



Bond Rating and Debt Reports Covering Fiscal Year 2023

**Submitted as part of the MTA 2023 Annual Report
Pursuant to New York State Public Authorities Law Section 2800(1)(a)(2)(iv)(4)**



RATING ACTION COMMENTARY

Fitch Assigns 'AAA' Rating to \$700MM TBTA City Sales Tax Rev Bonds; Outlook Stable

Wed 22 Jun, 2022 - 4:18 PM ET

Fitch Ratings - New York - 22 Jun 2022: Fitch Ratings has assigned a 'AAA' rating to \$700 million in Triborough Bridge and Tunnel Authority (TBTA) (MTA Bridges and Tunnels) sales tax revenue bonds, series 2022A (TBTA capital lockbox - city sales tax).

The bonds are expected to be offered by negotiated sale on or about July 7, 2022. Par amount is subject to change pending final sale.

The Rating Outlook is Stable.

SECURITY

TBTA city sales tax bonds are secured by a fixed allocation of New York City sales taxes in the amount of \$170 million as of state fiscal year (SFY) 2021, increasing annually thereafter at 101% of the prior year's allocation, collected by the state comptroller, deposited to the TBTA's central business district tolling capital lockbox fund, and transferred by the TBTA to the revenue fund held by the trustee for bondholders.

ANALYTICAL CONCLUSION

The 'AAA' rating on TBTA city sales tax revenue bonds reflects the strong standalone credit quality of the dedicated portion of New York City sales tax allocated to the TBTA for bondholders. The rating is linked to but not capped by New York State's 'AA+' Issuer Default Rating (IDR) based on the state statute authorizing the Central Business District Tolling Program (CBDTP), allocating revenues including the city sales tax to it, and authorizing uses of the funds including for borrowing.

Fitch views the statute and bond documents as meeting the conditions necessary for a state dedicated tax to be rated above the state's IDR based on the narrow nature of the statutory dedication, the specific purpose of borrowing program, and the limitations on use of residual revenues for CBDTP needs and the MTA capital program. The rating is not linked to New York City's 'AA-'/Positive IDR given that the city never takes possession of the dedicated city sales tax, and under statute the city has no right, title or interest in or to the funds.

KEY RATING DRIVERS

RATING LINKED TO STATE IDR: State statute and bond documents structurally segregate city sales taxes pledged to bondholders and support a rating higher than New York State's IDR. State statute authorizes the New York City sales tax and allocates a fixed amount to the TBTA for the CDBTP. The New York State Comptroller collects all sales tax revenue and transfers the allocation to the TBTA, without appropriation.

There is no sunset on the allocation and statutory state non-impairment protects bondholders, although the state retains the right to modify, amend or repeal the tax. New York State has a long history of actions to ensure sufficient resources for the MTA, whose operations are a critical component of the state's economic profile.

NO CITY OR MTA OPERATING RISK EXPOSURE: Bondholders are not exposed to operating risk of New York City or the MTA. The city has no right, title or interest in the portion of city sales tax withheld by the comptroller and transferred to the TBTA first, before remaining collections are transferred to the city. State statute segregates CBDTP monies from other TBTA monies, and the resolution requires the prompt deposit of sales tax to the trustee before remaining receipts become available for other authorized uses. State statute prohibits the MTA or its affiliates from filing for bankruptcy while bonds are outstanding.

SOLID GROWTH PROSPECTS FOR PLEDGED REVENUES: Pledged sales tax revenue benefits from the city's unique economic profile, which centers on its identity as an international center for numerous industries and a major tourist destination. Fitch believes longer-term growth may slow from historical levels but remain above the long-term rate of inflation, consistent with a 'aa' assessment.

AMPLE RESILIENCE DESPITE ECONOMIC SENSITIVITY: The rating assumes the TBTA fully leverages the city sales tax allocation to the maximum debt service supported by the statutorily fixed annual amount of \$170 million in SFY 2021 and rising by 1% annually thereafter; there is otherwise no additional bonds test. City sales taxes as a whole are economically sensitive, but the fixed dedication to bondholders is small relative to the collection base, implying strong resilience to revenue volatility and supporting a 'aaa' resilience assessment.

RATING SENSITIVITIES

Factors that could, individually or collectively, lead to positive rating action/upgrade:

--Not possible given the 'AAA' rating.

Factors that could, individually or collectively, lead to negative rating action/downgrade:

--Negative rating action on New York State's 'AA+' /Stable IDR, although it would not necessarily move with a downgrade;

--A weakening of the city's sales tax revenue growth prospects, reflecting erosion of the tax base and lowered expectations for long-term economic gains;

--A change by the state that materially diminishes the rate or base on which sales taxes are levied.

BEST/WORST CASE RATING SCENARIO

International scale credit ratings of Sovereigns, Public Finance and Infrastructure issuers have a best-case rating upgrade scenario (defined as the 99th percentile of rating transitions, measured in a positive direction) of three notches over a three-year rating horizon; and a worst-case rating downgrade scenario (defined as the 99th

percentile of rating transitions, measured in a negative direction) of three notches over three years. The complete span of best- and worst-case scenario credit ratings for all rating categories ranges from 'AAA' to 'D'. Best- and worst-case scenario credit ratings are based on historical performance. For more information about the methodology used to determine sector-specific best- and worst-case scenario credit ratings, visit <https://www.fitchratings.com/site/re/10111579>.

DEDICATED TAX CREDIT PROFILE

Fitch considers the bonds to be linked to but not capped by New York State's 'AA+' IDR by virtue of the state's control of the MTA, its TBTA affiliate and the sales tax allocation pledged to the bonds. Fitch views the structure as allowing for notching above the IDR given the narrow nature of the statutory city sales tax dedication, the specific purpose of borrowing, and the use of residual revenues for TBTA and MTA purposes.

New York State has a long history of actions to ensure sufficient resources for the MTA, whose operations are a critical component of the state's economy. Fitch views the 2019 establishment of the CBDTP within this context given the state's goal of providing the MTA with a substantial new stream to support capital needs, once the congestion pricing system is fully implemented.

Likewise, the state retains the right to modify, amend or repeal its authorization for the city sales tax, and controls the collection, distribution and authorized uses of the revenues. The city sales tax is imposed under New York City law, and New York City retains similar rights to modify, amend or repeal the tax, however the city's imposition of the tax and its maximum rate is subject to state statute. Under state law the city has no right, title or interest in the allocation for the CBDTP, the city never takes custody of the receipts and does not receive residuals after the payment of debt service.

Fitch notes the contingent claim on city sales taxes that could be invoked by holders of New York City Transitional Finance Authority (NYCTFA) future tax secured bonds (AAA/Stable) as not representing a material risk given the strong resilience of the future tax secured bond structure and the flow of excess revenues to the city for general operations, reducing the incentive to fully leverage pledged receipts.

Revenues Pledged to TBTA City Sales Tax Bonds

The New York City sales tax is levied on a broad range of goods and services transactions in the large, diverse and wealthy New York City economy. City sales taxes have been authorized by the state and imposed by the city since 1965. The allocation to TBTA was authorized by the state in 2019 and is not derived from a separately levied component, but rather is a statutorily allocation carved from the broader pool of city sales tax collections. The allocation is fixed in statute at \$170 million as of SFY 2021, rising thereafter by 1% annually from the previous year amount; there is no sunset on the allocation.

The city sales tax rate was originally imposed at 3% in 1965, when the state first authorized local sales taxes, subject to state approval. The current maximum rate, at 4.5%, has been in place since 2009. The tax base on which it is levied is also affected by state and local authorizations and has shifted more frequently. Most notably, the base was expanded in 2019 to extend sales taxes on online purchases, following the U.S. Supreme Court's *South Dakota vs. Wayfair* ruling in 2018. The \$170 million carve-out for the CBDTP was sized at New York City's forecast at the time for incremental collections from taxing online sales.

The TBTA city sales tax allocation was enacted under the 2019 MTA Reform and Traffic Mobility Act (TMA) as part of the broader plan to establish a congestion pricing toll system for vehicular access to Manhattan south of 60th

Street, designated as the central business district (CBD). The TMA established the CBDTP, including a CBDTP capital lockbox trust account to receive authorized revenues and fund related capital and operating needs or broader MTA capital plan needs, beginning with its 2020-2024 capital program; allowable uses include debt service for bonds.

In addition to the TBTA city sales tax allocation, the TMA authorized the deposit to the CBDTP capital lockbox trust account of future congestion pricing tolls, real estate transfer taxes, and a portion of the state sales tax likewise related to online sales. Revenues deposited in the trust account are statutorily required to be held separate from all other funds of the TBTA.

TBTA is a public benefit corporation and affiliate of the MTA, authorized to construct and operate toll bridges, tunnels and other public facilities in New York City. The TBTA city sales tax revenue bonds are unrelated to the TBTA's longstanding toll revenue bond and the more recent payroll mobility tax debt securities.

Under the resolution, city sales tax revenue is subject to the lien immediately upon transfer by the state comptroller to the CBDTP capital lockbox trust account, where it must be deposited to the city sales tax subaccount. The TBTA must promptly transfer city sales tax deposits to the revenue fund held by the trustee, and the trustee transfers receipts thereafter to the senior lien debt service fund. The obligations trust estate pledged to bondholders includes sale proceeds, the revenue fund and the senior lien debt service fund.

The TBTA has covenanted that it will not establish liens more senior to the bonds; the resolution permits the establishment of subordinate liens, but currently there are no plans to do so. Once debt service is paid, residual receipts flow to the excess revenue fund held by the trustee but are no longer subject to the lien and may be used for authorized CBDTP operating or capital costs and the MTA 2020-2024 capital plan and later capital plans, as noted earlier.

Additional and Contingent Claims

City sales taxes collected by the state are subject to a time-limited additional claim. An annual \$150 million is distributed quarterly to the New York State Agency Trust Fund, Distressed Provider Assistance Account, to support financially distressed hospitals and nursing homes. The quarterly distributions cease in SFY 2025.

Additionally, the NYCTFA has a contingent claim on city sales tax receipts on behalf of future tax-secured bonds. City personal income taxes collected by the state comptroller and transferred to the NYCTFA are the primary pledged revenue source for future tax-secured bonds. However, the state comptroller is authorized to transfer city sales taxes to the NYCTFA in the event that projected coverage of maximum annual debt service (MADS) by pledged personal income taxes dips below 1.5x.

The sales tax backup for NYCTFA future tax-secured bonds is limited to the amount sufficient to bring transfers to the NYCTFA up to the 1.5x MADS level. No such sales tax transfers have ever been required under this provision, but the future tax-secured bonds remain a key component of New York City's borrowing program.

Solid Growth Prospects for Pledged Revenues

Fitch expects revenue growth for city sales taxes to exceed the long-term rate of inflation, reflecting the large, diverse and wealthy New York City economy, and warranting a 'aa' assessment despite the impact of the pandemic economic shock on recent collections.

Collections benefit from the city's role as the core of the dynamic, tri-state metropolitan region. The daytime commuter population remains sizable despite having diminished considerably since the start of the pandemic; recovery to pre-pandemic commuter patterns is likely years away. Domestic and foreign tourism and meeting activity is also important to the tax base. Recovery in this key sector appears to be somewhat faster, although remains below pre-pandemic levels.

New York City reports that its sales tax revenue totaled \$6.5 billion in city fiscal year (CFY) 2021, down 12.5% from the prior year because of coronavirus pandemic-related disruptions, including the collapse of tourism and the shift to remote work for much of the labor force. The CFY 2021 decline was the second consecutive year of decline, with sales taxes dropping 4.7% in CFY 2020, largely reflecting the initial shock of the pandemic. Over the long-term, historical trends have been more consistently favorable. The 10-year CAGR through 2019 was 5.1%, and including weakness in the last two years, the 10-year CAGR was 1.6%.

Ample Resilience Despite Economic Sensitivity

Resilience of the structure to potential cyclicity is ample given that the fixed statutory allocation to the TBTA is small relative to the overall city sales tax collection base. The allocation stood at \$170 million in SFY 2021 compared to the \$6.5 billion in revenue in CFY 2021, implying coverage of about 38x. Coverage is likely to increase going forward given that the sales tax base has historically grown faster than the 1% annual increase in the statutory allocation.

Fitch's resilience assessment anticipates the TBTA will fully lever the TBTA city sales tax allocated to it; there is no ABT. The TBTA estimates that the fixed allocation could provide about \$3.9 billion in new borrowing capacity subject to market conditions and assuming relatively long maturities.

To test the resilience of a dedicated tax, Fitch stresses the revenue stream under two scenarios. The first is a moderate recession scenario based on the Fitch Analytical Stress Test (FAST) model, which relates historical collections to GDP and the second is based on the largest historical revenue decline.

For the inaugural sale, final maturity is expected extend to SFY 2052; in that year, Fitch estimates the sales tax allocation will have risen to \$231 million. Assuming MADS at that level, the cushion provided by city sales tax collections in CFY 2021 is 96x the FAST output based on a moderate recession foreseeing a 1% revenue decline, and 5.8x the largest historical decline experienced in CFY 2020 and 2021.

DATE OF RELEVANT COMMITTEE

13 June 2022

In addition to the sources of information identified in Fitch's applicable criteria specified below, this action was informed by information from Lumesis.

REFERENCES FOR SUBSTANTIALLY MATERIAL SOURCE CITED AS KEY DRIVER OF RATING

The principal sources of information used in the analysis are described in the Applicable Criteria.

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Unless otherwise disclosed in this section, the highest level of ESG credit relevance is a score of '3'. This means ESG issues are credit-neutral or have only a minimal credit impact on the entity, either due to their nature or the way in

which they are being managed by the entity. For more information on Fitch's ESG Relevance Scores, visit www.fitchratings.com/esg.

RATING ACTIONS

ENTITY / DEBT ↕	RATING ↕
New York, State of (NY) [General Government]	
Triborough Bridge & Tunnel Authority (NY) /Sales Tax Revenues - TBTA/1 LT	LT AAA Rating Outlook Stable New Rating

[VIEW ADDITIONAL RATING DETAILS](#)

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participated in the rating process except that the following issuer(s), if any, did not participate in the rating process, or provide additional information, beyond the issuer's available public disclosure.

APPLICABLE CRITERIA

[U.S. Public Finance Tax-Supported Rating Criteria \(pub. 04 May 2021\) \(including rating assumption sensitivity\)](#)

APPLICABLE MODELS

Numbers in parentheses accompanying applicable model(s) contain hyperlinks to criteria providing description of model(s).

FAST Econometric API - Fitch Analytical Stress Test Model, v3.0.0 (1)

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Triborough Bridge & Tunnel Authority (NY)

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US Public Finance North America United States

KBRA Revises Outlook to Stable on the MTA's Transportation Revenue Bonds; Affirms AA Rating

NEW YORK (October 31, 2022) – KBRA revises the Outlook to Stable from Negative on the MTA's outstanding Transportation Revenue Bonds (TRBs) and affirms the long-term rating of AA on the TRBs.

The Outlook revision reflects the ongoing, though still slow, recovery in ridership on MTA transportation assets from the COVID-19 pandemic while operating under a more stable environment as the worst of the pandemic continues to wane. In addition, the Stable Outlook reflects how the MTA's estimated pledged revenue for CY 2022 has exceeded that of KBRA's stress scenarios developed earlier during the pandemic and that debt service requirements for the TRBs are projected to decline in CY 2022 from previously estimated levels.

The long-term rating on the TRBs reflect the following three pillars:

- Pledged revenues are received by the TRB trustee and used to meet pro rata monthly debt service requirements before being released for operations. KBRA does not expect any deviation from the flow of funds specified in MTA's bond documents.
- MTA leadership has consistently demonstrated its ability to navigate financial and political challenges, including its consistent willingness and ability to close outyear budget gaps through various measures.
- The MTA's transportation infrastructure is essential to the New York metropolitan area economy.

A surveillance report will follow.

Key Credit Considerations

The rating was affirmed because of the following key credit considerations:

Credit Positives

- Gross revenue pledge supporting robust debt service coverage.
- Critical, essential nature of MTA assets, which serve over 15 million people, and enable activities which provide the economic and social underpinning of the New York metropolitan area.
- Management's track record of ultimately achieving fiscal balance and implementing complex, multi-year capital improvement programs despite challenging economic environments and unforeseen events.

Credit Challenges

- The COVID-19 crisis presents an unprecedented challenge to the MTA's fiscal operations.
- A capital-intensive operation and high fixed costs remain impediments to achieving structural balance.
- The ability to control growth in labor-related costs during the upcoming period of contract negotiations is difficult.

Rating Sensitivities

For upgrade:

- Significant increase in revenues from non-fare revenue streams.

For downgrade:

- Inability to obtain expanded financial support from the State or Federal governments or some new revenue stream would create pressure on the MTA's long-term financial health.

To access ratings and relevant documents, click [here](#).

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Disclosures

A description of all substantially material sources that were used to prepare the credit rating and information on the methodology(ies) (inclusive of any material models and sensitivity analyses of the relevant key rating assumptions, as applicable) used in determining the credit rating is available in the Information Disclosure Form(s) located [here](#).

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Metropolitan Transportation Authority (MTA)

Issuer: Metropolitan Transportation Authority		
Affirmed	Rating(s)	Outlook
Transportation Revenue Bonds	AA	Stable (from Negative)
Transportation Revenue Bond Anticipation Notes	K1+	n/a

For mapping of the long-term rating to the short-term rating, please refer to the [short-term KBRA Rating Scale](#).

Methodology

- U.S. Public Toll Roads, Bridges & Tunnels Revenue Bond Rating Methodology
- ESG Global Rating Methodology

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Rating Summary: The outlook revision on the MTA’s Transportation Revenue Bonds (TRBs) reflects the ongoing, though still slow, recovery in ridership on MTA transportation assets from the COVID-19 pandemic while operating under a more stable environment as the worst of the pandemic continues to wane. In addition, the stable outlook reflects how the MTA’s estimated pledged revenue for CY 2022 has exceeded that of KBRA’s stress scenarios developed earlier during the pandemic and that debt service requirements for the TRBs are projected to decline in CY 2022 from previously estimated levels (Figure 2).

The long-term rating on the TRBs reflect the following three pillars:

- Pledged revenues are received by the TRB trustee and used to meet pro rata monthly debt service requirements before being released for operations. KBRA does not expect any deviation from the flow of funds specified in MTA’s bond documents.
 - MTA leadership has consistently demonstrated its ability to navigate financial and political challenges, including its consistent willingness and ability to close outyear budget gaps through various measures.
 - The MTA’s transportation infrastructure is essential to the New York metropolitan area economy.

The last pillar is among the reasons KBRA continues to believe there will be ongoing financial support from the State and or federal governments to help MTA bridge its near term operating and liquidity challenges. Regardless of the timing and magnitude of any such support, the MTA will likely experience permanent changes to its operating and fiscal posture in the future.

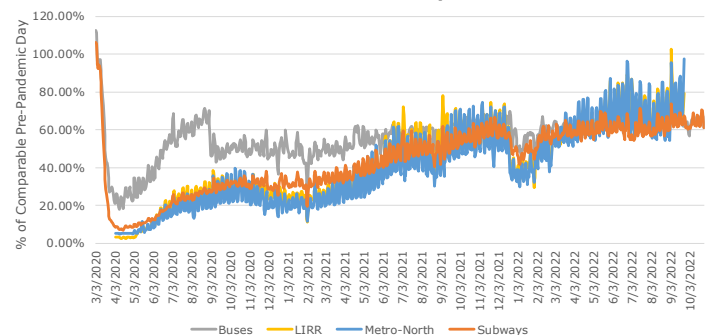
The short-term rating assigned to TRB Bond Anticipation Notes (BANs) reflects KBRA’s expectation that the MTA will have demonstrated market access at BAN maturity given the TRB’s long-term rating.

Per the July Financial Plan (JFP), the MTA’s forecast for 2022 ridership represents a decline of 40% from CY 2019. While it is less favorable than forecasted figures presented in the February Financial Plan (FFP), it reflects an improvement from an actual decline of 66% realized in CY 2020 versus CY 2019. The MTA’s daily ridership¹ data shows that average monthly ridership during September 2022 recovered to roughly 65% for subways, 64% for bus², and 75% for LIRR/Metro-North, relative to September 2019. While the arc of recovery has been generally flat, ridership recovery exhibited somewhat favorable trends through October 2022, with Metro-North returning to 78% of the pre-pandemic levels.

The loss of a significant portion of farebox revenues and the inability to substantially reduce expenses during the pandemic have created a significant, structural imbalance in the MTA’s fiscal operations. Nonetheless, the MTA has continued to set aside funds on a monthly basis for debt service, as required by its indenture.

Figure 1

Trend In Ridership



Note: reflects rolling 3-day average. For buses and shown, figures above represent the percent of comparable pre-pandemic equivalent day (between 3/1/19 and 2/29/20). For LIRR and MNRR, figures above are compared to the 2019 monthly weekday/Saturday/Sunday average. Source: MTA’s day-to-day ridership numbers, <https://new.mta.info/coronavirus/ridership>, updated October 27, 2022

¹ Day-By-Day Ridership Numbers per MTA website retrieved October 28, 2022.

² Local, Limited, SBS and Express.

Since KBRA's January 19, 2022 published [report](#), the MTA released its First Quarterly Update/supplement to the 2022 Annual Disclosure Statement and the 2023 Preliminary Budget/JFP. Highlights include:

- The ridership forecasts through CY 2026 reflect McKinsey's updated midpoint scenario. The updated projections are centered around behavioral changes that began during the pandemic and the degree to which those changes become more permanent or longer lasting.
- Projections show that ridership levels do not return to the pre-pandemic level during the plan period: estimated ridership declines of 32% for CY 2023⁴, 27% for CY 2024⁴, 24% for CY 2025⁴, and 22% for CY 2026⁴. This trend reflects a slower recovery than shown in the prior FFP forecast.
- The biennial 4% fare increase will now occur in 2023 and 2025 versus the previously planned July 2022.
- Despite projecting lower ridership revenues, the MTA expects to balance operations through CY 2024 with the proceeds from the \$7.0 billion in federal funding through the American Rescue Plan Act (ARPA).

The MTA reports liquidity resources of approximately \$12.534 billion as of October 26, 2022, which includes \$905 million of cash, \$2.909 billion of Payroll Mobility Tax working capital BANs (including interest), and \$2.487 billion of internal flexible funds. It also includes \$1.2 billion of undrawn external bank lines and available ARPA receipts of approximately \$5.033 billion. Additionally, the MTA is anticipating \$10.5 billion of federal funding over the next 5 years from the Infrastructure Investment and Jobs Act, which will be incorporated into capital programs. The CY 2020-2024 Capital Program already assumes an allocation of \$7.5 billion.

KBRA's breakeven analysis for CY 2022 assumes Special Tax-Supported Operating Subsidies at CY 2020 level (\$4.1 billion) and zero revenues from other revenue categories. The analysis demonstrates that the MTA could withstand a decline of 98.8% in farebox revenues relative to CY 2019 and a decline of 97.2% relative to CY 2020 before its DSC falls below 2.50x (Figure 2). KBRA views this scenario as unlikely given that MTA's CY 2021 farebox revenue was \$3.2 billion, approximately 51.4% lower than CY 2019 farebox revenues.

Per the JFP, CY 2022 DSC is expected to improve to 7.4x from 5.9x in CY 2021.

Figure 2

FYE December 31 (\$ in millions)	2019	2020	2021	2022 Mid-Year Forecast	2022 KBRA Stress Case Developed in 2020	2022 KBRA Break-Even Analysis
Operating Revenues (including Farebox Revenue)	6,641	2,763	3,230	4,101	4,065	77
% chg. vs 2019	-	-58.4%	-51.4%	-38.2%	-38.8%	-98.8%
% chg. vs 2020	-	-	16.9%	48.4%	47.1%	-97.2%
% chg. vs 2021 Forecast	-	-	-	27.0%	25.9%	-97.6%
Special Tax-Supported Operating Subsidies	4,888	4,139	5,111	5,488	4,449	4,139
Non-Operating Revenues	1,366	1,014	1,255	1,303	1,156	-
Revenues from TBTA Surplus	788	495	928	1,153	639	-
Agency Operating Subsidies	340	365	408	376	460	-
NYC Transportation Assistance Fund General Transportation Account	-	2	2	3	-	-
Total Transportation Resolution Pledged Revenues (Gross Revenues)	14,023	8,778	10,934	12,424	10,769	4,216
Gross Revenues as a % chg. vs 2019	-	-37.4%	-22.0%	-11.4%	-23.2%	-69.9%
Gross Revenues as a % chg. vs 2020	-	-	24.6%	41.5%	22.7%	-52.0%
Gross Revenues as a % chg. vs 2021	-	-	-	13.6%	-1.5%	-61.4%
TRB Debt Service	1,751	1,989	1,852	1,686	2,223	1,686
DSCR (Gross)	8.0x	4.4x	5.9x	7.4x	4.8x	2.5x

Source: MTA TRBs Subseries 2005D-2a and 2012G-4 Remarketing Circular | KBRA's Analysis
Notes: Totals may not add due to rounding.

Key Credit Considerations

The rating was affirmed because of the following key credit considerations:

Credit Positives

- Gross revenue pledge supporting robust debt service coverage.
- Critical, essential nature of MTA assets, which serve over 15 million people, and enable activities which provide the economic and social underpinning of the New York metropolitan area.
- Management's track record of ultimately achieving fiscal balance and implementing complex, multi-year capital improvement programs despite challenging economic environments and unforeseen events.

Credit Challenges

- The COVID-19 crisis presents an unprecedented challenge to the MTA's fiscal operations.
- A capital-intensive operation and high fixed costs remain impediments to achieving structural balance.
- The ability to control growth in labor-related costs during the upcoming period of contract negotiations is difficult.

Rating Sensitivities

- Significant increase in revenues from non-fare revenue streams. **+**
- Inability to obtain expanded financial support from the State or Federal governments or some new revenue stream would create pressure on the MTA's long-term financial health. **-**



Rating Determinants (RD)

1. Size and Scope of Operations	AAA
2. Demand Assessment	AA
3. Regulatory/Management Framework	AA+
4. Financial Profile	AA
5. Security Provisions	AA-

A detailed discussion of each of the abovementioned RDs is provided in KBRA's [report](#) dated February 2, 2021.

Bankruptcy Analysis

KBRA has consulted with external counsel regarding the statutory framework for municipal bankruptcy in New York State. KBRA understands that to be a debtor under the municipal bankruptcy provisions of the U.S. Bankruptcy Code ("Chapter 9"), an entity must, among other things, qualify under the definition of "municipality" in the Bankruptcy Code and must be specifically authorized to file a municipal bankruptcy petition by the State in which it is located. It is KBRA's understanding that the MTA likely meets the definition of "municipality" contained in the Bankruptcy Code. KBRA further understands, however, that a public benefit corporation, such as the MTA, is not specifically authorized under New York State law to file a petition under Chapter 9. Additionally, KBRA understands that New York State law further restricts the power of the MTA to file a Chapter 9 petition under Section 1269 of the New York Public Authorities Law, which does not allow a Chapter 9 filing by the MTA so long as bonds or other obligations issued by the MTA pursuant to Section 1269 or 1266-c of the New York Public Authorities Law are outstanding. Furthermore, pursuant to section 1271 of the New York Public Authorities Law, the State of New York has pledged to not alter the rights and remedies of bondholders in a way that would impair such holders, including altering the prohibition against the MTA filing a Chapter 9 petition included in Section 1269.

ESG Management

KBRA typically analyzes Environmental, Social, and Governance (ESG) factors through the lens of how issuers plan for and manage relevant ESG risks and opportunities. More information on KBRA's approach to ESG risk management in public finance ratings can be found [here](#). Over the medium-term, public finance issuers will likely need to prioritize ESG risk management and disclosure with the likelihood of expansions in ESG-related regulation and rising investor focus on ESG issues.

Please refer to KBRA's January 19, 2022 [report](#) for MTA's ESG Management.

Full list of Affirmed Outstanding Transportation Revenue Bond Anticipation Notes

Affirmed	Rating(s)	Outlook
Transportation Revenue Bond Anticipation Notes, Series 2020A, Subseries 2020A-1 (maturing 2/1/2023)	K1+	n/a
Transportation Revenue Bond Anticipation Notes, Series 2020A, Subseries 2020A-2S (maturing 2/1/2022)	K1+	n/a
Transportation Revenue Bond Anticipation Notes, Series 2020B (maturing 8/1/2023)	K1+	n/a

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Rating Action: Moody's upgrades Assured Guaranty's ratings; outlook is stable

18 March 2022

New York, March 18, 2022 – Moody's Investors Service ("Moody's") has upgraded the insurance financial strength (IFS) ratings of Assured Guaranty Municipal Corp. (AGM) and Assured Guaranty UK Limited (AGUK) to A1 from A2 and the IFS rating of Assured Guaranty Corp. (AGC) to A2 from A3. Moody's also upgraded the debt ratings of Assured Guaranty US Holdings Inc. (AGUS) (backed senior debt to Baa1 from Baa2), the junior subordinated debt rating of Assured Guaranty Municipal Holdings Inc. (AGMH) to Baa2(hyb) from Baa3(hyb), as well as the long-term issuer rating of Assured Guaranty Ltd. (Assured Guaranty) to Baa1 from Baa2. The outlook for the ratings is stable.

These rating actions also have implications for the various transactions wrapped by AGM, AGC and AGUK as discussed later in this press release.

RATINGS RATIONALE

The upgrade of Assured Guaranty and its subsidiaries reflects their improved credit profiles following the resolution of the group's exposure to the general obligation bonds issued by the Commonwealth of Puerto Rico and limited expected volatility among its remaining Puerto Rico exposures. Additionally, demand for financial guaranty insurance continues to trend favorably, both in the United States and in Europe, which supports the continued alignment of interests between Assured Guaranty's shareholders and its policyholders and creditors. Moody's also notes that the size of AGM's insured portfolio has stabilized after a long period of amortization and is again growing slowly as new business replaces maturing and refunded bonds. This growth is expected to support the firm's earnings profile going forward, particularly without the drag of loss and loss adjustment expenses incurred on defaulted Puerto Rico exposures over the past several years.

RATING RATIONALE - Assured Guaranty Municipal Corp.

AGM's A1 IFS rating reflects its strong capital profile, conservative underwriting of US municipal and international infrastructure finance risks and leading market position in the financial guaranty insurance sector. These strengths are tempered by the confidence-sensitive nature of the financial guaranty insurance business as well as a number of large single risk exposures relative to capital. AGM is the flagship guarantor within the Assured Guaranty group of companies, producing the majority of group's new business. AGM's ability to organically generate significant capital through premium and investment earnings make its credit profile resilient to a broad range of stress scenarios.

RATING RATIONALE - Assured Guaranty Corp.

AGC's A2 IFS rating reflects AGC's very strong capital adequacy profile due to an increase in its capital resources resulting from several acquisitions of legacy financial guarantors over the past several years as well as the amortization of its insured portfolio and resolution of certain Puerto Rico exposures and good flow of embedded earnings associated with its unearned premium base. These strengths are tempered by the confidence-sensitive nature of the financial guaranty insurance business and low levels of new business production relative to AGM. Moody's maintains a one notch

rating differential between AGM and AGC to reflect its more limited strategic role within the Assured Guaranty group of companies.

RATING RATIONALE – Assured Guaranty UK Limited

The A1 IFS rating of AGUK reflects a combination of formal and implicit support from its parent, AGM. Formal support from AGM includes a net worth maintenance agreement and quota share and excess of loss reinsurance arrangements. AGUK is the platform from which Assured Guaranty writes its financial guaranty business in the United Kingdom and certain other non-EU countries.

RATING RATIONALE – Debt Ratings

The Baa1 senior debt rating of AGUS represents a three notch spread between the senior debt rating and AGM's A1 IFS rating, which is consistent with Moody's typical notching practices for U.S. insurance holding company structures. Assured Guaranty's Baa1 long-term issuer rating is aligned with the senior debt rating of AGUS. Assured Guaranty fully and unconditionally guarantees the senior debt of AGUS and guarantees on a junior subordinated basis the junior subordinated debt of AGMH and AGUS.

FACTORS THAT COULD LEAD TO AN UPGRADE OR DOWNGRADE OF THE RATINGS

Factors that could lead to an upgrade of Assured Guaranty's ratings include: 1) Continued demonstration of very strong risk-adjusted capital adequacy; 2) an increase in demand for financial guaranty insurance (15%+ US municipal market insured penetration and/or annual present value of premiums written in excess of \$600 million) at attractive pricing levels; and 3) continued reductions in below investment grade insured exposures relative to capital.

Conversely, the factors that could lead to a downgrade of Assured Guaranty's ratings include: 1) the extraction of meaningful amounts of capital without an associated reduction of risk; 2) Assured Guaranty's new business production falls to unsustainable levels (less than 25% insured market share or less than \$100 million in annual premiums); and 3) significant deterioration in the credit quality of insured portfolios.

RATINGS LIST

The following ratings have been upgraded:

Assured Guaranty Ltd. – long-term issuer rating to Baa1 from Baa2;

Assured Guaranty US Holdings Inc. – backed senior unsecured debt to Baa1 from Baa2, backed junior subordinated debt to Baa2(hyb) from Baa3(hyb);

Assured Guaranty Municipal Holdings Inc. – junior subordinated debt to Baa2(hyb) from Baa3(hyb);

Assured Guaranty Municipal Corp. -- insurance financial strength rating to A1 from A2;

Assured Guaranty UK Limited -- insurance financial strength rating to A1 from A2;

Sutton Capital Trusts I, II, III, and IV -- contingent capital securities to Baa1(hyb) from Baa2(hyb);

Assured Guaranty Corp. -- insurance financial strength rating to A2 from A3;

Woodbourne Capital Trusts I, II, III, and IV -- contingent capital securities to Baa2(hyb) from Baa3(hyb);

Outlook Actions:

The outlooks for Assured Guaranty Ltd., Assured Guaranty US Holdings Inc., Assured Guaranty Municipal Holdings Inc., Assured Guaranty Municipal Corp., Assured Guaranty UK Limited, Sutton Capital Trust I, Sutton Capital Trust II, Sutton Capital Trust III, Sutton Capital Trust IV, Assured Guaranty Corp., Woodbourne Capital Trust I, Woodbourne Capital Trust II, Woodbourne Capital Trust III and Woodbourne Capital Trust IV remain stable.

TREATMENT OF WRAPPED TRANSACTIONS

Moody's ratings on securities that are guaranteed or "wrapped" by a financial guarantor are generally maintained at a level equal to the higher of the following: a) the rating of the guarantor (if rated at the investment grade level); or b) the published underlying rating (and for structured securities, the published or unpublished underlying rating). Moody's approach to rating wrapped transactions is outlined in Moody's methodology "Rating Transactions Based on the Credit Substitution Approach: Letter of Credit-backed, Insured and Guaranteed Debts" (May 2017).

Assured Guaranty Ltd. is a Bermuda-based holding company. Through its subsidiaries, Assured Guaranty provides financial guaranty insurance to the US and international public finance and structured finance markets, and also provides asset management services. As of December 31, 2021, Assured Guaranty had consolidated net par outstanding of approximately \$236 billion, qualified statutory capital of \$6.8 billion, and total claims paying resources of \$11.2 billion.

The principal methodology used in these ratings was Financial Guarantors Methodology published in November 2019 and available at https://www.moodys.com/researchdocumentcontentpage.aspx?docid=PBC_1186098. Alternatively, please see the Rating Methodologies page on www.moodys.com for a copy of this methodology.

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Triborough Bridge & Tunnel Authority, New York; Sales Tax

Credit Profile

US\$700.0 mil sales tax rev bnds (Tbta Capital Lockbox - City Sales Tax) ser 2022A due 05/15/2052

Long Term Rating

AA+/Stable

New

Rating Action

S&P Global Ratings assigned its 'AA+' long-term rating to the Triborough Bridge & Tunnel Authority (TBTA), N.Y.'s approximately \$700 million series 2022A (MTA Bridges and Tunnels) sales tax revenue bonds (TBTA Capital Lockbox – City Sales Tax). The outlook is stable.

The bonds are secured by pledged revenue consisting of a statutory allocation withheld from New York City's total sales tax collections. In state fiscal year 2022 (ended March 31), the statutory allocation equaled \$171.1 million and will increase 1% annually. Pledged revenue becomes subject to a statutory lien immediately when transferred from the state comptroller to the central business district tolling program (CBDTP) lockbox. The state comptroller transfers to the lockbox equal monthly installments of pledged revenue, which are not subject to appropriation. Bond proceeds will fund a portion of the Metropolitan Transportation Authority's (MTA) 2020 to 2024 (and subsequent) capital programs as authorized by the Traffic Mobility Act enacted by the state legislature in April 2019.

The long-term rating on the bonds is based on our "Priority-Lien Tax Revenue Debt" criteria (published Oct. 22, 2018, on RatingsDirect), which take into account both the strength and stability of the pledged revenue as well as the general credit quality of the obligor where taxes are collected, in this case, New York City. We believe the statutory and legal mechanisms that separate control of pledged revenue from the city supports an obligor linkage that we view as remote. However, risks remain that tether the priority lien rating to the obligor's creditworthiness, which is equivalent to the city's general obligation (GO) rating. The City of New York GO rating is 'AA' and is constrained by the city's very weak debt and contingent liability profile, offset by strong and well-embedded management practices.

Credit overview

The city levies a 4.5% sales tax on a broad range of economic activity, including retail sales (also online sales), utilities, communication sales, services, and manufacturing. In addition, it levies a 6% tax on receipts from parking, garaging, or storing motor vehicles. Taxable sales within the city grew 31.3% from 2014 to 2020 to nearly \$183 billion. From March 1, 2020 through Feb. 28, 2021, taxable sales declined, but this was during the peak period of the economic shutdown stemming from the pandemic and they rebounded 30% in 2022 to reach near pre-pandemic levels (data through April 28, 2022).

The state comptroller transfers the amounts to the CBDTP lockbox for the benefit of series 2022A bondholders, which minimizes interference from the city to divert pledged revenue for operations. The lockbox is a subaccount held in

trust and not commingled with other TBTA money. Pledged revenue is unavailable for city or MTA operations and, after payment of debt service, may only be used for CBDTP capital or operating costs. The TBTA has covenanted not to create a more senior lien on the statutory allocation and the resolution only allows for the issuance of fixed-rate debt.

Our key credit considerations include:

- Strong to very strong coverage and liquidity reflecting the nearly 30x coverage of the available resources, which provide for the statutory allocation to pay debt service on the bonds after consideration of competing claims on the city's sales tax revenue. However, our analysis also includes TBTA's expectation to fully leverage the statutory allocation to 1.0x maximum annual debt service (MADS) within the next two to three years to generate between \$3.6 billion and \$3.9 billion in resources to fund the MTA's 2020 to 2024 (and subsequent) capital programs;
- Very strong economic fundamentals as represented by the city's substantial and resilient economy that underscores sales tax revenue and ultimately the statutory allocation securing debt service;
- Low volatility based on pledged revenue derived by the city's sales tax collections and the relative historical stability in the trend over the past 10 years; and
- Our view of the general creditworthiness of New York City.

Environmental, social, and governance

We view the environmental, social, and governance factors that we incorporate into our credit rating analysis and that could affect the city's economic base as particularly exposed to severe weather events and other chronic physical climate risks that could disrupt economic activity or pledged revenue collections. However, the city is ahead of peers by integrating various climate scenarios underscored by local scientific projections into its climate resiliency design guidelines that consider climate hazards, including heat, precipitation, flooding, and sea level rise. Furthermore, the more than \$20 billion OneNYC resiliency plan includes various infrastructure projects to help protect vulnerable areas and buffer residents from the effects of climate change. The city has developed key performance indicators to monitor its sustainability and resiliency efforts and plans to annually report progress toward its goals. The emergence of COVID-19 variants and the potential for them to incrementally curtail some social activities demonstrates that health and safety social risks could stall the city's economic momentum and pose greater uncertainty for sales tax collections. However, we think that given the extensive economic base from which sales taxes are generated and from which the statutory allocation is withheld largely insulates series 2022A bondholders from this risk. Finally, we view the governance structure provided by the statutory and legal mechanisms positively, as it protects the rights of bondholders and limits the city's ability to divert revenue prior to debt service payment. (For more information, see "ESG U.S. Public Finance Report Card: Tri-State Region Governments And Not-For-Profit Enterprises," published Oct. 28, 2020 on RatingsDirect.)

Stable Outlook

Downside scenario

We could lower the rating or revise the outlook to negative should the city's GO rating materially deteriorate due to economic or financial stress or should a substantial change in sales tax revenue occur that results in an inadequate

pool of revenue available to cover the statutory allocation securing the bonds.

Upside scenario

We do not expect to raise the rating stemming from TBTA's expectation to fully leverage the statutory allocation in the next two to three years.

Credit Opinion

Coverage and liquidity: Strong to very strong

Our rating incorporates the substantial pool available from the city's total sales tax revenue from which the statutory allocation securing the 2022A bonds is withheld. However, our coverage and liquidity analysis also reflects a claim on the city's sales tax revenue by the New York City's Transitional Finance Authority's (TFA) future tax-secured (FTS) bondholders. The city's personal income tax collections have always covered FTS debt service, revenue that in fiscal 2021 provided 4.9x annual debt service coverage. That said, there is a negligible risk that sales tax could be required to pay TFA debt service equaling about \$3.5 billion annually. If this were to occur, fiscal 2022 sales tax revenue would still provide nearly 30x the statutory allocation.

In addition, our view is informed by TBTA's projection to fully leverage the statutory allocation over the next two to three years equal to 1.0x MADS and no debt service reserve fund (DSRF). Finally, there is no prohibition on the state or city making additional statutory allocations from its sales tax collections for other programs similar to the distressed hospitals and the MTA's CBDTP that could reduce the overall city sales tax resource pool.

We believe this risk is relatively minor given the city's reliance on sales tax revenue to fund its operations and that the statutory allocation securing debt service on the bonds represents a small fraction of the city's total sales tax resources available. Although the statutory allocation increases by 1% annually, the city's forecast for total sales tax revenue is estimated to grow by nearly \$1.4 billion, or 16%, from fiscal 2023 to fiscal 2026 (based on the June 2022 financial plan). We believe the lack of a DSRF is mitigated by the substantial amount available to pay the statutory allocation.

The city's sales tax revenue has increased by about 2.0% on average annually over the past 10 years, which incorporates a significant decline of 12.4% in fiscal 2021 (based on the city's fiscal year ended June 30), the year most affected by the social and tourism restrictions implemented to contain the spread of the COVID-19 virus. However, based on positive year-to-date economic and tourist activity, job growth, and return-to-office trends, the city's sales tax forecast for fiscal 2022 shows more than 28% growth to \$8.4 billion (after statutory amounts are withheld for the distressed hospitals program [\$150 million annually] and the series 2022A bonds) -- surpassing the pre-pandemic high from fiscal 2019.

Economic fundamentals: Very strong

We view the city's economic fundamentals supporting its sales tax base as very strong. Despite challenges caused by the pandemic, which could be classified as one of the most difficult times for its management team in recent history, New York City's significance as a global business and international tourist destination has helped it remain one of the largest economies in the world. In addition, the city's employment base typically accounts for about half of the jobs in New York State and over half of the gross state product, and the population across Bronx, Kings, Queens, Richmond,

and New York counties is larger than that of 39 U.S. states.

In 2020, the New York City metropolitan area's GDP remained the highest across the 10 largest metropolitan areas, at \$1.8 trillion. The city projects national GDP growth to decline to 3.3% in 2022 after rebounding to 5.7% in 2021. This modified forecast underscores the adopted fiscal 2023 budget and June 2022 financial plan, which takes a cautious approach to growth in order to reflect economic headwinds stemming from inflation, the likelihood of higher energy and gas prices, and equity markets uncertainty. This updated forecast is largely aligned with S&P Global Economics' baseline scenario updated in the report "Economic Outlook U.S. Q2 2022: Spring Chills," published March 29, 2022, which shows U.S. GDP for 2022 of 3.2% (revised down 0.7 percentage point).

In addition, a positive revision to job growth for calendar 2021 as well as solid tourist activity and hiring led to the city's modifying its pre-pandemic job recovery forecast to third-quarter 2024. Furthermore, technology and other service sector companies such as Facebook, Amazon, TikTok, and Google signing large leases in midtown Manhattan and Google's building purchase in the Manhattan West development indicate the city's success in diversifying its corporate tax base and bode well for ongoing employment growth consistent with the city's updated recovery forecast. Finally, the city's excellent universities, access to first-class health care providers, investments by venture capitalists in technology startups, and attractiveness as a leisure and business travel destination, support the city's economic rebound and resilient sales tax trends.

Volatility: Low

We assess the volatility of revenue to determine the likelihood of the availability of revenue during different economic cycles. We have two levels of volatility assessment: macro and micro.

Our macro volatility assessment begins with an assessment of the historical volatility of the economic activity being taxed, and includes an analysis of societal, demographic, political, and other factors that could affect these activities. Based on the variance of national economic activity that we believe most closely represents the taxing base over multiple economic cycles, it is used to inform our opinion on expectations of future volatility.

The city's large and resilient sales tax base available for the statutory allocation supports our initial view of low volatility. Although the city's sales tax revenue has experienced modest volatility, we believe there is a low probability that there would be insufficient funds available annually to provide for the statutory allocation.

Obligor linkage: Remote

The City of New York GO rating serves as an assessment of the city's overall creditworthiness and is a key determinant of the TBTA's ability to pay bonds secured by the statutory allocation. While the high investment-grade rating denotes little risk of the city falling into distress, in our view, the potential for lowering the city GO rating cannot be disregarded.

For more information on New York City, see our report published May 12, 2022.

Related Research

Through The ESG Lens 3.0: The Intersection Of ESG Credit Factors And U.S. Public Finance Credit Factors, March 2,

2022

Certain terms used in this report, particularly certain adjectives used to express our view on rating relevant factors, have specific meanings ascribed to them in our criteria, and should therefore be read in conjunction with such criteria. Please see Ratings Criteria at www.standardandpoors.com for further information. Complete ratings information is available to subscribers of RatingsDirect at www.capitaliq.com. All ratings affected by this rating action can be found on S&P Global Ratings' public website at www.standardandpoors.com. Use the Ratings search box located in the left column.

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Metropolitan Transportation Authority Inc., NY 2005D-2 Revenue Variable-Rate Bond Short-Term Rating Raised To 'A-1'

March 28, 2022

CHICAGO (S&P Global Ratings) March 28, 2022--S&P Global Ratings raised its short-term component of the rating on Metropolitan Transportation Authority Inc., N.Y.'s series 2005D-2 transport revenue variable-rate bonds to 'A-1' from 'A-2'.

S&P Global Ratings affirmed the 'AA-' long-term component of the rating.

The rating action follows S&P Global Ratings' raising of the ratings on Landesbank Hessen-Thuringen Girozentrale on March 22, 2022. (For more information, see the article, titled "S-Finanzgruppe Hessen-Thuringen Upgraded To 'A/A-1' On Group Support From Nationwide Savings Banks; Outlook Stable," published March 22, 2022, on RatingsDirect.)

The long-term component of the rating reflects the application of our joint criteria and assumes low correlation between the obligor, MTA, and our long-term issuer credit rating (ICR) on Landesbank Hessen-Thuringen Girozentrale; it also addresses our expectation of full and timely interest-and-principal payments when bondholders have not exercised the put option. The short-term component of our rating reflects the short-term ICR on Landesbank Hessen-Thuringen Girozentrale and addresses our expectation of full and timely interest-and-principal payments when bondholders have exercised the put option.

Changes to the ratings on these bonds could result from, among other things, changes to the ratings on the support providers, the correlation assumptions, the expiration or termination of support agreements, or the amendments to transaction terms.

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Certain terms used in this report, particularly certain adjectives used to express our view on rating relevant factors, have specific meanings ascribed to them in our criteria, and should therefore be read in conjunction with such criteria. Please see Ratings Criteria at www.standardandpoors.com for further information. Complete ratings information is available to subscribers of RatingsDirect at www.capitaliq.com. All ratings affected by this rating action can be found on S&P Global Ratings' public website at www.standardandpoors.com. Use the Ratings search box located in the left column.

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METROPOLITAN TRANSPORTATION AUTHORITY
Transportation Revenue Variable Rate Bonds, Subseries 2005D-2

MATERIAL EVENT NOTICE

Maturity	Outstanding Principal Amount	CUSIP¹
November 1, 2035	\$79,425,000	59259Y AE9

NOTICE IS HEREBY GIVEN pursuant to (i) Rule 15c2-12 of the Securities Exchange Act of 1934, as amended, and (ii) the Continuing Disclosure Agreement, dated as of November 2, 2005, by and between the Metropolitan Transportation Authority (“MTA”) and The Bank of New York Mellon, as trustee (the “Trustee”), in connection with MTA’s Transportation Revenue Variable Rate Bonds, Subseries 2005D-2, as more particularly identified above (the “Subseries 2005D-2 Bonds”).

The payment of principal of and interest on, as well as the purchase price on any optional or mandatory purchase date, relating to the Subseries 2005D-2 Bonds is secured by an irrevocable direct-pay letter of credit (the “Credit Facility”) issued by Landesbank Hessen-Thüringen Girozentrale (“Helaba”), acting through its New York Branch (the “Credit Facility Issuer”).

MTA has been notified by S&P Global Ratings (“S&P”) that, on July 20, 2022, the current enhanced long-term and short-term ratings on the Subseries 2005D-2 Bonds were withdrawn. Such withdrawal is a result of S&P’s withdrawal of its “A/A-1” long-term and short-term ratings on Helaba, at the request of Helaba, on July 1, 2022. The Credit Facility is scheduled to expire on November 10, 2022.

The S&P underlying long-term rating on the Subseries 2005D-2 Bonds of “BBB+” is not affected by the withdrawal of the Helaba ratings described above.

DATED this 20th day of July, 2022.

METROPOLITAN TRANSPORTATION AUTHORITY

¹ No representation is made as to the accuracy of the CUSIP number either as printed on the Subseries 2005D-2 Bonds or as set forth herein.

MTA Credit Ratings

Core Credits	Moody's Investors Service	S&P Global Ratings	Fitch Ratings	Kroll Bond Rating Agency (KBRA)
Transportation Revenue	A3 (Stable outlook)	BBB+ (Stable outlook)	A- (Negative outlook)	AA (Stable outlook)
Dedicated Tax Fund	Not applied for	AA (Stable outlook)	AA (Stable outlook)	Not applied for
Payroll Mobility Tax	Not applied for	AA+ (Stable outlook)	AA+ (Stable outlook)	AA+ (Stable outlook)
Sales Tax Revenue (TBTA Capital Lockbox - City Sales Tax)	Not applied for	AA+ (Stable outlook)	AAA (Stable outlook)	Not applied for
TBTA — General Revenue Resolution (Senior Lien)	Aa3 (Stable outlook)	AA- (Stable outlook)	AA- (Stable outlook)	AA (Stable outlook)
TBTA — Subordinate Resolution	A1 (Stable outlook)	A+ (Stable outlook)	A+ (Stable outlook)	AA- (Stable outlook)
TBTA - Second Subordinate Resolution	A1 (Stable outlook)	Not applied for	A+ (Stable outlook)	Not applied for

Other obligations

Obligation	Moody's	S&P Global Ratings	Fitch	Kroll Bond Rating Agency
MTA Hudson Rail Yard Trust Obligations	A3 (Negative outlook)	Not applied for	Not applied for	A- (Stable outlook)

**Metropolitan Transportation Authority
Triborough Bridge and Tunnel Authority
New York City Transit Authority**

**DEBT REPORT REQUIRED BY
SECTION 2800(1)(a)(4)⁽¹⁾ OF THE PUBLIC AUTHORITIES LAW**

⁽¹⁾ Public Authorities Law Section 2800(1)(a) provides, in relevant part, as follows: “For the purpose of furnishing the state with systematic information regarding the status and the activities of public authorities, every state authority or commission...shall submit...within ninety days after the end of its fiscal year, a complete and detailed report or reports setting forth: ... (4) a schedule of its bonds and notes outstanding at the end of its fiscal year, together with a statement of the amounts redeemed and incurred during such fiscal year as part of a schedule of debt issuance that includes the date of issuance, term, amount, interest rate and means of repayment. Additionally the debt schedule shall also include all refinancings, calls, refundings, defeasements and interest rate exchange or other such agreements, and for any debt issued during the reporting year, the schedule shall also include a detailed list of costs of issuance for such debt...”

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DEFINITIONS

BANS – Bond Anticipation Notes.

Called – Bonds or Notes a call option of which has been exercised during the reporting period for which no prior defeasance has occurred.

Defeased – Bonds or Notes that have been secured by a defeasance obligation, as defined under the applicable bond resolution, and hence, cease to be an MTA debt obligation during the reporting period.

DTF – MTA Dedicated Tax Fund Bonds or Notes.

HRY – Hudson Rail Yards Trust Obligations.

Matured – Bonds or Notes which at the end of the reporting period had zero remaining life left.

PMT- Payroll Mobility Tax Obligations.

Redeemed – Bonds or Notes that have been purchased by MTA during the reporting period.

Refinanced – Bonds or Notes which have been remarketed by MTA during the reporting period with substantially modified terms.

STX – Sales Tax Revenue Bonds or Notes.

TRB –MTA Transportation Revenue Bonds or Notes.

TBTA – MTA Bridges and Tunnels Senior Revenue Bonds or Notes.

TBTA SUB – MTA Bridges and Tunnels Subordinate Revenue Bonds or Notes.

TBTA 2nd SUB - MTA Bridges and Tunnels Second Subordinate Revenue Bonds or Notes.

SCHEDULE OF BONDS AND NOTES

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported L T		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount Matured in		Amount Called in	Amount		Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023	
	Ratings							2023	in 2023		2023	2023			2023
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll													
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-1	6/1/2022	12,585,000	11/1/2023	4.000	12,585,000	-	-	-	-	-	-	
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-1	6/1/2022	13,025,000	11/1/2024	4.000	-	-	-	-	13,025,000	12,829,005		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-1	6/1/2022	13,495,000	11/1/2025	4.000	-	-	-	-	13,495,000	13,291,932		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-1	6/1/2022	13,970,000	11/1/2026	4.000	-	-	-	-	13,970,000	13,759,785		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-1	6/1/2022	14,465,000	11/1/2027	4.000	-	-	-	-	14,465,000	14,247,336		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-1	6/1/2022	14,975,000	11/1/2028	4.000	-	-	-	-	14,975,000	14,749,662		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-1	6/1/2022	15,510,000	11/1/2029	4.000	-	-	-	-	15,510,000	15,276,611		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-1	6/1/2022	16,060,000	11/1/2030	4.000	-	-	-	-	16,060,000	15,818,335		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-1	6/1/2022	16,625,000	11/1/2031	4.000	-	-	-	-	16,625,000	16,374,833		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-2a	6/1/2022	12,585,000	11/1/2023	4.000	12,585,000	-	-	-	-	-		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-2a	6/1/2022	13,030,000	11/1/2024	4.000	-	-	-	-	13,030,000	12,875,324		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-2a	6/1/2022	13,495,000	11/1/2025	4.000	-	-	-	-	13,495,000	13,334,804		
NAF/AA/AA/NAF	NAF/AAA/AAA/NAF	NAF/A-1+/F1+/NAF	DTF 2008A-2a	6/1/2022	6,750,000	11/1/2026	4.000	-	-	-	-	6,750,000	6,669,872		
NAF/AA/AA/NAF	NAF/AA+/AAA/NAF	NAF/A-1/F1/NAF	DTF 2008A-2b	10/25/2022	7,220,000	11/1/2026	4.000	-	-	-	-	7,220,000	7,101,943		
NAF/AA/AA/NAF	NAF/AA+/AAA/NAF	NAF/A-1/F1/NAF	DTF 2008A-2b	10/25/2022	14,465,000	11/1/2027	4.000	-	-	-	-	14,465,000	14,228,477		
NAF/AA/AA/NAF	NAF/AA+/AAA/NAF	NAF/A-1/F1/NAF	DTF 2008A-2b	10/25/2022	14,975,000	11/1/2028	4.000	-	-	-	-	14,975,000	14,730,137		
NAF/AA/AA/NAF	NAF/AA+/AAA/NAF	NAF/A-1/F1/NAF	DTF 2008A-2b	10/25/2022	15,510,000	11/1/2029	4.000	-	-	-	-	15,510,000	15,256,389		
NAF/AA/AA/NAF	NAF/AA+/AAA/NAF	NAF/A-1/F1/NAF	DTF 2008A-2b	10/25/2022	16,055,000	11/1/2030	4.000	-	-	-	-	16,055,000	15,792,478		
NAF/AA/AA/NAF	NAF/AA+/AAA/NAF	NAF/A-1/F1/NAF	DTF 2008A-2b	10/25/2022	16,630,000	11/1/2031	4.000	-	-	-	-	16,630,000	16,358,076		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	5,745,000	11/15/2023	5.000	5,745,000	-	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	5,695,000	11/15/2024	5.000	-	-	-	-	5,695,000	-		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	5,775,000	11/15/2025	5.000	-	5,775,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	5,820,000	11/15/2026	5.000	-	5,820,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	2,865,000	11/15/2027	4.000	-	2,865,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	5,975,000	11/15/2028	4.000	-	5,975,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	12,790,000	11/15/2029	5.000	-	12,790,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	13,085,000	11/15/2030	4.250	-	13,085,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	8,965,000	11/15/2031	5.000	-	8,965,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	1,435,000	11/15/2033	4.375	-	1,435,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-1	8/13/2013	1,340,000	11/15/2034	4.500	-	1,340,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-3b	10/3/2016	5,850,000	11/15/2028	5.000	-	-	-	-	4,665,000	-		
NAF/AA/AA/NAF			DTF 2008B-3b	10/3/2016	31,735,000	11/15/2029	5.000	-	-	-	-	25,325,000	-		
NAF/AA/AA/NAF			DTF 2008B-3b	10/3/2016	16,885,000	11/15/2030	5.000	-	-	-	-	13,470,000	-		
NAF/AA/AA/NAF	NAF/AA+/AAA/NAF	NAF/A-1/F1/NAF	DTF 2008B-3c	10/25/2022	15,990,000	11/1/2030	4.000	-	-	-	-	15,990,000	-		
NAF/AA/AA/NAF	NAF/AA+/AAA/NAF	NAF/A-1/F1/NAF	DTF 2008B-3c	10/25/2022	22,250,000	11/1/2031	4.000	-	-	-	-	22,250,000	-		
NAF/AA/AA/NAF	NAF/AA+/AAA/NAF	NAF/A-1/F1/NAF	DTF 2008B-3c	10/25/2022	3,565,000	11/1/2033	4.000	-	-	-	-	3,565,000	-		
NAF/AA/AA/NAF	NAF/AA+/AAA/NAF	NAF/A-1/F1/NAF	DTF 2008B-3c	10/25/2022	3,335,000	11/1/2034	4.000	-	-	-	-	3,335,000	-		
NAF/AA/AA/NAF			DTF 2008B-4	8/13/2013	14,265,000	11/15/2023	5.000	14,265,000	-	-	-	-	-		
NAF/AA/AA/NAF			DTF 2008B-4	8/13/2013	14,130,000	11/15/2024	5.000	-	-	-	-	14,130,000	-		
NAF/AA/AA/NAF			DTF 2008B-4	8/13/2013	9,875,000	11/15/2025	5.000	-	9,875,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2009C Build America Bonds	4/30/2009	250,000,000	11/15/2037	7.336	-	-	-	-	250,000,000	-		
NAF/AA/AA/NAF			DTF 2009C Build America Bonds	4/30/2009	250,000,000	11/15/2038	7.336	-	-	-	-	250,000,000	-		
NAF/AA/AA/NAF			DTF 2009C Build America Bonds	4/30/2009	250,000,000	11/15/2039	7.336	-	-	-	-	250,000,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	12,705,000	11/15/2023	5.355	12,705,000	-	-	-	-	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	13,385,000	11/15/2024	5.455	-	-	-	-	13,385,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	14,120,000	11/15/2025	5.535	-	-	-	-	14,120,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	14,905,000	11/15/2026	5.989	-	-	-	-	14,905,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	15,795,000	11/15/2027	5.989	-	-	-	-	15,795,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	16,745,000	11/15/2028	5.989	-	-	-	-	16,745,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	17,750,000	11/15/2029	5.989	-	-	-	-	17,750,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	18,815,000	11/15/2030	5.989	-	-	-	-	18,815,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	19,945,000	11/15/2031	6.089	-	-	-	-	19,945,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	21,160,000	11/15/2032	6.089	-	-	-	-	21,160,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	22,450,000	11/15/2033	6.089	-	-	-	-	22,450,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	23,820,000	11/15/2034	6.089	-	-	-	-	23,820,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	25,275,000	11/15/2035	6.089	-	-	-	-	25,275,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	26,815,000	11/15/2036	6.089	-	-	-	-	26,815,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	28,450,000	11/15/2037	6.089	-	-	-	-	28,450,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	30,185,000	11/15/2038	6.089	-	-	-	-	30,185,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	32,030,000	11/15/2039	6.089	-	-	-	-	32,030,000	-		
NAF/AA/AA/NAF			DTF 2010A-2 Build America Bonds	3/25/2010	33,980,000	11/15/2040	6.089	-	-	-	-	33,980,000	-		
NAF/AA/AA/NAF			DTF 2012A	10/25/2012	5,000,000	11/15/2024	2.500	-	-	-	-	5,000,000	-		
NAF/AA/AA/NAF			DTF 2012A	10/25/2012	68,265,000	11/15/2024	5.000	-	68,265,000	-	-	-	-		
NAF/AA/AA/NAF			DTF 2012A	10/25/2012	70,280,000	11/15/2025	5.000	-	-	70,280,000	-	-	-		

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Total			Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023	Amount Redeemed in 2023	Amount Refinanced in 2023	Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023				
	Ratings	S T Ratings							4,700,225,000	2,450,670,000	1,393,355,000								16,940,000	363,060,000	45,058,727,500	1,967,185,000
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll																			
NAF/AA/AA/NAF				DTF 2012A	10/25/2012	73,865,000	11/15/2026	5.000	-	-	-	73,865,000	-	-	-	-	-	-				
NAF/AA/AA/NAF				DTF 2012A	10/25/2012	77,560,000	11/15/2027	5.000	-	-	-	77,560,000	-	-	-	-	-	-				
NAF/AA/AA/NAF				DTF 2012A	10/25/2012	50,000,000	11/15/2028	3.000	-	-	-	-	-	-	-	50,000,000	-	-				
NAF/AA/AA/NAF				DTF 2012A	10/25/2012	33,340,000	11/15/2028	5.000	-	-	-	33,340,000	-	-	-	-	-	-				
NAF/AA/AA/NAF				DTF 2012A	10/25/2012	84,400,000	11/15/2029	5.000	-	-	-	84,400,000	-	-	-	-	-	-				
NAF/AA/AA/NAF				DTF 2012A	10/25/2012	100,000	11/15/2030	5.000	-	-	-	100,000	-	-	-	-	-	-				
NAF/AA/AA/NAF				DTF 2012A	10/25/2012	88,525,000	11/15/2030	-	-	-	-	-	-	-	-	88,525,000	-	-				
NAF/AA/AA/NAF				DTF 2012A	10/25/2012	48,320,000	11/15/2031	4.000	-	-	-	48,320,000	-	-	-	-	-	-				
NAF/AA/AA/NAF				DTF 2012A	10/25/2012	40,305,000	11/15/2031	5.000	-	-	-	40,305,000	-	-	-	-	-	-				
NAF/AA/AA/NAF				DTF 2012A	10/25/2012	128,550,000	11/15/2032	-	-	-	-	-	-	-	-	128,550,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	15,270,000	11/15/2023	5.000	15,270,000	-	-	-	-	-	-	-	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	1,750,000	11/15/2024	4.000	-	-	-	-	-	-	-	1,750,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	36,000,000	11/15/2024	5.000	-	-	-	-	-	-	-	36,000,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	7,500,000	11/15/2025	4.000	-	-	-	-	-	-	-	7,500,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	39,300,000	11/15/2025	5.000	-	-	-	-	-	-	-	39,300,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	15,750,000	11/15/2026	4.000	-	-	-	-	-	-	-	15,750,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	19,160,000	11/15/2026	5.000	-	-	-	-	-	-	-	19,160,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	36,495,000	11/15/2027	5.250	-	-	-	-	-	-	-	36,495,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	38,415,000	11/15/2028	5.250	-	-	-	-	-	-	-	38,415,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	40,435,000	11/15/2029	5.250	-	-	-	-	-	-	-	40,435,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	45,550,000	11/15/2030	5.250	-	-	-	-	-	-	-	45,550,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	47,940,000	11/15/2031	5.250	-	-	-	-	-	-	-	47,940,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	41,370,000	11/15/2032	5.250	-	-	-	-	-	-	-	41,370,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	6,990,000	11/15/2033	3.125	-	-	-	-	-	-	-	6,990,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	22,010,000	11/15/2033	5.250	-	-	-	-	-	-	-	22,010,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	1,475,000	11/15/2034	4.000	-	-	-	-	-	-	-	1,475,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	37,905,000	11/15/2034	5.250	-	-	-	-	-	-	-	37,905,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	2,050,000	11/15/2035	4.000	-	-	-	-	-	-	-	2,050,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	39,380,000	11/15/2035	5.250	-	-	-	-	-	-	-	39,380,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	2,920,000	11/15/2036	3.250	-	-	-	-	-	-	-	2,920,000	-	-				
NAF/AA/AA/NAF				DTF 2016A	3/10/2016	17,940,000	11/15/2036	5.250	-	-	-	-	-	-	-	17,940,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	4,965,000	11/15/2023	5.000	4,965,000	-	-	-	-	-	-	-	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	5,215,000	11/15/2024	5.000	-	-	-	-	-	-	-	5,215,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	5,475,000	11/15/2025	5.000	-	-	-	-	-	-	-	5,475,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	5,745,000	11/15/2026	5.000	-	-	-	-	-	-	-	5,745,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	6,035,000	11/15/2027	5.000	-	-	-	-	-	-	-	6,035,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	6,335,000	11/15/2028	5.000	-	-	-	-	-	-	-	6,335,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	6,655,000	11/15/2029	5.000	-	-	-	-	-	-	-	6,655,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	6,985,000	11/15/2030	5.000	-	-	-	-	-	-	-	6,985,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	7,335,000	11/15/2031	5.000	-	-	-	-	-	-	-	7,335,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	7,700,000	11/15/2032	5.000	-	-	-	-	-	-	-	7,700,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	8,085,000	11/15/2033	5.000	-	-	-	-	-	-	-	8,085,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	8,490,000	11/15/2034	5.000	-	-	-	-	-	-	-	8,490,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	8,915,000	11/15/2035	5.000	-	-	-	-	-	-	-	8,915,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	198,415,000	11/15/2036	5.000	-	-	-	-	-	-	-	198,415,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	3,025,000	11/15/2037	5.000	-	-	-	-	-	-	-	3,025,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	3,175,000	11/15/2038	5.000	-	-	-	-	-	-	-	3,175,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	3,335,000	11/15/2039	5.000	-	-	-	-	-	-	-	3,335,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	3,500,000	11/15/2040	5.000	-	-	-	-	-	-	-	3,500,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	3,675,000	11/15/2041	5.000	-	-	-	-	-	-	-	3,675,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	3,860,000	11/15/2042	5.000	-	-	-	-	-	-	-	3,860,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	4,055,000	11/15/2043	5.000	-	-	-	-	-	-	-	4,055,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	4,255,000	11/15/2044	5.000	-	-	-	-	-	-	-	4,255,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	4,470,000	11/15/2045	5.000	-	-	-	-	-	-	-	4,470,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	4,690,000	11/15/2046	5.000	-	-	-	-	-	-	-	4,690,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	4,925,000	11/15/2047	5.000	-	-	-	-	-	-	-	4,925,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	5,175,000	11/15/2048	5.000	-	-	-	-	-	-	-	5,175,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	5,430,000	11/15/2049	5.000	-	-	-	-	-	-	-	5,430,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	5,705,000	11/15/2050	5.000	-	-	-	-	-	-	-	5,705,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	5,990,000	11/15/2051	5.000	-	-	-	-	-	-	-	5,990,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	6,285,000	11/15/2052	5.000	-	-	-	-	-	-	-	6,285,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	6,600,000	11/15/2053	5.000	-	-	-	-	-	-	-	6,600,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	6,930,000	11/15/2054	5.000	-	-	-	-	-	-	-	6,930,000	-	-				
NAF/AA/AA/NAF				DTF 2016B-1	5/26/2016	7,280,000	11/15/2055	5.000	-	-	-	-	-	-	-	7,280,000	-	-				

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings Mdy/S&P/Ftch/Krll	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll										
NAF/AA/AA/NAF			DTF 2016B-1	5/26/2016	7,640,000	11/15/2056	5.000	-	-	-	7,640,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	14,170,000	11/15/2026	5.000	-	-	-	14,170,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	14,875,000	11/15/2027	5.000	-	-	-	14,875,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	15,615,000	11/15/2028	5.000	-	-	-	15,615,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	16,400,000	11/15/2029	5.000	-	-	-	16,400,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	17,220,000	11/15/2030	5.000	-	-	-	17,220,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	7,955,000	11/15/2032	5.000	-	-	-	7,955,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	10,900,000	11/15/2033	5.000	-	-	-	10,900,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	11,445,000	11/15/2034	5.000	-	-	-	11,445,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	12,020,000	11/15/2035	5.000	-	-	-	12,020,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	12,615,000	11/15/2036	5.000	-	-	-	12,615,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	13,250,000	11/15/2037	5.000	-	-	-	13,250,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	8,865,000	11/15/2038	4.000	-	-	-	8,865,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	5,045,000	11/15/2038	5.000	-	-	-	5,045,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	7,220,000	11/15/2039	3.000	-	-	-	7,220,000	-
NAF/AA/AA/NAF			DTF 2016B-2	5/26/2016	7,295,000	11/15/2039	5.000	-	-	-	7,295,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	3,760,000	11/15/2023	5.000	3,760,000	-	-	-	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	3,950,000	11/15/2024	5.000	-	-	-	3,950,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	4,145,000	11/15/2025	5.000	-	-	-	4,145,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	4,355,000	11/15/2026	5.000	-	-	-	4,355,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	4,570,000	11/15/2027	5.000	-	-	-	4,570,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	4,800,000	11/15/2028	5.000	-	-	-	4,800,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	5,040,000	11/15/2029	5.000	-	-	-	5,040,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	5,290,000	11/15/2030	3.000	-	-	-	5,290,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	5,450,000	11/15/2031	5.000	-	-	-	5,450,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	5,725,000	11/15/2032	5.000	-	-	-	5,725,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	6,010,000	11/15/2033	5.000	-	-	-	6,010,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	7,750,000	11/15/2034	3.500	-	-	-	7,750,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	17,250,000	11/15/2034	5.000	-	-	-	17,250,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	55,000,000	11/15/2035	5.000	-	-	-	55,000,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	15,000,000	11/15/2035	4.000	-	-	-	15,000,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	9,355,000	11/15/2036	5.000	-	-	-	9,355,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	9,825,000	11/15/2037	5.000	-	-	-	9,825,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	10,315,000	11/15/2038	5.000	-	-	-	10,315,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	1,480,000	11/15/2039	4.000	-	-	-	1,480,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	9,350,000	11/15/2039	5.000	-	-	-	9,350,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	1,540,000	11/15/2040	4.000	-	-	-	1,540,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	9,820,000	11/15/2040	5.000	-	-	-	9,820,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	1,600,000	11/15/2041	4.000	-	-	-	1,600,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	10,310,000	11/15/2041	5.000	-	-	-	10,310,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	1,665,000	11/15/2042	4.000	-	-	-	1,665,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	10,825,000	11/15/2042	5.000	-	-	-	10,825,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	13,095,000	11/15/2043	5.000	-	-	-	13,095,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	13,750,000	11/15/2044	5.000	-	-	-	13,750,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	14,440,000	11/15/2045	5.000	-	-	-	14,440,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	15,160,000	11/15/2046	5.000	-	-	-	15,160,000	-
NAF/AA/AA/NAF			DTF 2017A	2/23/2017	15,920,000	11/15/2047	5.000	-	-	-	15,920,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	1,725,000	11/15/2023	4.000	1,725,000	-	-	-	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	1,795,000	11/15/2024	4.000	-	-	-	1,795,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	1,860,000	11/15/2025	4.000	-	-	-	1,860,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	2,645,000	11/15/2026	5.000	-	-	-	2,645,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	14,040,000	11/15/2027	5.000	-	-	-	14,040,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	6,665,000	11/15/2028	5.000	-	-	-	6,665,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	12,160,000	11/15/2029	5.000	-	-	-	12,160,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	7,735,000	11/15/2030	5.000	-	-	-	7,735,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	5,585,000	11/15/2031	5.000	-	-	-	5,585,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	8,090,000	11/15/2032	5.000	-	-	-	8,090,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	6,870,000	11/15/2033	5.000	-	-	-	6,870,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	22,470,000	11/15/2034	5.000	-	-	-	22,470,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	33,940,000	11/15/2035	5.000	-	-	-	33,940,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	4,825,000	11/15/2036	5.000	-	-	-	4,825,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	5,060,000	11/15/2037	5.000	-	-	-	5,060,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	5,320,000	11/15/2038	3.500	-	-	-	5,320,000	-
NAF/AA/AA/NAF			DTF 2017B-1	5/17/2017	5,500,000	11/15/2039	5.000	-	-	-	5,500,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Total					Amount Swapped as of December 31, 2023	
	Ratings	S T Ratings							Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023	Amount Redeemed in 2023	Amount Refinanced in 2023		Amount Outstanding as of December 31, 2023
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll													
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	5,775,000	11/15/2040	5.000	-	-	-	-	-	5,775,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	6,070,000	11/15/2041	5.000	-	-	-	-	-	6,070,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	6,370,000	11/15/2042	5.000	-	-	-	-	-	6,370,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	6,690,000	11/15/2043	5.000	-	-	-	-	-	6,690,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	7,020,000	11/15/2044	5.000	-	-	-	-	-	7,020,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	7,375,000	11/15/2045	5.000	-	-	-	-	-	7,375,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	7,745,000	11/15/2046	5.000	-	-	-	-	-	7,745,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	8,130,000	11/15/2047	5.000	-	-	-	-	-	8,130,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	200,000	11/15/2048	5.000	-	-	-	-	-	200,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	8,340,000	11/15/2048	4.000	-	-	-	-	-	8,340,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	200,000	11/15/2049	5.000	-	-	-	-	-	200,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	8,685,000	11/15/2049	4.000	-	-	-	-	-	8,685,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	200,000	11/15/2050	5.000	-	-	-	-	-	200,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	9,040,000	11/15/2050	4.000	-	-	-	-	-	9,040,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	200,000	11/15/2051	5.000	-	-	-	-	-	200,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	9,415,000	11/15/2051	4.000	-	-	-	-	-	9,415,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	200,000	11/15/2052	5.000	-	-	-	-	-	200,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	9,800,000	11/15/2052	4.000	-	-	-	-	-	9,800,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	10,395,000	11/15/2053	5.250	-	-	-	-	-	10,395,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	10,940,000	11/15/2054	5.250	-	-	-	-	-	10,940,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	11,515,000	11/15/2055	5.250	-	-	-	-	-	11,515,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	12,120,000	11/15/2056	5.250	-	-	-	-	-	12,120,000	-
NAF/AA/AA/NAF				DTF 2017B-1	5/17/2017	12,755,000	11/15/2057	5.250	-	-	-	-	-	12,755,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	17,815,000	11/15/2023	5.000	17,815,000	-	-	-	-	-	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	18,650,000	11/15/2024	5.000	-	-	-	-	-	18,650,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	19,635,000	11/15/2025	5.000	-	-	-	-	-	19,635,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	20,675,000	11/15/2026	5.000	-	-	-	-	-	20,675,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	21,655,000	11/15/2027	5.000	-	-	-	-	-	21,655,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	19,720,000	11/15/2028	5.000	-	-	-	-	-	19,720,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	17,785,000	11/15/2031	5.000	-	-	-	-	-	17,785,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	18,675,000	11/15/2032	4.000	-	-	-	-	-	18,675,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	45,285,000	11/15/2033	5.000	-	-	-	-	-	45,285,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	30,000,000	11/15/2033	3.125	-	-	-	-	-	30,000,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	40,000,000	11/15/2033	5.250	-	-	-	-	-	40,000,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	50,000,000	11/15/2033	4.000	-	-	-	-	-	50,000,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	27,190,000	11/15/2034	5.000	-	-	-	-	-	27,190,000	-
NAF/AA/AA/NAF				DTF 2017B-2 Refunding Green Bonds	5/17/2017	20,000,000	11/15/2034	4.000	-	-	-	-	-	20,000,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	11,015,000	11/15/2032	5.000	-	-	-	-	-	11,015,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	11,565,000	11/15/2033	5.000	-	-	-	-	-	11,565,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	12,140,000	11/15/2034	5.000	-	-	-	-	-	12,140,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	12,750,000	11/15/2035	5.000	-	-	-	-	-	12,750,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	13,385,000	11/15/2036	5.000	-	-	-	-	-	13,385,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	14,055,000	11/15/2037	5.000	-	-	-	-	-	14,055,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	14,760,000	11/15/2038	4.000	-	-	-	-	-	14,760,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	15,350,000	11/15/2039	4.000	-	-	-	-	-	15,350,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	15,965,000	11/15/2040	4.000	-	-	-	-	-	15,965,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	16,600,000	11/15/2041	4.000	-	-	-	-	-	16,600,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	17,265,000	11/15/2042	4.000	-	-	-	-	-	17,265,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	17,955,000	11/15/2043	4.000	-	-	-	-	-	17,955,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	18,675,000	11/15/2044	5.000	-	-	-	-	-	18,675,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	19,610,000	11/15/2045	5.000	-	-	-	-	-	19,610,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	20,590,000	11/15/2046	5.000	-	-	-	-	-	20,590,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	21,620,000	11/15/2047	5.000	-	-	-	-	-	21,620,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	22,700,000	11/15/2048	5.000	-	-	-	-	-	22,700,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	23,835,000	11/15/2049	5.000	-	-	-	-	-	23,835,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	25,025,000	11/15/2050	4.000	-	-	-	-	-	25,025,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	26,025,000	11/15/2051	4.000	-	-	-	-	-	26,025,000	-
NAF/AA/AA/NAF				DTF 2022A	3/1/2022	27,070,000	11/15/2052	4.000	-	-	-	-	-	27,070,000	-
A3/NAF/NAF/A-				HRY 2016A	9/22/2016	307,000,000	11/15/2051	5.000	-	-	-	-	-	307,000,000	-
A3/NAF/NAF/A-				HRY 2016A	9/22/2016	375,430,000	11/15/2056	5.000	-	-	-	-	-	375,430,000	-
NR/NAF/NAF/NR				HRY 2020A	3/27/2020	113,385,000	11/15/2046	5.000	-	-	-	-	-	113,385,000	-
NR/NAF/NAF/NR				HRY 2020A	3/27/2020	8,470,000	11/15/2046	5.000	-	-	8,470,000	-	-	-	-
NAF/NAF/AA+/AA+		NAF/NAF/F1+/K1+		PMT 2020A BANS	12/17/2020	2,907,280,000	12/15/2023	1.330	2,907,280,000	-	-	-	-	-	-
NAF/AA+/AA+/AA+		NAF/SP-1+/F1+/K1+		PMT 2022A BANS	9/1/2022	951,370,000	8/15/2024	5.000	-	-	-	-	-	951,370,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported L T		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023				
	Mdy/S&P/Ftch/Krll	Ratings						Mdy/S&P/Ftch/Krll	S T Ratings	Amount Matured in 2023			Amount Defeased in 2023	Amount Called in 2023	Amount Redeemed in 2023	Amount Refinanced in 2023
NAF/AA+/AA+/AA+			PMT 2022B BANS	12/15/2022	766,540,000	12/16/2024	5.000	-	-	-	766,540,000	-				
NAF/AA+/AA+/AA+		NAF/SP-1+/F1+/K1+	PMT 2021A-1	5/5/2021	44,300,000	5/15/2045	4.000	-	-	-	44,300,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-1	5/5/2021	86,710,000	5/15/2046	4.000	-	-	-	86,710,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-1	5/5/2021	90,710,000	5/15/2047	5.000	-	-	-	90,710,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-1	5/5/2021	95,365,000	5/15/2048	5.000	-	-	-	95,365,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-1	5/5/2021	100,255,000	5/15/2049	5.000	-	-	-	100,255,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-1	5/5/2021	105,395,000	5/15/2050	5.000	-	-	-	105,395,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-1	5/5/2021	110,800,000	5/15/2051	5.000	-	-	-	110,800,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (24 Put)	5/5/2021	25,535,000	5/15/2041	2.000	-	-	-	25,535,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (24 Put)	5/5/2021	26,055,000	5/15/2042	2.000	-	-	-	26,055,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (24 Put)	5/5/2021	26,580,000	5/15/2043	2.000	-	-	-	26,580,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (24 Put)	5/5/2021	27,120,000	5/15/2044	2.000	-	-	-	27,120,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (24 Put)	5/5/2021	13,450,000	5/15/2045	2.000	-	-	-	13,450,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (26 Put)	5/5/2021	25,655,000	5/15/2041	2.000	-	-	-	25,655,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (26 Put)	5/5/2021	26,175,000	5/15/2042	2.000	-	-	-	26,175,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (26 Put)	5/5/2021	26,700,000	5/15/2043	2.000	-	-	-	26,700,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (26 Put)	5/5/2021	27,240,000	5/15/2044	2.000	-	-	-	27,240,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (26 Put)	5/5/2021	12,975,000	5/15/2045	2.000	-	-	-	12,975,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (28 Put)	5/5/2021	25,655,000	5/15/2041	2.000	-	-	-	25,655,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (28 Put)	5/5/2021	26,170,000	5/15/2042	2.000	-	-	-	26,170,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (28 Put)	5/5/2021	26,705,000	5/15/2043	2.000	-	-	-	26,705,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (28 Put)	5/5/2021	27,240,000	5/15/2044	2.000	-	-	-	27,240,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-2 Rfndg Bonds (28 Put)	5/5/2021	12,970,000	5/15/2045	2.000	-	-	-	12,970,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-3 Taxable Refunding Bonds	5/5/2021	31,955,000	5/15/2033	2.261	-	-	-	31,955,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-3 Taxable Refunding Bonds	5/5/2021	32,725,000	5/15/2034	2.411	-	-	-	32,725,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-3 Taxable Refunding Bonds	5/5/2021	33,545,000	5/15/2035	2.511	-	-	-	33,545,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-3 Taxable Refunding Bonds	5/5/2021	34,420,000	5/15/2036	2.591	-	-	-	34,420,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-3 Taxable Refunding Bonds	5/5/2021	35,360,000	5/15/2037	2.691	-	-	-	35,360,000	-				
NAF/AA+/AA+/AA+			PMT 2021A-3 Taxable Refunding Bonds	5/5/2021	80,445,000	5/15/2040	2.917	-	-	-	80,445,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	14,735,000	5/15/2036	5.000	-	-	-	14,735,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	8,900,000	5/15/2037	5.000	-	-	-	8,900,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	7,680,000	5/15/2038	5.000	-	-	-	7,680,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	1,700,000	5/15/2041	5.000	-	-	-	1,700,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	4,250,000	5/15/2042	5.000	-	-	-	4,250,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	10,400,000	5/15/2043	5.000	-	-	-	10,400,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	10,900,000	5/15/2044	5.000	-	-	-	10,900,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	11,500,000	5/15/2045	5.000	-	-	-	11,500,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	11,890,000	5/15/2046	5.000	-	-	-	11,890,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	11,040,000	5/15/2052	4.000	-	-	-	11,040,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	11,545,000	5/15/2053	4.000	-	-	-	11,545,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	12,075,000	5/15/2054	4.000	-	-	-	12,075,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	12,630,000	5/15/2055	4.000	-	-	-	12,630,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	13,210,000	5/15/2056	4.000	-	-	-	13,210,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	17,875,000	5/15/2051	5.000	-	-	-	17,875,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	14,875,000	5/15/2052	5.000	-	-	-	14,875,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	15,530,000	5/15/2053	5.000	-	-	-	15,530,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	16,220,000	5/15/2054	5.000	-	-	-	16,220,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	16,935,000	5/15/2055	5.000	-	-	-	16,935,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-1	8/31/2021	17,690,000	5/15/2056	5.000	-	-	-	17,690,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	11,315,000	5/15/2039	5.000	-	-	-	11,315,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	11,845,000	5/15/2040	5.000	-	-	-	11,845,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	10,640,000	5/15/2041	5.000	-	-	-	10,640,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	8,920,000	5/15/2042	5.000	-	-	-	8,920,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	3,375,000	5/15/2043	5.000	-	-	-	3,375,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	3,530,000	5/15/2044	5.000	-	-	-	3,530,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	3,625,000	5/15/2045	5.000	-	-	-	3,625,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	3,960,000	5/15/2046	5.000	-	-	-	3,960,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	16,545,000	5/15/2047	5.000	-	-	-	16,545,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	17,325,000	5/15/2048	5.000	-	-	-	17,325,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	17,910,000	5/15/2049	5.000	-	-	-	17,910,000	-				
NAF/AA+/AA+/AA+			PMT 2021B-2	8/31/2021	18,625,000	5/15/2050	5.000	-	-	-	18,625,000	-				
NAF/AA+/AA+/AA+			PMT 2021C-1a	9/30/2021	16,360,000	5/15/2023	5.000	16,360,000	-	-	-	-				
NAF/AA+/AA+/AA+			PMT 2021C-1a	9/30/2021	5,000,000	5/15/2025	5.000	-	-	-	5,000,000	-				
NAF/AA+/AA+/AA+			PMT 2021C-1a	9/30/2021	17,500,000	5/15/2037	5.000	-	-	-	17,500,000	-				

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Amount Matured in		Amount		Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings		S T Ratings						2023	in 2023	2023	Redeemed in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll											
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	18,400,000	5/15/2038	5.000	-	-	-	-	18,400,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	19,345,000	5/15/2039	5.000	-	-	-	-	19,345,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	20,335,000	5/15/2040	5.000	-	-	-	-	20,335,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	21,375,000	5/15/2041	5.000	-	-	-	-	21,375,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	22,360,000	5/15/2042	4.000	-	-	-	-	22,360,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	23,270,000	5/15/2043	4.000	-	-	-	-	23,270,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	24,220,000	5/15/2044	4.000	-	-	-	-	24,220,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	25,210,000	5/15/2045	4.000	-	-	-	-	25,210,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	26,240,000	5/15/2046	4.000	-	-	-	-	26,240,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	13,880,000	5/15/2047	5.000	-	-	-	-	13,880,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	14,605,000	5/15/2048	5.000	-	-	-	-	14,605,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	15,370,000	5/15/2049	5.000	-	-	-	-	15,370,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	16,180,000	5/15/2050	5.000	-	-	-	-	16,180,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1a	9/30/2021	17,030,000	5/15/2051	5.000	-	-	-	-	17,030,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1b	9/30/2021	13,570,000	5/15/2047	5.000	-	-	-	-	13,570,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1b	9/30/2021	14,250,000	5/15/2048	5.000	-	-	-	-	14,250,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1b	9/30/2021	14,965,000	5/15/2049	5.000	-	-	-	-	14,965,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1b	9/30/2021	15,715,000	5/15/2050	5.000	-	-	-	-	15,715,000	-
NAF/AA+/AA+/AA+				PMT 2021C-1b	9/30/2021	16,500,000	5/15/2051	5.000	-	-	-	-	16,500,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	10,370,000	5/15/2023	5.000	10,370,000	-	-	-	-	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	1,285,000	5/15/2024	5.000	-	-	-	-	1,285,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	10,965,000	5/15/2025	5.000	-	-	-	-	10,965,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	11,530,000	5/15/2026	5.000	-	-	-	-	11,530,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	12,120,000	5/15/2027	5.000	-	-	-	-	12,120,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	12,700,000	5/15/2028	5.000	-	-	-	-	12,700,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	5,555,000	5/15/2031	5.000	-	-	-	-	5,555,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	15,090,000	5/15/2034	4.000	-	-	-	-	15,090,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	18,970,000	5/15/2035	4.000	-	-	-	-	18,970,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	4,050,000	5/15/2036	4.000	-	-	-	-	4,050,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	33,905,000	5/15/2032	3.000	-	-	-	-	33,905,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	20,625,000	5/15/2033	3.000	-	-	-	-	20,625,000	-
NAF/AA+/AA+/AA+				PMT 2021C-2 Refunding Bonds	9/30/2021	14,705,000	5/15/2033	-	-	-	-	-	14,705,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	14,260,000	5/15/2047	2.500	-	-	-	-	14,260,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	14,620,000	5/15/2048	2.500	-	-	-	-	14,620,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	14,990,000	5/15/2049	2.500	-	-	-	-	14,990,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	15,370,000	5/15/2050	2.500	-	-	-	-	15,370,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	15,760,000	5/15/2051	2.500	-	-	-	-	15,760,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	27,225,000	5/15/2047	3.000	-	-	-	-	27,225,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	28,055,000	5/15/2048	3.000	-	-	-	-	28,055,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	28,910,000	5/15/2049	3.000	-	-	-	-	28,910,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	29,790,000	5/15/2050	3.000	-	-	-	-	29,790,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	30,695,000	5/15/2051	3.000	-	-	-	-	30,695,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	11,980,000	5/15/2047	4.000	-	-	-	-	11,980,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	12,470,000	5/15/2048	4.000	-	-	-	-	12,470,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	12,980,000	5/15/2049	4.000	-	-	-	-	12,980,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	13,510,000	5/15/2050	4.000	-	-	-	-	13,510,000	-
NAF/AA+/AA+/AA+				PMT 2021C-3	9/30/2021	14,060,000	5/15/2051	4.000	-	-	-	-	14,060,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	22,990,000	5/15/2040	4.000	-	-	-	-	22,990,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	23,930,000	5/15/2041	4.000	-	-	-	-	23,930,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	24,905,000	5/15/2042	4.000	-	-	-	-	24,905,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	26,055,000	5/15/2043	5.000	-	-	-	-	26,055,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	27,390,000	5/15/2044	5.000	-	-	-	-	27,390,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	28,795,000	5/15/2045	5.000	-	-	-	-	28,795,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	30,270,000	5/15/2046	5.000	-	-	-	-	30,270,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	31,825,000	5/15/2047	5.000	-	-	-	-	31,825,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	33,285,000	5/15/2048	4.000	-	-	-	-	33,285,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	34,645,000	5/15/2049	4.000	-	-	-	-	34,645,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	36,060,000	5/15/2050	4.000	-	-	-	-	36,060,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	37,530,000	5/15/2051	4.000	-	-	-	-	37,530,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	135,000,000	5/15/2052	5.000	-	-	-	-	135,000,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	18,100,000	5/15/2053	5.000	-	-	-	-	18,100,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	19,000,000	5/15/2054	5.000	-	-	-	-	19,000,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	19,950,000	5/15/2055	5.000	-	-	-	-	19,950,000	-
NAF/AA+/AA+/AA+				PMT 2022A	2/10/2022	20,950,000	5/15/2056	5.000	-	-	-	-	20,950,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023		
	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023			Amount Redeemed in 2023	Amount Refinanced in 2023
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll												
NAF/AA+/AA+/AA+			PMT 2022A	2/10/2022	22,000,000	5/15/2057	5.000	-	-	-	22,000,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	4,895,000	5/15/2023	5.000	4,895,000	-	-	-	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	5,135,000	5/15/2024	5.000	-	-	-	5,135,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	5,400,000	5/15/2025	5.000	-	-	-	5,400,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	27,425,000	5/15/2026	4.000	-	-	-	27,425,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	132,575,000	5/15/2026	5.000	-	-	-	132,575,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	28,925,000	5/15/2027	4.000	-	-	-	28,925,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	91,665,000	5/15/2027	5.000	-	-	-	91,665,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	160,000,000	5/15/2028	5.000	-	-	-	160,000,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	160,000,000	5/15/2029	5.000	-	-	-	160,000,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	160,000,000	5/15/2030	5.000	-	-	-	160,000,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	105,845,000	5/15/2031	5.000	-	-	-	105,845,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	45,195,000	5/15/2032	5.000	-	-	-	45,195,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	5,700,000	5/15/2033	5.000	-	-	-	5,700,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	8,090,000	5/15/2034	5.000	-	-	-	8,090,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	8,510,000	5/15/2035	5.000	-	-	-	8,510,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	8,945,000	5/15/2036	5.000	-	-	-	8,945,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	9,740,000	5/15/2038	5.000	-	-	-	9,740,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	10,240,000	5/15/2039	5.000	-	-	-	10,240,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	8,085,000	5/15/2040	5.000	-	-	-	8,085,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	8,495,000	5/15/2041	5.000	-	-	-	8,495,000	-		
NAF/AA+/AA+/AA+			PMT 2022B	8/18/2022	5,150,000	5/15/2042	5.000	-	-	-	5,150,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	63,330,000	5/15/2040	5.000	-	-	-	63,330,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	57,020,000	5/15/2041	5.250	-	-	-	57,020,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	62,620,000	5/15/2042	5.000	-	-	-	62,620,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	15,570,000	5/15/2043	4.000	-	-	-	15,570,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	37,650,000	5/15/2043	5.000	-	-	-	37,650,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	40,955,000	5/15/2044	5.000	-	-	-	40,955,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	58,510,000	5/15/2045	5.000	-	-	-	58,510,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	61,510,000	5/15/2046	5.000	-	-	-	61,510,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	64,665,000	5/15/2047	5.000	-	-	-	64,665,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	22,060,000	5/15/2048	4.125	-	-	-	22,060,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	22,990,000	5/15/2049	4.125	-	-	-	22,990,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	23,960,000	5/15/2050	4.125	-	-	-	23,960,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	24,965,000	5/15/2051	4.125	-	-	-	24,965,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	26,020,000	5/15/2052	4.125	-	-	-	26,020,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	53,870,000	5/15/2048	5.250	-	-	-	53,870,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	56,775,000	5/15/2049	5.250	-	-	-	56,775,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	59,835,000	5/15/2050	5.250	-	-	-	59,835,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	63,060,000	5/15/2051	5.250	-	-	-	63,060,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	66,460,000	5/15/2052	5.250	-	-	-	66,460,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	8,280,000	5/15/2053	5.250	-	-	-	8,280,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	8,730,000	5/15/2054	5.250	-	-	-	8,730,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	9,200,000	5/15/2055	5.250	-	-	-	9,200,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	9,695,000	5/15/2056	5.250	-	-	-	9,695,000	-		
NAF/AA+/AA+/AA+			PMT 2022C	5/12/2022	10,220,000	5/15/2057	5.250	-	-	-	10,220,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	2,505,000	11/15/2026	5.000	-	-	-	2,505,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	1,065,000	11/15/2027	5.000	-	-	-	1,065,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	43,570,000	11/15/2028	5.000	-	-	-	43,570,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	19,370,000	11/15/2029	5.000	-	-	-	19,370,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	6,800,000	11/15/2031	5.000	-	-	-	6,800,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	7,750,000	11/15/2032	5.000	-	-	-	7,750,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	1,785,000	11/15/2033	5.000	-	-	-	1,785,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	1,395,000	11/15/2034	5.000	-	-	-	1,395,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	25,235,000	11/15/2037	5.000	-	-	-	25,235,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	33,940,000	11/15/2038	5.000	-	-	-	33,940,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	61,330,000	11/15/2039	5.000	-	-	-	61,330,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	10,000,000	11/15/2029	4.000	-	-	-	10,000,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	10,225,000	11/15/2030	4.000	-	-	-	10,225,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	3,855,000	11/15/2031	4.000	-	-	-	3,855,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	615,000	11/15/2040	4.000	-	-	-	615,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	640,000	11/15/2041	4.000	-	-	-	640,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1a Refunding Bonds	9/15/2022	665,000	11/15/2042	4.000	-	-	-	665,000	-		
NAF/AA+/AA+/AA+			PMT 2022D-1b Refunding Bonds	9/15/2022	3,370,000	11/15/2030	-	-	-	-	3,370,000	-		

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Amount Matured in		Amount		Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings		S T Ratings						2023	in 2023	Called in 2023	Redeemed in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll						2023	in 2023	2023	2023	2023	
NAF/AA+/AA+/AA+				PMT 2022D-1b Refunding Bonds	9/15/2022	1,465,000	11/15/2035	-	-	-	-	-	1,465,000	-
NAF/AA+/AA+/AA+				PMT 2022D-1b Refunding Bonds	9/15/2022	25,235,000	11/15/2036	-	-	-	-	-	25,235,000	-
NAF/AA+/AA+/AA+				PMT 2022D-1b Refunding Bonds	9/15/2022	7,140,000	11/15/2039	-	-	-	-	-	7,140,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	24,275,000	5/15/2043	5.250	-	-	-	-	24,275,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	26,275,000	5/15/2044	5.250	-	-	-	-	26,275,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	28,385,000	5/15/2045	5.250	-	-	-	-	28,385,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	30,610,000	5/15/2046	5.250	-	-	-	-	30,610,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	32,950,000	5/15/2047	5.250	-	-	-	-	32,950,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	15,000,000	5/15/2043	4.500	-	-	-	-	15,000,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	15,000,000	5/15/2044	4.500	-	-	-	-	15,000,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	15,000,000	5/15/2045	4.500	-	-	-	-	15,000,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	15,000,000	5/15/2046	4.500	-	-	-	-	15,000,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	15,000,000	5/15/2047	4.500	-	-	-	-	15,000,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	30,455,000	5/15/2048	5.500	-	-	-	-	30,455,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	33,090,000	5/15/2049	5.500	-	-	-	-	33,090,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	35,885,000	5/15/2050	5.500	-	-	-	-	35,885,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	38,845,000	5/15/2051	5.500	-	-	-	-	38,845,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	41,965,000	5/15/2052	5.500	-	-	-	-	41,965,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	20,000,000	5/15/2048	4.500	-	-	-	-	20,000,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	20,000,000	5/15/2049	4.500	-	-	-	-	20,000,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	20,000,000	5/15/2050	4.500	-	-	-	-	20,000,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	20,000,000	5/15/2051	4.500	-	-	-	-	20,000,000	-
NAF/AA+/AA+/AA+				PMT 2022D-2	9/15/2022	20,000,000	5/15/2052	4.500	-	-	-	-	20,000,000	-
NAF/AA+/AA+/AA+				PMT 2022E-1 (2027 Balloon)	11/1/2022	34,135,000	11/15/2053	5.000	-	-	-	-	34,135,000	-
NAF/AA+/AA+/AA+				PMT 2022E-1 (2027 Balloon)	11/1/2022	35,845,000	11/15/2054	5.000	-	-	-	-	35,845,000	-
NAF/AA+/AA+/AA+				PMT 2022E-1 (2027 Balloon)	11/1/2022	37,635,000	11/15/2055	5.000	-	-	-	-	37,635,000	-
NAF/AA+/AA+/AA+				PMT 2022E-1 (2027 Balloon)	11/1/2022	39,520,000	11/15/2056	5.000	-	-	-	-	39,520,000	-
NAF/AA+/AA+/AA+				PMT 2022E-1 (2027 Balloon)	11/1/2022	41,495,000	11/15/2057	5.000	-	-	-	-	41,495,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2a Rfd Bonds(26 Balloon)	11/1/2022	28,320,000	11/15/2037	4.000	-	-	-	-	28,320,000	25,125,609
NAF/AA+/AA+/AA+				PMT 2022E-2a Rfd Bonds(26 Balloon)	11/1/2022	29,060,000	11/15/2038	4.000	-	-	-	-	29,060,000	25,782,139
NAF/AA+/AA+/AA+				PMT 2022E-2a Rfd Bonds(26 Balloon)	11/1/2022	20,675,000	11/15/2040	4.000	-	-	-	-	20,675,000	18,342,936
NAF/AA+/AA+/AA+				PMT 2022E-2a Rfd Bonds(26 Balloon)	11/1/2022	21,505,000	11/15/2041	4.000	-	-	-	-	21,505,000	19,079,315
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(27 Balloon)	11/1/2022	5,690,000	11/15/2035	5.000	-	-	-	-	5,690,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(27 Balloon)	11/1/2022	10,290,000	11/15/2036	5.000	-	-	-	-	10,290,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(27 Balloon)	11/1/2022	9,600,000	11/15/2037	5.000	-	-	-	-	9,600,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(27 Balloon)	11/1/2022	13,140,000	11/15/2038	5.000	-	-	-	-	13,140,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(27 Balloon)	11/1/2022	17,980,000	11/15/2040	5.000	-	-	-	-	17,980,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(27 Balloon)	11/1/2022	19,250,000	11/15/2041	5.000	-	-	-	-	19,250,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(27 Balloon)	11/1/2022	20,410,000	11/15/2042	5.000	-	-	-	-	20,410,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(27 Balloon)	11/1/2022	15,330,000	11/15/2043	5.000	-	-	-	-	15,330,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(32 Balloon)	11/1/2022	15,290,000	11/15/2035	5.000	-	-	-	-	15,290,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(32 Balloon)	11/1/2022	27,675,000	11/15/2036	5.000	-	-	-	-	27,675,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(32 Balloon)	11/1/2022	25,810,000	11/15/2037	5.000	-	-	-	-	25,810,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(32 Balloon)	11/1/2022	35,345,000	11/15/2038	5.000	-	-	-	-	35,345,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(32 Balloon)	11/1/2022	48,360,000	11/15/2040	5.000	-	-	-	-	48,360,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(32 Balloon)	11/1/2022	51,760,000	11/15/2041	5.000	-	-	-	-	51,760,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(32 Balloon)	11/1/2022	54,875,000	11/15/2042	5.000	-	-	-	-	54,875,000	-
NAF/AA+/AA+/AA+				PMT 2022E-2b Rfd Bonds(32 Balloon)	11/1/2022	41,205,000	11/15/2043	5.000	-	-	-	-	41,205,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	192,080,000	11/15/2024	5.000	-	-	-	-	192,080,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	10,060,000	5/15/2025	5.000	-	-	-	-	10,060,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	59,840,000	11/15/2025	5.000	-	-	-	-	59,840,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	73,780,000	11/15/2026	5.000	-	-	-	-	73,780,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	77,470,000	11/15/2027	5.000	-	-	-	-	77,470,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	33,245,000	11/15/2028	5.000	-	-	-	-	33,245,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	84,300,000	11/15/2029	5.000	-	-	-	-	84,300,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	37,395,000	11/15/2031	4.000	-	-	-	-	37,395,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	51,125,000	11/15/2031	5.000	-	-	-	-	51,125,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	27,745,000	11/15/2033	4.000	-	-	-	-	27,745,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	17,650,000	11/15/2033	5.000	-	-	-	-	17,650,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	3,780,000	11/15/2034	4.000	-	-	-	-	3,780,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	41,085,000	11/15/2034	5.000	-	-	-	-	41,085,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	41,060,000	11/15/2035	4.000	-	-	-	-	41,060,000	-
NAF/AA+/AA+/AA+				PMT 2023A	1/12/2023	14,335,000	11/15/2037	4.000	-	-	-	-	14,335,000	-
NAF/AA+/AA+/AA+				PMT 2023B (2028 Balloon)	7/6/2023	5,140,000	11/15/2029	5.000	-	-	-	-	5,140,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported L T			Series	Date Issued	Amount Issued	Maturity	Coupon	Amount Matured in		Amount Redeemed in		Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings							2023	in 2023	2023	2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll											
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	5,345,000	11/15/2030	5.000	-	-	-	-	5,345,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	5,560,000	11/15/2031	5.000	-	-	-	-	5,560,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	5,780,000	11/15/2032	5.000	-	-	-	-	5,780,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	6,000,000	11/15/2033	5.000	-	-	-	-	6,000,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	6,240,000	11/15/2034	5.000	-	-	-	-	6,240,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	6,485,000	11/15/2035	5.000	-	-	-	-	6,485,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	6,745,000	11/15/2036	5.000	-	-	-	-	6,745,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	7,010,000	11/15/2037	5.000	-	-	-	-	7,010,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	7,285,000	11/15/2038	5.000	-	-	-	-	7,285,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	7,570,000	11/15/2039	5.000	-	-	-	-	7,570,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	7,870,000	11/15/2040	5.000	-	-	-	-	7,870,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	8,185,000	11/15/2041	5.000	-	-	-	-	8,185,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	8,505,000	11/15/2042	5.000	-	-	-	-	8,505,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	8,840,000	11/15/2043	5.000	-	-	-	-	8,840,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	9,190,000	11/15/2044	5.000	-	-	-	-	9,190,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	9,550,000	11/15/2045	5.000	-	-	-	-	9,550,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	9,930,000	11/15/2046	5.000	-	-	-	-	9,930,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	10,320,000	11/15/2047	5.000	-	-	-	-	10,320,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	10,725,000	11/15/2048	5.000	-	-	-	-	10,725,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	11,150,000	11/15/2049	5.000	-	-	-	-	11,150,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2028 Balloon)	7/6/2023	11,590,000	11/15/2050	5.000	-	-	-	-	11,590,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	4,155,000	11/15/2034	5.000	-	-	-	-	4,155,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	4,365,000	11/15/2035	5.000	-	-	-	-	4,365,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	4,585,000	11/15/2036	5.000	-	-	-	-	4,585,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	4,815,000	11/15/2037	5.000	-	-	-	-	4,815,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	5,055,000	11/15/2038	5.000	-	-	-	-	5,055,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	5,305,000	11/15/2039	5.000	-	-	-	-	5,305,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	5,570,000	11/15/2040	5.000	-	-	-	-	5,570,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	5,850,000	11/15/2041	5.000	-	-	-	-	5,850,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	6,140,000	11/15/2042	5.000	-	-	-	-	6,140,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	6,450,000	11/15/2043	5.000	-	-	-	-	6,450,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	6,770,000	11/15/2044	5.000	-	-	-	-	6,770,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	7,110,000	11/15/2045	5.000	-	-	-	-	7,110,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	7,465,000	11/15/2046	5.000	-	-	-	-	7,465,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	7,840,000	11/15/2047	5.000	-	-	-	-	7,840,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	8,230,000	11/15/2048	5.000	-	-	-	-	8,230,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	8,645,000	11/15/2049	5.000	-	-	-	-	8,645,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	9,075,000	11/15/2050	5.000	-	-	-	-	9,075,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	9,530,000	11/15/2051	5.000	-	-	-	-	9,530,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	10,005,000	11/15/2052	5.000	-	-	-	-	10,005,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	10,505,000	11/15/2053	5.000	-	-	-	-	10,505,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	11,030,000	11/15/2054	5.000	-	-	-	-	11,030,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	11,580,000	11/15/2055	5.000	-	-	-	-	11,580,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	12,160,000	11/15/2056	5.000	-	-	-	-	12,160,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	12,770,000	11/15/2057	5.000	-	-	-	-	12,770,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	13,405,000	11/15/2058	5.000	-	-	-	-	13,405,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2030 Balloon)	7/6/2023	14,080,000	11/15/2059	5.000	-	-	-	-	14,080,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	4,155,000	11/15/2034	5.000	-	-	-	-	4,155,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	4,365,000	11/15/2035	5.000	-	-	-	-	4,365,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	4,585,000	11/15/2036	5.000	-	-	-	-	4,585,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	4,815,000	11/15/2037	5.000	-	-	-	-	4,815,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	5,055,000	11/15/2038	5.000	-	-	-	-	5,055,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	5,305,000	11/15/2039	5.000	-	-	-	-	5,305,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	5,570,000	11/15/2040	5.000	-	-	-	-	5,570,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	5,850,000	11/15/2041	5.000	-	-	-	-	5,850,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	6,140,000	11/15/2042	5.000	-	-	-	-	6,140,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	6,450,000	11/15/2043	5.000	-	-	-	-	6,450,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	6,770,000	11/15/2044	5.000	-	-	-	-	6,770,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	7,110,000	11/15/2045	5.000	-	-	-	-	7,110,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	7,465,000	11/15/2046	5.000	-	-	-	-	7,465,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	7,840,000	11/15/2047	5.000	-	-	-	-	7,840,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	8,230,000	11/15/2048	5.000	-	-	-	-	8,230,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	8,645,000	11/15/2049	5.000	-	-	-	-	8,645,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	9,075,000	11/15/2050	5.000	-	-	-	-	9,075,000	-	

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Amount Matured in		Amount		Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings		S T Ratings						2023	in 2023	Called in 2023	Redeemed in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll						2023	in 2023	2023	2023	2023	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	9,530,000	11/15/2051	5.000	-	-	-	-	9,530,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	10,005,000	11/15/2052	5.000	-	-	-	-	10,005,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	10,505,000	11/15/2053	5.000	-	-	-	-	10,505,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	11,030,000	11/15/2054	5.000	-	-	-	-	11,030,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	11,580,000	11/15/2055	5.000	-	-	-	-	11,580,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	12,160,000	11/15/2056	5.000	-	-	-	-	12,160,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	12,770,000	11/15/2057	5.000	-	-	-	-	12,770,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	13,410,000	11/15/2058	5.000	-	-	-	-	13,410,000	-	
NAF/AA+/AA+/AA+			PMT 2023B (2033 Balloon)	7/6/2023	14,080,000	11/15/2059	5.000	-	-	-	-	14,080,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	12,230,000	11/15/2029	5.000	-	-	-	-	12,230,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	12,670,000	11/15/2030	5.000	-	-	-	-	12,670,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	7,645,000	11/15/2031	5.000	-	-	-	-	7,645,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	29,215,000	11/15/2032	5.000	-	-	-	-	29,215,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	45,840,000	11/15/2033	5.000	-	-	-	-	45,840,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	81,160,000	11/15/2034	5.000	-	-	-	-	81,160,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	95,035,000	11/15/2035	5.000	-	-	-	-	95,035,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	99,090,000	11/15/2036	5.000	-	-	-	-	99,090,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	104,840,000	11/15/2037	5.000	-	-	-	-	104,840,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	106,405,000	11/15/2038	5.000	-	-	-	-	106,405,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	108,255,000	11/15/2039	5.250	-	-	-	-	108,255,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	166,780,000	11/15/2040	5.250	-	-	-	-	166,780,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	110,890,000	11/15/2041	5.000	-	-	-	-	110,890,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	106,335,000	11/15/2042	5.250	-	-	-	-	106,335,000	-	
NAF/AA+/AA+/AA+			PMT 2023C	10/19/2023	43,810,000	11/15/2043	5.000	-	-	-	-	43,810,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	2,015,000	5/15/2025	5.000	-	-	-	-	2,015,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	2,455,000	5/15/2026	5.000	-	-	-	-	2,455,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	2,925,000	5/15/2027	5.000	-	-	-	-	2,925,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	3,420,000	5/15/2028	5.000	-	-	-	-	3,420,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	3,945,000	5/15/2029	5.000	-	-	-	-	3,945,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	4,495,000	5/15/2030	5.000	-	-	-	-	4,495,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	5,080,000	5/15/2031	5.000	-	-	-	-	5,080,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	5,695,000	5/15/2032	5.000	-	-	-	-	5,695,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	6,350,000	5/15/2033	5.000	-	-	-	-	6,350,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	7,035,000	5/15/2034	5.000	-	-	-	-	7,035,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	7,760,000	5/15/2035	5.000	-	-	-	-	7,760,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	8,525,000	5/15/2036	5.000	-	-	-	-	8,525,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	9,335,000	5/15/2037	5.000	-	-	-	-	9,335,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	10,185,000	5/15/2038	5.000	-	-	-	-	10,185,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	11,085,000	5/15/2039	5.000	-	-	-	-	11,085,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	12,030,000	5/15/2040	5.000	-	-	-	-	12,030,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	13,030,000	5/15/2041	5.000	-	-	-	-	13,030,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	14,085,000	5/15/2042	5.000	-	-	-	-	14,085,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	4,100,000	5/15/2043	5.000	-	-	-	-	4,100,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	16,360,000	5/15/2044	5.000	-	-	-	-	16,360,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	1,730,000	5/15/2045	3.750	-	-	-	-	1,730,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	8,000,000	5/15/2045	5.000	-	-	-	-	8,000,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	7,720,000	5/15/2046	4.000	-	-	-	-	7,720,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	7,000,000	5/15/2046	5.000	-	-	-	-	7,000,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	850,000	5/15/2047	4.000	-	-	-	-	850,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	18,985,000	5/15/2047	5.000	-	-	-	-	18,985,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	7,095,000	5/15/2048	4.000	-	-	-	-	7,095,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	7,590,000	5/15/2049	4.000	-	-	-	-	7,590,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	8,095,000	5/15/2050	4.000	-	-	-	-	8,095,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	8,630,000	5/15/2051	4.000	-	-	-	-	8,630,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	9,190,000	5/15/2052	4.000	-	-	-	-	9,190,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	21,315,000	5/15/2048	5.250	-	-	-	-	21,315,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	22,755,000	5/15/2049	5.250	-	-	-	-	22,755,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	24,285,000	5/15/2050	5.250	-	-	-	-	24,285,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	25,895,000	5/15/2051	5.250	-	-	-	-	25,895,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	27,585,000	5/15/2052	5.250	-	-	-	-	27,585,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	20,735,000	5/15/2053	4.000	-	-	-	-	20,735,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	21,580,000	5/15/2054	4.000	-	-	-	-	21,580,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	22,870,000	5/15/2055	4.000	-	-	-	-	22,870,000	-	
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	24,210,000	5/15/2056	4.000	-	-	-	-	24,210,000	-	

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount Matured in		Amount		Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						2023	in 2023	Called in 2023	Refinanced in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll						Mdy/S&P/Ftch/Krll					
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	25,630,000	5/15/2057	4.000	-	-	-	-	25,630,000	-
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	18,410,000	5/15/2053	5.250	-	-	-	-	18,410,000	-
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	19,920,000	5/15/2054	5.250	-	-	-	-	19,920,000	-
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	21,105,000	5/15/2055	5.250	-	-	-	-	21,105,000	-
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	22,355,000	5/15/2056	5.250	-	-	-	-	22,355,000	-
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	23,655,000	5/15/2057	5.250	-	-	-	-	23,655,000	-
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	21,595,000	5/15/2058	5.250	-	-	-	-	21,595,000	-
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	23,005,000	5/15/2059	5.250	-	-	-	-	23,005,000	-
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	24,500,000	5/15/2060	5.250	-	-	-	-	24,500,000	-
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	26,070,000	5/15/2061	5.250	-	-	-	-	26,070,000	-
NAF/AA+/AAA/NAF			STX 2022A	7/20/2022	27,730,000	5/15/2062	5.250	-	-	-	-	27,730,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	6,410,000	5/15/2030	5.000	-	-	-	-	6,410,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	7,170,000	5/15/2031	5.000	-	-	-	-	7,170,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	7,975,000	5/15/2032	5.000	-	-	-	-	7,975,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	8,825,000	5/15/2033	5.000	-	-	-	-	8,825,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	9,720,000	5/15/2034	5.000	-	-	-	-	9,720,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	10,665,000	5/15/2035	5.000	-	-	-	-	10,665,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	11,660,000	5/15/2036	5.000	-	-	-	-	11,660,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	12,710,000	5/15/2037	5.000	-	-	-	-	12,710,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	13,820,000	5/15/2038	5.000	-	-	-	-	13,820,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	14,990,000	5/15/2039	5.000	-	-	-	-	14,990,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	16,220,000	5/15/2040	5.000	-	-	-	-	16,220,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	17,520,000	5/15/2041	5.000	-	-	-	-	17,520,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	18,890,000	5/15/2042	5.000	-	-	-	-	18,890,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	20,330,000	5/15/2043	5.000	-	-	-	-	20,330,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	21,845,000	5/15/2044	5.000	-	-	-	-	21,845,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	11,600,000	5/15/2045	5.000	-	-	-	-	11,600,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	12,180,000	5/15/2046	5.000	-	-	-	-	12,180,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	12,790,000	5/15/2047	5.000	-	-	-	-	12,790,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	13,430,000	5/15/2048	5.000	-	-	-	-	13,430,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	31,790,000	5/15/2045	4.000	-	-	-	-	31,790,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	33,065,000	5/15/2046	4.000	-	-	-	-	33,065,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	34,385,000	5/15/2047	4.000	-	-	-	-	34,385,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	35,760,000	5/15/2048	4.000	-	-	-	-	35,760,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	9,050,000	5/15/2049	5.000	-	-	-	-	9,050,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	9,500,000	5/15/2050	5.000	-	-	-	-	9,500,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	9,975,000	5/15/2051	5.000	-	-	-	-	9,975,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	10,475,000	5/15/2052	5.000	-	-	-	-	10,475,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	11,000,000	5/15/2053	5.000	-	-	-	-	11,000,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	23,020,000	5/15/2049	4.125	-	-	-	-	23,020,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	23,970,000	5/15/2050	4.125	-	-	-	-	23,970,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	24,960,000	5/15/2051	4.125	-	-	-	-	24,960,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	25,990,000	5/15/2052	4.125	-	-	-	-	25,990,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	27,060,000	5/15/2053	4.125	-	-	-	-	27,060,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	6,300,000	5/15/2054	5.250	-	-	-	-	6,300,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	6,635,000	5/15/2055	5.250	-	-	-	-	6,635,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	6,980,000	5/15/2056	5.250	-	-	-	-	6,980,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	7,350,000	5/15/2057	5.250	-	-	-	-	7,350,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	7,735,000	5/15/2058	5.250	-	-	-	-	7,735,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	64,295,000	5/15/2054	4.250	-	-	-	-	64,295,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	67,030,000	5/15/2055	4.250	-	-	-	-	67,030,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	69,880,000	5/15/2056	4.250	-	-	-	-	69,880,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	72,850,000	5/15/2057	4.250	-	-	-	-	72,850,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	75,945,000	5/15/2058	4.250	-	-	-	-	75,945,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	6,270,000	5/15/2059	5.500	-	-	-	-	6,270,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	6,615,000	5/15/2060	5.500	-	-	-	-	6,615,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	6,980,000	5/15/2061	5.500	-	-	-	-	6,980,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	7,365,000	5/15/2062	5.500	-	-	-	-	7,365,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	7,770,000	5/15/2063	5.500	-	-	-	-	7,770,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	50,265,000	5/15/2059	4.500	-	-	-	-	50,265,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	52,530,000	5/15/2060	4.500	-	-	-	-	52,530,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	54,895,000	5/15/2061	4.500	-	-	-	-	54,895,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	57,365,000	5/15/2062	4.500	-	-	-	-	57,365,000	-
NAF/AA+/AAA/NAF			STX 2023A	3/14/2023	59,945,000	5/15/2063	4.500	-	-	-	-	59,945,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

**Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023**

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000	Amount		Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
								Amount Matured in 2023	Amount Refinanced in 2023		
								Amount Matures in 2023	Amount Deceased in 2023	Amount Called in 2023	Amount Redeemed in 2023
TBTA 2005B-3	6/22/2023	10,300,000	1/1/2024	4.000	-	-	-	10,300,000	-	10,300,000	10,300,000
TBTA 2005B-3	6/22/2023	1,000,000	1/1/2025	4.000	-	-	-	1,000,000	-	1,000,000	1,000,000
TBTA 2005B-3	6/22/2023	1,000,000	1/1/2026	4.000	-	-	-	1,000,000	-	1,000,000	1,000,000
TBTA 2005B-3	6/22/2023	1,100,000	1/1/2027	4.000	-	-	-	1,100,000	-	1,100,000	1,100,000
TBTA 2005B-3	6/22/2023	6,400,000	1/1/2028	4.000	-	-	-	6,400,000	-	6,400,000	6,400,000
TBTA 2005B-3	6/22/2023	99,925,000	1/1/2034	4.000	-	-	-	99,925,000	-	99,925,000	99,925,000
TBTA 2005B-3	6/22/2023	65,275,000	1/1/2035	4.000	-	-	-	65,275,000	-	65,275,000	65,275,000
TBTA 2005B-4a	2/1/2021	1,100,000	1/1/2023	4.000	1,100,000	-	-	-	-	-	-
TBTA 2005B-4a	12/13/2023	10,300,000	1/1/2024	4.000	-	-	-	10,300,000	-	10,300,000	10,300,000
TBTA 2005B-4a	12/13/2023	1,000,000	1/1/2025	4.000	-	-	-	1,000,000	-	1,000,000	1,000,000
TBTA 2005B-4a	12/13/2023	1,000,000	1/1/2026	4.000	-	-	-	1,000,000	-	1,000,000	1,000,000
TBTA 2005B-4a	12/13/2023	1,100,000	1/1/2027	4.000	-	-	-	1,100,000	-	1,100,000	1,100,000
TBTA 2005B-4a	12/13/2023	6,400,000	1/1/2028	4.000	-	-	-	6,400,000	-	6,400,000	6,400,000
TBTA 2005B-4a	12/13/2023	37,500,000	1/1/2029	4.000	-	-	-	37,500,000	-	37,500,000	37,500,000
TBTA 2005B-4a	12/13/2023	45,200,000	1/1/2032	4.000	-	-	-	45,200,000	-	45,200,000	45,200,000
TBTA 2005B-4c	5/20/2022	38,700,000	1/1/2030	4.000	-	-	-	-	-	38,700,000	38,700,000
TBTA 2005B-4c	5/20/2022	43,800,000	1/1/2031	4.000	-	-	-	-	-	43,800,000	43,800,000
TBTA 2008B-2	10/27/2021	9,160,000	11/15/2025	4.000	-	-	-	-	-	9,160,000	-
TBTA 2008B-2	10/27/2021	28,755,000	11/15/2026	5.000	-	-	-	-	-	28,755,000	-
TBTA 2008B-2	10/27/2021	15,090,000	11/15/2027	5.000	-	-	-	-	-	15,090,000	-
TBTA 2008B-3	11/16/2015	1,790,000	11/15/2033	5.000	-	-	-	-	-	1,550,000	-
TBTA 2008B-3	11/16/2015	19,115,000	11/15/2034	5.000	-	-	-	-	-	16,580,000	-
TBTA 2008B-3	11/16/2015	10,080,000	11/15/2035	5.000	-	-	-	-	-	8,740,000	-
TBTA 2008B-3	11/16/2015	12,485,000	11/15/2036	5.000	-	-	-	-	-	10,830,000	-
TBTA 2008B-3	11/16/2015	17,385,000	11/15/2037	5.000	-	-	-	-	-	15,080,000	-
TBTA 2008B-3	11/16/2015	24,170,000	11/15/2038	5.000	-	-	-	-	-	20,965,000	-
TBTA 2009A-1	11/15/2012	415,000	11/15/2023	3.000	140,000	-	-	-	-	-	-
TBTA 2009A-1	11/15/2012	4,205,000	11/15/2024	2.625	-	-	-	-	-	1,400,000	-
TBTA 2009A-1	11/15/2012	6,580,000	11/15/2025	5.000	-	2,190,000	-	-	-	-	-
TBTA 2009A-1	11/15/2012	6,970,000	11/15/2026	5.000	-	-	-	-	-	2,320,000	-
TBTA 2009A-1	11/15/2012	2,550,000	11/15/2027	5.000	-	-	850,000	-	-	-	-
TBTA 2009A-1	11/15/2012	3,700,000	11/15/2028	3.000	-	-	-	3,700,000	-	-	-
TBTA 2009A-1	11/15/2012	3,925,000	11/15/2029	5.000	-	-	-	3,925,000	-	-	-
TBTA 2009A-1	11/15/2012	4,140,000	11/15/2030	5.000	-	-	-	4,140,000	-	-	-
TBTA 2009A-1	11/15/2012	4,380,000	11/15/2031	5.000	-	-	-	4,380,000	-	-	-
TBTA 2009A-1	11/15/2012	4,635,000	11/15/2032	5.000	-	-	-	4,635,000	-	-	-
TBTA 2009A-1	11/15/2012	4,965,000	11/15/2033	5.000	-	-	-	4,965,000	-	-	-
TBTA 2009A-1	11/15/2012	5,250,000	11/15/2034	5.000	-	-	-	5,250,000	-	-	-
TBTA 2009A-1	11/15/2012	5,565,000	11/15/2035	5.000	-	-	-	5,565,000	-	-	-
TBTA 2009A-1	11/15/2012	5,910,000	11/15/2036	5.000	-	-	-	5,910,000	-	-	-
TBTA 2009A-1	11/15/2012	6,235,000	11/15/2037	5.000	-	-	-	6,235,000	-	-	-
TBTA 2009A-1	11/15/2012	6,650,000	11/15/2038	5.000	-	-	-	6,650,000	-	-	-
TBTA 2009B	9/17/2009	35,640,000	11/15/2035	5.420	-	-	-	-	-	35,640,000	-
TBTA 2009B	9/17/2009	37,700,000	11/15/2036	5.420	-	-	-	-	-	37,700,000	-
TBTA 2009B	9/17/2009	39,875,000	11/15/2037	5.500	-	-	-	-	-	39,875,000	-
TBTA 2009B	9/17/2009	42,175,000	11/15/2038	5.500	-	-	-	-	-	42,175,000	-
TBTA 2009B	9/17/2009	44,610,000	11/15/2039	5.500	-	-	-	-	-	44,610,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	9,265,000	11/15/2023	4.500	9,265,000	-	-	-	-	-	-
TBTA 2010A-2 Build America Bonds	10/28/2010	9,665,000	11/15/2024	4.750	-	-	-	-	-	9,665,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	10,095,000	11/15/2025	5.000	-	-	-	-	-	10,095,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	10,550,000	11/15/2026	5.150	-	-	-	-	-	10,550,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	11,105,000	11/15/2027	5.300	-	-	-	-	-	11,105,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	11,695,000	11/15/2028	5.450	-	-	-	-	-	11,695,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	12,315,000	11/15/2029	5.450	-	-	-	-	-	12,315,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	12,965,000	11/15/2030	5.450	-	-	-	-	-	12,965,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	13,650,000	11/15/2031	5.450	-	-	-	-	-	13,650,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	14,395,000	11/15/2032	5.450	-	-	-	-	-	14,395,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	15,175,000	11/15/2033	5.550	-	-	-	-	-	15,175,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	16,000,000	11/15/2034	5.550	-	-	-	-	-	16,000,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	16,870,000	11/15/2035	5.550	-	-	-	-	-	16,870,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	17,790,000	11/15/2036	5.550	-	-	-	-	-	17,790,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	18,765,000	11/15/2037	5.550	-	-	-	-	-	18,765,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	19,800,000	11/15/2038	5.550	-	-	-	-	-	19,800,000	-
TBTA 2010A-2 Build America Bonds	10/28/2010	20,885,000	11/15/2039	5.550	-	-	-	-	-	20,885,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported L T			Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023		
	Mdy/S&P/Ftch/Krll	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023			Amount Redeemed in 2023	Amount Refinanced in 2023
Aa3/AA-/AA-/AA				TBTA 2010A-2 Build America Bonds	10/28/2010	22,035,000	11/15/2040	5.550	-	-	-	22,035,000	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	7,265,000	11/15/2028	3.000	-	7,265,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	7,625,000	11/15/2029	4.000	-	7,625,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	8,005,000	11/15/2030	3.250	-	8,005,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	8,405,000	11/15/2031	4.000	-	8,405,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	8,830,000	11/15/2032	4.000	-	8,830,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	9,270,000	11/15/2033	4.000	-	9,270,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	9,640,000	11/15/2034	4.000	-	9,640,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	10,025,000	11/15/2035	4.000	-	10,025,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	10,425,000	11/15/2036	4.000	-	10,425,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	10,845,000	11/15/2037	4.000	-	10,845,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	11,275,000	11/15/2038	4.000	-	11,275,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	11,730,000	11/15/2039	4.000	-	11,730,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	12,195,000	11/15/2040	4.000	-	-	-	12,195,000	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	12,685,000	11/15/2041	4.000	-	-	-	12,685,000	-		
Aa3/AA-/AA-/AA				TBTA 2012A	6/6/2012	13,195,000	11/15/2042	4.000	-	-	-	13,195,000	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	100,100,000	11/15/2023	5.000	-	-	100,100,000	-	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	60,995,000	11/15/2024	5.000	-	60,995,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	44,060,000	11/15/2025	5.000	-	44,060,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	20,000,000	11/15/2025	4.000	-	20,000,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	66,910,000	11/15/2026	5.000	-	66,910,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	15,000,000	11/15/2027	-	-	-	-	15,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	33,620,000	11/15/2027	5.000	-	33,620,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	15,000,000	11/15/2028	-	-	-	-	15,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	20,700,000	11/15/2028	5.000	-	20,700,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	15,000,000	11/15/2029	-	-	-	-	15,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	21,730,000	11/15/2029	5.000	-	21,730,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	10,000,000	11/15/2030	-	-	-	-	10,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	12,635,000	11/15/2030	5.000	-	12,635,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	10,000,000	11/15/2031	-	-	-	-	10,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	13,260,000	11/15/2031	5.000	-	13,260,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	166,500,000	11/15/2032	-	-	-	-	166,500,000	-		
Aa3/AA-/AA-/AA				TBTA 2012B	8/23/2012	37,110,000	11/15/2032	4.000	-	37,110,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013B	1/29/2013	20,000,000	11/15/2023	4.000	20,000,000	-	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013B	1/29/2013	34,890,000	11/15/2023	5.000	34,890,000	-	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013B	1/29/2013	18,800,000	11/15/2024	5.000	-	18,800,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013B	1/29/2013	6,985,000	11/15/2025	5.000	-	6,985,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013B	1/29/2013	7,470,000	11/15/2026	5.000	-	7,470,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013B	1/29/2013	16,055,000	11/15/2027	5.000	-	16,055,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013B	1/29/2013	8,025,000	11/15/2028	5.000	-	8,025,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013B	1/29/2013	8,425,000	11/15/2029	5.000	-	8,425,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013B	1/29/2013	8,845,000	11/15/2030	5.000	-	8,845,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	6,340,000	11/15/2029	5.000	-	6,340,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	6,660,000	11/15/2030	5.000	-	6,660,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	6,990,000	11/15/2031	5.000	-	6,990,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	7,340,000	11/15/2032	5.000	-	7,340,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	7,705,000	11/15/2033	5.000	-	7,705,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	15,020,000	11/15/2034	5.000	-	15,020,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	15,770,000	11/15/2035	5.000	-	15,770,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	16,560,000	11/15/2036	5.000	-	16,560,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	17,390,000	11/15/2037	5.000	-	17,390,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	18,260,000	11/15/2038	5.000	-	18,260,000	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	2,785,000	11/15/2039	3.750	-	-	-	2,785,000	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	2,885,000	11/15/2040	3.750	-	-	-	2,885,000	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	2,995,000	11/15/2041	3.750	-	-	-	2,995,000	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	3,110,000	11/15/2042	3.750	-	-	-	3,110,000	-		
Aa3/AA-/AA-/AA				TBTA 2013C	4/18/2013	3,225,000	11/15/2043	3.750	-	-	-	3,225,000	-		
Aa3/AA-/AA-/AA				TBTA 2014A	2/6/2014	1,895,000	11/15/2023	3.000	1,895,000	-	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2014A	2/6/2014	3,700,000	11/15/2023	5.000	3,700,000	-	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2014A	2/6/2014	7,360,000	11/15/2029	5.000	-	-	-	7,360,000	-		
Aa3/AA-/AA-/AA				TBTA 2014A	2/6/2014	7,725,000	11/15/2030	5.000	-	-	-	7,725,000	-		
Aa3/AA-/AA-/AA				TBTA 2014A	2/6/2014	8,110,000	11/15/2031	5.000	-	-	-	8,110,000	-		
Aa3/AA-/AA-/AA				TBTA 2014A	2/6/2014	8,520,000	11/15/2032	4.000	-	-	-	8,520,000	-		
Aa3/AA-/AA-/AA				TBTA 2014A	2/6/2014	8,860,000	11/15/2033	5.000	-	-	-	8,860,000	-		

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings Mdy/S&P/Ftch/Krll	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll										
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	9,300,000	11/15/2034	4.000	-	-	-	9,300,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	9,675,000	11/15/2035	4.000	-	-	-	9,675,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	485,000	11/15/2036	4.250	-	-	-	485,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	9,575,000	11/15/2036	5.000	-	-	-	9,575,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	505,000	11/15/2037	4.250	-	-	-	505,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	10,055,000	11/15/2037	5.000	-	-	-	10,055,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	530,000	11/15/2038	4.250	-	-	-	530,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	10,555,000	11/15/2038	5.000	-	-	-	10,555,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	550,000	11/15/2039	4.250	-	-	-	550,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	11,085,000	11/15/2039	5.000	-	-	-	11,085,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	7,615,000	11/15/2040	5.000	-	-	-	7,615,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	4,595,000	11/15/2040	4.375	-	-	-	4,595,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	8,005,000	11/15/2041	5.000	-	-	-	8,005,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	4,790,000	11/15/2041	4.375	-	-	-	4,790,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	8,415,000	11/15/2042	5.000	-	-	-	8,415,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	4,990,000	11/15/2042	4.375	-	-	-	4,990,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	8,840,000	11/15/2043	5.000	-	-	-	8,840,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	5,205,000	11/15/2043	4.375	-	-	-	5,205,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	9,295,000	11/15/2044	5.000	-	-	-	9,295,000	-
Aa3/AA-/AA-/AA			TBTA 2014A	2/6/2014	5,420,000	11/15/2044	4.375	-	-	-	5,420,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	3,695,000	11/15/2023	5.000	3,695,000	-	-	-	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	3,880,000	11/15/2024	5.000	-	-	-	3,880,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	4,950,000	11/15/2029	5.000	-	-	-	4,950,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	5,200,000	11/15/2030	5.000	-	-	-	5,200,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	5,460,000	11/15/2031	5.000	-	-	-	5,460,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	5,730,000	11/15/2033	5.000	-	-	-	5,730,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	6,020,000	11/15/2034	3.250	-	-	-	6,020,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	6,215,000	11/15/2035	5.000	-	-	-	6,215,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	6,525,000	11/15/2036	5.000	-	-	-	6,525,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	6,850,000	11/15/2037	5.000	-	-	-	6,850,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	7,195,000	11/15/2038	5.000	-	-	-	7,195,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	7,555,000	11/15/2039	5.000	-	-	-	7,555,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	7,930,000	11/15/2040	5.000	-	-	-	7,930,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	8,330,000	11/15/2041	5.250	-	-	-	8,330,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	8,765,000	11/15/2042	5.250	-	-	-	8,765,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	9,225,000	11/15/2043	5.250	-	-	-	9,225,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	9,710,000	11/15/2044	5.250	-	-	-	9,710,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	10,220,000	11/15/2045	5.250	-	-	-	10,220,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	10,755,000	11/15/2046	5.000	-	-	-	10,755,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	11,295,000	11/15/2047	5.000	-	-	-	11,295,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	11,860,000	11/15/2048	5.000	-	-	-	11,860,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	12,450,000	11/15/2049	5.000	-	-	-	12,450,000	-
Aa3/AA-/AA-/AA			TBTA 2015A	5/15/2015	13,075,000	11/15/2050	5.000	-	-	-	13,075,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	1,460,000	11/15/2023	5.000	1,460,000	-	-	-	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	1,530,000	11/15/2024	5.000	-	-	-	1,530,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	1,605,000	11/15/2025	5.000	-	-	-	1,605,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	1,685,000	11/15/2026	5.000	-	-	-	1,685,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	1,770,000	11/15/2027	5.000	-	-	-	1,770,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	1,860,000	11/15/2028	5.000	-	-	-	1,860,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	1,955,000	11/15/2029	5.000	-	-	-	1,955,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	2,050,000	11/15/2030	5.000	-	-	-	2,050,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	2,155,000	11/15/2031	5.000	-	-	-	2,155,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	2,260,000	11/15/2033	5.000	-	-	-	2,260,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	2,375,000	11/15/2034	5.000	-	-	-	2,375,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	2,495,000	11/15/2035	5.000	-	-	-	2,495,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	2,620,000	11/15/2036	5.000	-	-	-	2,620,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	2,750,000	11/15/2037	5.000	-	-	-	2,750,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	2,885,000	11/15/2038	5.000	-	-	-	2,885,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	3,030,000	11/15/2039	5.000	-	-	-	3,030,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	3,180,000	11/15/2040	5.000	-	-	-	3,180,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	3,340,000	11/15/2041	5.000	-	-	-	3,340,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	3,505,000	11/15/2042	5.000	-	-	-	3,505,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	3,685,000	11/15/2043	5.000	-	-	-	3,685,000	-
Aa3/AA-/AA-/AA			TBTA 2015B	11/16/2015	3,865,000	11/15/2044	5.000	-	-	-	3,865,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported L T			Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023		
	Ratings		S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023			Amount Redeemed in 2023	Amount Refinanced in 2023
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll												
Aa3/AA-/AA-/AA				TBTA 2015B	11/16/2015	4,060,000	11/15/2045	5.000	-	-	-	4,060,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	46,645,000	11/15/2023	5.000	46,645,000	-	-	-	-	-	
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	51,315,000	11/15/2024	5.000	-	-	-	51,315,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	22,265,000	11/15/2025	5.000	-	-	-	22,265,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	21,820,000	11/15/2026	5.000	-	-	-	21,820,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	8,275,000	11/15/2027	5.000	-	-	-	8,275,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	17,515,000	11/15/2028	5.000	-	-	-	17,515,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	18,400,000	11/15/2029	5.000	-	-	-	18,400,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	19,315,000	11/15/2030	5.000	-	-	-	19,315,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	30,440,000	11/15/2031	5.000	-	-	-	30,440,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	20,700,000	11/15/2033	5.000	-	-	-	20,700,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	23,325,000	11/15/2034	3.000	-	-	-	23,325,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	10,235,000	11/15/2034	5.000	-	-	-	10,235,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	24,025,000	11/15/2035	3.000	-	-	-	24,025,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	10,745,000	11/15/2035	5.000	-	-	-	10,745,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	11,280,000	11/15/2036	5.000	-	-	-	11,280,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	11,845,000	11/15/2037	5.000	-	-	-	11,845,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	12,440,000	11/15/2038	5.000	-	-	-	12,440,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	13,060,000	11/15/2039	5.000	-	-	-	13,060,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	13,715,000	11/15/2040	5.000	-	-	-	13,715,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	14,400,000	11/15/2041	5.000	-	-	-	14,400,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	15,120,000	11/15/2042	5.000	-	-	-	15,120,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	15,875,000	11/15/2043	5.000	-	-	-	15,875,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	16,670,000	11/15/2044	5.000	-	-	-	16,670,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	17,500,000	11/15/2045	5.000	-	-	-	17,500,000	-		
Aa3/AA-/AA-/AA				TBTA 2016A	1/28/2016	18,375,000	11/15/2046	5.000	-	-	-	18,375,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	46,755,000	11/15/2024	5.000	-	-	-	46,755,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	8,165,000	11/15/2025	5.000	-	-	-	8,165,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	8,655,000	11/15/2026	5.000	-	-	-	8,655,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	19,240,000	11/15/2027	5.000	-	-	-	19,240,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	4,565,000	11/15/2030	3.000	-	-	-	4,565,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	9,445,000	11/15/2033	5.000	-	-	-	9,445,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	9,915,000	11/15/2034	5.000	-	-	-	9,915,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	10,410,000	11/15/2035	5.000	-	-	-	10,410,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	9,560,000	11/15/2036	3.375	-	-	-	9,560,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	11,255,000	11/15/2037	5.000	-	-	-	11,255,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	11,815,000	11/15/2038	5.000	-	-	-	11,815,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	12,405,000	11/15/2039	5.000	-	-	-	12,405,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	13,025,000	11/15/2040	5.000	-	-	-	13,025,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	13,680,000	11/15/2041	5.000	-	-	-	13,680,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	14,365,000	11/15/2042	5.000	-	-	-	14,365,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	15,080,000	11/15/2043	5.000	-	-	-	15,080,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	15,835,000	11/15/2044	5.000	-	-	-	15,835,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	16,625,000	11/15/2045	5.000	-	-	-	16,625,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	17,460,000	11/15/2046	5.000	-	-	-	17,460,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017A	1/19/2017	18,330,000	11/15/2047	5.000	-	-	-	18,330,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	10,940,000	11/15/2024	5.000	-	-	-	10,940,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	14,305,000	11/15/2025	5.000	-	-	-	14,305,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	15,135,000	11/15/2026	5.000	-	-	-	15,135,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	30,725,000	11/15/2027	5.000	-	-	-	30,725,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	63,480,000	11/15/2028	5.000	-	-	-	63,480,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	82,820,000	11/15/2029	5.000	-	-	-	82,820,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	88,325,000	11/15/2030	5.000	-	-	-	88,325,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	92,465,000	11/15/2031	5.000	-	-	-	92,465,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	56,905,000	11/15/2032	5.000	-	-	-	56,905,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	74,450,000	11/15/2033	5.000	-	-	-	74,450,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	49,100,000	11/15/2034	5.000	-	-	-	49,100,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	61,360,000	11/15/2035	5.000	-	-	-	61,360,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	88,595,000	11/15/2036	5.000	-	-	-	88,595,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	88,635,000	11/15/2037	5.000	-	-	-	88,635,000	-		
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR			TBTA 2017B	1/19/2017	85,735,000	11/15/2038	5.000	-	-	-	85,735,000	-		
Aa3/AA-/AA-/AA				TBTA 2017C-1 Refunding Bonds	11/17/2017	17,185,000	11/15/2023	5.000	17,185,000	-	-	-	-		
Aa3/AA-/AA-/AA				TBTA 2017C-1 Refunding Bonds	11/17/2017	20,890,000	11/15/2024	5.000	-	-	-	20,890,000	-		
Aa3/AA-/AA-/AA				TBTA 2017C-1 Refunding Bonds	11/17/2017	120,555,000	11/15/2025	5.000	-	-	-	120,555,000	-		

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported L T		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll										
Aa3/AA-/AA-/AA			TBTA 2017C-1 Refunding Bonds	11/17/2017	2,255,000	11/15/2025	3.000	-	-	-	2,255,000	-
Aa3/AA-/AA-/AA			TBTA 2017C-1 Refunding Bonds	11/17/2017	3,180,000	11/15/2025	4.000	-	-	-	3,180,000	-
Aa3/AA-/AA-/AA			TBTA 2017C-1 Refunding Bonds	11/17/2017	1,955,000	11/15/2026	4.000	-	-	-	1,955,000	-
Aa3/AA-/AA-/AA			TBTA 2017C-1 Refunding Bonds	11/17/2017	108,895,000	11/15/2026	5.000	-	-	-	108,895,000	-
Aa3/AA-/AA-/AA			TBTA 2017C-1 Refunding Bonds	11/17/2017	118,110,000	11/15/2027	5.000	-	-	-	118,110,000	-
Aa3/AA-/AA-/AA			TBTA 2017C-1 Refunding Bonds	11/17/2017	10,400,000	11/15/2027	4.000	-	-	-	10,400,000	-
Aa3/AA-/AA-/AA			TBTA 2017C-1 Refunding Bonds	11/17/2017	117,565,000	11/15/2028	5.000	-	-	-	117,565,000	-
Aa3/AA-/AA-/AA			TBTA 2017C-2	11/17/2017	46,405,000	11/15/2039	5.000	-	-	-	46,405,000	-
Aa3/AA-/AA-/AA			TBTA 2017C-2	11/17/2017	48,720,000	11/15/2040	5.000	-	-	-	48,720,000	-
Aa3/AA-/AA-/AA			TBTA 2017C-2	11/17/2017	51,160,000	11/15/2041	5.000	-	-	-	51,160,000	-
Aa3/AA-/AA-/AA			TBTA 2017C-2	11/17/2017	53,715,000	11/15/2042	5.000	-	-	-	53,715,000	-
Aa3/AA-/AA-/AA			TBTA 2018A	2/1/2018	51,830,000	11/15/2043	5.000	-	-	-	51,830,000	-
Aa3/AA-/AA-/AA			TBTA 2018A	2/1/2018	54,425,000	11/15/2044	5.000	-	-	-	54,425,000	-
Aa3/AA-/AA-/AA			TBTA 2018A	2/1/2018	57,145,000	11/15/2045	5.000	-	-	-	57,145,000	-
Aa3/AA-/AA-/AA			TBTA 2018A	2/1/2018	60,005,000	11/15/2046	5.000	-	-	-	60,005,000	-
Aa3/AA-/AA-/AA			TBTA 2018A	2/1/2018	63,005,000	11/15/2047	4.000	-	-	-	63,005,000	-
Aa3/AA-/AA-/AA			TBTA 2018A	2/1/2018	65,520,000	11/15/2048	4.000	-	-	-	65,520,000	-
Aa3/AA-/AA-/AA			TBTA 2018B	8/30/2018	18,185,000	11/15/2024	5.000	-	-	-	18,185,000	-
Aa3/AA-/AA-/AA			TBTA 2018B	8/30/2018	17,430,000	11/15/2025	5.000	-	-	-	17,430,000	-
Aa3/AA-/AA-/AA			TBTA 2018B	8/30/2018	18,400,000	11/15/2026	5.000	-	-	-	18,400,000	-
Aa3/AA-/AA-/AA			TBTA 2018B	8/30/2018	25,715,000	11/15/2027	5.000	-	-	-	25,715,000	-
Aa3/AA-/AA-/AA			TBTA 2018B	8/30/2018	45,650,000	11/15/2028	5.000	-	-	-	45,650,000	-
Aa3/AA-/AA-/AA			TBTA 2018B	8/30/2018	47,620,000	11/15/2029	5.000	-	-	-	47,620,000	-
Aa3/AA-/AA-/AA			TBTA 2018B	8/30/2018	52,245,000	11/15/2030	5.000	-	-	-	52,245,000	-
Aa3/AA-/AA-/AA			TBTA 2018B	8/30/2018	44,845,000	11/15/2031	5.000	-	-	-	44,845,000	-
Aa3/AA-/AA-/AA			TBTA 2018C	8/30/2018	10,290,000	11/15/2031	5.000	-	-	-	10,290,000	-
Aa3/AA-/AA-/AA			TBTA 2018C	8/30/2018	21,920,000	11/15/2033	5.000	-	-	-	21,920,000	-
Aa3/AA-/AA-/AA			TBTA 2018C	8/30/2018	23,025,000	11/15/2034	5.000	-	-	-	23,025,000	-
Aa3/AA-/AA-/AA			TBTA 2018C	8/30/2018	20,100,000	11/15/2035	5.000	-	-	-	20,100,000	-
Aa3/AA-/AA-/AA			TBTA 2018C	8/30/2018	4,075,000	11/15/2035	4.000	-	-	-	4,075,000	-
Aa3/AA-/AA-/AA			TBTA 2018C	8/30/2018	25,330,000	11/15/2036	5.000	-	-	-	25,330,000	-
Aa3/AA-/AA-/AA			TBTA 2018C	8/30/2018	26,615,000	11/15/2037	5.000	-	-	-	26,615,000	-
Aa3/AA-/AA-/AA			TBTA 2018C	8/30/2018	10,840,000	11/15/2038	5.000	-	-	-	10,840,000	-
Aa3/AA-/AA-/AA			TBTA 2018C	8/30/2018	17,085,000	11/15/2038	3.375	-	-	-	17,085,000	-
Aa3/AA-/AA-/AA			TBTA 2018D	10/1/2020	24,740,000	11/15/2033	5.000	-	-	-	24,740,000	-
Aa3/AA-/AA-/AA			TBTA 2018D	10/1/2020	32,155,000	11/15/2034	5.000	-	-	-	32,155,000	-
Aa3/AA-/AA-/AA			TBTA 2018D	10/1/2020	4,535,000	11/15/2035	5.000	-	-	-	4,535,000	-
Aa3/AA-/AA-/AA			TBTA 2018D	10/1/2020	11,885,000	11/15/2036	5.000	-	-	-	11,885,000	-
Aa3/AA-/AA-/AA			TBTA 2018D	10/1/2020	11,800,000	11/15/2037	4.000	-	-	-	11,800,000	-
Aa3/AA-/AA-/AA			TBTA 2018D	10/1/2020	13,870,000	11/15/2038	4.000	-	-	-	13,870,000	-
Aa3/AA-/AA-/AA	Aa1/AA+/AA+/NR	VMIG 1/A-1/F1+/NR	TBTA 2018E Taxable	12/8/2022	18,485,000	11/15/2026	4.000	-	-	-	18,485,000	14,288,617
Aa3/AA-/AA-/AA	Aa1/AA+/AA+/NR	VMIG 1/A-1/F1+/NR	TBTA 2018E Taxable	12/8/2022	19,330,000	11/15/2027	4.000	-	-	-	19,330,000	14,941,789
Aa3/AA-/AA-/AA	Aa1/AA+/AA+/NR	VMIG 1/A-1/F1+/NR	TBTA 2018E Taxable	12/8/2022	20,205,000	11/15/2028	4.000	-	-	-	20,205,000	15,618,151
Aa3/AA-/AA-/AA	Aa1/AA+/AA+/NR	VMIG 1/A-1/F1+/NR	TBTA 2018E Taxable	12/8/2022	21,115,000	11/15/2029	4.000	-	-	-	21,115,000	16,321,566
Aa3/AA-/AA-/AA	Aa1/AA+/AA+/NR	VMIG 1/A-1/F1+/NR	TBTA 2018E Taxable	12/8/2022	22,065,000	11/15/2030	4.000	-	-	-	22,065,000	17,055,902
Aa3/AA-/AA-/AA	Aa1/AA+/AA+/NR	VMIG 1/A-1/F1+/NR	TBTA 2018E Taxable	12/8/2022	23,050,000	11/15/2031	4.000	-	-	-	23,050,000	17,817,291
Aa3/AA-/AA-/AA	Aa1/AA+/AA+/NR	VMIG 1/A-1/F1+/NR	TBTA 2018E Taxable	12/8/2022	24,220,000	11/15/2032	4.000	-	-	-	24,220,000	18,721,683
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR		TBTA 2019A	5/23/2019	13,685,000	11/15/2041	5.000	-	-	-	13,685,000	-
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR		TBTA 2019A	5/23/2019	14,365,000	11/15/2042	5.000	-	-	-	14,365,000	-
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR		TBTA 2019A	5/23/2019	15,085,000	11/15/2043	5.000	-	-	-	15,085,000	-
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR		TBTA 2019A	5/23/2019	15,840,000	11/15/2044	4.000	-	-	-	15,840,000	-
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR		TBTA 2019A	5/23/2019	16,475,000	11/15/2045	5.000	-	-	-	16,475,000	-
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR		TBTA 2019A	5/23/2019	17,295,000	11/15/2046	5.000	-	-	-	17,295,000	-
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR		TBTA 2019A	5/23/2019	18,160,000	11/15/2047	5.000	-	-	-	18,160,000	-
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR		TBTA 2019A	5/23/2019	19,070,000	11/15/2048	5.000	-	-	-	19,070,000	-
Aa3/AA-/AA-/AA	Aa1/AAA/AA+/NR		TBTA 2019A	5/23/2019	20,025,000	11/15/2049	5.000	-	-	-	20,025,000	-
Aa3/AA-/AA-/AA			TBTA 2019B Taxable	9/25/2019	102,465,000	11/15/2044	3.427	-	-	-	102,465,000	-
Aa3/AA-/AA-/AA			TBTA 2019C	12/3/2019	25,000,000	11/15/2040	4.000	-	-	-	25,000,000	-
Aa3/AA-/AA-/AA			TBTA 2019C	12/3/2019	25,000,000	11/15/2041	4.000	-	-	-	25,000,000	-
Aa3/AA-/AA-/AA			TBTA 2019C	12/3/2019	25,000,000	11/15/2042	4.000	-	-	-	25,000,000	-
Aa3/AA-/AA-/AA			TBTA 2019C	12/3/2019	25,000,000	11/15/2043	4.000	-	-	-	25,000,000	-
Aa3/AA-/AA-/AA			TBTA 2019C	12/3/2019	25,000,000	11/15/2045	3.000	-	-	-	25,000,000	-
Aa3/AA-/AA-/AA			TBTA 2019C	12/3/2019	25,000,000	11/15/2046	3.000	-	-	-	25,000,000	-
Aa3/AA-/AA-/AA			TBTA 2019C	12/3/2019	25,000,000	11/15/2047	3.000	-	-	-	25,000,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023		
	Mdy/S&P/Ftch/Krll	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023			Amount Redeemed in 2023	Amount Refinanced in 2023
Aa3/AA-/AA-/AA				TBTA 2019C	12/3/2019	25,000,000	11/15/2048	3.000	-	-	-	25,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	41,990,000	11/15/2045	5.000	-	-	-	41,990,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	44,090,000	11/15/2046	5.000	-	-	-	44,090,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	46,295,000	11/15/2047	5.000	-	-	-	46,295,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	48,610,000	11/15/2048	5.000	-	-	-	48,610,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	51,040,000	11/15/2049	5.000	-	-	-	51,040,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	26,000,000	11/15/2050	5.000	-	-	-	26,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	26,000,000	11/15/2051	5.000	-	-	-	26,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	26,000,000	11/15/2052	5.000	-	-	-	26,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	26,000,000	11/15/2053	5.000	-	-	-	26,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	26,000,000	11/15/2054	5.000	-	-	-	26,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	27,590,000	11/15/2050	4.000	-	-	-	27,590,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	29,995,000	11/15/2051	4.000	-	-	-	29,995,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	32,495,000	11/15/2052	4.000	-	-	-	32,495,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	35,095,000	11/15/2053	4.000	-	-	-	35,095,000	-		
Aa3/AA-/AA-/AA				TBTA 2020A	5/27/2020	37,800,000	11/15/2054	4.000	-	-	-	37,800,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	28,155,000	11/15/2046	5.000	-	-	-	28,155,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	29,565,000	11/15/2047	5.000	-	-	-	29,565,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	31,040,000	11/15/2048	5.000	-	-	-	31,040,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	32,595,000	11/15/2049	5.000	-	-	-	32,595,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	34,225,000	11/15/2050	5.000	-	-	-	34,225,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	35,935,000	11/15/2051	5.000	-	-	-	35,935,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	18,100,000	11/15/2052	4.000	-	-	-	18,100,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	19,000,000	11/15/2053	4.000	-	-	-	19,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	19,955,000	11/15/2054	4.000	-	-	-	19,955,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	20,950,000	11/15/2055	4.000	-	-	-	20,950,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	21,995,000	11/15/2056	4.000	-	-	-	21,995,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	19,630,000	11/15/2052	5.000	-	-	-	19,630,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	20,615,000	11/15/2053	5.000	-	-	-	20,615,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	21,645,000	11/15/2054	5.000	-	-	-	21,645,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	22,730,000	11/15/2055	5.000	-	-	-	22,730,000	-		
Aa3/AA-/AA-/AA				TBTA 2021A	3/31/2021	23,865,000	11/15/2056	5.000	-	-	-	23,865,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	25,060,000	11/15/2040	5.000	-	-	-	25,060,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	26,310,000	11/15/2041	5.000	-	-	-	26,310,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	27,630,000	11/15/2042	5.000	-	-	-	27,630,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	18,540,000	11/15/2045	5.000	-	-	-	18,540,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	19,470,000	11/15/2046	5.000	-	-	-	19,470,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	20,440,000	11/15/2047	5.000	-	-	-	20,440,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	21,465,000	11/15/2048	4.000	-	-	-	21,465,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	22,320,000	11/15/2049	4.000	-	-	-	22,320,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	23,215,000	11/15/2050	4.000	-	-	-	23,215,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	24,145,000	11/15/2051	4.000	-	-	-	24,145,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	25,110,000	11/15/2052	4.000	-	-	-	25,110,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	26,210,000	11/15/2053	5.500	-	-	-	26,210,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	27,655,000	11/15/2054	5.500	-	-	-	27,655,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	29,175,000	11/15/2055	5.500	-	-	-	29,175,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	30,780,000	11/15/2056	5.500	-	-	-	30,780,000	-		
Aa3/AA-/AA-/AA				TBTA 2022A	8/18/2022	32,475,000	11/15/2057	5.500	-	-	-	32,475,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	42,030,000	11/15/2024	5.000	-	-	-	42,030,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	121,215,000	11/15/2025	5.000	-	-	-	121,215,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	127,105,000	11/15/2026	5.000	-	-	-	127,105,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	95,525,000	11/15/2027	5.000	-	-	-	95,525,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	2,000,000	11/15/2028	4.000	-	-	-	2,000,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	93,965,000	11/15/2028	5.000	-	-	-	93,965,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	7,400,000	11/15/2029	4.000	-	-	-	7,400,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	41,180,000	11/15/2029	5.000	-	-	-	41,180,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	7,800,000	11/15/2030	4.000	-	-	-	7,800,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	32,625,000	11/15/2030	5.000	-	-	-	32,625,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	8,250,000	11/15/2031	4.000	-	-	-	8,250,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	31,285,000	11/15/2031	5.000	-	-	-	31,285,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	8,700,000	11/15/2032	4.000	-	-	-	8,700,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	18,040,000	11/15/2032	5.000	-	-	-	18,040,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	20,860,000	11/15/2033	5.000	-	-	-	20,860,000	-		
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	6,200,000	11/15/2034	4.000	-	-	-	6,200,000	-		

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Total						
	Ratings		S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023	Amount Redeemed in 2023	Amount Refinanced in 2023	Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll												
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	22,660,000	11/15/2034	5.000	-	-	-	-	-	22,660,000	-
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	30,290,000	11/15/2035	5.000	-	-	-	-	-	30,290,000	-
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	31,870,000	11/15/2036	5.000	-	-	-	-	-	31,870,000	-
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	9,855,000	11/15/2037	4.000	-	-	-	-	-	9,855,000	-
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	23,645,000	11/15/2037	5.000	-	-	-	-	-	23,645,000	-
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	10,500,000	11/15/2038	4.000	-	-	-	-	-	10,500,000	-
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	24,700,000	11/15/2038	5.000	-	-	-	-	-	24,700,000	-
Aa3/AA-/AA-/AA				TBTA 2023A	2/14/2023	10,525,000	11/15/2039	4.000	-	-	-	-	-	10,525,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	9,055,000	11/15/2034	5.000	-	-	-	-	-	9,055,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	9,510,000	11/15/2035	5.000	-	-	-	-	-	9,510,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	9,985,000	11/15/2036	5.000	-	-	-	-	-	9,985,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	10,485,000	11/15/2037	5.000	-	-	-	-	-	10,485,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	11,010,000	11/15/2038	5.000	-	-	-	-	-	11,010,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	11,560,000	11/15/2039	5.000	-	-	-	-	-	11,560,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	12,135,000	11/15/2040	5.000	-	-	-	-	-	12,135,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	12,745,000	11/15/2041	5.000	-	-	-	-	-	12,745,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	13,380,000	11/15/2042	5.000	-	-	-	-	-	13,380,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	14,050,000	11/15/2043	5.000	-	-	-	-	-	14,050,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	14,755,000	11/15/2044	5.000	-	-	-	-	-	14,755,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	15,490,000	11/15/2045	5.000	-	-	-	-	-	15,490,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	16,265,000	11/15/2046	5.000	-	-	-	-	-	16,265,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	17,080,000	11/15/2047	5.000	-	-	-	-	-	17,080,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	17,930,000	11/15/2048	5.000	-	-	-	-	-	17,930,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	18,830,000	11/15/2049	5.250	-	-	-	-	-	18,830,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	19,815,000	11/15/2050	5.250	-	-	-	-	-	19,815,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	20,860,000	11/15/2051	5.250	-	-	-	-	-	20,860,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	21,955,000	11/15/2052	5.250	-	-	-	-	-	21,955,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-1	8/17/2023	23,105,000	11/15/2053	5.250	-	-	-	-	-	23,105,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-2 Refunding Bonds	8/17/2023	19,020,000	11/15/2024	5.000	-	-	-	-	-	19,020,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-2 Refunding Bonds	8/17/2023	7,220,000	11/15/2025	5.000	-	-	-	-	-	7,220,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-2 Refunding Bonds	8/17/2023	7,715,000	11/15/2026	5.000	-	-	-	-	-	7,715,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-2 Refunding Bonds	8/17/2023	16,310,000	11/15/2027	5.000	-	-	-	-	-	16,310,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-2 Refunding Bonds	8/17/2023	6,270,000	11/15/2028	5.000	-	-	-	-	-	6,270,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-2 Refunding Bonds	8/17/2023	6,585,000	11/15/2029	5.000	-	-	-	-	-	6,585,000	-
Aa3/AA-/AA-/AA				TBTA 2023B-2 Refunding Bonds	8/17/2023	6,910,000	11/15/2030	5.000	-	-	-	-	-	6,910,000	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	10,680,000	11/15/2023	4.000	10,680,000	-	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	45,540,000	11/15/2023	5.000	45,540,000	-	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	57,270,000	11/15/2024	5.000	-	47,270,000	10,000,000	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	60,465,000	11/15/2025	5.000	-	60,465,000	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	63,460,000	11/15/2026	5.000	-	63,460,000	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	15,010,000	11/15/2027	4.000	-	15,010,000	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	51,905,000	11/15/2027	5.000	-	51,905,000	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	11,175,000	11/15/2028	4.000	-	11,175,000	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	59,130,000	11/15/2028	5.000	-	59,130,000	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	15,000,000	11/15/2029	5.000	-	15,000,000	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	58,760,000	11/15/2029	-	-	-	-	-	-	58,760,000	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	59,720,000	11/15/2030	-	-	-	-	-	-	59,720,000	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	15,000,000	11/15/2030	5.000	-	15,000,000	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	59,775,000	11/15/2031	-	-	-	-	-	-	59,775,000	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	15,000,000	11/15/2031	3.125	-	15,000,000	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	47,015,000	11/15/2032	-	-	-	-	-	-	47,015,000	-
A1/A+/A+/AA-				TBTA SUB 2013A	1/29/2013	15,000,000	11/15/2032	3.125	-	15,000,000	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013D-1 Taxable	12/19/2013	24,895,000	11/15/2023	4.134	24,895,000	-	-	-	-	-	-
A1/A+/A+/AA-				TBTA SUB 2013D-1 Taxable	12/19/2013	16,790,000	11/15/2024	4.284	-	-	-	-	-	16,790,000	-
A1/A+/A+/AA-				TBTA SUB 2013D-1 Taxable	12/19/2013	17,605,000	11/15/2025	4.434	-	-	-	-	-	17,605,000	-
A1/NAF/A+/NAF				TBTA 2nd SUB 2021A BANS	6/10/2021	192,835,000	11/1/2025	5.000	-	-	-	-	-	192,835,000	-
A3/A-/A-/AA				TRB 2002D-1	5/9/2012	2,875,000	11/1/2023	3.000	2,875,000	-	-	-	-	-	-
A3/A-/A-/AA				TRB 2002D-1	5/9/2012	14,455,000	11/1/2024	5.000	-	14,455,000	-	-	-	-	-
A3/A-/A/AA	A1/AA/A/AA+			TRB 2002D-1	5/9/2012	5,000,000	11/1/2024	3.000	-	-	-	-	-	5,000,000	-
A3/A-/A-/AA				TRB 2002D-1	5/9/2012	20,775,000	11/1/2025	5.000	-	20,775,000	-	-	-	-	-
A3/A-/A/AA				TRB 2002D-2a-1	3/31/2021	5,700,000	11/1/2029	4.000	-	-	-	-	-	5,700,000	5,700,000
A3/A-/A/AA				TRB 2002D-2a-1	3/31/2021	7,850,000	11/1/2030	4.000	-	-	-	-	-	7,850,000	7,850,000
A3/A-/A/AA				TRB 2002D-2a-1	3/31/2021	7,750,000	11/1/2031	4.000	-	-	-	-	-	7,750,000	7,750,000

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Amount		Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings		S T Ratings						Amount Matured in	Amount		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll						2023	in 2023		
A3/A-/AA				TRB 2002D-2a-1	3/31/2021	28,700,000	11/1/2032	4.000	-	-	28,700,000	28,700,000
A3/A-/AA				TRB 2002D-2a-2	4/6/2021	5,700,000	11/1/2029	4.000	-	-	5,700,000	5,700,000
A3/A-/AA				TRB 2002D-2a-2	4/6/2021	7,850,000	11/1/2030	4.000	-	-	7,850,000	7,850,000
A3/A-/AA				TRB 2002D-2a-2	4/6/2021	7,750,000	11/1/2031	4.000	-	-	7,750,000	7,750,000
A3/A-/AA				TRB 2002D-2a-2	4/6/2021	28,700,000	11/1/2032	4.000	-	-	28,700,000	28,700,000
A3/A-/AA				TRB 2002D-2b	4/1/2021	11,400,000	11/1/2029	4.000	-	-	11,400,000	11,400,000
A3/A-/AA				TRB 2002D-2b	4/1/2021	15,700,000	11/1/2030	4.000	-	-	15,700,000	15,700,000
A3/A-/AA				TRB 2002D-2b	4/1/2021	15,500,000	11/1/2031	4.000	-	-	15,500,000	15,500,000
A3/A-/AA				TRB 2002D-2b	4/1/2021	57,400,000	11/1/2032	4.000	-	-	57,400,000	57,400,000
A3/A-/AA				TRB 2002G-1f Refunding Bonds	6/30/2021	5,235,000	11/1/2023	4.000	5,235,000	-	-	-
A3/A-/AA				TRB 2002G-1f Refunding Bonds	6/30/2021	5,445,000	11/1/2024	4.000	-	-	5,445,000	5,445,000
A3/A-/AA				TRB 2002G-1f Refunding Bonds	6/30/2021	5,665,000	11/1/2025	4.000	-	-	5,665,000	5,665,000
A3/A-/AA				TRB 2002G-1f Refunding Bonds	6/30/2021	2,925,000	11/1/2026	4.000	-	-	2,925,000	2,925,000
A3/A-/AA	Aa1/AA/AA-/NR		VMIG1/A-1+/F1+/NR	TRB 2002G-1g	10/12/2021	5,235,000	11/1/2023	4.000	5,235,000	-	-	-
A3/A-/AA	Aa1/AA/AA-/NR		VMIG1/A-1+/F1+/NR	TRB 2002G-1g	10/12/2021	5,440,000	11/1/2024	4.000	-	-	5,440,000	5,440,000
A3/A-/AA	Aa1/AA/AA-/NR		VMIG1/A-1+/F1+/NR	TRB 2002G-1g	10/12/2021	5,660,000	11/1/2025	4.000	-	-	5,660,000	5,660,000
A3/A-/AA	Aa1/AA/AA-/NR		VMIG1/A-1+/F1+/NR	TRB 2002G-1g	10/12/2021	2,920,000	11/1/2026	4.000	-	-	2,920,000	2,920,000
A3/A-/AA				TRB 2002G-1h	2/1/2022	6,995,000	11/1/2023	4.000	6,995,000	-	-	-
A3/A-/AA				TRB 2002G-1h	2/1/2022	7,275,000	11/1/2024	4.000	-	-	7,275,000	7,275,000
A3/A-/AA				TRB 2002G-1h	2/1/2022	7,565,000	11/1/2025	4.000	-	-	7,565,000	7,565,000
A3/A-/AA				TRB 2002G-1h	2/1/2022	3,910,000	11/1/2026	4.000	-	-	3,910,000	3,910,000
A3/A-/AA	A1/AA/A/AA+			TRB 2003A	5/14/2003	17,460,000	11/15/2023	5.500	17,460,000	-	-	-
A3/A-/AA	A1/A+/AA+			TRB 2005B	7/1/2005	25,770,000	11/15/2023	5.250	25,770,000	-	-	-
A3/A-/AA	A1/A+/AA+			TRB 2005B	7/1/2005	27,120,000	11/15/2024	5.250	-	-	27,120,000	-
A3/A-/AA				TRB 2005D-1	6/30/2021	6,775,000	11/1/2023	4.000	6,775,000	-	-	-
A3/A-/AA				TRB 2005D-1	6/30/2021	7,050,000	11/1/2024	4.000	-	-	7,050,000	7,050,000
A3/A-/AA				TRB 2005D-1	6/30/2021	7,325,000	11/1/2025	4.000	-	-	7,325,000	7,325,000
A3/A-/AA				TRB 2005D-1	6/30/2021	7,625,000	11/1/2026	4.000	-	-	7,625,000	7,625,000
A3/A-/AA				TRB 2005D-1	6/30/2021	7,925,000	11/1/2027	4.000	-	-	7,925,000	7,925,000
A3/A-/AA				TRB 2005D-1	6/30/2021	8,250,000	11/1/2028	4.000	-	-	8,250,000	8,250,000
A3/A-/AA				TRB 2005D-1	6/30/2021	8,575,000	11/1/2029	4.000	-	-	8,575,000	8,575,000
A3/A-/AA				TRB 2005D-1	6/30/2021	8,925,000	11/1/2030	4.000	-	-	8,925,000	8,925,000
A3/A-/AA				TRB 2005D-1	6/30/2021	9,250,000	11/1/2031	4.000	-	-	9,250,000	9,250,000
A3/A-/AA				TRB 2005D-1	6/30/2021	9,625,000	11/1/2032	4.000	-	-	9,625,000	9,625,000
A3/A-/AA				TRB 2005D-1	6/30/2021	10,025,000	11/1/2033	4.000	-	-	10,025,000	10,025,000
A3/A-/AA				TRB 2005D-1	6/30/2021	10,425,000	11/1/2034	4.000	-	-	10,425,000	10,425,000
A3/A-/AA				TRB 2005D-1	6/30/2021	10,825,000	11/1/2035	4.000	-	-	10,825,000	10,825,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	4,500,000	11/1/2023	4.000	4,500,000	-	-	-
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	4,700,000	11/1/2024	4.000	-	-	4,700,000	4,700,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	4,875,000	11/1/2025	4.000	-	-	4,875,000	4,875,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	5,075,000	11/1/2026	4.000	-	-	5,075,000	5,075,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	5,275,000	11/1/2027	4.000	-	-	5,275,000	5,275,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	5,500,000	11/1/2028	4.000	-	-	5,500,000	5,500,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	5,700,000	11/1/2029	4.000	-	-	5,700,000	5,700,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	5,950,000	11/1/2030	4.000	-	-	5,950,000	5,950,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	6,175,000	11/1/2031	4.000	-	-	6,175,000	6,175,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	6,425,000	11/1/2032	4.000	-	-	6,425,000	6,425,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	6,675,000	11/1/2033	4.000	-	-	6,675,000	6,675,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	6,975,000	11/1/2034	4.000	-	-	6,975,000	6,975,000
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005D-2	11/1/2022	7,275,000	11/1/2035	4.000	-	-	7,275,000	7,275,000
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	7,910,000	11/1/2023	4.000	7,910,000	-	-	-
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	8,210,000	11/1/2024	4.000	-	-	8,210,000	4,925,435
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	8,560,000	11/1/2025	4.000	-	-	8,560,000	5,135,411
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	8,890,000	11/1/2026	4.000	-	-	8,890,000	5,333,388
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	9,240,000	11/1/2027	4.000	-	-	9,240,000	5,543,364
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	9,610,000	11/1/2028	4.000	-	-	9,610,000	5,765,338
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	10,010,000	11/1/2029	4.000	-	-	10,010,000	6,005,311
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	10,380,000	11/1/2030	4.000	-	-	10,380,000	6,227,285
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	10,830,000	11/1/2031	4.000	-	-	10,830,000	6,497,254
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	11,250,000	11/1/2032	4.000	-	-	11,250,000	6,749,225
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	11,705,000	11/1/2033	4.000	-	-	11,705,000	7,022,194
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	12,145,000	11/1/2034	4.000	-	-	12,145,000	7,286,164
A3/A-/AA	Aa2/AA/A+/NR		VMIG 1/A-1/F1/NR	TRB 2005E-1	8/18/2021	12,635,000	11/1/2035	4.000	-	-	12,635,000	7,580,130
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	3,390,000	11/1/2023	4.000	3,390,000	-	-	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount		Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						Amount Matured in 2023	Amount Redeemed in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll						Mdy/S&P/Ftch/Krll	Amount Defeased in 2023	Amount Called in 2023	Amount Refinanced in 2023
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	3,517,500	11/1/2024	4.000	-	-	3,517,500	2,110,301
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	3,667,500	11/1/2025	4.000	-	-	3,667,500	2,200,292
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	3,810,000	11/1/2026	4.000	-	-	3,810,000	2,285,784
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	3,960,000	11/1/2027	4.000	-	-	3,960,000	2,375,775
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	4,117,500	11/1/2028	4.000	-	-	4,117,500	2,470,267
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	4,290,000	11/1/2029	4.000	-	-	4,290,000	2,573,757
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	4,447,500	11/1/2030	4.000	-	-	4,447,500	2,668,248
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	4,642,500	11/1/2031	4.000	-	-	4,642,500	2,785,237
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	4,822,500	11/1/2032	4.000	-	-	4,822,500	2,893,227
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	5,017,500	11/1/2033	4.000	-	-	5,017,500	3,010,216
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	5,205,000	11/1/2034	4.000	-	-	5,205,000	3,122,705
A3/A-/A/AA	Aa1/AA-/AA/NR	VMIG 1/A-1/F1+/NAF	TRB 2005E-2	11/22/2021	5,415,000	11/1/2035	4.000	-	-	5,415,000	3,248,693
A3/A-/A/AA	A1/AA/A/AA+		TRB 2006B	12/20/2006	72,645,000	11/15/2026	5.250	-	-	72,645,000	-
A3/A-/A/AA			TRB 2008B-3	11/15/2013	19,780,000	11/15/2023	5.000	17,385,000	-	-	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	24,330,000	11/15/2029	5.871	-	-	24,330,000	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	25,260,000	11/15/2030	5.871	-	-	25,260,000	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	26,220,000	11/15/2031	5.871	-	-	26,220,000	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	27,220,000	11/15/2032	5.871	-	-	27,220,000	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	28,260,000	11/15/2033	5.871	-	-	28,260,000	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	29,340,000	11/15/2034	5.871	-	-	29,340,000	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	30,460,000	11/15/2035	5.871	-	-	30,460,000	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	31,620,000	11/15/2036	5.871	-	-	31,620,000	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	32,830,000	11/15/2037	5.871	-	-	32,830,000	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	34,080,000	11/15/2038	5.871	-	-	34,080,000	-
A3/A-/A/AA			TRB 2009A-1 Build America Bonds	10/15/2009	35,380,000	11/15/2039	5.871	-	-	35,380,000	-
A3/A-/A/AA			TRB 2010A	1/13/2010	45,655,000	11/15/2033	6.668	-	-	45,655,000	-
A3/A-/A/AA			TRB 2010A	1/13/2010	47,620,000	11/15/2034	6.668	-	-	47,620,000	-
A3/A-/A/AA			TRB 2010A	1/13/2010	49,670,000	11/15/2035	6.668	-	-	49,670,000	-
A3/A-/A/AA			TRB 2010A	1/13/2010	51,810,000	11/15/2036	6.668	-	-	51,810,000	-
A3/A-/A/AA			TRB 2010A	1/13/2010	54,035,000	11/15/2037	6.668	-	-	54,035,000	-
A3/A-/A/AA			TRB 2010A	1/13/2010	56,365,000	11/15/2038	6.668	-	-	56,365,000	-
A3/A-/A/AA			TRB 2010A	1/13/2010	58,790,000	11/15/2039	6.668	-	-	58,790,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	31,905,000	11/15/2023	5.754	31,905,000	-	-	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	460,000	11/15/2024	6.548	-	-	460,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	14,785,000	11/15/2024	5.854	-	-	14,785,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	15,830,000	11/15/2025	6.548	-	-	15,830,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	16,510,000	11/15/2026	6.548	-	-	16,510,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	17,215,000	11/15/2027	6.548	-	-	17,215,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	17,950,000	11/15/2028	6.548	-	-	17,950,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	58,155,000	11/15/2029	6.548	-	-	58,155,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	60,640,000	11/15/2030	6.548	-	-	60,640,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	63,240,000	11/15/2031	6.548	-	-	63,240,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	65,945,000	11/15/2032	6.648	-	-	65,945,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	23,150,000	11/15/2033	6.648	-	-	23,150,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	24,170,000	11/15/2034	6.648	-	-	24,170,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	25,230,000	11/15/2035	6.648	-	-	25,230,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	26,345,000	11/15/2036	6.648	-	-	26,345,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	27,505,000	11/15/2037	6.648	-	-	27,505,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	28,715,000	11/15/2038	6.648	-	-	28,715,000	-
A3/A-/A/AA			TRB 2010B-1 Build America Bonds	2/11/2010	29,980,000	11/15/2039	6.648	-	-	29,980,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	14,995,000	11/15/2023	6.200	14,995,000	-	-	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	15,930,000	11/15/2024	6.200	-	-	15,930,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	16,915,000	11/15/2025	6.200	-	-	16,915,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	17,965,000	11/15/2026	6.200	-	-	17,965,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	5,980,000	11/15/2027	6.587	-	-	5,980,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	6,370,000	11/15/2028	6.587	-	-	6,370,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	6,790,000	11/15/2029	6.587	-	-	6,790,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	7,240,000	11/15/2030	6.587	-	-	7,240,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	21,310,000	11/15/2031	6.687	-	-	21,310,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	22,730,000	11/15/2032	6.687	-	-	22,730,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	24,250,000	11/15/2033	6.687	-	-	24,250,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	25,870,000	11/15/2034	6.687	-	-	25,870,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	27,600,000	11/15/2035	6.687	-	-	27,600,000	-
A3/A-/A/AA			TRB 2010C-1 Build America Bonds	7/7/2010	29,445,000	11/15/2036	6.687	-	-	29,445,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported L T			Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023		
	Underlying LT Ratings	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023			Amount Redeemed in 2023	Amount Refinanced in 2023
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll												
A3/A-/AA				TRB 2010C-1 Build America Bonds	7/7/2010	31,410,000	11/15/2037	6.687	-	-	-	31,410,000	-		
A3/A-/AA				TRB 2010C-1 Build America Bonds	7/7/2010	33,505,000	11/15/2038	6.687	-	-	-	33,505,000	-		
A3/A-/AA				TRB 2010C-1 Build America Bonds	7/7/2010	35,745,000	11/15/2039	6.687	-	-	-	35,745,000	-		
A3/A-/AA				TRB 2010C-1 Build America Bonds	7/7/2010	38,135,000	11/15/2040	6.687	-	-	-	38,135,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	5,500,000	11/15/2026	6.734	-	-	-	5,500,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	5,740,000	11/15/2027	6.734	-	-	-	5,740,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	5,990,000	11/15/2028	6.734	-	-	-	5,990,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	6,250,000	11/15/2029	6.734	-	-	-	6,250,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	6,520,000	11/15/2030	6.734	-	-	-	6,520,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	45,115,000	11/15/2031	6.814	-	-	-	45,115,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	47,110,000	11/15/2032	6.814	-	-	-	47,110,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	49,195,000	11/15/2033	6.814	-	-	-	49,195,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	51,370,000	11/15/2034	6.814	-	-	-	51,370,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	53,640,000	11/15/2035	6.814	-	-	-	53,640,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	56,010,000	11/15/2036	6.814	-	-	-	56,010,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	58,485,000	11/15/2037	6.814	-	-	-	58,485,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	61,070,000	11/15/2038	6.814	-	-	-	61,070,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	63,770,000	11/15/2039	6.814	-	-	-	63,770,000	-		
A3/A-/AA				TRB 2010E Build America Bonds	12/29/2010	66,585,000	11/15/2040	6.814	-	-	-	66,585,000	-		
A3/A-/AA				TRB 2012A-1	5/15/2013	50,000,000	11/15/2040	5.000	-	50,000,000	-	-	-		
A3/A-/AA	Aa1/AA-/AA-/NR		VMIG1/A-1/F1+/NR	TRB 2012A-2	5/26/2022	50,000,000	11/15/2041	4.000	-	-	-	50,000,000	-		
A3/A-/AA				TRB 2012A-3	2/1/2022	50,000,000	11/15/2042	4.000	-	-	-	50,000,000	-		
A3/A-/AA				TRB 2012B	3/15/2012	7,660,000	11/15/2024	3.000	-	-	-	7,660,000	-		
A3/A-/AA				TRB 2012B	3/15/2012	8,005,000	11/15/2025	3.000	-	-	-	8,005,000	-		
A3/A-/AA				TRB 2012B	3/15/2012	8,365,000	11/15/2026	3.250	-	-	-	8,365,000	-		
A3/A-/AA				TRB 2012B	3/15/2012	8,780,000	11/15/2027	3.500	-	-	-	8,780,000	-		
A3/A-/AA				TRB 2012B	3/15/2012	11,770,000	11/15/2033	4.000	-	11,770,000	-	-	-		
A3/A-/AA				TRB 2012B	3/15/2012	12,355,000	11/15/2034	4.000	-	12,355,000	-	-	-		
A3/A-/AA				TRB 2012B	3/15/2012	12,975,000	11/15/2035	4.000	-	12,975,000	-	-	-		
A3/A-/AA				TRB 2012B	3/15/2012	13,625,000	11/15/2036	4.000	-	-	-	13,625,000	-		
A3/A-/AA				TRB 2012B	3/15/2012	14,305,000	11/15/2037	4.250	-	14,305,000	-	-	-		
A3/A-/AA				TRB 2012B	3/15/2012	15,020,000	11/15/2038	4.250	-	-	-	15,020,000	-		
A3/A-/AA				TRB 2012B	3/15/2012	15,770,000	11/15/2039	4.250	-	-	-	15,770,000	-		
A3/A-/AA				TRB 2012C	5/3/2012	11,335,000	11/15/2027	3.500	-	95,000	-	11,240,000	-		
A3/A-/AA				TRB 2012C	5/3/2012	20,725,000	11/15/2033	4.000	-	20,725,000	-	-	-		
A3/A-/AA				TRB 2012C	5/3/2012	19,980,000	11/15/2041	4.250	-	170,000	-	19,810,000	-		
A3/A-/AA				TRB 2012C	5/3/2012	31,695,000	11/15/2042	4.250	-	275,000	-	31,420,000	-		
A3/A-/AA				TRB 2012D	8/20/2012	10,000,000	11/15/2024	5.000	-	10,000,000	-	-	-		
A3/A-/AA				TRB 2012D	8/20/2012	92,000,000	11/15/2025	5.000	-	92,000,000	-	-	-		
A3/A-/AA				TRB 2012E	7/20/2012	19,925,000	11/15/2027	3.500	-	10,330,000	-	9,595,000	-		
A3/A-/AA				TRB 2012E	7/20/2012	25,065,000	11/15/2032	3.500	-	13,000,000	-	12,065,000	-		
A3/A-/AA				TRB 2012E	7/20/2012	25,945,000	11/15/2033	4.000	-	-	25,945,000	-	-		
A3/A-/AA				TRB 2012E	7/20/2012	26,980,000	11/15/2034	4.000	-	-	26,980,000	-	-		
A3/A-/AA				TRB 2012E	7/20/2012	28,060,000	11/15/2035	4.000	-	-	28,060,000	-	-		
A3/A-/AA				TRB 2012E	7/20/2012	29,185,000	11/15/2036	4.000	-	15,135,000	-	14,050,000	-		
A3/A-/AA				TRB 2012E	7/20/2012	30,350,000	11/15/2037	4.000	-	15,740,000	-	14,610,000	-		
A3/A-/AA				TRB 2012E	7/20/2012	31,565,000	11/15/2038	4.000	-	16,385,000	-	15,180,000	-		
A3/A-/AA				TRB 2012F	9/28/2012	119,355,000	11/15/2024	5.000	-	119,355,000	-	-	-		
A3/A-/AA				TRB 2012F	9/28/2012	20,000,000	11/15/2025	3.125	-	-	-	20,000,000	-		
A3/A-/AA				TRB 2012F	9/28/2012	103,750,000	11/15/2025	5.000	-	103,750,000	-	-	-		
A3/A-/AA				TRB 2012F	9/28/2012	3,830,000	11/15/2026	4.000	-	3,830,000	-	-	-		
A3/A-/AA	Aa2/AA/A+/NR		VMIG1/A-1/F1/NR	TRB 2012G-1	10/31/2019	84,450,000	11/1/2032	4.000	-	-	-	84,450,000	84,450,000		
A3/A-/AA	Aa1/AA/AA-/NR		VMIG1/A-1+/NR	TRB 2012G-2	10/12/2021	89,925,000	11/1/2031	4.000	-	-	-	89,925,000	89,925,000		
A3/A-/AA	Aa1/AA/AA-/NR		VMIG1/A-1+/F1+/NR	TRB 2012G-2	10/12/2021	35,075,000	11/1/2032	4.000	-	-	-	35,075,000	35,075,000		
A3/A-/AA				TRB 2012G-3	2/3/2020	10,750,000	11/1/2030	4.000	-	-	-	10,750,000	10,750,000		
A3/A-/AA				TRB 2012G-3	2/3/2020	64,250,000	11/1/2031	4.000	-	-	-	64,250,000	64,250,000		
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2012G-4	11/1/2022	475,000	11/1/2023	4.000	475,000	-	-	-	-		
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2012G-4	11/1/2022	500,000	11/1/2024	4.000	-	-	-	500,000	500,000		
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2012G-4	11/1/2022	525,000	11/1/2025	4.000	-	-	-	525,000	525,000		
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2012G-4	11/1/2022	550,000	11/1/2026	4.000	-	-	-	550,000	550,000		
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2012G-4	11/1/2022	575,000	11/1/2027	4.000	-	-	-	575,000	575,000		
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2012G-4	11/1/2022	12,725,000	11/1/2028	4.000	-	-	-	12,725,000	12,725,000		
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2012G-4	11/1/2022	13,525,000	11/1/2029	4.000	-	-	-	13,525,000	13,525,000		
A3/A-/AA	Aa1/AA/AA-/NAF		VMIG 1/A-1/F1+/NAF	TRB 2012G-4	11/1/2022	41,750,000	11/1/2030	4.000	-	-	-	41,750,000	41,750,000		

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings Mdy/S&P/Ftch/Krll	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll										
A3/A-/A-/AA			TRB 2012H	11/15/2012	9,265,000	11/15/2024	5.000	-	-	4,170,000	-	-
A3/A-/A-/AA			TRB 2012H	11/15/2012	9,730,000	11/15/2025	5.000	-	-	4,380,000	-	-
A3/A-/A-/AA			TRB 2012H	11/15/2012	11,260,000	11/15/2028	3.000	-	265,000	-	-	4,705,000
A3/A-/A-/AA			TRB 2012H	11/15/2012	13,430,000	11/15/2032	3.250	-	315,000	-	-	5,615,000
A3/A-/A-/AA			TRB 2012H	11/15/2012	14,555,000	11/15/2034	4.000	-	-	6,430,000	-	-
A3/A-/A-/AA			TRB 2012H	11/15/2012	15,140,000	11/15/2035	3.625	-	360,000	-	-	6,325,000
A3/A-/A-/AA			TRB 2012H	11/15/2012	15,690,000	11/15/2036	3.625	-	370,000	-	-	6,560,000
A3/A-/A-/AA			TRB 2012H	11/15/2012	16,255,000	11/15/2037	3.625	-	890,000	-	-	15,365,000
A3/A-/A-/AA			TRB 2013A	1/24/2013	3,945,000	11/15/2023	4.000	3,945,000	-	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	7,595,000	11/15/2023	5.000	7,595,000	-	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	6,315,000	11/15/2028	4.000	-	6,315,000	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	2,720,000	11/15/2033	4.000	-	850,000	-	-	1,870,000
A3/A-/A-/AA			TRB 2013A	1/24/2013	15,940,000	11/15/2033	5.000	-	15,940,000	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	19,565,000	11/15/2034	5.000	-	19,565,000	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	20,545,000	11/15/2035	5.000	-	20,545,000	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	21,570,000	11/15/2036	5.000	-	21,570,000	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	22,650,000	11/15/2037	5.000	-	22,650,000	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	23,785,000	11/15/2038	5.000	-	23,785,000	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	24,970,000	11/15/2039	5.000	-	24,970,000	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	26,220,000	11/15/2040	5.000	-	26,220,000	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	27,530,000	11/15/2041	5.000	-	27,530,000	-	-	-
A3/A-/A-/AA			TRB 2013A	1/24/2013	28,910,000	11/15/2042	5.000	-	28,910,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	5,200,000	11/15/2023	4.000	5,200,000	-	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	6,325,000	11/15/2023	5.000	6,325,000	-	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	1,630,000	11/15/2028	4.000	-	1,630,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	18,670,000	11/15/2033	5.000	-	18,670,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	19,605,000	11/15/2034	5.000	-	19,605,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	20,585,000	11/15/2035	5.000	-	20,585,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	21,615,000	11/15/2036	5.000	-	21,615,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	22,695,000	11/15/2037	5.000	-	22,695,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	23,830,000	11/15/2038	5.000	-	23,830,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	25,020,000	11/15/2039	5.000	-	25,020,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	26,270,000	11/15/2040	5.000	-	26,270,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	15,335,000	11/15/2041	4.000	-	4,910,000	-	-	10,425,000
A3/A-/A-/AA			TRB 2013B	4/2/2013	12,250,000	11/15/2041	5.000	-	12,250,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	15,945,000	11/15/2042	4.000	-	5,105,000	-	-	10,840,000
A3/A-/A-/AA			TRB 2013B	4/2/2013	12,865,000	11/15/2042	5.000	-	12,865,000	-	-	-
A3/A-/A-/AA			TRB 2013B	4/2/2013	16,585,000	11/15/2043	4.000	-	5,345,000	-	-	11,240,000
A3/A-/A-/AA			TRB 2013B	4/2/2013	13,505,000	11/15/2043	5.000	-	13,505,000	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	1,775,000	11/15/2023	3.000	1,775,000	-	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	9,760,000	11/15/2023	5.000	9,760,000	-	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	18,740,000	11/15/2033	4.000	-	2,135,000	-	-	16,605,000
A3/A-/A-/AA			TRB 2013C	6/11/2013	19,485,000	11/15/2034	5.000	-	19,485,000	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	20,460,000	11/15/2035	5.000	-	20,460,000	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	21,485,000	11/15/2036	5.000	-	21,485,000	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	22,560,000	11/15/2037	5.000	-	22,560,000	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	23,685,000	11/15/2038	5.000	-	23,685,000	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	24,870,000	11/15/2039	5.000	-	24,870,000	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	26,115,000	11/15/2040	5.000	-	26,115,000	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	27,420,000	11/15/2041	5.000	-	27,420,000	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	28,790,000	11/15/2042	5.000	-	28,790,000	-	-	-
A3/A-/A-/AA			TRB 2013C	6/11/2013	30,230,000	11/15/2043	4.000	-	3,465,000	-	-	26,765,000
A3/A-/A-/AA			TRB 2013D	7/11/2013	7,660,000	11/15/2023	5.000	7,660,000	-	-	-	-
A3/A-/A-/AA			TRB 2013D	7/11/2013	13,350,000	11/15/2034	5.000	-	13,350,000	-	-	-
A3/A-/A-/AA			TRB 2013D	7/11/2013	14,020,000	11/15/2035	5.000	-	14,020,000	-	-	-
A3/A-/A-/AA			TRB 2013D	7/11/2013	14,720,000	11/15/2036	5.000	-	14,720,000	-	-	-
A3/A-/A-/AA			TRB 2013D	7/11/2013	15,455,000	11/15/2037	5.000	-	15,455,000	-	-	-
A3/A-/A-/AA			TRB 2013D	7/11/2013	16,230,000	11/15/2038	5.000	-	16,230,000	-	-	-
A3/A-/A-/AA			TRB 2013D	7/11/2013	17,040,000	11/15/2039	4.750	-	17,040,000	-	-	-
A3/A-/A-/AA			TRB 2013D	7/11/2013	17,850,000	11/15/2040	5.000	-	17,850,000	-	-	-
A3/A-/A-/AA			TRB 2013D	7/11/2013	18,740,000	11/15/2041	5.000	-	18,740,000	-	-	-
A3/A-/A-/AA			TRB 2013D	7/11/2013	19,680,000	11/15/2042	5.000	-	19,680,000	-	-	-
A3/A-/A-/AA			TRB 2013D	7/11/2013	20,665,000	11/15/2043	5.000	-	20,665,000	-	-	-
A3/A-/A-/AA			TRB 2013E	11/15/2013	3,120,000	11/15/2023	4.000	3,120,000	-	-	-	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Total						
	Ratings	Mdy/S&P/Ftch/Krll	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023	Amount Redeemed in 2023	Amount Refinanced in 2023	Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
A3/A-/A-/AA				TRB 2013E	11/15/2013	8,545,000	11/15/2023	5.000	8,545,000	-	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	18,050,000	11/15/2032	5.000	-	18,050,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	18,950,000	11/15/2033	5.000	-	18,950,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	19,900,000	11/15/2034	5.000	-	19,900,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	20,895,000	11/15/2035	5.000	-	20,895,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	21,940,000	11/15/2036	5.000	-	21,940,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	23,035,000	11/15/2037	5.000	-	23,035,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	24,190,000	11/15/2038	5.000	-	24,190,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	25,400,000	11/15/2039	5.000	-	25,400,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	26,670,000	11/15/2040	5.000	-	26,670,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	28,000,000	11/15/2041	5.000	-	28,000,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	29,400,000	11/15/2042	5.000	-	17,365,000	-	-	-	12,035,000	-
A3/A-/A-/AA				TRB 2013E	11/15/2013	30,870,000	11/15/2043	5.000	-	415,000	-	-	-	30,455,000	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	11,255,000	11/15/2023	5.000	11,255,000	-	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	4,475,000	11/15/2032	5.000	-	4,475,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	3,630,000	11/15/2033	5.000	-	3,630,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	3,870,000	11/15/2034	5.000	-	3,870,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	15,200,000	11/15/2035	5.250	-	15,200,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	15,340,000	11/15/2036	5.250	-	15,340,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	16,875,000	11/15/2037	5.250	-	16,875,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	13,685,000	11/15/2038	5.250	-	13,685,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	13,025,000	11/15/2039	5.250	-	13,025,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	12,910,000	11/15/2040	5.250	-	12,910,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	13,655,000	11/15/2041	5.000	-	13,655,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	14,585,000	11/15/2042	5.000	-	14,585,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	13,040,000	11/15/2043	5.000	-	13,040,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014A-1	2/28/2014	14,005,000	11/15/2044	5.000	-	375,000	-	-	-	13,630,000	-
A3/A-/A-/AA				TRB 2014A-2 Refunding Bonds	2/28/2014	7,835,000	11/15/2032	5.000	-	7,835,000	-	-	-	-	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	10,890,000	11/15/2023	5.000	10,890,000	-	-	-	-	-	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	11,435,000	11/15/2024	5.000	-	-	-	-	-	11,435,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	4,085,000	11/15/2028	3.750	-	-	-	-	-	4,085,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	15,270,000	11/15/2030	5.000	-	-	-	-	-	15,270,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	6,350,000	11/15/2031	4.000	-	-	-	-	-	6,350,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	9,685,000	11/15/2031	5.000	-	-	-	-	-	9,685,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	16,775,000	11/15/2032	5.250	-	-	-	-	-	16,775,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	17,655,000	11/15/2033	5.250	-	-	-	-	-	17,655,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	18,580,000	11/15/2034	5.250	-	-	-	-	-	18,580,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	19,555,000	11/15/2035	5.250	-	-	-	-	-	19,555,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	3,450,000	11/15/2036	4.250	-	-	-	-	-	3,450,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	17,135,000	11/15/2036	5.250	-	-	-	-	-	17,135,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	21,630,000	11/15/2037	5.250	-	-	-	-	-	21,630,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	22,765,000	11/15/2038	5.250	-	-	-	-	-	22,765,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	23,960,000	11/15/2039	5.250	-	-	-	-	-	23,960,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	12,640,000	11/15/2040	5.000	-	-	-	-	-	12,640,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	12,580,000	11/15/2040	5.250	-	-	-	-	-	12,580,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	13,275,000	11/15/2041	5.000	-	-	-	-	-	13,275,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	13,235,000	11/15/2041	5.250	-	-	-	-	-	13,235,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	13,935,000	11/15/2042	5.000	-	-	-	-	-	13,935,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	13,935,000	11/15/2042	5.250	-	-	-	-	-	13,935,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	14,635,000	11/15/2043	5.000	-	-	-	-	-	14,635,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	14,665,000	11/15/2043	5.250	-	-	-	-	-	14,665,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	15,365,000	11/15/2044	5.000	-	-	-	-	-	15,365,000	-
A3/A-/A-/AA				TRB 2014B	4/17/2014	15,435,000	11/15/2044	5.250	-	-	-	-	-	15,435,000	-
A3/A-/A-/AA				TRB 2014C	6/26/2014	36,025,000	11/15/2023	5.000	36,025,000	-	-	-	-	-	-
A3/A-/A-/AA				TRB 2014C	6/26/2014	47,575,000	11/15/2024	5.000	-	-	-	-	-	47,575,000	-
A3/A-/A-/AA				TRB 2014C	6/26/2014	15,510,000	11/15/2030	5.000	-	-	-	-	-	15,510,000	-
A3/A-/A-/AA				TRB 2014C	6/26/2014	16,285,000	11/15/2031	5.000	-	-	-	-	-	16,285,000	-
A3/A-/A-/AA				TRB 2014C	6/26/2014	17,100,000	11/15/2032	5.000	-	-	-	-	-	17,100,000	-
A3/A-/A-/AA				TRB 2014C	6/26/2014	17,955,000	11/15/2033	5.000	-	-	-	-	-	17,955,000	-
A3/A-/A-/AA				TRB 2014C	6/26/2014	23,855,000	11/15/2034	4.000	-	-	-	-	-	23,855,000	-
A3/A-/A-/AA				TRB 2014C	6/26/2014	18,210,000	11/15/2035	5.000	-	-	-	-	-	18,210,000	-
A3/A-/A-/AA				TRB 2014C	6/26/2014	3,000,000	11/15/2036	5.000	-	-	-	-	-	3,000,000	-
A3/A-/A-/AA				TRB 2014D-1	11/4/2014	11,155,000	11/15/2030	5.000	-	-	-	-	-	11,155,000	-
A3/A-/A-/AA				TRB 2014D-1	11/4/2014	11,715,000	11/15/2031	5.000	-	-	-	-	-	11,715,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Total						
	Ratings	S T Ratings							Amount Matured in	Amount Defeased	Amount Called in	Amount Redeemed in	Amount Refinanced in	Amount Outstanding as	Amount Swapped
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll						2023	in 2023	2023	2023	2023	of December 31, 2023	as of December 31, 2023
A3/A-/A/AA				TRB 2014D-1	11/4/2014	12,295,000	11/15/2032	5.000	-	-	-	-	-	12,295,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	12,910,000	11/15/2033	5.000	-	-	-	-	-	12,910,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	515,000	11/15/2034	5.000	-	-	-	-	-	515,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	955,000	11/15/2035	5.000	-	-	-	-	-	955,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	4,960,000	11/15/2036	5.000	-	-	-	-	-	4,960,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	37,330,000	11/15/2037	5.000	-	-	-	-	-	37,330,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	39,190,000	11/15/2038	5.000	-	-	-	-	-	39,190,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	40,415,000	11/15/2039	5.000	-	-	-	-	-	40,415,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	22,445,000	11/15/2040	5.250	-	-	-	-	-	22,445,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	23,565,000	11/15/2041	5.250	-	-	-	-	-	23,565,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	24,745,000	11/15/2042	5.250	-	-	-	-	-	24,745,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	25,980,000	11/15/2043	5.250	-	-	-	-	-	25,980,000	-
A3/A-/A/AA				TRB 2014D-1	11/4/2014	27,280,000	11/15/2044	5.250	-	-	-	-	-	27,280,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	3,365,000	11/15/2023	4.000	3,365,000	-	-	-	-	-	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	15,040,000	11/15/2023	5.000	15,040,000	-	-	-	-	-	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	19,285,000	11/15/2024	5.000	-	-	-	-	-	19,285,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	1,390,000	11/15/2025	3.000	-	-	-	-	-	1,390,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	18,870,000	11/15/2025	5.000	-	-	-	-	-	18,870,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	5,515,000	11/15/2026	5.000	-	-	-	-	-	5,515,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	8,600,000	11/15/2027	5.000	-	-	-	-	-	8,600,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	495,000	11/15/2028	5.000	-	-	-	-	-	495,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	7,260,000	11/15/2029	5.000	-	-	-	-	-	7,260,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	5,500,000	11/15/2030	5.000	-	-	-	-	-	5,500,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	435,000	11/15/2031	5.000	-	-	-	-	-	435,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	750,000	11/15/2032	5.000	-	-	-	-	-	750,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	8,370,000	11/15/2033	5.000	-	-	-	-	-	8,370,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	9,690,000	11/15/2034	5.000	-	-	-	-	-	9,690,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	9,625,000	11/15/2035	5.000	-	-	-	-	-	9,625,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	20,770,000	11/15/2036	5.000	-	-	-	-	-	20,770,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	25,550,000	11/15/2037	5.000	-	-	-	-	-	25,550,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	26,775,000	11/15/2038	5.000	-	-	-	-	-	26,775,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	28,050,000	11/15/2039	5.000	-	-	-	-	-	28,050,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	40,680,000	11/15/2040	5.000	-	-	-	-	-	40,680,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	39,800,000	11/15/2041	5.000	-	-	-	-	-	39,800,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	41,785,000	11/15/2042	5.000	-	-	-	-	-	41,785,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	43,875,000	11/15/2043	5.000	-	-	-	-	-	43,875,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	46,070,000	11/15/2044	5.000	-	-	-	-	-	46,070,000	-
A3/A-/A/AA				TRB 2015A-1	1/22/2015	48,365,000	11/15/2045	5.000	-	-	-	-	-	48,365,000	-
A3/A-/A/AA				TRB 2015A-2	5/14/2020	25,975,000	11/15/2038	5.000	-	-	-	-	-	25,975,000	-
A3/A-/A/AA				TRB 2015A-2	5/14/2020	27,275,000	11/15/2039	5.000	-	-	-	-	-	27,275,000	-
A3/A-/A/AA				TRB 2015A-2	5/14/2020	28,640,000	11/15/2040	5.000	-	-	-	-	-	28,640,000	-
A3/A-/A/AA				TRB 2015A-2	5/14/2020	30,070,000	11/15/2041	5.000	-	-	-	-	-	30,070,000	-
A3/A-/A/AA				TRB 2015A-2	5/14/2020	31,575,000	11/15/2042	5.000	-	-	-	-	-	31,575,000	-
A3/A-/A/AA				TRB 2015A-2	5/14/2020	33,150,000	11/15/2043	5.000	-	-	-	-	-	33,150,000	-
A3/A-/A/AA				TRB 2015A-2	5/14/2020	34,810,000	11/15/2044	5.000	-	-	-	-	-	34,810,000	-
A3/A-/A/AA				TRB 2015A-2	5/14/2020	36,550,000	11/15/2045	5.000	-	-	-	-	-	36,550,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	3,385,000	11/15/2023	5.000	3,385,000	-	-	-	-	-	-
A3/A-/A/AA				TRB 2015B	3/19/2015	3,555,000	11/15/2024	5.000	-	-	-	-	-	3,555,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	3,730,000	11/15/2025	5.000	-	-	-	-	-	3,730,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	4,110,000	11/15/2027	3.000	-	-	-	-	-	4,110,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	4,445,000	11/15/2029	5.000	-	-	-	-	-	4,445,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	4,670,000	11/15/2030	3.250	-	-	-	-	-	4,670,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	4,820,000	11/15/2031	5.000	-	-	-	-	-	4,820,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	5,065,000	11/15/2032	5.000	-	-	-	-	-	5,065,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	5,315,000	11/15/2033	5.000	-	-	-	-	-	5,315,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	5,580,000	11/15/2034	3.500	-	-	-	-	-	5,580,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	5,775,000	11/15/2035	5.000	-	-	-	-	-	5,775,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	6,065,000	11/15/2036	5.000	-	-	-	-	-	6,065,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	6,370,000	11/15/2037	5.000	-	-	-	-	-	6,370,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	6,685,000	11/15/2038	5.000	-	-	-	-	-	6,685,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	7,020,000	11/15/2039	5.000	-	-	-	-	-	7,020,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	7,370,000	11/15/2040	5.000	-	-	-	-	-	7,370,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	7,740,000	11/15/2041	4.000	-	-	-	-	-	7,740,000	-
A3/A-/A/AA				TRB 2015B	3/19/2015	8,050,000	11/15/2042	4.000	-	-	-	-	-	8,050,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings Mdy/S&P/Ftch/Krll	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll										
A3/A-/A/AA			TRB 2015B	3/19/2015	8,375,000	11/15/2043	4.000	-	-	-	8,375,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	8,705,000	11/15/2044	4.000	-	-	-	8,705,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	9,055,000	11/15/2045	4.000	-	-	-	9,055,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	9,420,000	11/15/2046	5.250	-	-	-	9,420,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	9,910,000	11/15/2047	5.250	-	-	-	9,910,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	10,435,000	11/15/2048	5.250	-	-	-	10,435,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	10,980,000	11/15/2049	5.250	-	-	-	10,980,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	11,555,000	11/15/2050	5.250	-	-	-	11,555,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	12,165,000	11/15/2051	5.250	-	-	-	12,165,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	12,800,000	11/15/2052	5.250	-	-	-	12,800,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	13,475,000	11/15/2053	5.250	-	-	-	13,475,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	14,180,000	11/15/2054	5.250	-	-	-	14,180,000	-
A3/A-/A/AA			TRB 2015B	3/19/2015	14,925,000	11/15/2055	5.250	-	-	-	14,925,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	5,315,000	11/15/2025	5.000	-	-	-	5,315,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	16,235,000	11/15/2026	5.000	-	-	-	16,235,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	44,430,000	11/15/2027	5.000	-	-	-	44,430,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	24,760,000	11/15/2028	5.000	-	-	-	24,760,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	7,205,000	11/15/2028	3.125	-	-	-	7,205,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	30,195,000	11/15/2028	5.250	-	-	-	30,195,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	22,420,000	11/15/2029	5.000	-	-	-	22,420,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	41,535,000	11/15/2029	5.250	-	-	-	41,535,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	43,980,000	11/15/2030	5.250	-	-	-	43,980,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	17,145,000	11/15/2030	5.000	-	-	-	17,145,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	10,200,000	11/15/2030	3.400	-	-	-	10,200,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	17,590,000	11/15/2031	5.000	-	-	-	17,590,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	45,110,000	11/15/2031	5.250	-	-	-	45,110,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	63,170,000	11/15/2034	5.000	-	-	-	63,170,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	11,025,000	11/15/2034	3.700	-	-	-	11,025,000	-
A3/A-/A/AA			TRB 2015C-1	8/18/2015	76,795,000	11/15/2035	5.000	-	-	-	76,795,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	6,575,000	11/15/2024	5.000	-	-	-	6,575,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	13,500,000	11/15/2026	5.000	-	-	-	13,500,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	13,500,000	11/15/2027	5.000	-	-	-	13,500,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	24,935,000	11/15/2028	5.000	-	-	-	24,935,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	27,435,000	11/15/2029	5.000	-	-	-	27,435,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	24,730,000	11/15/2030	5.000	-	-	-	24,730,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	38,110,000	11/15/2031	5.000	-	-	-	38,110,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	25,000,000	11/15/2032	5.000	-	-	-	25,000,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	20,885,000	11/15/2032	5.000	-	-	-	20,885,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	25,000,000	11/15/2033	5.000	-	-	-	25,000,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	21,925,000	11/15/2033	5.000	-	-	-	21,925,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	20,000,000	11/15/2034	5.000	-	-	-	20,000,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	17,785,000	11/15/2035	5.000	-	-	-	17,785,000	-
A3/A-/A/AA			TRB 2015D-1	9/17/2015	8,155,000	11/15/2035	3.375	-	-	-	8,155,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	5,230,000	11/15/2029	4.000	-	-	-	5,230,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	5,440,000	11/15/2030	4.000	-	-	-	5,440,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	5,655,000	11/15/2031	4.000	-	-	-	5,655,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	5,885,000	11/15/2032	4.000	-	-	-	5,885,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	6,115,000	11/15/2033	4.000	-	-	-	6,115,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	6,360,000	11/15/2034	4.000	-	-	-	6,360,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	6,620,000	11/15/2035	4.000	-	-	-	6,620,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	6,885,000	11/15/2036	4.000	-	-	-	6,885,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	7,155,000	11/15/2037	4.000	-	-	-	7,155,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	7,445,000	11/15/2038	4.000	-	-	-	7,445,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	7,735,000	11/15/2039	4.000	-	-	-	7,735,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	8,050,000	11/15/2040	4.000	-	-	-	8,050,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	8,370,000	11/15/2041	4.000	-	-	-	8,370,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	8,705,000	11/15/2042	4.000	-	-	-	8,705,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	9,055,000	11/15/2043	4.000	-	-	-	9,055,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	9,420,000	11/15/2044	4.000	-	-	-	9,420,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	9,795,000	11/15/2045	4.000	-	-	-	9,795,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	4,405,000	11/15/2046	4.000	-	-	-	4,405,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	4,580,000	11/15/2047	4.000	-	-	-	4,580,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	4,765,000	11/15/2048	4.000	-	-	-	4,765,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	8/18/2021	4,955,000	11/15/2049	4.000	-	-	-	4,955,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023	
	Underlying LT Ratings	Ratings						S T Ratings	Amount Matured in 2023	Amount Defeased in 2023			Amount Called in 2023
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll						Mdy/S&P/Ftch/Krll	2023	2023			2023
A3/A-/A/AA				8/18/2021	5,150,000	11/15/2050	4.000	-	-	-	5,150,000	-	
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2015E-1	9/5/2018	5,650,000	11/15/2029	4.000	-	-	5,650,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	5,880,000	11/15/2030	4.000	-	-	5,880,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	6,115,000	11/15/2031	4.000	-	-	6,115,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	6,360,000	11/15/2032	4.000	-	-	6,360,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	6,610,000	11/15/2033	4.000	-	-	6,610,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	6,875,000	11/15/2034	4.000	-	-	6,875,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	7,150,000	11/15/2035	4.000	-	-	7,150,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	7,440,000	11/15/2036	4.000	-	-	7,440,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	7,735,000	11/15/2037	4.000	-	-	7,735,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	8,045,000	11/15/2038	4.000	-	-	8,045,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	8,365,000	11/15/2039	4.000	-	-	8,365,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	8,700,000	11/15/2040	4.000	-	-	8,700,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	9,050,000	11/15/2041	4.000	-	-	9,050,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	9,410,000	11/15/2042	4.000	-	-	9,410,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	9,785,000	11/15/2043	4.000	-	-	9,785,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	10,180,000	11/15/2044	4.000	-	-	10,180,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	10,585,000	11/15/2045	4.000	-	-	10,585,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	11,010,000	11/15/2046	4.000	-	-	11,010,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	11,450,000	11/15/2047	4.000	-	-	11,450,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	11,905,000	11/15/2048	4.000	-	-	11,905,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	12,385,000	11/15/2049	4.000	-	-	12,385,000	-	-	
A3/A-/A/AA			TRB 2015E-2	9/5/2018	12,880,000	11/15/2050	4.000	-	-	12,880,000	-	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	4,520,000	11/15/2029	4.000	-	-	-	4,520,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	4,700,000	11/15/2030	4.000	-	-	-	4,700,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	4,890,000	11/15/2031	4.000	-	-	-	4,890,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	5,085,000	11/15/2032	4.000	-	-	-	5,085,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	5,290,000	11/15/2033	4.000	-	-	-	5,290,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	5,500,000	11/15/2034	4.000	-	-	-	5,500,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	5,720,000	11/15/2035	4.000	-	-	-	5,720,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	5,950,000	11/15/2036	4.000	-	-	-	5,950,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	6,190,000	11/15/2037	4.000	-	-	-	6,190,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	6,435,000	11/15/2038	4.000	-	-	-	6,435,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	6,695,000	11/15/2039	4.000	-	-	-	6,695,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	6,960,000	11/15/2040	4.000	-	-	-	6,960,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	7,240,000	11/15/2041	4.000	-	-	-	7,240,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	7,530,000	11/15/2042	4.000	-	-	-	7,530,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	7,830,000	11/15/2043	4.000	-	-	-	7,830,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	8,145,000	11/15/2044	4.000	-	-	-	8,145,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	8,470,000	11/15/2045	4.000	-	-	-	8,470,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	8,805,000	11/15/2046	4.000	-	-	-	8,805,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	9,160,000	11/15/2047	4.000	-	-	-	9,160,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	9,525,000	11/15/2048	4.000	-	-	-	9,525,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	9,905,000	11/15/2049	4.000	-	-	-	9,905,000	-	
A3/A-/A/AA	Aa1/AA/A+/NR	VMIG1/A-1/F1+/NAF	TRB 2015E-3	8/31/2022	10,305,000	11/15/2050	4.000	-	-	-	10,305,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	13,325,000	11/15/2023	5.000	13,325,000	-	-	-	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	13,990,000	11/15/2024	5.000	-	-	-	13,990,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	14,695,000	11/15/2025	5.000	-	-	-	14,695,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	9,405,000	11/15/2026	5.000	-	-	-	9,405,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	16,240,000	11/15/2027	5.000	-	-	-	16,240,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	17,055,000	11/15/2028	5.000	-	-	-	17,055,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	30,380,000	11/15/2029	5.000	-	-	-	30,380,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	18,770,000	11/15/2030	3.250	-	-	-	18,770,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	19,380,000	11/15/2031	3.250	-	-	-	19,380,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	20,010,000	11/15/2032	5.000	-	-	-	20,010,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	4,500,000	11/15/2033	5.000	-	-	-	4,500,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	16,510,000	11/15/2033	3.250	-	-	-	16,510,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	7,000,000	11/15/2034	5.000	-	-	-	7,000,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	14,770,000	11/15/2034	3.375	-	-	-	14,770,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	22,620,000	11/15/2035	5.000	-	-	-	22,620,000	-	
A3/A-/A/AA			TRB 2015F	12/17/2015	23,750,000	11/15/2036	5.000	-	-	-	23,750,000	-	
A3/A-/A/AA			TRB 2016A-1	2/25/2016	5,690,000	11/15/2023	5.000	5,690,000	-	-	-	-	
A3/A-/A/AA			TRB 2016A-1	2/25/2016	5,975,000	11/15/2024	5.000	-	-	-	5,975,000	-	
A3/A-/A/AA			TRB 2016A-1	2/25/2016	6,275,000	11/15/2025	2.500	-	-	-	6,275,000	-	

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Underlying LT Ratings	Credit Supported LT			Series	Date Issued	Amount Issued	Maturity	Coupon	Total						
	Ratings		S T Ratings						Amount Matured in	Amount Defeased	Amount Called in	Amount Redeemed in	Amount Refinanced in	Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll												
A3/A-/A/AA				TRB 2016A-1	2/25/2016	6,430,000	11/15/2026	5.000	-	-	-	-	-	6,430,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	6,750,000	11/15/2027	5.000	-	-	-	-	-	6,750,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	7,090,000	11/15/2028	5.000	-	-	-	-	-	7,090,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	7,445,000	11/15/2029	5.000	-	-	-	-	-	7,445,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	7,815,000	11/15/2030	5.000	-	-	-	-	-	7,815,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	8,205,000	11/15/2031	5.000	-	-	-	-	-	8,205,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	8,620,000	11/15/2032	5.000	-	-	-	-	-	8,620,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	875,000	11/15/2033	5.000	-	-	-	-	-	875,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	8,175,000	11/15/2033	4.000	-	-	-	-	-	8,175,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	9,415,000	11/15/2034	3.000	-	-	-	-	-	9,415,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	1,160,000	11/15/2035	5.000	-	-	-	-	-	1,160,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	3,540,000	11/15/2035	3.100	-	-	-	-	-	3,540,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	5,000,000	11/15/2035	4.000	-	-	-	-	-	5,000,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	10,070,000	11/15/2036	5.000	-	-	-	-	-	10,070,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	6,020,000	11/15/2037	3.500	-	-	-	-	-	6,020,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	4,555,000	11/15/2037	5.000	-	-	-	-	-	4,555,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	6,230,000	11/15/2038	3.500	-	-	-	-	-	6,230,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	4,780,000	11/15/2038	5.000	-	-	-	-	-	4,780,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	6,450,000	11/15/2039	3.500	-	-	-	-	-	6,450,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	5,020,000	11/15/2039	5.000	-	-	-	-	-	5,020,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	6,670,000	11/15/2040	3.500	-	-	-	-	-	6,670,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	5,275,000	11/15/2040	5.000	-	-	-	-	-	5,275,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	6,905,000	11/15/2041	3.500	-	-	-	-	-	6,905,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	5,535,000	11/15/2041	5.000	-	-	-	-	-	5,535,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	9,960,000	11/15/2042	5.000	-	-	-	-	-	9,960,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	3,000,000	11/15/2042	4.000	-	-	-	-	-	3,000,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	10,580,000	11/15/2043	5.000	-	-	-	-	-	10,580,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	3,000,000	11/15/2043	4.000	-	-	-	-	-	3,000,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	11,230,000	11/15/2044	5.000	-	-	-	-	-	11,230,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	3,000,000	11/15/2044	4.000	-	-	-	-	-	3,000,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	11,910,000	11/15/2045	5.000	-	-	-	-	-	11,910,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	3,000,000	11/15/2045	4.000	-	-	-	-	-	3,000,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	12,625,000	11/15/2046	5.000	-	-	-	-	-	12,625,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	3,000,000	11/15/2046	4.000	-	-	-	-	-	3,000,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	13,750,000	11/15/2047	5.250	-	-	-	-	-	13,750,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	14,475,000	11/15/2048	5.250	-	-	-	-	-	14,475,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	15,235,000	11/15/2049	5.250	-	-	-	-	-	15,235,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	16,035,000	11/15/2050	5.250	-	-	-	-	-	16,035,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	16,875,000	11/15/2051	5.250	-	-	-	-	-	16,875,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	17,760,000	11/15/2052	5.250	-	-	-	-	-	17,760,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	18,695,000	11/15/2053	5.250	-	-	-	-	-	18,695,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	19,675,000	11/15/2054	5.250	-	-	-	-	-	19,675,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	20,705,000	11/15/2055	5.250	-	-	-	-	-	20,705,000	-
A3/A-/A/AA				TRB 2016A-1	2/25/2016	21,795,000	11/15/2056	5.250	-	-	-	-	-	21,795,000	-
A3/A-/A/AA				TRB 2016A-2	2/25/2016	35,365,000	11/15/2023	5.000	35,365,000	-	-	-	-	-	-
A3/A-/A/AA				TRB 2016A-2	2/25/2016	34,860,000	11/15/2024	5.000	-	-	-	-	-	34,860,000	-
A3/A-/A/AA				TRB 2016A-2	2/25/2016	46,400,000	11/15/2025	5.000	-	-	-	-	-	46,400,000	-
A3/A-/A/AA				TRB 2016A-2	2/25/2016	7,590,000	11/15/2025	4.000	-	-	-	-	-	7,590,000	-
A3/A-/A/AA				TRB 2016A-2	2/25/2016	1,840,000	11/15/2026	4.000	-	-	-	-	-	1,840,000	-
A3/A-/A/AA				TRB 2016A-2	2/25/2016	36,515,000	11/15/2026	5.000	-	-	-	-	-	36,515,000	-
A3/A-/A/AA				TRB 2016A-2	2/25/2016	40,255,000	11/15/2027	5.000	-	-	-	-	-	40,255,000	-
A3/A-/A/AA				TRB 2016A-2	2/25/2016	1,255,000	11/15/2028	2.500	-	-	-	-	-	1,255,000	-
A3/A-/A/AA				TRB 2016A-2	2/25/2016	26,715,000	11/15/2028	5.000	-	-	-	-	-	26,715,000	-
A3/A-/A/AA				TRB 2016B	6/30/2016	990,000	11/15/2023	4.000	990,000	-	-	-	-	-	-
A3/A-/A/AA				TRB 2016B	6/30/2016	23,065,000	11/15/2023	5.000	23,065,000	-	-	-	-	-	-
A3/A-/A/AA				TRB 2016B	6/30/2016	1,045,000	11/15/2024	4.000	-	-	-	-	-	1,045,000	-
A3/A-/A/AA				TRB 2016B	6/30/2016	24,200,000	11/15/2024	5.000	-	-	-	-	-	24,200,000	-
A3/A-/A/AA				TRB 2016B	6/30/2016	5,195,000	11/15/2025	4.000	-	-	-	-	-	5,195,000	-
A3/A-/A/AA				TRB 2016B	6/30/2016	21,300,000	11/15/2025	5.000	-	-	-	-	-	21,300,000	-
A3/A-/A/AA				TRB 2016B	6/30/2016	6,245,000	11/15/2026	4.000	-	-	-	-	-	6,245,000	-
A3/A-/A/AA				TRB 2016B	6/30/2016	21,525,000	11/15/2026	5.000	-	-	-	-	-	21,525,000	-
A3/A-/A/AA				TRB 2016B	6/30/2016	29,095,000	11/15/2027	5.000	-	-	-	-	-	29,095,000	-
A3/A-/A/AA				TRB 2016B	6/30/2016	11,060,000	11/15/2028	5.000	-	-	-	-	-	11,060,000	-
A3/A-/A/AA				TRB 2016B	6/30/2016	14,630,000	11/15/2029	5.000	-	-	-	-	-	14,630,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings Mdy/S&P/Ftch/Krll	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount Matured in		Amount		Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						2023	in 2023	2023	Refinanced in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll											
A3/A-/A/AA			TRB 2016B	6/30/2016	7,500,000	11/15/2030	5.000	-	-	-	-	7,500,000	-
A3/A-/A/AA			TRB 2016B	6/30/2016	1,855,000	11/15/2031	5.000	-	-	-	-	1,855,000	-
A3/A-/A/AA			TRB 2016B	6/30/2016	2,175,000	11/15/2032	5.000	-	-	-	-	2,175,000	-
A3/A-/A/AA			TRB 2016B	6/30/2016	15,720,000	11/15/2033	5.000	-	-	-	-	15,720,000	-
A3/A-/A/AA			TRB 2016B	6/30/2016	18,060,000	11/15/2034	4.000	-	-	-	-	18,060,000	-
A3/A-/A/AA			TRB 2016B	6/30/2016	20,415,000	11/15/2034	5.000	-	-	-	-	20,415,000	-
A3/A-/A/AA			TRB 2016B	6/30/2016	46,570,000	11/15/2035	5.000	-	-	-	-	46,570,000	-
A3/A-/A/AA			TRB 2016B	6/30/2016	46,225,000	11/15/2035	5.000	-	-	-	-	46,225,000	-
A3/A-/A/AA			TRB 2016B	6/30/2016	98,000,000	11/15/2036	4.000	-	-	-	-	98,000,000	-
A3/A-/A/AA			TRB 2016B	6/30/2016	105,850,000	11/15/2037	5.000	-	-	-	-	105,850,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	6,255,000	11/15/2023	5.000	6,255,000	-	-	-	-	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	6,570,000	11/15/2024	5.000	-	-	-	-	6,570,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	6,895,000	11/15/2025	5.000	-	-	-	-	6,895,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	7,240,000	11/15/2026	4.000	-	-	-	-	7,240,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	7,530,000	11/15/2027	5.000	-	-	-	-	7,530,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	7,905,000	11/15/2028	5.000	-	-	-	-	7,905,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	8,305,000	11/15/2029	5.000	-	-	-	-	8,305,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	8,720,000	11/15/2030	5.000	-	-	-	-	8,720,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	9,155,000	11/15/2031	5.000	-	-	-	-	9,155,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	9,610,000	11/15/2032	5.000	-	-	-	-	9,610,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	10,090,000	11/15/2033	5.000	-	-	-	-	10,090,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	10,595,000	11/15/2034	5.000	-	-	-	-	10,595,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	11,125,000	11/15/2035	5.000	-	-	-	-	11,125,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	11,680,000	11/15/2036	5.000	-	-	-	-	11,680,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	12,265,000	11/15/2037	4.000	-	-	-	-	12,265,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	12,755,000	11/15/2038	4.000	-	-	-	-	12,755,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	13,265,000	11/15/2039	5.000	-	-	-	-	13,265,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	13,930,000	11/15/2040	4.000	-	-	-	-	13,930,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	14,485,000	11/15/2041	4.000	-	-	-	-	14,485,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	4,650,000	11/15/2042	5.000	-	-	-	-	4,650,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	5,540,000	11/15/2042	4.000	-	-	-	-	5,540,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	4,875,000	11/15/2042	3.000	-	-	-	-	4,875,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	4,885,000	11/15/2043	5.000	-	-	-	-	4,885,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	5,760,000	11/15/2043	4.000	-	-	-	-	5,760,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	5,020,000	11/15/2043	3.000	-	-	-	-	5,020,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	5,125,000	11/15/2044	5.000	-	-	-	-	5,125,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	5,990,000	11/15/2044	4.000	-	-	-	-	5,990,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	5,175,000	11/15/2044	3.000	-	-	-	-	5,175,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	5,385,000	11/15/2045	5.000	-	-	-	-	5,385,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	6,230,000	11/15/2045	4.000	-	-	-	-	6,230,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	5,330,000	11/15/2045	3.000	-	-	-	-	5,330,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	5,655,000	11/15/2046	5.000	-	-	-	-	5,655,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	6,480,000	11/15/2046	4.000	-	-	-	-	6,480,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	5,485,000	11/15/2046	3.000	-	-	-	-	5,485,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	7,950,000	11/15/2047	5.000	-	-	-	-	7,950,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	10,380,000	11/15/2047	5.250	-	-	-	-	10,380,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	8,350,000	11/15/2048	5.000	-	-	-	-	8,350,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	10,920,000	11/15/2048	5.250	-	-	-	-	10,920,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	8,765,000	11/15/2049	5.000	-	-	-	-	8,765,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	11,495,000	11/15/2049	5.250	-	-	-	-	11,495,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	9,205,000	11/15/2050	5.000	-	-	-	-	9,205,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	12,100,000	11/15/2050	5.250	-	-	-	-	12,100,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	9,665,000	11/15/2051	5.000	-	-	-	-	9,665,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	12,735,000	11/15/2051	5.250	-	-	-	-	12,735,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	10,145,000	11/15/2052	5.000	-	-	-	-	10,145,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	13,405,000	11/15/2052	5.250	-	-	-	-	13,405,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	10,655,000	11/15/2053	5.000	-	-	-	-	10,655,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	14,105,000	11/15/2053	5.250	-	-	-	-	14,105,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	11,185,000	11/15/2054	5.000	-	-	-	-	11,185,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	14,850,000	11/15/2054	5.250	-	-	-	-	14,850,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	11,745,000	11/15/2055	5.000	-	-	-	-	11,745,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	15,630,000	11/15/2055	5.250	-	-	-	-	15,630,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	12,335,000	11/15/2056	5.000	-	-	-	-	12,335,000	-
A3/A-/A/AA			TRB 2016C-1	7/28/2016	16,445,000	11/15/2056	5.250	-	-	-	-	16,445,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

**Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023**

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Underlying LT Ratings Mdy/S&P/Ftch/Krll	Credit Supported L T Ratings			Series	Date Issued	Amount Issued	Maturity	Coupon	Total													
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023	Amount Redeemed in 2023	Amount Refinanced in 2023	Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
A3/A-/A/AA				TRB 2016C-2a	7/28/2016	26,390,000	11/15/2038	3.000	-	-	-	-	-	-	-	-	26,390,000	-				
A3/A-/A/AA				TRB 2016C-2a	7/28/2016	29,730,000	11/15/2038	4.000	-	-	-	-	-	-	-	-	29,730,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	13,725,000	11/15/2024	4.000	-	-	-	-	-	-	-	-	13,725,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	14,510,000	11/15/2026	5.000	-	-	-	-	-	-	-	-	14,510,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	57,015,000	11/15/2027	5.000	-	-	-	-	-	-	-	-	57,015,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	30,895,000	11/15/2028	5.000	-	-	-	-	-	-	-	-	30,895,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	57,805,000	11/15/2029	5.000	-	-	-	-	-	-	-	-	57,805,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	60,700,000	11/15/2030	5.000	-	-	-	-	-	-	-	-	60,700,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	52,730,000	11/15/2031	5.000	-	-	-	-	-	-	-	-	52,730,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	11,000,000	11/15/2031	5.250	-	-	-	-	-	-	-	-	11,000,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	31,595,000	11/15/2032	3.000	-	-	-	-	-	-	-	-	31,595,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	29,005,000	11/15/2032	4.000	-	-	-	-	-	-	-	-	29,005,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	19,845,000	11/15/2033	4.000	-	-	-	-	-	-	-	-	19,845,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	20,635,000	11/15/2034	4.000	-	-	-	-	-	-	-	-	20,635,000	-				
A3/A-/A/AA				TRB 2016D	10/26/2016	21,465,000	11/15/2035	3.125	-	-	-	-	-	-	-	-	21,465,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	2,170,000	11/15/2023	5.000	2,170,000	-	-	-	-	-	-	-	-	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	2,255,000	11/15/2024	4.000	-	-	-	-	-	-	-	-	2,255,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	2,365,000	11/15/2025	5.000	-	-	-	-	-	-	-	-	2,365,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	2,485,000	11/15/2026	5.000	-	-	-	-	-	-	-	-	2,485,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	2,610,000	11/15/2027	5.000	-	-	-	-	-	-	-	-	2,610,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	2,740,000	11/15/2028	5.000	-	-	-	-	-	-	-	-	2,740,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	2,875,000	11/15/2029	5.000	-	-	-	-	-	-	-	-	2,875,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	3,020,000	11/15/2030	3.250	-	-	-	-	-	-	-	-	3,020,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	3,120,000	11/15/2031	5.000	-	-	-	-	-	-	-	-	3,120,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	3,275,000	11/15/2032	5.000	-	-	-	-	-	-	-	-	3,275,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	3,440,000	11/15/2033	3.500	-	-	-	-	-	-	-	-	3,440,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	3,560,000	11/15/2034	5.000	-	-	-	-	-	-	-	-	3,560,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	3,735,000	11/15/2035	5.000	-	-	-	-	-	-	-	-	3,735,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	3,925,000	11/15/2036	5.000	-	-	-	-	-	-	-	-	3,925,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	4,050,000	11/15/2037	5.000	-	-	-	-	-	-	-	-	4,050,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	4,320,000	11/15/2038	4.000	-	-	-	-	-	-	-	-	4,320,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	4,495,000	11/15/2039	4.000	-	-	-	-	-	-	-	-	4,495,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	4,675,000	11/15/2040	4.000	-	-	-	-	-	-	-	-	4,675,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	4,860,000	11/15/2041	4.000	-	-	-	-	-	-	-	-	4,860,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	5,055,000	11/15/2042	4.000	-	-	-	-	-	-	-	-	5,055,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	5,255,000	11/15/2043	4.000	-	-	-	-	-	-	-	-	5,255,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	5,470,000	11/15/2044	4.000	-	-	-	-	-	-	-	-	5,470,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	5,685,000	11/15/2045	4.000	-	-	-	-	-	-	-	-	5,685,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	5,915,000	11/15/2046	4.000	-	-	-	-	-	-	-	-	5,915,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	1,070,000	11/15/2047	5.000	-	-	-	-	-	-	-	-	1,070,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	5,080,000	11/15/2047	4.000	-	-	-	-	-	-	-	-	5,080,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	6,405,000	11/15/2048	4.000	-	-	-	-	-	-	-	-	6,405,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	6,665,000	11/15/2049	5.000	-	-	-	-	-	-	-	-	6,665,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	6,995,000	11/15/2050	5.000	-	-	-	-	-	-	-	-	6,995,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	7,345,000	11/15/2051	5.000	-	-	-	-	-	-	-	-	7,345,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	7,715,000	11/15/2052	5.250	-	-	-	-	-	-	-	-	7,715,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	8,120,000	11/15/2053	5.250	-	-	-	-	-	-	-	-	8,120,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	8,545,000	11/15/2054	5.250	-	-	-	-	-	-	-	-	8,545,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	8,995,000	11/15/2055	5.250	-	-	-	-	-	-	-	-	8,995,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	9,465,000	11/15/2056	5.250	-	-	-	-	-	-	-	-	9,465,000	-				
A3/A-/A/AA				TRB 2017A-1	3/16/2017	9,960,000	11/15/2057	5.250	-	-	-	-	-	-	-	-	9,960,000	-				
A3/A-/A/AA				TRB 2017A-2 Refunding Bonds	3/16/2017	10,875,000	11/15/2024	5.000	-	-	-	-	-	-	-	-	10,875,000	-				
A3/A-/A/AA				TRB 2017A-2 Refunding Bonds	3/16/2017	22,955,000	11/15/2025	5.000	-	-	-	-	-	-	-	-	22,955,000	-				
A3/A-/A/AA				TRB 2017A-2 Refunding Bonds	3/16/2017	24,105,000	11/15/2026	5.000	-	-	-	-	-	-	-	-	24,105,000	-				
A3/A-/A/AA				TRB 2017A-2 Refunding Bonds	3/16/2017	25,305,000	11/15/2027	5.000	-	-	-	-	-	-	-	-	25,305,000	-				
A3/A-/A/AA				TRB 2017A-2 Refunding Bonds	3/16/2017	24,940,000	11/15/2028	5.000	-	-	-	-	-	-	-	-	24,940,000	-				
A3/A-/A/AA				TRB 2017A-2 Refunding Bonds	3/16/2017	13,880,000	11/15/2029	5.000	-	-	-	-	-	-	-	-	13,880,000	-				
A3/A-/A/AA				TRB 2017A-2 Refunding Bonds	3/16/2017	14,575,000	11/15/2030	5.000	-	-	-	-	-	-	-	-	14,575,000	-				
A3/A-/A/AA				TRB 2017B	9/28/2017	3,190,000	11/15/2023	4.000	3,190,000	-	-	-	-	-	-	-	-	-				
A3/A-/A/AA				TRB 2017B	9/28/2017	167,310,000	11/15/2023	5.000	167,310,000	-	-	-	-	-	-	-	-	-				
A3/A-/A/AA				TRB 2017B	9/28/2017	2,515,000	11/15/2023	3.000	2,515,000	-	-	-	-	-	-	-	-	-				
A3/A-/A/AA				TRB 2017B	9/28/2017	145,940,000	11/15/2024	5.000	-	-	-	-	-	-	-	-	145,940,000	-				
A3/A-/A/AA				TRB 2017B	9/28/2017	2,690,000	11/15/2024	4.000	-	-	-	-	-	-	-	-	2,690,000	-				
A3/A-/A/AA				TRB 2017B	9/28/2017	103,250,000	11/15/2025	5.000	-	-	-	-	-	-	-	-	103,250,000	-				

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings Mdy/S&P/Ftch/Krll	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll										
A3/A-/A/AA			TRB 2017B	9/28/2017	54,855,000	11/15/2026	5.000	-	-	-	54,855,000	-
A3/A-/A/AA			TRB 2017B	9/28/2017	1,810,000	11/15/2027	4.000	-	-	-	1,810,000	-
A3/A-/A/AA			TRB 2017B	9/28/2017	42,925,000	11/15/2027	5.000	-	-	-	42,925,000	-
A3/A-/A/AA			TRB 2017B	9/28/2017	46,955,000	11/15/2028	5.000	-	-	-	46,955,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	44,980,000	11/15/2023	5.000	44,980,000	-	-	-	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	4,265,000	11/15/2024	3.000	-	-	-	4,265,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	4,310,000	11/15/2024	4.000	-	-	-	4,310,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	96,725,000	11/15/2024	5.000	-	-	-	96,725,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	133,575,000	11/15/2025	5.000	-	-	-	133,575,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	1,125,000	11/15/2025	4.000	-	-	-	1,125,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	1,600,000	11/15/2025	3.000	-	-	-	1,600,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	4,300,000	11/15/2026	4.000	-	-	-	4,300,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	1,825,000	11/15/2026	3.000	-	-	-	1,825,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	173,050,000	11/15/2026	5.000	-	-	-	173,050,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	95,205,000	11/15/2027	5.000	-	-	-	95,205,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	146,960,000	11/15/2028	5.000	-	-	-	146,960,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	158,000,000	11/15/2029	5.000	-	-	-	158,000,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	124,225,000	11/15/2030	5.000	-	-	-	124,225,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	153,135,000	11/15/2031	5.000	-	-	-	153,135,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	68,945,000	11/15/2031	4.000	-	-	-	68,945,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	99,240,000	11/15/2032	4.000	-	-	-	99,240,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	70,020,000	11/15/2033	5.000	-	-	-	70,020,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	21,840,000	11/15/2034	4.000	-	-	-	21,840,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	85,385,000	11/15/2034	5.000	-	-	-	85,385,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	85,030,000	11/15/2035	4.000	-	-	-	85,030,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	11,580,000	11/15/2036	4.000	-	-	-	11,580,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	76,830,000	11/15/2036	3.250	-	-	-	76,830,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	49,405,000	11/15/2037	4.000	-	-	-	49,405,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	28,775,000	11/15/2037	3.375	-	-	-	28,775,000	-
A3/A-/A/AA			TRB 2017C-1	12/14/2017	81,130,000	11/15/2038	4.000	-	-	-	81,130,000	-
A3/A-/A/AA			TRB 2017C-2	12/14/2017	28,315,000	11/15/2027	-	-	-	-	28,315,000	-
A3/A-/A/AA			TRB 2017C-2	12/14/2017	62,075,000	11/15/2029	-	-	-	-	62,075,000	-
A3/A-/A/AA			TRB 2017C-2	12/14/2017	70,000,000	11/15/2032	-	-	-	-	70,000,000	-
A3/A-/A/AA			TRB 2017C-2	12/14/2017	43,785,000	11/15/2033	-	-	-	-	43,785,000	-
A3/A-/A/AA			TRB 2017C-2	12/14/2017	84,370,000	11/15/2039	-	-	-	-	84,370,000	-
A3/A-/A/AA			TRB 2017C-2	12/14/2017	62,930,000	11/15/2040	-	-	-	-	62,930,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	4,820,000	11/15/2023	5.000	4,820,000	-	-	-	-
A3/A-/A/AA			TRB 2017D	12/21/2017	6,285,000	11/15/2024	5.000	-	-	-	6,285,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	6,620,000	11/15/2025	5.000	-	-	-	6,620,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	7,310,000	11/15/2026	5.000	-	-	-	7,310,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	7,675,000	11/15/2027	5.000	-	-	-	7,675,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	8,035,000	11/15/2028	5.000	-	-	-	8,035,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	2,055,000	11/15/2029	5.000	-	-	-	2,055,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	73,225,000	11/15/2030	5.000	-	-	-	73,225,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	17,980,000	11/15/2031	5.000	-	-	-	17,980,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	47,080,000	11/15/2032	5.000	-	-	-	47,080,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	1,630,000	11/15/2032	3.000	-	-	-	1,630,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	42,435,000	11/15/2033	5.000	-	-	-	42,435,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	12,770,000	11/15/2034	5.000	-	-	-	12,770,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	25,295,000	11/15/2035	5.000	-	-	-	25,295,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	2,790,000	11/15/2036	5.000	-	-	-	2,790,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	2,930,000	11/15/2037	5.000	-	-	-	2,930,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	3,080,000	11/15/2038	3.250	-	-	-	3,080,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	3,180,000	11/15/2039	3.250	-	-	-	3,180,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	98,295,000	11/15/2040	4.000	-	-	-	98,295,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	95,495,000	11/15/2041	4.000	-	-	-	95,495,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	60,135,000	11/15/2042	4.000	-	-	-	60,135,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	48,215,000	11/15/2043	4.000	-	-	-	48,215,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	18,275,000	11/15/2044	4.000	-	-	-	18,275,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	19,005,000	11/15/2045	4.000	-	-	-	19,005,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	14,920,000	11/15/2046	4.000	-	-	-	14,920,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	4,850,000	11/15/2046	3.375	-	-	-	4,850,000	-
A3/A-/A/AA			TRB 2017D	12/21/2017	8,710,000	11/15/2047	3.375	-	-	-	8,710,000	-
A3/A-/A/AA			TRB 2018B	8/23/2018	17,080,000	11/15/2023	5.000	17,080,000	-	-	-	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings Mdy/S&P/Ftch/Krll	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll										
A3/A-/A/AA			TRB 2018B	8/23/2018	21,365,000	11/15/2024	5.000	-	-	-	21,365,000	-
A3/A-/A/AA			TRB 2018B	8/23/2018	26,870,000	11/15/2025	5.000	-	-	-	26,870,000	-
A3/A-/A/AA			TRB 2018B	8/23/2018	37,995,000	11/15/2026	5.000	-	-	-	37,995,000	-
A3/A-/A/AA			TRB 2018B	8/23/2018	31,985,000	11/15/2027	5.000	-	-	-	31,985,000	-
A3/A-/A/AA			TRB 2018B	8/23/2018	35,180,000	11/15/2028	5.000	-	-	-	35,180,000	-
A3/A-/A/AA			TRB 2019A-1	2/6/2019	93,340,000	11/15/2047	5.000	-	-	-	93,340,000	-
A3/A-/A/AA			TRB 2019A-1	2/6/2019	98,005,000	11/15/2048	5.000	-	-	-	98,005,000	-
A3/A-/A/AA			TRB 2019A-2	2/6/2019	79,415,000	11/15/2044	5.000	-	-	-	79,415,000	-
A3/A-/A/AA			TRB 2019A-2	2/6/2019	83,390,000	11/15/2045	5.000	-	-	-	83,390,000	-
A3/A-/A/AA			TRB 2019A-3	2/6/2019	100,000,000	11/15/2046	4.000	-	-	-	100,000,000	-
A3/A-/A/AA			TRB 2019B	5/14/2019	41,620,000	11/15/2049	4.000	-	-	-	41,620,000	-
A3/A-/A/AA			TRB 2019B	5/14/2019	43,285,000	11/15/2050	4.000	-	-	-	43,285,000	-
A3/A-/A/AA			TRB 2019B	5/14/2019	45,015,000	11/15/2051	5.000	-	-	-	45,015,000	-
A3/A-/A/AA			TRB 2019B	5/14/2019	47,265,000	11/15/2052	5.000	-	-	-	47,265,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	26,800,000	11/15/2038	5.000	-	-	-	26,800,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	28,140,000	11/15/2039	5.000	-	-	-	28,140,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	29,545,000	11/15/2040	5.000	-	-	-	29,545,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	31,020,000	11/15/2041	5.000	-	-	-	31,020,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	32,575,000	11/15/2042	5.000	-	-	-	32,575,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	34,200,000	11/15/2043	5.000	-	-	-	34,200,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	35,910,000	11/15/2044	5.000	-	-	-	35,910,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	37,710,000	11/15/2045	4.000	-	-	-	37,710,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	39,215,000	11/15/2046	4.000	-	-	-	39,215,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	40,785,000	11/15/2047	4.000	-	-	-	40,785,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	42,415,000	11/15/2048	4.000	-	-	-	42,415,000	-
A3/A-/A/AA			TRB 2019C	8/14/2019	44,115,000	11/15/2049	4.000	-	-	-	44,115,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2019D-1	11/7/2019	68,450,000	11/15/2033	5.000	-	-	-	68,450,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2019D-1	11/7/2019	71,870,000	11/15/2034	5.000	-	-	-	71,870,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2019D-2 Taxable	11/7/2019	32,640,000	11/15/2046	3.500	-	-	-	32,640,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2019D-2 Taxable	11/7/2019	33,785,000	11/15/2047	3.600	-	-	-	33,785,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2019D-2 Taxable	11/7/2019	35,000,000	11/15/2048	3.540	-	-	-	35,000,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	33,835,000	11/15/2040	4.000	-	-	-	33,835,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	35,190,000	11/15/2041	4.000	-	-	-	35,190,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	36,595,000	11/15/2042	4.000	-	-	-	36,595,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	38,060,000	11/15/2043	4.000	-	-	-	38,060,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	39,585,000	11/15/2044	4.000	-	-	-	39,585,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	41,165,000	11/15/2045	4.000	-	-	-	41,165,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	42,810,000	11/15/2046	4.000	-	-	-	42,810,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	44,525,000	11/15/2047	5.000	-	-	-	44,525,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	46,750,000	11/15/2048	5.000	-	-	-	46,750,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	49,090,000	11/15/2049	5.000	-	-	-	49,090,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	51,555,000	11/15/2050	4.000	-	-	-	51,555,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	53,615,000	11/15/2051	4.000	-	-	-	53,615,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	55,760,000	11/15/2052	4.000	-	-	-	55,760,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	57,995,000	11/15/2053	4.000	-	-	-	57,995,000	-
A3/A-/A/AA	A1/AA/NR/AA+		TRB 2020A-1	1/16/2020	60,310,000	11/15/2054	4.000	-	-	-	60,310,000	-
A3/A-/A/AA		MIG2/SP-2/F2/K1+	TRB 2020A-1 BANS	1/8/2020	800,000,000	2/1/2023	5.000	800,000,000	-	-	-	-
A3/A-/A/AA			TRB 2020A-2 Refunding Bonds	1/16/2020	11,210,000	11/15/2028	5.000	-	-	-	11,210,000	-
A3/A-/A/AA			TRB 2020A-2 Refunding Bonds	1/16/2020	11,615,000	11/15/2029	5.000	-	-	-	11,615,000	-
A3/A-/A/AA			TRB 2020A-2 Refunding Bonds	1/16/2020	29,255,000	11/15/2030	5.000	-	-	-	29,255,000	-
A3/A-/A/AA			TRB 2020A-2 Refunding Bonds	1/16/2020	55,480,000	11/15/2031	5.000	-	-	-	55,480,000	-
A3/A-/A/AA			TRB 2020A-2 Refunding Bonds	1/16/2020	50,970,000	11/15/2032	5.000	-	-	-	50,970,000	-
A3/A-/A/AA			TRB 2020A-2 Refunding Bonds	1/16/2020	38,940,000	11/15/2033	5.000	-	-	-	38,940,000	-
A3/A-/A/AA			TRB 2020A-2 Refunding Bonds	1/16/2020	40,440,000	11/15/2034	5.000	-	-	-	40,440,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2020B-1	3/24/2022	51,270,000	11/15/2046	4.000	-	-	-	51,270,000	-
A3/A-/A/AA			TRB 2020B-1	3/27/2020	8,470,000	11/15/2046	4.000	-	8,470,000	-	-	-
A3/A-/A/AA			TRB 2020B-2	3/24/2022	62,115,000	11/15/2046	4.000	-	-	-	62,115,000	-
A3/A-/A/AA	Aa2/AA/A+/NR	VMIG 1/A-1/F1/NR	TRB 2020C-1	5/14/2020	38,260,000	11/15/2038	4.750	-	-	-	38,260,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	40,185,000	11/15/2039	4.750	-	-	-	40,185,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	42,200,000	11/15/2040	4.750	-	-	-	42,200,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	44,315,000	11/15/2041	4.750	-	-	-	44,315,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	46,530,000	11/15/2042	4.750	-	-	-	46,530,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	48,850,000	11/15/2043	4.750	-	-	-	48,850,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	51,275,000	11/15/2044	4.750	-	-	-	51,275,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

Metropolitan Transportation Authority
Disclosure for Fiscal Year Ended 12/31/2023

Total Bonds and Notes Issued in 2023	4,947,155,000
New Money Bonds and Notes Issued in 2023	1,978,735,000
Refunding Bonds and Notes Issued in 2023	2,968,420,000

Total	4,700,225,000	2,450,670,000	1,393,355,000	16,940,000	363,060,000	45,058,727,500	1,967,185,000
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Underlying LT Ratings Mdy/S&P/Ftch/Krll	Credit Supported LT		Series	Date Issued	Amount Issued	Maturity	Coupon	Amount			Amount Outstanding as of December 31, 2023	Amount Swapped as of December 31, 2023
	Ratings	S T Ratings						Amount Matured in 2023	Amount Defeased in 2023	Amount Called in 2023		
	Mdy/S&P/Ftch/Krll	Mdy/S&P/Ftch/Krll										
A3/A-/A/AA			TRB 2020C-1	5/14/2020	53,820,000	11/15/2045	4.750	-	-	-	53,820,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	67,225,000	11/15/2046	5.000	-	-	-	67,225,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	70,165,000	11/15/2047	5.000	-	-	-	70,165,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	73,250,000	11/15/2048	5.000	-	-	-	73,250,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	76,490,000	11/15/2049	5.000	-	-	-	76,490,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	79,890,000	11/15/2050	5.000	-	-	-	79,890,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	70,210,000	11/15/2051	5.250	-	-	-	70,210,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	74,145,000	11/15/2052	5.250	-	-	-	74,145,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	78,290,000	11/15/2053	5.250	-	-	-	78,290,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	82,650,000	11/15/2054	5.250	-	-	-	82,650,000	-
A3/A-/A/AA			TRB 2020C-1	5/14/2020	87,250,000	11/15/2055	5.250	-	-	-	87,250,000	-
A3/A-/A/AA			TRB 2020C-2 Taxable	5/14/2020	196,410,000	11/15/2047	5.175	-	-	-	196,410,000	-
A3/A-/A/AA			TRB 2020C-2 Taxable	5/14/2020	196,410,000	11/15/2048	5.175	-	-	-	196,410,000	-
A3/A-/A/AA			TRB 2020C-2 Taxable	5/14/2020	196,405,000	11/15/2049	5.175	-	-	-	196,405,000	-
A3/A-/A/AA			TRB 2020C-2 Taxable	5/14/2020	3,590,000	11/15/2047	5.525	-	-	-	3,590,000	-
A3/A-/A/AA			TRB 2020C-2 Taxable	5/14/2020	3,590,000	11/15/2048	5.525	-	-	-	3,590,000	-
A3/A-/A/AA			TRB 2020C-2 Taxable	5/14/2020	3,595,000	11/15/2049	5.525	-	-	-	3,595,000	-
A3/A-/A/AA			TRB 2020D	9/18/2020	100,000,000	11/15/2043	5.000	-	-	-	100,000,000	-
A3/A-/A/AA			TRB 2020D	9/18/2020	100,000,000	11/15/2044	5.000	-	-	-	100,000,000	-
A3/A-/A/AA			TRB 2020D	9/18/2020	100,000,000	11/15/2045	5.000	-	-	-	100,000,000	-
A3/A-/A/AA			TRB 2020D	9/18/2020	100,000,000	11/15/2046	4.000	-	-	-	100,000,000	-
A3/A-/A/AA			TRB 2020D	9/18/2020	100,000,000	11/15/2047	4.000	-	-	-	100,000,000	-
A3/A-/A/AA			TRB 2020D	9/18/2020	100,000,000	11/15/2048	4.000	-	-	-	100,000,000	-
A3/A-/A/AA			TRB 2020D	9/18/2020	150,000,000	11/15/2049	4.000	-	-	-	150,000,000	-
A3/A-/A/AA			TRB 2020D	9/18/2020	150,000,000	11/15/2050	4.000	-	-	-	150,000,000	-
A3/A-/A/AA			TRB 2020E	11/13/2020	28,505,000	11/15/2026	4.000	-	-	-	28,505,000	-
A3/A-/A/AA			TRB 2020E	11/13/2020	29,640,000	11/15/2027	5.000	-	-	-	29,640,000	-
A3/A-/A/AA			TRB 2020E	11/13/2020	31,115,000	11/15/2028	5.000	-	-	-	31,115,000	-
A3/A-/A/AA			TRB 2020E	11/13/2020	32,665,000	11/15/2029	5.000	-	-	-	32,665,000	-
A3/A-/A/AA			TRB 2020E	11/13/2020	34,295,000	11/15/2030	5.000	-	-	-	34,295,000	-
A3/A-/A/AA			TRB 2020E	11/13/2020	32,790,000	11/15/2032	5.000	-	-	-	32,790,000	-
A3/A-/A/AA			TRB 2020E	11/13/2020	34,330,000	11/15/2033	5.000	-	-	-	34,330,000	-
A3/A-/A/AA			TRB 2020E	11/13/2020	98,745,000	11/15/2044	4.000	-	-	-	98,745,000	-
A3/A-/A/AA			TRB 2020E	11/13/2020	97,830,000	11/15/2045	4.000	-	-	-	97,830,000	-
A3/A-/A/AA			TRB 2021A-1 Green Bonds	2/12/2021	62,670,000	11/15/2044	4.000	-	-	-	62,670,000	-
A3/A-/A/AA			TRB 2021A-1 Green Bonds	2/12/2021	65,180,000	11/15/2045	4.000	-	-	-	65,180,000	-
A3/A-/A/AA			TRB 2021A-1 Green Bonds	2/12/2021	67,785,000	11/15/2046	4.000	-	-	-	67,785,000	-
A3/A-/A/AA			TRB 2021A-1 Green Bonds	2/12/2021	70,500,000	11/15/2047	4.000	-	-	-	70,500,000	-
A3/A-/A/AA			TRB 2021A-1 Green Bonds	2/12/2021	73,315,000	11/15/2048	4.000	-	-	-	73,315,000	-
A3/A-/A/AA			TRB 2021A-1 Green Bonds	2/12/2021	76,250,000	11/15/2049	4.000	-	-	-	76,250,000	-
A3/A-/A/AA			TRB 2021A-1 Green Bonds	2/12/2021	79,300,000	11/15/2050	4.000	-	-	-	79,300,000	-
A3/A-/A/AA			TRB 2021A-2	2/12/2021	65,670,000	11/15/2041	4.000	-	-	-	65,670,000	-
A3/A-/A/AA			TRB 2021A-2	2/12/2021	68,300,000	11/15/2042	4.000	-	-	-	68,300,000	-
A3/A-/A/AA			TRB 2021A-2	2/12/2021	71,030,000	11/15/2043	4.000	-	-	-	71,030,000	-

*Note: \$58,020,000 TBTA Series 2013D-2a has been refinance twice in 2015.

INTEREST RATE EXCHANGE AGREEMENTS-MTA

As of December 31, 2023

(\$ in millions)

Metropolitan Transportation Authority						
Related Bonds	Notional Amount as of 12/31/23	Effective Date	Maturity Date	Terms	Counterparty and Ratings (S&P / Moody's/ Fitch)	Fair Value as of 12/31/23
TRB 2002D-2	\$ 200.000	1/1/2007	11/1/2032	Pay 4.45%; receive 69% SOFR + 0.079%	JPMorgan Chase Bank, NA (A+ / Aa2 / AA)	(\$ 27.249)
TRB 2005D & 2005E	211.680	11/2/2005	11/1/2035	Pay 3.561%; receive 67% SOFR + 0.0767%	UBS AG (A+ / Aa3 / A+)	(13.867)
TRB 2005E	70.560	11/2/2005	11/1/2035	Pay 3.561%; receive 67% SOFR + 0.0767%	AIG Financial Products ⁽¹⁾ (BBB+ / Baa2 / BBB+)	(4.622)
TRB 2012G	354.600	11/15/2012	11/1/2032	Pay 3.563%; receive 67% SOFR + 0.0767%	JPMorgan Chase Bank, NA (A+ / Aa2 / AA)	(27.717)
DTF 2008A	232.695	3/24/2005	11/1/2031	Pay 3.3156%; receive 67% SOFR + 0.0767%	Bank of New York Mellon (AA- / Aa2 / AA)	(8.099)
Total	\$ 1,069.535					(\$ 81.554)

¹Guarantor: American International Group, Inc., parent of AIG Financial Products.

INTEREST RATE EXCHANGE AGREEMENTS-TBTA

As of December 31, 2023

(\$ in millions)

MTA Bridges and Tunnels						
Related Bonds	Notional Amount as of 12/31/23	Effective Date	Maturity Date	Terms	Counterparty and Ratings (S&P / Moody's / Fitch)	Fair Value as of 12/31/23
TBTA 2018E & 2003B ⁴	\$185.000	7/7/2005	1/1/2032	Pay 3.076%; receive 67% SOFR + 0.0767%	Citibank, N.A. (A+ / Aa3 / A+)	(\$ 6.760)
TBTA 2005B-2	185.000	7/7/2005	1/1/2032	Pay 3.076%; receive 67% SOFR + 0.0767%	JPMorgan Chase Bank, NA (A+ / Aa2 / AA)	(6.760)
TBTA 2005B-3	185.000	7/7/2005	1/1/2032	Pay 3.076%; receive 67% SOFR + 0.0767%	BNP Paribas North America ¹ (A+ / Aa3 / AA-)	(6.760)
TBTA 2005B-4	185.000	7/7/2005	1/1/2032	Pay 3.076%; receive 67% SOFR + 0.0767%	UBS AG (A+ / Aa3 / A+)	(6.760)
TRB 2002G-1 & PMT 2022E TBTA 2005A & 2001C ^{2, 5}	78.825 ³	4/1/2016	1/1/2030	Pay 3.52%; receive 67% SOFR + 0.0767%	U.S. Bank N.A. (A+ / A2 / A+)	(1.858) ³
TRB 2002G-1 & PMT 2022E TBTA 2005A & 2001C ^{2, 5}	78.825 ³	4/1/2016	1/1/2030	Pay 3.52%; receive 67% SOFR + 0.0767%	Wells Fargo Bank, N.A. (A+ / Aa2 / AA-)	(1.859) ³
Total	\$ 897.650					(\$ 30.757)

¹Guarantor: BNP Paribas.

²Between November 22, 2016 and December 5, 2016, the Variable Rate Certificates of Participation, Series 2004A were redeemed. Corresponding notional amounts from the Series 2004A COPs were reassigned to MTA Bridges and Tunnels General Revenue Variable Rate Bonds, Series 2001C.

³Pursuant to an Interagency Agreement (following novations from UBS in April 2016), MTA New York City Transit is responsible for 68.7%, MTA is responsible for 21.0%, and TBTA is responsible for 10.3% of the transaction. On November 1, 2022 the 2011B were refunded with 2022-E2a bonds. The portion of the U.S. Bank and Wells Fargo Swap associated with 2011B bonds were allocated to the 2022E-2a bonds.

⁴On October 27, 2021 the 2002F bonds were changed to fixed-rate mode and a portion of the Citi swap was reassigned to the 2018E bonds.

⁵On November 1, 2022 the TRB Series 2011B bonds were refunded with the PMT Series 2022E-2a bonds, and the portion of the U.S. Bank and Wells Fargo swaps associated with the 2011B bonds were allocated to the PMT 2022E bonds.

COST OF ISSUANCE - 2023¹²³

Series	TBTA 2023A	TBTA 2023B	TBTA Sales Tax 2023A	PMT 2023A	PMT 2023B	PMT 2023C	Total³
Date Issued	<i>2/14/2023</i>	<i>8/17/2023</i>	<i>3/14/2023</i>	<i>1/12/2023</i>	<i>7/6/2023</i>	<i>10/19/2023</i>	
Issue Amount	<i>\$828,225,000</i>	<i>\$370,030,000</i>	<i>\$1,253,750,000</i>	<i>\$764,950,000</i>	<i>\$600,000,000</i>	<i>\$1,130,200,000</i>	<i>\$4,947,155,000</i>
NYS Bond Issuance Fee	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Financial Advisor	82,000	83,500	85,000	164,000	167,000	167,000	\$748,500
Bond Insurance	0	0	0	0	0	0	\$0
Underwriter's Discount/ Counsel	2,978,767	1,645,740	5,798,571	2,450,048	2,537,490	5,201,715	\$20,612,331
Bond Counsel	250,000	250,000	370,000	370,000	370,000	390,000	\$2,000,000
Disclosure Counsel	125,000	125,000	165,000	185,000	185,000	195,000	\$980,000
Rating Agency	362,823	194,503	215,375	181,495	145,000	228,020	\$1,327,216
Verification/Auction Agent	1,400	3,500	0	0	5,000	3,250	\$13,150
Trustee	15,000	15,000	10,000	6,500	6,500	8,500	\$61,500
Printing and Distribution	6,500	6,500	5,000	6,500	6,500	6,500	\$37,500
Green Bond Certification	0	0	0	7,650	6,000	11,302	\$24,952
Independent Engineer and Miscellaneous	102,000	52,000	1,500	2,000	5,741	2,000	\$165,241
Total	\$3,923,489	\$2,375,743	\$6,650,446	\$3,373,192	\$3,434,231	\$6,213,287	\$25,970,390

¹ Includes cost of issuance estimates when actual data is not available.

² In addition to the cost of issuance related to bonds and notes issued in 2023 as detailed in the table above, MTA incurred \$158,355 of cost of issuance related to variable rate bond remarketings and \$21.9 million of on-going debt support costs, which include liquidity fees on letters of credit, rating agency surveillance fees, remarketing agent fees, and trustee fees.

³ Totals may not add due to rounding.