and the terms of the Resolution, payable solely from (i) the proceeds of notes, including renewal notes, (ii) the proceeds of the Take-Out Bonds (as defined in the Resolution) and (iii) with respect to interest payable on the Series 2017B Notes, amounts available for payment of subordinated indebtedness in accordance with the Resolution. The Series 2017B Notes are not secured by any other funds, accounts or amounts that are pledged to the payment of Obligations or Parity Debt issued under the Resolution. MTA has no taxing power and the Series 2017B Notes are not debt of the State or of any other political subdivision thereof.

4. MTA, the holders of the Series 2017B Notes, or the holders of any evidence of indebtedness of MTA do not and will not have a pledge or lien on (i) the dedicated mass transportation trust fund established by Section 89-c of the State Finance Law, (ii) the metropolitan transportation authority financial assistance fund established by Section 92-ff of the State Finance Law, (iii) the metropolitan mass transportation operating assistance account established in the mass transit operating assistance fund pursuant to Section 88-a of the State Finance Law, or (iv) the taxes or moneys deposited therein.

5. The Series 2017B Notes are securities in which all public officers and bodies of the State and all municipalities and political subdivisions, all insurance companies and associations and other persons carrying on an insurance business, all banks, bankers, trust companies, savings banks and savings associations, including savings and loan associations, building and loan associations, investment companies and other persons carrying on a banking business, all administrators, guardians, executors, trustees and other fiduciaries, and all other persons who are or may be authorized to invest in bonds or other obligations of the State, may properly and legally invest funds including capital in their control or belonging to them to the extent that the legality of such investment is governed by the laws of the State; and which may be deposited with and shall be received by all public officers and bodies of the State and all municipalities and political subdivisions for any purpose for which the deposit of bonds or other obligations of the State is or may be authorized.

6. Under existing statutes and court decisions, interest on the Series 2017B Notes (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 preference item in calculating the alternative minimum tax imposed on individuals and corporations under the Code; however, we note that interest is included in the adjusted current earnings of certain corporations for purposes of calculating the federal corporate alternative minimum tax.

7. Under existing statutes, interest on the Series 2017B Notes is exempt from personal income taxes imposed by the State or any political subdivision thereof, including The City of New York.

The opinions expressed in paragraphs 2 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 6 and 7, we express no opinion regarding any other federal, state, local or foreign tax consequences related to the ownership or disposition of, or the accrual or receipt of interest on, the Series 2017B Notes. 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 2017B Notes.

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 2017B Notes. Our services did not include financial or other non-legal advice. Finally, we undertake no responsibility for the accuracy, completeness or fairness of the Offering Memorandum or other offering material relating to the Series 2017B Notes and express no opinion with respect thereto.

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

Very truly yours,

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