



**\$388,505,000**  
**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Dedicated Tax Fund Green Bonds,**  
**Series 2024A (Climate Bond Certified)**



**Dated: Date of Delivery**

**Due: November 15, as shown on inside cover page**

The Metropolitan Transportation Authority's (MTA) Dedicated Tax Fund Green Bonds, Series 2024A (Climate Bond Certified) (the Series 2024A Bonds) are being issued to (i) retire MTA Bridges and Tunnels' outstanding Payroll Mobility Tax Bond Anticipation Notes, Series 2022A and (ii) pay certain financing, legal and miscellaneous expenses. See "APPLICATION OF PROCEEDS" herein.

The Series 2024A Bonds –

- are MTA's special, not general, obligations, payable solely from the State taxes deposited into the Pledged Amounts Account of the Metropolitan Transportation Authority Dedicated Tax Fund as described herein, and
- are not a debt of the State of New York (the State) or The City of New York (the City) or any other local government unit.

MTA has no taxing power.

In the opinion of Nixon Peabody LLP and D. Seaton and Associates, P.A., P.C., Co-Bond Counsel to MTA, under existing law and relying on certain representations by MTA and assuming the compliance by MTA with certain covenants, interest on the Series 2024A Bonds is:

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

Also in Co-Bond Counsel's opinion, under existing law, interest on the Series 2024A Bonds is exempt from personal income taxes of the State and any political subdivisions of the State, including the City. See "TAX MATTERS" herein for a discussion of certain federal and State income tax matters.

The Series 2024A Bonds will bear interest at the rates shown on the inside cover page hereof.

The Series 2024A Bonds are subject to redemption prior to maturity as described herein.

The Series 2024A Bonds are offered when, as, and if issued, subject to certain conditions, and are expected to be delivered through the facilities of The Depository Trust Company, on or about July 23, 2024.

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This cover page contains certain information for general reference only. It is not intended to be a summary of the security or terms of the Series 2024A Bonds. Investors are advised to read the entire official statement, including all portions hereof included by specific cross-reference, to obtain information essential to making an informed decision.

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**BofA Securities**

**Academy Securities**

**Loop Capital Markets**

**Stern Brothers & Co.**

**Goldman Sachs & Co. LLC**  
**Ramirez & Co., Inc.**

**Jefferies**

**J.P. Morgan**  
**Siebert Williams Shank & Co., LLC**

Barclays  
 Oppenheimer & Co.

Drexel Hamilton, LLC

Morgan Stanley  
 Rice Financial Products Company

July 19, 2024

**\$388,505,000**  
**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Dedicated Tax Fund Green Bonds, Series 2024A (Climate Bond Certified)**

**\$226,475,000 Serial Bonds**

<u>Maturity</u> <u>November 15</u>	<u>Principal</u> <u>Amount</u>	<u>Interest</u> <u>Rate</u>	<u>Yield</u>	<u>CUSIP Number</u> <u>(59260X)*</u>
2025	\$5,875,000	5.00%	2.88%	BG2
2026	6,170,000	5.00	2.84	BH0
2027	6,480,000	5.00	2.81	BJ6
2028	6,805,000	5.00	2.85	BK3
2029	7,145,000	5.00	2.85	BL1
2030	7,500,000	5.00	2.92	BM9
2031	7,875,000	5.00	2.98	BN7
2032	8,270,000	5.00	3.01	BP2
2033	8,685,000	5.00	3.04	BQ0
2034	9,115,000	5.00	3.05	BR8
2035	9,575,000	5.00	3.11 <sup>†</sup>	BS6
2036	10,050,000	5.00	3.15 <sup>†</sup>	BT4
2037	10,555,000	5.00	3.22 <sup>†</sup>	BU1
2038	11,080,000	5.00	3.24 <sup>†</sup>	BV9
2039	11,635,000	5.00	3.32 <sup>†</sup>	BW7
2040	12,220,000	5.00	3.40 <sup>†</sup>	BX5
2041	12,830,000	5.00	3.49 <sup>†</sup>	BY3
2042	13,470,000	5.25	3.51 <sup>†</sup>	BZ0
2043	14,175,000	5.00	3.62 <sup>†</sup>	CA4
2044	14,885,000	5.00	3.68 <sup>†</sup>	CB2
2045	15,630,000	5.25	3.70 <sup>†</sup>	CC0
2046	16,450,000	4.00	4.09	CD8

**\$162,030,000 Term Bonds**

\$53,935,000 5.00% Term Bond due November 15, 2049, Yield: 3.93%<sup>†</sup>  
CUSIP Number\* 59260X CE6

\$40,400,000 4.00% Term Bond due November 15, 2051, Yield: 4.17%  
CUSIP Number\* 59260X CF3

\$67,695,000 5.25% Term Bond due November 15, 2054, Yield: 3.97%<sup>†</sup>  
CUSIP Number\* 59260X CG1

The following summarizes the optional redemption provisions of the Series 2024A Bonds: the Series 2024A Bonds are subject to redemption prior to maturity on any date on or after November 15, 2034 at the option of MTA, in whole or in part, at 100% of the principal amount thereof, together with accrued interest thereon up to but not including the redemption date, as described herein under the caption “DESCRIPTION OF THE SERIES 2024A BONDS – Redemption Prior to Maturity” in **Part I**.

\* CUSIP numbers have been assigned by an organization not affiliated with MTA and are included solely for the convenience of the holders of the Series 2024A Bonds. MTA is not responsible for the selection or uses of these CUSIP numbers, nor is any representation made as to their correctness on the Series 2024A Bonds or as indicated above. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Series 2024A Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors that is applicable to all or a portion of certain maturities of the Series 2024A Bonds.

<sup>†</sup> Priced at the stated yield to the November 15, 2034 optional redemption date.

**Metropolitan Transportation Authority**  
**2 Broadway**  
**New York, New York 10004**  
**(212) 878-7000**  
**Website: [www.new.mta.info](http://www.new.mta.info)**

John N. Lieber ..... Chair and Chief Executive Officer  
Andrew B. Albert..... Non-Voting Member  
Jamey Barbas ..... Member  
Gerard Bringmann ..... Non-Voting Member  
Norman E. Brown..... Non-Voting Member  
Samuel Chu..... Member  
Michael Fleischer..... Member  
Daniel Garodnick..... Member  
Randolph Glucksman..... Non-Voting Member  
Marc Herbst ..... Member  
David R. Jones ..... Member  
Meera Joshi ..... Member  
Blanca P. López ..... Member  
David S. Mack ..... Member  
Haeda B. Mihaltses ..... Member  
John-Ross Rizzo ..... Member  
John Samuelsen..... Non-Voting Member  
Lisa Sorin..... Member  
Vincent Tessitore, Jr. .... Non-Voting Member  
Midori Valdivia..... Member  
Neal Zuckerman..... Member

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Kevin Willens ..... Chief Financial Officer  
Paige Graves ..... General Counsel  
Olga Chernat ..... Deputy Chief, Financial Services

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NIXON PEABODY LLP  
New York, New York

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

Co-Bond Counsel

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

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

Co-Financial Advisors

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

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## SUMMARY OF TERMS

MTA has prepared this Summary of Terms to describe the specific terms of the Series 2024A Bonds. The information in this official statement, including the materials filed with the Electronic Municipal Market Access System of the Municipal Securities Rulemaking Board and included by specific cross-reference as described herein, provides a more detailed description of matters relating to MTA and to the Dedicated Tax Fund Bonds. Investors should carefully review that detailed information in its entirety before making a decision to purchase any of the Series 2024A Bonds being offered.

Issuer .....	Metropolitan Transportation Authority, a public benefit corporation of the State of New York.		
Bonds Being Offered.....	Dedicated Tax Fund Green Bonds, Series 2024A (Climate Bond Certified) (the Series 2024A Bonds).		
Purpose of Issue.....	The Series 2024A Bonds are being issued to (i) retire MTA Bridges and Tunnels' outstanding Payroll Mobility Tax Bond Anticipation Notes, Series 2022A and (ii) pay certain financing, legal and miscellaneous expenses. See "APPLICATION OF PROCEEDS" in <b>Part I</b> .		
Maturities and Rates.....	The Series 2024A Bonds mature on the dates and bear interest at the rates shown on the inside cover page.		
Denominations .....	The Series 2024A Bonds will be sold in denominations of \$5,000 or any integral multiple thereof.		
Interest Payment Dates.....	Interest on the Series 2024A Bonds shall be paid semiannually on May 15 and November 15, commencing November 15, 2024.		
Redemption .....	See "DESCRIPTION OF THE SERIES 2024A BONDS – Redemption Prior to Maturity" in <b>Part I</b> .		
Sources of Payment and Security .....	MTA's pledged State taxes, as described in <b>Part II</b> .		
Registration of the Series 2024A Bonds.....	DTC Book-Entry-Only System. No physical certificates evidencing ownership of a bond will be delivered, except to DTC.		
Trustee.....	The Bank of New York Mellon, New York, New York.		
Co-Bond Counsel.....	Nixon Peabody LLP, New York, New York and D. Seaton and Associates, P.A., P.C., New York, New York.		
Special Disclosure Counsel.....	Hawkins Delafield & Wood LLP, New York, New York.		
Tax Status.....	See "TAX MATTERS" in <b>Part III</b> .		
Ratings.....	<u>Rating Agency</u>	<u>Rating</u>	<u>Outlook</u>
	Fitch:	AA	Stable
	S&P:	AA	Stable
	See "RATINGS" in <b>Part III</b> .		
Co-Financial Advisors.....	Public Resources Advisory Group, Inc., New York, New York, and Backstrom McCarley Berry & Co., LLC, San Francisco, California.		
Underwriters.....	See cover page.		
Underwriters' Discount .....	See "UNDERWRITING" in <b>Part III</b> .		
Counsel to Underwriters.....	Harris Beach PLLC, New York, New York.		
Verification Agent.....	Robert Thomas CPA LLC.		

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- **No Unauthorized Offer.** This official statement is not an offer to sell, or the solicitation of an offer to buy, the Series 2024A Bonds in any jurisdiction where that would be unlawful. MTA has not authorized any dealer, salesperson or any other person to give any information or make any representation in connection with the offering of the Series 2024A Bonds, except as set forth in this official statement. No other information or representations should be relied upon.
  - **No Contract or Investment Advice.** This official statement is not a contract and does not provide investment advice. Investors should consult their financial advisors and legal counsel with questions about this official statement, the Series 2024A Bonds being offered, and anything else related to this bond issue.
  - **Information Subject to Change.** Information and expressions of opinion are subject to change without notice, and it should not be inferred that there have been no changes since the date of this document. Neither the delivery of, nor any sale made under, this official statement shall under any circumstances create any implication that there has been no change in MTA's affairs or in any other matters described herein since the date of this official statement.
  - **Forward-Looking Statements.** Many statements contained in this official statement, including the appendices and documents included by specific cross-reference, that are not historical facts are forward-looking statements, which are based on MTA's beliefs, as well as assumptions made by, and information currently available to, the management and staff of MTA as of the date of this official statement. Because the statements are based on expectations about future events and economic performance and are not statements of fact, actual results may differ materially from those projected. The words "anticipate," "assume," "estimate," "expect," "objective," "projection," "plan," "forecast," "goal," "budget" or similar words are intended to identify forward-looking statements. The words or phrases "to date," "now," "currently," and the like are intended to mean as of the date of this official statement. Neither MTA's independent auditors, nor any other independent auditors, have compiled, examined, or performed any procedures with respect to the forward-looking statements contained herein, nor have they expressed any opinion or any other form of assurance on such information or its achievability, and assume no responsibility for, and disclaim any association with, the prospective financial information. Neither MTA's independent auditors, nor any other independent auditors, have been consulted in connection with the preparation of the forward-looking statements set forth in this official statement, which is solely the product of MTA and its affiliates and subsidiaries as of the date of this official statement, and the independent auditors assume no responsibility for its content. These forward-looking statements speak only as of the date of this official statement.
  - **Projections.** The projections set forth in this official statement were not prepared with a view toward complying with the guidelines established by the American Institute of Certified Public Accountants with respect to prospective financial information, but, in the view of MTA's management, were prepared on a reasonable basis, reflect the best currently available estimates and judgments, and present, to the best of management's knowledge and belief, the expected course of action and the expected future financial performance of MTA. However, this information is not fact and should not be relied upon as being necessarily indicative of future results, and readers of this official statement are cautioned not to place undue reliance on the prospective financial information. Neither MTA's independent auditors, nor any other independent auditors, have compiled, examined, or performed any procedures with respect to the prospective financial information contained herein, nor have they expressed any opinion or any other form of assurance on such information or its achievability, and assume no responsibility for, and disclaim any association with, the prospective financial information. Neither MTA's independent auditors, nor any other independent auditors, have been consulted in connection with the preparation of the prospective financial information set forth in this official statement, which is solely the product of MTA and its other affiliates and subsidiaries as of the date of this official statement, and the independent auditors assume no responsibility for its content.
  - **Independent Auditor.** Deloitte & Touche LLP, MTA's independent auditor, has not reviewed, commented on or approved, and is not associated with, this official statement. The audit report of Deloitte & Touche LLP relating to MTA's consolidated financial statements for the years ended December 31, 2023 and 2022, which is a matter of public record, is included by specific cross-reference in this official statement. Deloitte & Touche LLP has not been asked to consent to the inclusion, or incorporation by reference, of its audit report in this official statement. Deloitte & Touche LLP has not performed any procedures on any financial statements or other financial information of MTA, including, without limitation, any of the information contained in this official statement, since the date of the audit report.
  - **Climate Bonds Initiative.** The Climate Bonds Initiative has provided the following paragraphs for inclusion in this official statement: The certification of the Series 2024A Bonds as Climate Bonds by the Climate Bonds Initiative is based solely on the Climate Bonds Standard 3.0 and does not, and is not intended to, make any representation or give any assurance with respect to any other matter relating to the Series 2024A Bonds or any projects financed by the Series 2024A Bonds, including but not limited to this official statement, or MTA.

The certification of the Series 2024A Bonds as Climate Bonds by the Climate Bonds Initiative is not a recommendation to any person to purchase, hold or sell the Series 2024A Bonds and such certification does not address the market price or suitability of the Series 2024A Bonds for a particular investor. The certification also does not address the merits of the decision by MTA or any third party to participate in this transaction and does not express, and should not be deemed to be an expression of, an opinion as to MTA or any aspect of any projects financed by the Series 2024A Bonds (including but not limited to the financial viability of any projects financed by the Series 2024A Bonds) other than with respect to compliance with the Climate Bonds Standard.

In issuing or monitoring, as applicable, the certification, the Climate Bonds Initiative has assumed and relied upon and will assume and rely upon the accuracy and completeness in all material respects of the information supplied or otherwise made available to the Climate Bonds Initiative. The Climate Bonds Initiative does not assume or accept any responsibility to any person for independently verifying (and it has not verified) such information or to undertake (and it has not undertaken) any independent evaluation of any projects financed by the Series 2024A Bonds or of MTA. In addition, the Climate Bonds Initiative does not assume any obligation to conduct (and it has not conducted) any physical inspection of any projects financed by the Series 2024A Bonds. The certification may only be used in connection with the Series 2024A Bonds, including as provided in this official statement, and may not be used for any other purpose without the Climate Bonds Initiative's prior written consent.

The certification does not and is not in any way intended to address the likelihood of timely payment of interest or principal when due on the Series 2024A Bonds. In the event MTA does not comply with the Climate Bonds Initiative's required procedures for Climate Bonds, the Climate Bonds Initiative, in its sole and absolute discretion, may withdraw its Climate Bond certification of the Series 2024A Bonds at any time, and there can be no assurance that such certification may not be withdrawn.

- ***No Guarantee of Information by Underwriters.*** The Underwriters have provided the following sentence for inclusion in this official statement: The Underwriters have reviewed the information in this official statement in accordance with, and as part of, their responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriters do not guarantee the accuracy or completeness of such information. The Underwriters do not make any representation or warranty, express or implied, as to
  - the accuracy or completeness of information they have neither supplied nor verified,
  - the validity of the Series 2024A Bonds, or
  - the tax status of the interest on the Series 2024A Bonds.
- ***Website Addresses.*** References to website addresses presented herein are for informational purposes only and may be in the form of a hyperlink solely for the reader's convenience. Unless specified otherwise, such websites and the information or links contained therein are not incorporated into, and are not part of, this official statement for purposes of Rule 15c2-12 of the United States Securities and Exchange Commission, as amended, and in effect on the date hereof

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- Attachment 1** – Book-Entry-Only System
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- Attachment 3** – Form of Approving Opinions of Co-Bond Counsel
- Attachment 4** – Supplement to 2024 MTA Annual Disclosure Statement, dated July 10, 2024

**Information Included by Specific Cross-reference.** The following portions of MTA’s 2024 Combined Continuing Disclosure Filings, dated April 29, 2024, as supplemented on July 3, 2024 and July 10, 2024, filed with the Electronic Municipal Market Access system (EMMA) of the Municipal Securities Rulemaking Board (MSRB), are included by specific cross-reference in this official statement, along with material that updates this official statement and that is filed with EMMA prior to the delivery date of the Series 2024A Bonds, together with any supplements or amendments thereto:

- **Part I** – MTA Annual Disclosure Statement (the **MTA Annual Disclosure Statement** or **ADS**)
- **Appendix B** – Audited Consolidated Financial Statements of Metropolitan Transportation Authority for the Years Ended December 31, 2023 and 2022 (including the auditor’s report accompanying the annual financial information)

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

- the Dedicated Tax Fund Obligation Resolution (referred to herein as the DTF Resolution)
- Annex A – the Standard Resolution Provisions

For convenience, copies of most of these documents can be found on the MTA website (<https://new.mta.info>) under the caption “Transparency – Financial & Investor Information–Investor Information & Disclosures” and “– Financial and Budget Statements”. No statement on MTA’s website is included by specific cross-reference herein. For the **ADS** and **Appendix B**, see <https://new.mta.info/investor-info/disclosure-filings>. For the DTF Resolution and related annex, see <https://new.mta.info/investor-info/bond-resolutions-interagency-agreements>. See “FURTHER INFORMATION” in **Part III**. Definitions of certain terms used in the summaries may differ from terms used in this official statement, such as the use herein of the popular names of MTA affiliates and subsidiaries.

The Consolidated Financial Statements of Metropolitan Transportation Authority for the Years Ended December 31, 2023 and 2022, incorporated by specific cross-reference in this official statement, have been audited by Deloitte & Touche LLP, certified public accountants, as stated in their audit report appearing therein. Deloitte & Touche LLP has not reviewed, commented on or approved, and is not associated with, this official statement. The audit report of Deloitte & Touche LLP relating to the Consolidated Financial Statements of Metropolitan Transportation Authority for the Years Ended December 31, 2023 and 2022, which is a matter of public record, is included by specific cross-reference in this official statement. Deloitte & Touche LLP has not been asked to consent to the inclusion, or incorporation by reference, of its audit report in this official statement.

## INTRODUCTION

### MTA, MTA Bridges and Tunnels and Other Related Entities

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

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

Triborough Bridge and Tunnel Authority (MTA Bridges and Tunnels), another affiliate of MTA, is a public benefit corporation empowered to construct and operate toll bridges and tunnels and other public facilities in the City. MTA Bridges and Tunnels issues debt obligations secured by bridge and tunnel tolls to finance the capital costs of its facilities. MTA Bridges and Tunnels is also empowered to issue debt obligations secured by bridge and tunnel tolls to finance the capital costs of the Transit and Commuter Systems operated by other affiliates and subsidiaries of MTA, but has not done so since 2008. MTA Bridges and Tunnels also issues debt obligations secured by non-toll revenues to finance the capital costs of the Transit and Commuter Systems operated by other affiliates and subsidiaries of MTA, such as the Payroll Mobility Tax Obligations and Sales Tax Revenue Bonds. MTA Bridges and Tunnels’ surplus amounts are also used to fund transit and commuter operations and finance capital projects.

The board members of MTA serve as the board members of MTA’s affiliates and subsidiaries, which, together with MTA, are referred to herein as the Related Entities. MTA and the other Related Entities are described in detail in **Part I** – MTA Annual Disclosure Statement to MTA’s 2024 Combined Continuing Disclosure Filings (the **MTA Annual Disclosure Statement** or **ADS**), which is included by specific cross-reference in this official statement.

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

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

Capitalized terms used herein and not otherwise defined have the meanings provided in the **ADS** or the DTF Resolution.

## Information Provided in the MTA Annual Disclosure Statement

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

### Where to Find Information

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

- This **Introduction** provides a general description of MTA, MTA Bridges and Tunnels and the other Related Entities.
- **Part I** provides specific information about the Series 2024A Bonds.
- **Part II** describes the sources of payment and security for all Dedicated Tax Fund Bonds, including the Series 2024A Bonds.
- **Part III** provides miscellaneous information relating to the Series 2024A Bonds.
- **Attachment 1** sets forth certain provisions applicable to the book-entry-only system of registration to be used for the Series 2024A Bonds.
- **Attachment 2** is the form of the Continuing Disclosure Agreement relating to the Series 2024A Bonds.
- **Attachment 3** is the form of approving opinions of Co-Bond Counsel in connection with the issuance of the Series 2024A Bonds.
- **Attachment 4** sets forth a copy of the Supplement to the **ADS**, dated July 10, 2024.

**Information Included by Specific Cross-reference.** The information listed under the caption "Information Included by Specific Cross-reference" following the Table of Contents, as filed with the MSRB through EMMA to date, is "included by specific cross-reference" in this official statement. This means that important information is disclosed by referring to those documents and that the specified portions of those documents are considered to be part of this official statement. **This official statement, which includes the specified portions of those filings, should be read in its entirety in order to obtain essential information for making an informed decision in connection with the Series 2024A Bonds.** Information included by specific cross-reference in this official statement may be obtained, as described below, from the MSRB and from MTA.

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

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

**Anticipated Debt Issuance.** In addition to the Series 2024A Bonds, MTA may issue Dedicated Tax Fund Bonds to retire the MTA Bridges and Tunnels Payroll Mobility Tax Bond Anticipation Notes, Series 2022B on or prior to their maturity on December 16, 2024.

## PART I. SERIES 2024A BONDS

**Part I** of this official statement, together with the Summary of Terms, provides specific information about the Series 2024A Bonds.

### APPLICATION OF PROCEEDS

MTA anticipates that the proceeds of the Series 2024A Bonds (the principal amount thereof, plus a net original issue premium of \$38,101,889.30), in the aggregate amount of \$426,606,889.30, together with certain funds of MTA in the amount of \$5,321,062.50, will be used as follows: (i) \$429,568,662.49 will be deposited into an escrow account to retire \$425,685,000 aggregate principal amount of MTA Bridges and Tunnels' outstanding Payroll Mobility Tax Bond Anticipation Notes, Series 2022A (the Series 2022A Notes) on their maturity date, and to pay accrued interest thereon, and (ii) \$2,359,289.31 to pay certain financing, legal and miscellaneous expenses associated with the Series 2024A Bonds. Upon the deposit to the escrow account of the amounts described in the preceding sentence, payment of the principal of and interest on the Series 2022A Notes as required by the applicable resolution requirements at maturity shall have been provided for in full.

### Climate Bond Certified

The information set forth under this caption "Climate Bond Certified" concerning (1) the Climate Bonds Initiative (the CBI) and the process for obtaining Climate Bond Certification (the Climate Bond Certification), and (2) First Environment, Inc. (First Environment) in its role as a verifier with respect to the Climate Bond Certification, all as more fully described below, has been extracted from materials provided by the Climate Bonds Initiative and First Environment, respectively, for such purposes, and none of such information is guaranteed as to accuracy or completeness or is to be construed as a representation by MTA or the Underwriters. Additional information relating to the Climate Bonds Initiative, the Climate Bonds Standard, the Certification Process and the process for obtaining Climate Bond Certification can be found at [www.climatebonds.net](http://www.climatebonds.net). This website is included for reference only and the information contained therein is not incorporated by reference in this official statement.

The terms "Climate Bond Certified" and "green bonds" are neither defined in, nor related to the DTF Resolution, and their use herein is for identification purposes only and is not intended to provide or imply that a holder of the Series 2024A Bonds is entitled to any additional security other than as provided in the DTF Resolution. MTA has no continuing legal obligation to maintain the Climate Bond Certification of the Series 2024A Bonds.

**Introduction.** In early 2016, MTA requested, and the Climate Bonds Standard Board approved, the designation of MTA's Transportation Revenue Bonds, Series 2016A as "Climate Bond Certified" pursuant to the Low Carbon Transport criteria (the Climate Criteria) under the Climate Bonds Standard 2.0. As part of the certification requirement, MTA engaged Sustainalytics as an independent verifier to review MTA's 2010-2014 Capital Program to identify projects with expenditures that met the Climate Criteria. Sustainalytics reviewed \$12.6 billion of spending and concluded that projects totaling \$11.3 billion, or 89.7%, qualified under the Climate Criteria, making them eligible projects for CBI certification. CBI and MTA agreed that while MTA's pooled funding of its capital projects makes tracking proceeds to specific bond transactions prior to issuance impractical, the inherent benefit of MTA's Transit and Commuter Systems and the ongoing support and maintenance of them are compatible with an emissions trajectory consistent with the principles underlying the Climate Criteria. After an analysis of MTA's Capital Program elements, CBI agreed to certify up to a maximum of \$11.3 billion of bonds issued by MTA for credits that fund the Transit and Commuter Systems portion of its Capital Programs pursuant to an Application and Agreement for Climate Bond Certification dated October 21, 2019.

Subsequently, MTA engaged First Environment as an independent verifier to review MTA's 2015-2019 Capital Program. First Environment's review of MTA's 2015-2019 Capital Program concluded that 93.2% of the program's projects, totaling \$28.7 billion, qualify as eligible projects for CBI certification. In 2022, CBI approved the ongoing programmatic certification of future MTA bond issuances supporting certain Capital Program under the Climate Bonds Standard 3.0 and the sector eligibility requirements of Land Transport Criteria Version 2. Pursuant to an Addendum, by and between CBI, MTA, MTA Bridges and Tunnels, and the State, to

the Application for Climate Bond Certification executed in 2022, CBI agreed to certify bonds issued by MTA, MTA Bridges and Tunnels, and the State up to an additional \$28.7 billion of bonds for transit and commuter projects, resulting in an aggregate CBI approval of \$40.0 billion of bonds.

Under the programmatic approach, it is possible that MTA CBI-certified bonds may fund or refund projects not verified by the independent verifier as meeting Climate Criteria in a reviewed capital program but all projects funded are contained in an approved transit or commuter capital program. Additionally, some of these projects may have been funded by other resources available for MTA's Capital Programs.

MTA follows a programmatic approach in connection with CBI-certified bond issuances that complies with CBI standards and has been approved by CBI. Any certified MTA CBI bond or bond issuance is not tracked on a project specific basis nor is it tied to specific projects or to a specific capital program but rather to the CBI Programmatic Approach Certification. MTA has engaged an independent verifier to identify the total amount of Climate Criteria eligible transit and commuter projects under its Capital Programs and to annually provide post-issuance reports and to verify that issuances conform to the CBI standards and the CBI Programmatic Approach Certification. MTA has issued in aggregate a total par amount of bonds with the CBI certification that is less than the aggregate amount of eligible projects verified.

***The Climate Bonds Initiative and Climate Bond Certification.*** MTA has applied to the CBI under the Climate Bonds Standard & Certification Scheme (the Certification Process), for designation of the Series 2024A Bonds as "Climate Bond Certified." The Certification Process is a voluntary verification initiative which allows MTA to demonstrate to the investor market, the users of MTA's transit and commuter systems and other stakeholders that the Series 2024A Bonds meet international standards for climate integrity, management of proceeds and transparency.

The Certification Process provides a scientific framework for determining which projects and assets are consistent with a low carbon and climate resilient economy and, therefore, eligible for inclusion in a Certified Climate Bond. The requirements of the Certification Process relating to the Series 2024A Bonds are separated into pre-issuance and post-issuance requirements. The pre-issuance requirements are designed to ensure that MTA has established appropriate internal processes and controls prior to issuance of the Series 2024A Bonds, and that these internal processes and controls are sufficient to enable conformance with the Certification Process after the Series 2024A Bonds have been issued and bond proceeds are being expended. The post-issuance requirements require annual certification of compliance.

Commencing in 2017, and consistent with the requirements of the Climate Bonds Standard and Certification Process, MTA has agreed to file with EMMA with respect to Climate Bond Certified bonds: (i) annually, until the maturity or prior redemption of the Climate Bond Certified bonds, a post-issuance compliance certificate as required by the certification process; (ii) any event of material non-conformance with the certification process and the action MTA is taking or expecting to take to bring the projects and/or assets into conformance; and (iii) any revocation of the Climate Bond Certification by the Climate Bonds Standard Board.

## **DESCRIPTION OF THE SERIES 2024A BONDS**

### **General**

***Record Date.*** The Record Date for the payment of principal of, interest on and any Sinking Fund Installments with respect to the Series 2024A Bonds shall be the May 1 or November 1 immediately preceding such payment date.

***Book-Entry-Only System.*** The Series 2024A Bonds will be registered in the name of The Depository Trust Company, New York, New York, or its nominee (together, DTC) which will act as securities depository for the Series 2024A Bonds. Individual purchases of the Series 2024A Bonds will be made in book-entry-only form, in denominations of \$5,000 or any integral multiple thereof. So long as DTC is the registered owner of the Series 2024A Bonds, all payments on the Series 2024A Bonds will be made directly to DTC. DTC is responsible for disbursement of those payments to its participants, and DTC participants and indirect participants are responsible for making those payments to beneficial owners. See **Attachment 1** – "Book-Entry-Only System."

**Maturity.** The Series 2024A Bonds will mature and be payable as to principal, as set forth on the inside cover page of this official statement.

**Interest Payments.** The Series 2024A Bonds will bear interest from the dated date at the per annum rates shown on the inside cover pages of this official statement. Interest will be paid semiannually on each May 15 and November 15, commencing November 15, 2024, calculated based on a 360-day year comprised of twelve 30-day months and will be payable to the Holders thereof on each Interest Payment Date. In the event that any payment date is not a Business Day, payment will be made on the next Business Day with the same force and effect as if made on the nominal date set forth herein and no interest shall accrue during the intervening period with respect to any payment so deferred.

**Transfers and Exchanges.** So long as DTC is the securities depository for the Series 2024A Bonds, it will be the sole registered owner of the Series 2024A Bonds, and transfers of ownership interests in the Series 2024A Bonds will occur through the DTC Book-Entry-Only System.

**Trustee.** The Bank of New York Mellon, New York, New York, is Trustee with respect to the Series 2024A Bonds.

### Redemption Prior to Maturity

**Optional Redemption.** The Series 2024A Bonds are subject to redemption prior to maturity on any date on or after November 15, 2034, at the option of MTA, in whole or in part (in accordance with procedures of DTC, so long as DTC is the sole registered owner, and otherwise by lot in such manner as the Trustee in its discretion deems proper) at 100% of the principal amount thereof, together with accrued interest thereon up to but not including the redemption date.

**Mandatory Sinking Fund Redemption.** The term Series 2024A Bonds shown below are subject to mandatory sinking fund redemption, in part (in accordance with procedures of DTC, so long as DTC is the sole registered owner, and otherwise by lot in such manner as the Trustee in its discretion deems proper), on any November 15 on and after the first sinking fund installment date shown below at the principal amount thereof plus accrued interest up to but not including the date of redemption thereof, from mandatory Sinking Fund Installments that are required to be made in amounts sufficient to redeem on November 15 of each year the principal amount of such Series 2024A Bonds shown below:

Series 2024A 2049 5.00% Term Bond		
	Sinking Fund Redemption Date <u>(November 15)</u>	Sinking Fund <u>Installment</u>
first payment	2047	\$17,110,000
	2048	17,965,000
final maturity	2049	18,860,000
average life – 24.344 years		

Series 2024A 2051 4.00% Term Bond		
	Sinking Fund Redemption Date <u>(November 15)</u>	Sinking Fund <u>Installment</u>
first payment	2050	\$19,805,000
final maturity	2051	20,595,000
average life – 26.821 years		

Series 2024A 2054 5.25% Term Bond		
	Sinking Fund Redemption Date (November 15)	Sinking Fund Installment
first payment	2052	\$21,420,000
	2053	22,545,000
final maturity	2054	23,730,000
average life – 29.345 years		

**Credit Toward Mandatory Sinking Fund Redemption.** MTA may take credit toward mandatory Sinking Fund Installment requirements as follows, and, if taken, thereafter reduce the amount of term Series 2024A Bonds otherwise subject to mandatory Sinking Fund Installments on the date for which credit is taken:

- If MTA directs the Trustee to purchase or redeem term Series 2024A Bonds with money in the Debt Service Fund (at a price not greater than par plus accrued interest to the date of purchase or redemption), then a credit of 100% of the principal amount of those bonds will be made against the next Sinking Fund Installment due.
- If MTA purchases or redeems term Series 2024A Bonds with other available moneys, then the principal amount of those bonds will be credited against future Sinking Fund Installment requirements in any order, and in any annual amount, that MTA may direct.

**State and City Redemption.** Pursuant to the MTA Act, the State, upon providing sufficient funds, may require MTA to redeem the Series 2024A Bonds, prior to maturity, as a whole, on any interest payment date not less than twenty years after the date of issue of the Series 2024A Bonds, at 105% of their face value and accrued interest or at such lower redemption price provided for the Series 2024A Bonds in the case of redemption as a whole on the redemption date. The MTA Act further provides that the City, upon furnishing sufficient funds, may require MTA to redeem the Series 2024A Bonds, as a whole, but only in accordance with the terms upon which the Series 2024A Bonds are otherwise redeemable.

**Redemption Notices.** So long as DTC is the securities depository for the Series 2024A Bonds, the Trustee must mail redemption notices to DTC at least 20 days before the redemption date. If the Series 2024A Bonds are not held in book-entry-only form, then the Trustee must mail redemption notices directly to Owners within the same time frame. A redemption of the Series 2024A Bonds is valid and effective even if DTC's procedures for notice should fail. Beneficial owners should consider arranging to receive redemption notices or other communications to DTC affecting them, including notice of interest payments through DTC participants. Any notice of optional redemption may state that such optional redemption is conditioned upon receipt by the Trustee of money sufficient to pay the Redemption Price or upon the satisfaction of any other condition, or that such optional redemption may be rescinded upon the occurrence of any other event, and any conditional notice so given may be rescinded at any time before the payment of the Redemption Price if any such condition so specified is not satisfied or if any such other event occurs.

**Redemption Process.** If the Trustee gives an unconditional notice of redemption, then on the redemption date the Series 2024A Bonds called for redemption will become due and payable. If the Trustee gives a conditional notice of redemption and holds money to pay the redemption price of the affected Series 2024A Bonds, and any other conditions included in such notice have been satisfied, then on the redemption date the Series 2024A Bonds called for redemption will become due and payable. In either case, after the redemption date, no interest will accrue on those Series 2024A Bonds, and an Owner's only right will be to receive payment of the redemption price upon surrender of those Series 2024A Bonds.

**Please note that all redemptions are final – even if beneficial owners did not receive their notice and even if that notice had a defect.**



## **Debt Service on the Dedicated Tax Fund Bonds**

**Table 1** on the next page sets forth, on a cash basis, for each fiscal year ending December 31, (i) the debt service on the outstanding Dedicated Tax Fund Bonds, (ii) the debt service on the Series 2024A Bonds, and (iii) the aggregate debt service on all Dedicated Tax Fund Bonds to be outstanding after the issuance of the Series 2024A Bonds.

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**Table 1**  
**MTA Dedicated Tax Fund Bonds**  
**Aggregate Debt Service**  
**(in thousands)<sup>(1)</sup>**

Year Ending December 31	Debt Service on Outstanding Bonds <sup>(2)(3)(4)</sup>	Series 2024A Bonds			Aggregate Debt Service <sup>(5)</sup>
		Principal	Interest	Total	
2024	\$217,695	-	\$5,942	\$5,942	\$223,637
2025	274,549	\$5,875	19,099	24,974	299,522
2026	275,381	6,170	18,805	24,975	300,356
2027	286,641	6,480	18,496	24,976	311,617
2028	330,265	6,805	18,172	24,977	355,243
2029	283,729	7,145	17,832	24,977	308,706
2030	349,345	7,500	17,475	24,975	374,320
2031	274,492	7,875	17,100	24,975	299,467
2032	349,086	8,270	16,706	24,976	374,062
2033	349,120	8,685	16,293	24,978	374,098
2034	283,583	9,115	15,858	24,973	308,557
2035	284,997	9,575	15,403	24,978	309,974
2036	349,086	10,050	14,924	24,974	374,060
2037	349,084	10,555	14,421	24,976	374,061
2038	332,995	11,080	13,894	24,974	357,968
2039	316,893	11,635	13,340	24,975	341,867
2040	66,320	12,220	12,758	24,978	91,298
2041	66,320	12,830	12,147	24,977	91,297
2042	66,319	13,470	11,505	24,975	91,294
2043	66,319	14,175	10,798	24,973	91,292
2044	66,314	14,885	10,090	24,975	91,288
2045	66,324	15,630	9,345	24,975	91,299
2046	66,319	16,450	8,525	24,975	91,294
2047	66,320	17,110	7,867	24,977	91,297
2048	49,610	17,965	7,011	24,976	74,586
2049	49,608	18,860	6,113	24,973	74,581
2050	49,607	19,805	5,170	24,975	74,582
2051	49,609	20,595	4,378	24,973	74,582
2052	49,607	21,420	3,554	24,974	74,581
2053	21,448	22,545	2,429	24,974	46,423
2054	21,447	23,730	1,246	24,976	46,423
2055	21,451	-	-	-	21,451
2056	21,448	-	-	-	21,448
2057	13,425	-	-	-	13,425
<b>Total</b>	<b>\$5,784,753</b>	<b>\$388,505</b>	<b>\$366,697</b>	<b>\$755,202</b>	<b>\$6,539,955</b>

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

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

<sup>(3)</sup> Debt service has not been reduced to reflect expected receipt of Build America Bond interest subsidies relating to certain Outstanding Bonds; such subsidies do not constitute pledged revenues under the DTF Resolution.

<sup>(4)</sup> Figures exclude debt service on bonds refunded by MTA's Payroll Mobility Tax Senior Lien Refunding Green Bonds, Series 2024C; the bonds refunded will remain legally outstanding until the redemption date of August 9, 2024.

<sup>(5)</sup> Figures reflect amounts outstanding as of the date of issuance of the Series 2024A Bonds.

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

**Part II** of this official statement describes the sources of payment and security for all Dedicated Tax Fund Bonds, including the Series 2024A Bonds.

### SOURCES OF PAYMENT

Under State law, MTA receives money from certain dedicated taxes and fees described in this section. This money is deposited into MTA's Dedicated Tax Fund and is pledged by MTA for the payment of its Dedicated Tax Fund Bonds.

#### Revenues from Dedicated Taxes

***MTA Revenues from Petroleum Business Tax (PBT), Motor Fuel Tax and Motor Vehicle Fees (MTTF Receipts)***. In 1991, the State Legislature established a State fund, called the Dedicated Tax Funds Pool, from which money is apportioned by statutory allocation under current State tax law to a State fund, called the Dedicated Mass Transportation Trust Fund (MTTF). Currently, portions of the following taxes and fees are deposited into the Dedicated Tax Funds Pool, of which 34% is allocated to the MTTF for the benefit of MTA:

- A business privilege tax imposed on petroleum businesses operating in the State (PBT), consisting of: a basic tax that varies based on product type; a supplemental tax on gasoline and highway diesel; and a petroleum business carrier tax. Currently, 80.3% of net PBT receipts from the basic tax (excluding receipts from aviation fuel, which are deposited in an aviation purpose account from which no receipts are directed to MTTF) and all of the supplemental tax and the carrier tax are required by current law to be deposited in the Dedicated Tax Funds Pool.
- Motor fuel taxes on gasoline and diesel fuel.
- Certain motor vehicle fees administered by the State Department of Motor Vehicles, including both registration and non-registration fees.

Subject to appropriation by the State Legislature, money in the MTTF is required by law to be transferred to MTA's Dedicated Tax Fund, held by MTA. Amounts transferred from the MTTF to MTA's Dedicated Tax Fund constitute "MTTF Receipts".

A more detailed description of the MTTF Receipts is set forth in Part 2 of the **ADS** under the caption "REVENUES OF THE RELATED ENTITIES - State Special Tax Supported Operating Subsidies – *PBT, Motor Fuel Tax and Motor Vehicle Fees (MTTF Receipts)*".

***MTA Revenues from Special Tax-Supported Operating Subsidies (MMTOA Receipts)***. The State Legislature has enacted a series of taxes, portions of the proceeds of which have been and are to be deposited in a special State fund – the Mass Transportation Operating Assistance Fund – to fund the operations of mass transportation systems. The Metropolitan Mass Transportation Operating Assistance Account, or "MMTOA Account", was established in that State fund to support operating expenses of transportation systems in the MCTD, including MTA New York City Transit, MaBSTOA and the commuter railroads operated by MTA's subsidiaries, MTA Long Island Rail Road and MTA Metro-North Railroad. After payment of Section 18-b general operating assistance to the various transportation systems, MTA receives 85.0% of the moneys deposited into the MMTOA Account, with the remaining 15.0% available to other transportation properties within the MTA Commuter Transportation District, such as MTA Bus, which currently operates the routes formerly operated by the City private franchise bus lines.

Since the creation of the MMTOA Account, MTA has requested and received in each year payments from that account in order to meet operating expenses of the Transit and Commuter Systems. It is expected that payments from the MMTOA Account will continue to be essential to the operations of the Transit and Commuter

Systems. Although a variety of taxes have been used to fund the special tax-supported operating subsidies, the taxes levied for this purpose, which MTA refers to collectively as the “MMTOA Taxes”, currently include:

- *MMTOA PBT.* The products that are subject to the tax, the tax rates, and the transactions excluded from the tax are identical to those of the basic PBT dedicated to the Dedicated Tax Funds Pool and the MTTF Account in that Pool. Pursuant to State law, 10.835% of the PBT basic tax collections is deposited in the MMTOA Account (excluding receipts from aviation fuel, which are deposited in an aviation purpose account from which no receipts are directed to MMTOA).
- *District Sales Tax.* The District Sales Tax consists of a 3/8% sales and compensating use tax imposed on sales and uses of certain tangible personal property and services applicable only within the MTA Commuter Transportation District.
- *Franchise Taxes.* Also deposited in the MMTOA Account is a legislatively-allocated portion of the following three taxes imposed on certain transportation and transmission companies (such as trucking, telegraph and local telephone companies and mobile communication services):
  - an annual franchise tax based on the amount of the taxpayer’s issued capital stock (Section 183);
  - an annual franchise tax on the taxpayer’s gross earnings (Section 184) from all sources calculated to have been generated statewide pursuant to statutory formulae; and
  - an additional excise tax (Section 186-e) on the sale of mobile communication services.
- *Franchise Surcharges.* The Franchise Surcharges are imposed on the portion of the franchise and other taxes of certain corporations, insurance, transportation and transmission companies attributable (according to various complex formulae) to business activity carried on within the MTA Commuter Transportation District. In accordance with the State tax law, the tax revenue generated under these provisions, after the deduction of administrative costs, is to be deposited to the MMTOA Account, as taxes are received.

MTA receives the equivalent of four quarters of MMTOA Receipts each year, with the first quarter of each succeeding calendar year’s receipts advanced into the fourth quarter of the preceding year. This results in little or no MMTOA Receipts being received during the first quarter of each calendar year; MTA is required to make other provisions to provide for cash liquidity during this period.

A more detailed description of the MMTOA Taxes is set forth in Part 2 of the **ADS** under the caption “REVENUES OF THE RELATED ENTITIES – State Special Tax Supported Operating Subsidies – *MTA Revenues from Special Tax-Supported Operating Subsidies (MMTOA Receipts)*”.

***Five-Year Summary of MTTF Receipts and MMTOA Receipts.*** **Table 2** sets forth a five-year summary (based on the State’s fiscal year ending March 31) of the following:

- actual collections by the State of receipts for each of the sources of revenues that, subject to appropriation and allocation among MTA and other non-MTA transportation agencies, could become receipts of the MTA’s Dedicated Tax Fund,
- amount of MTTF Receipts and MMTOA Receipts, and
- debt service coverage ratio based upon MTTF Receipts, and MTTF Receipts plus MMTOA Receipts.

The information in the following **Table 2** relating to MTTF Receipts and MMTOA Receipts was provided by the New York State Division of the Budget and the remaining information was provided by MTA.

**Table 2**  
**Summary of MTTF Receipts and MMTOA Receipts<sup>(1)</sup>**  
**State Fiscal Year ending March 31 (\$ millions)**

<b>Dedicated Taxes (\$ millions)</b>	<b>Actual 2021</b>	<b>Actual 2022</b>	<b>Actual 2023</b>	<b>Actual 2024</b>	<b>Projection<sup>(10)</sup> 2025</b>
<b>MTTF<sup>(2)</sup></b>					
PBT	\$ 281.6	\$ 306.9	\$ 325.5	\$ 329.3	\$ 313.6
Motor Fuel Tax	83.4	97.0	34.9 <sup>(8)</sup>	95.2	94.2
Motor Vehicle Fees <sup>(3)</sup>	119.1	128.9	121.9	124.5	128.8
<b>Total Available</b>	<b>\$ 484.1</b>	<b>\$ 532.8</b>	<b>\$ 482.3</b>	<b>\$ 549.0</b>	<b>\$ 536.6</b>
<b>MMTOA<sup>(2)</sup></b>					
PBT	\$ 60.4	\$ 66.0	\$ 69.3	\$ 70.4	\$ 66.9
District Sales Tax	873.0	1,089.0	1,217.0 <sup>(8)</sup>	1,279.0	1,303.0
Franchise Taxes <sup>(4)</sup>	27.5	25.3	27.3	42.7	29.7
Franchise Surcharges	1,379.1	1,733.6	2,143.1	2,103.3	2,270.0
<b>Total Available</b>	<b>\$ 2,340.0</b>	<b>\$ 2,913.9</b>	<b>\$ 3,456.7</b>	<b>\$ 3,495.4</b>	<b>\$ 3,669.6</b>
<b>Disbursements</b>					
<b>MTTF<sup>(3)(5)</sup></b>	<b>\$ 527.9</b>	<b>\$ 624.3</b>	<b>\$ 575.2</b>	<b>\$ 611.3</b>	<b>\$ 593.2</b>
<b>MMTOA<sup>(6)</sup></b>	<b>1,895.2</b>	<b>1,922.8</b>	<b>2,607.0</b>	<b>2,838.5</b>	<b>3,000.1</b>
<b>Total Disbursed</b>	<b>\$ 2,423.1</b>	<b>\$ 2,547.1</b>	<b>\$ 3,182.2</b>	<b>\$ 3,449.8</b>	<b>\$ 3,593.3</b>
<b>Debt Service<sup>(7)</sup></b>	<b>\$ 385.8</b>	<b>\$ 394.8</b>	<b>\$ 385.2<sup>(9)</sup></b>	<b>\$ 280.6<sup>(9)</sup></b>	<b>\$ 272.4<sup>(9)</sup></b>
<b>Debt Service Coverage Ratio – MTTF Receipts Only</b>	1.37x	1.58x	1.49x	2.18x	2.18x
<b>Debt Service Coverage Ratio – MTTF and MMTOA Receipts</b>	6.28x	6.45x	8.26x	12.29x	13.19x

(1) Totals may not add due to rounding.

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

(3) Pursuant to legislation enacted in 2014, beginning with State Fiscal Year 2014-2015 and each year thereafter, a portion of the Fiscal Year 2013-2014 Motor Vehicle General Fund transfer of \$169.4 million has been replaced with a direct transfer of \$62.7 million from the State General Fund to the Dedicated Mass Transportation Trust Fund and \$57.6 million of such amount flows to MTA's Dedicated Tax Fund as MTTF Receipts; the remainder flows to other transportation systems.

(4) Beginning with State Fiscal Year 2012-2013, the distribution to the MMTOA Account was changed from 80% to 54% of the taxes collected from Franchise Taxes. The remaining 26% is distributed to the Public Transportation Systems Operating Assistance Account.

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

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

(7) Net of Build America Bond interest subsidies in each calendar year. Amounts may vary, but generally range between approximately \$24.0 to \$26.0 million. Actuals are budgeted actuals calculated for the State fiscal year. Projections for State Fiscal Year 2025 are based on projections in the 2024 February Financial Plan.

(8) The State Fiscal Year 2022-2023 Enacted Budget suspended the State and MCTD sales taxes imposed on gasoline and diesel motor fuel, as well as the motor fuel tax, from June 1, 2022, through December 31, 2022. Additionally, a "hold harmless" General Fund transfer provision was included to transfer the projected revenue amounts that would have been distributed to the MTTF component of the Motor Fuel Tax (\$58.2 million) and the MMTOA component of the District Sales Tax (\$15.0 million) as though the suspension of such taxes was not in effect. The referenced actuals in the table above do not reflect the noted "hold harmless" General Fund transfer amounts.

(9) Budgeted actual debt service for State Fiscal Year 2023 excludes a December 1, 2022 redemption of certain Dedicated Tax Fund Bonds that was paid with available moneys. Budgeted actual debt service in State Fiscal Year 2024 and projected debt service for State Fiscal Year 2025 reflect reductions in debt service due to refundings of certain Dedicated Tax Fund Bonds in 2023. State Fiscal Years 2023, 2024 and 2025 reflect the impact of interest pre-payment escrows established in March 2023.

(10) The State Fiscal Year 2024-2025 projections are based on the State Fiscal Year 2024-2025 Enacted Budget.

## **Factors Affecting Revenues from Dedicated Taxes**

For a description of certain risks and other factors affecting revenues, which includes appropriation risk and the right of the State to amend, repeal, modify or otherwise alter statutes imposing or relating to the MTA Dedicated Tax Fund Revenues or the taxes or appropriations which are the source of such Revenues, see “CERTAIN RISK FACTORS” in Part 1 of the ADS and “GENERAL – Creditworthiness and Market Risk” in Part 3 of the ADS.

## **Information Relating to the State**

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

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## SECURITY

The Dedicated Tax Fund Bonds, including the Series 2024A Bonds, are MTA's special obligations payable as to principal, redemption premium, if any, and interest solely from the security, sources of payment and funds specified in the DTF Resolution. Payment of principal of or interest on the Dedicated Tax Fund Bonds may not be accelerated in the event of a default.

The Dedicated Tax Fund Bonds are secured primarily by the sources of payment described under the caption "SOURCES OF PAYMENT", and are not secured by:

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

The Dedicated Tax Fund Bonds are not a debt of the State or the City, or any other local governmental unit. MTA has no taxing power.

The DTF Resolution and the Standard Resolution Provisions have been filed with EMMA and are available on MTA's website.

### **Pledge Effected by the DTF Resolution**

*Trust Estate.* The DTF Resolution provides that there are pledged to the payment of principal and redemption premium of, interest on, and sinking fund installments for, the Dedicated Tax Fund Bonds and Parity Debt, in accordance with their terms and the provisions of the DTF Resolution, subject only to the provisions permitting the application of that money for the purposes and on the terms and conditions permitted in the DTF Resolution, the following, referred to as the "Trust Estate":

- the proceeds of the sale of the Dedicated Tax Fund Bonds, until those proceeds are paid out for an authorized purpose,
- the Pledged Amounts Account in MTA's Dedicated Tax Fund (which includes MTF Receipts and MMTOA Receipts), any money on deposit in that Account and any money received and held by MTA and required to be deposited in that Account, and
- all funds, accounts and subaccounts established by the DTF Resolution (except funds, accounts and subaccounts established pursuant to Supplemental Resolution, and excluded by such Supplemental Resolution from the Trust Estate as security for all Dedicated Tax Fund Bonds, in connection with Variable Interest Rate Obligations, Put Obligations, Parity Debt, Subordinated Indebtedness or Subordinated Contract Obligations), including the investments, if any, thereof.

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

### **Flow of Funds**

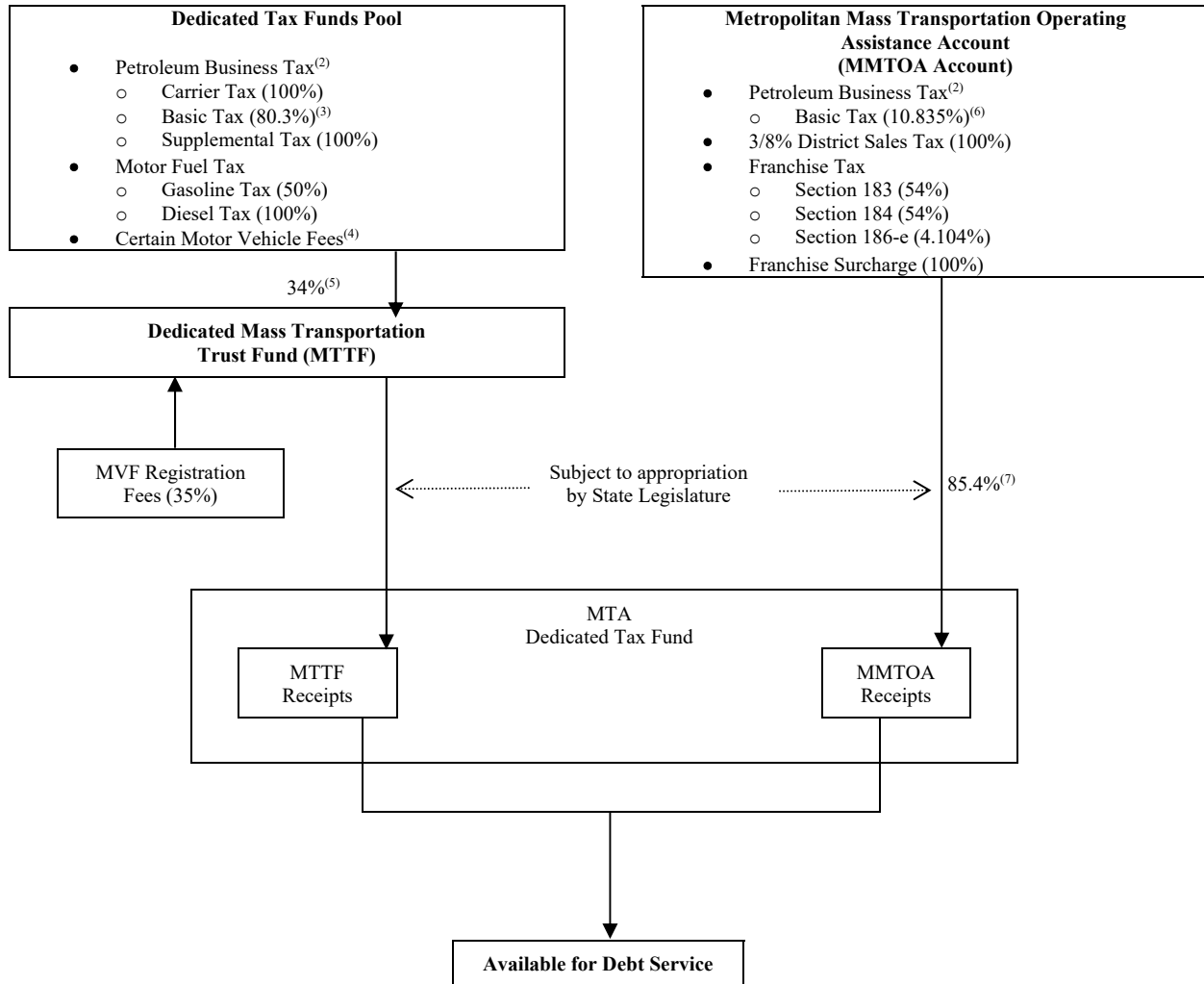
The DTF Resolution establishes a Proceeds Fund held by MTA and a Debt Service Fund held by the Trustee. See "THE DEDICATED TAX FUND OBLIGATION RESOLUTION" included herein by specific cross-reference. Amounts held by MTA or the Trustee in any of such Funds shall be held in trust separate and apart from all other funds and applied solely for the purposes specified in the DTF Resolution or any Supplemental Resolution thereto.

The following two charts summarize (i) the flow of taxes into MTA's Dedicated Tax Fund, and (ii) the flow of MTA Dedicated Tax Fund Revenues through MTA's Dedicated Tax Fund and the Funds and Accounts established under the DTF Resolution.

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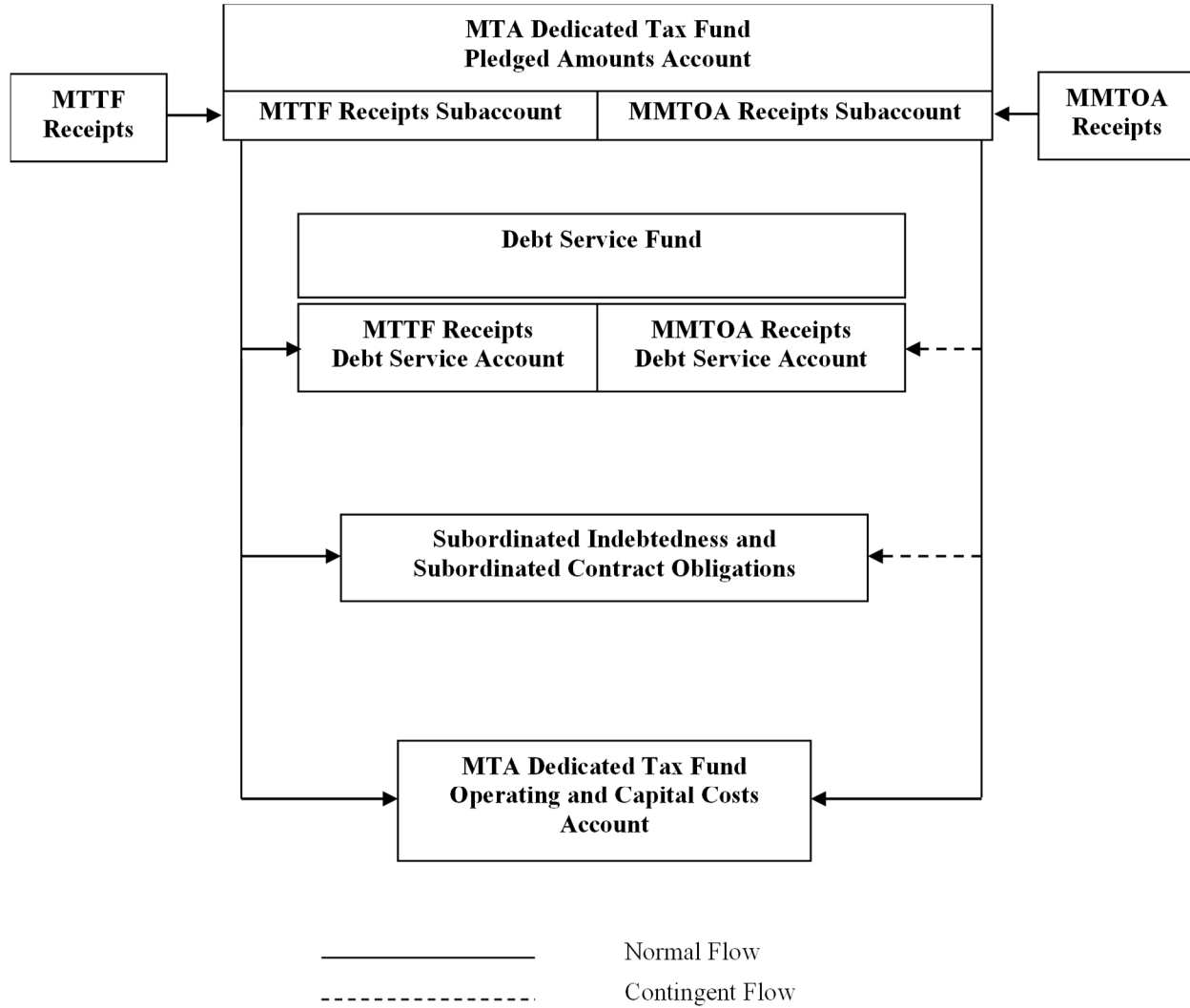
**MTA DEDICATED TAX FUND REVENUES**  
(Through March 31, 2025)<sup>(1)</sup>



**Notes**

- (1) Parenthetical amounts and percentages, as well as flow of fund percentages, indicate the amount or percent of that tax or fund to be deposited for the year ending March 31, 2025 in the respective fund or account. The allocations shown may be changed at any time by the State Legislature.
- (2) Effective December 1, 2017, all receipts from aviation fuel are directed to an aviation purpose account, from which no revenue is directed to MTTF or MMTOA. However, beginning in Fiscal Year 2018-2019 the enacted statutory “hold-harmless” provision directs transfers from the State General Fund to MTTF and MMTOA. In 2023-2024, these transfers totaled \$6.1 million of which \$3.4 million flowed to MTA’s Dedicated Tax Fund as MTTF Receipts and \$1.3 million flowed to MMTOA for downstate transit systems including MTA.
- (3) In addition, the first \$7.5 million of the Basic Tax is appropriated to the Dedicated Tax Funds Pool prior to any percentage split of the Dedicated Tax Funds Pool.
- (4) Beginning with the State Fiscal Year 2014-2015, and each year thereafter, a portion of the State Fiscal Year 2013-2014 Motor Vehicle General Fund transfer of \$169.4 million has been replaced with a direct transfer of \$62.7 million from the State General Fund to the MTTF; \$57.6 million of such amount flows to MTA’s Dedicated Tax Fund as MTTF Receipts as defined in the DTF Resolution.
- (5) Percentage of Dedicated Tax Funds Pool.
- (6) The remaining 8.865% share of the Basic Tax is deposited in an account for certain upstate transportation entities.
- (7) Percentage based upon Enacted Budget appropriations for State Fiscal Year 2024-2025, including Section 18-b assistance.

**MTA DEDICATED TAX FUND BONDS – RESOLUTION FLOW OF FUNDS**



**All amounts on deposit in the Pledged Amounts Account – MTTF Receipts Subaccount are paid out before any amounts on deposit in the Pledged Amounts Account – MMTOA Receipts Subaccount are paid out.**

**Amounts paid out from any fund or account for an authorized purpose (excluding transfers to any other pledged fund or account) are free and clear of the lien and pledge created by the DTF Resolution.**

## Debt Service Fund

Pursuant to the DTF Resolution, the Trustee holds the Debt Service Fund, consisting of the MTTF Receipts Debt Service Account and the MMTOA Receipts Debt Service Account. Moneys in the Debt Service Fund are applied by the Trustee to the payment of Debt Service on the Dedicated Tax Fund Bonds in the manner, and from the accounts and subaccounts, more fully described in the DTF Resolution included herein by specific cross-reference.

MTA is required to make monthly deposits to the appropriate account of the Debt Service Fund of interest (1/5th of the next semiannual payment) and principal (1/10th of the next annual payment), first from MTTF Receipts and then, to the extent of any deficiency, from MMTOA Receipts.

## Covenants

**Additional Bonds.** The DTF Resolution permits MTA to issue additional Bonds from time to time to pay or provide for the payment of Capital Costs and to refund Outstanding Bonds.

Under the DTF Resolution, MTA may issue one or more Series of Bonds for the payment of Capital Costs, provided, in addition to satisfying certain other requirements, MTA delivers a certificate that evidences MTA's compliance with the additional bonds test set forth in the DTF Resolution.

Such certificate must set forth:

- (A) for any 12 consecutive calendar months ended not more than six months prior to the date of such certificate: (i) MTTF Receipts, (ii) MMTOA Receipts, and (iii) investment income received during such period on amounts on deposit in the Pledged Amounts Account, the MTTF Receipts Subaccount, the MMTOA Receipts Subaccount and the Debt Service Fund; and
- (B) the greatest amount for the then current or any future Debt Service Year of the sum of (a) Calculated Debt Service on all Outstanding Obligations, including the proposed Capital Cost Obligations and any proposed Refunding Obligations being treated as Capital Cost Obligations, but excluding any Obligations or Parity Debt to be refunded with the proceeds of such Refunding Obligations, plus (b) additional amounts, if any, payable with respect to Parity Debt; and then state:
  - (x) that the sum of the MTTF Receipts and investment income (other than investment income on the MMTOA Receipts Subaccount) set forth in clause (A) above is not less than 1.35 times the amount set forth in accordance with clause (B) above and
  - (y) that the sum of the MTTF Receipts, MMTOA Receipts and investment income set forth in clause (A) above is not less than 2.5 times the amount set forth in clause (B) above.

See the DTF Resolution for a description of further provisions which apply to the additional bonds test if the percentage of available existing taxes deposited into MTA's Dedicated Tax Fund is increased or additional taxes are added to the amounts so deposited and for a discussion of the requirements relating to the issuance of Refunding Dedicated Tax Fund Bonds.

## Parity Debt

MTA may incur Parity Debt pursuant to the terms of the DTF Resolution that, subject to certain exceptions, would be secured by a pledge of, and a lien on, the Trust Estate on a parity with the lien created by the DTF Resolution with respect to the Dedicated Tax Fund Bonds. Parity Debt may be incurred in the form of a Parity Reimbursement Obligation, a Parity Swap Obligation or any other contract, agreement or other

obligation of MTA designated as constituting “Parity Debt” in a certificate of an Authorized Officer delivered to the Trustee.

### **Appropriation by the State Legislature**

The State Constitution provides that the State may not disburse funds from the state treasury or any of the funds under its management without an appropriation, except for the payment of debt service on general obligation bonds or notes issued by the State. An appropriation is an authorization approved by the State Legislature to expend money. The State Constitution requires all appropriations of State funds, including funds in the MTTF and the MMTOA Account, to be approved by the State Legislature at least every two years. In addition, the State Finance Law provides that appropriations shall cease to have force and effect, except as to liabilities incurred thereunder, at the close of the State Fiscal Year for which they were enacted. To the extent liabilities are incurred thereunder, such appropriations shall lapse on the succeeding June 30th or September 15th, depending upon the nature of the appropriation. The State Legislature may not be bound in advance to make any appropriation, and there can be no assurances that the State Legislature will appropriate the necessary funds as anticipated. MTA expects that the State Legislature will make appropriations from amounts on deposit in the MTTF and the MMTOA Account in order to make payments when due. Until such time as payments pursuant to such appropriation are made in full, revenues in the MTTF shall not be paid over to any entity other than MTA.

The State Legislature has expressed its intent in the State Finance Law to enact for each State Fiscal Year in the future in an annual budget bill an appropriation from the MTTF (with respect to the PBT portion only) to MTA’s Dedicated Tax Fund for the then current State Fiscal Year and an appropriation of the amounts projected by the Director of the Budget to be deposited in MTA’s Dedicated Tax Fund from the MTTF (with respect to the PBT portion only) for the next succeeding State Fiscal Year. In any State Fiscal Year, if the Governor fails to submit or if the State Legislature fails to enact a current year appropriation from the MTTF (with respect to the PBT portion) to MTA’s Dedicated Tax Fund, or such appropriation has been delayed, MTA is required to notify the State of amounts required to be disbursed from the appropriation made during the preceding State Fiscal Year for payment in the current State Fiscal Year. The State Comptroller may not make any payments from the MTTF to MTA’s Dedicated Tax Fund from such prior year appropriation prior to May 1st of the current State Fiscal Year.

The State Fiscal Year 2024-2025 Enacted Budget included two appropriations from the MTTF to MTA’s Dedicated Tax Fund. One such appropriation is for the State Fiscal Year that ends March 31, 2025, and the other such appropriation is for the succeeding State Fiscal Year that ends March 31, 2026. MTA may avail itself of the latter appropriation to meet operating costs in response to delays in the adoption of the State budget in such years.

A budgetary imbalance in the present or any future State Fiscal Year could affect the ability and willingness of the State Legislature to appropriate and the availability of moneys to make the payments from the MTTF and the MMTOA Account. However, MTA believes that any failure by the State Legislature to make appropriations as contemplated would have a serious impact on the ability of the State and its public benefit corporations to raise funds in the public credit markets.

### **Agreement of the State**

The MTA Act prohibits MTA from filing a voluntary petition in bankruptcy under Chapter 9 of the Federal Bankruptcy Code or such successor chapters or sections as may from time to time be in effect and the State has pledged that so long as any notes, bonds or lease obligations of MTA are outstanding, it will not limit or alter the denial of authority to MTA to so file.

Under the MTA Act, the State pledges to and agrees with the holders of any notes, bonds or lease obligations issued or incurred by MTA, including the Dedicated Tax Fund Bonds, that the State will not limit or alter the rights vested in MTA to fulfill the terms of any agreements made by MTA with the holders of its notes,

bonds and lease obligations, including the Dedicated Tax Fund Bonds, or in any way impair the rights and remedies of such holders. Notwithstanding the foregoing, in accordance with State law, nothing in the DTF Resolution shall be deemed to restrict the right of the State to amend, repeal, modify or otherwise alter statutes imposing or relating to the MTA Dedicated Tax Fund Revenues or the taxes or appropriations which are the source of such Revenues. No default under the DTF Resolution would occur solely as a result of the State exercising its right to amend, repeal, modify or otherwise alter such taxes or appropriations.

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## PART III. OTHER INFORMATION ABOUT THE SERIES 2024A BONDS

**Part III** of this official statement provides miscellaneous additional information relating to the Series 2024A Bonds.

### TAX MATTERS

#### General

Nixon Peabody LLP and D. Seaton and Associates, P.A., P.C., are Co-Bond Counsel for the Series 2024A Bonds. Each Co-Bond Counsel is of the opinion that, under existing law, relying on certain statements by MTA and assuming compliance by MTA with certain covenants, interest on the Series 2024A Bonds is:

- excluded from an Owner's federal gross income under Section 103 of the Internal Revenue Code of 1986 (the Internal Revenue Code), and
- not a specific preference item for an Owner in calculating the federal individual alternative minimum tax. Interest on the Series 2024A Bonds that is included in the "adjusted financial statement income" of certain corporations is not excluded from the federal corporate alternative minimum tax.

Each Co-Bond Counsel is also of the opinion that, under existing law, interest on the Series 2024A Bonds is exempt from personal income taxes imposed by the State or any political subdivisions of the State, including the City. See **Attachment 3** to this official statement for the form of the opinion that Co-Bond Counsel each expect to deliver when the Series 2024A Bonds are delivered.

#### The Series 2024A Bonds

The Internal Revenue Code imposes requirements on the Series 2024A Bonds that MTA must continue to meet after the Series 2024A Bonds are issued. These requirements generally involve the way that Series 2024A Bond proceeds must be invested and ultimately used and the way that assets financed and refinanced with proceeds of the Series 2024A Bonds must be used. If MTA does not meet these requirements, it is possible that an Owner may have to include interest on the Series 2024A Bonds in its federal gross income on a retroactive basis to the date of issue. MTA has covenanted to do everything necessary to meet the requirements of the Internal Revenue Code.

An Owner who is a particular kind of taxpayer may also have additional tax consequences from owning the Series 2024A Bonds. This is possible if an Owner is:

- an S corporation,
- a United States branch of a foreign corporation,
- a financial institution,
- a property and casualty or a life insurance company,
- an individual receiving Social Security or railroad retirement benefits,
- an individual claiming the earned income credit, or
- a borrower of money to purchase or carry the Series 2024A Bonds.

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

Co-Bond Counsel are not responsible for updating their respective opinions in the future. Although it is not possible to predict as of the date of delivery of such opinions, it is possible that future events could change

the tax treatment of the interest on the Series 2024A Bonds or affect the market price of the Series 2024A Bonds. See also “Miscellaneous” below under this heading.

Co-Bond Counsel express no opinion on the effect of any action taken or not taken in reliance upon an opinion of other counsel on the federal income tax treatment of interest on the Series 2024A Bonds, or under State, local or foreign tax law.

### **Original Issue Discount and Bond Premium**

Each maturity of the Series 2024A Bonds will have “original issue discount” if the price first paid by the purchasers of a substantial amount of such Series 2024A Bonds is less than the principal amount of these Series 2024A Bonds. Original issue discount on these Series 2024A Bonds as it accrues is excluded from an Owner’s federal gross income under the Internal Revenue Code to the same extent and subject to the same considerations discussed above as interest paid on the Series 2024A Bonds. In addition, original issue discount on these Series 2024A Bonds as it accrues is exempt from personal income taxes imposed by the State or any political subdivisions of the State, including the City. The tax accounting treatment of original issue discount is complex. It accrues on an actuarial basis and as it accrues an Owner’s tax basis in these Series 2024A Bonds will be increased. If an Owner owns one of these Series 2024A Bonds, it should consult its tax advisor regarding the tax treatment of original issue discount.

If an Owner purchases a Series 2024A Bond for a price that is more than the principal amount, generally the excess is “bond premium” on that Series 2024A Bond. The tax accounting treatment of bond premium is complex. It is amortized over time and as it is amortized an Owner’s tax basis in that Series 2024A Bond will be reduced. The Owner of a Series 2024A Bond that is callable before its stated maturity date may be required to amortize the premium over a shorter period, resulting in a lower yield on such Series 2024A Bond. An Owner in certain circumstances may realize a taxable gain upon the sale of a Series 2024A Bond with bond premium, even though the Series 2024A Bond is sold for an amount less than or equal to the Owner’s original cost. If an Owner owns any Series 2024A Bonds with bond premium, it should consult its tax advisor regarding the tax accounting treatment of bond premium.

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

Information reporting requirements apply to interest paid on tax-exempt obligations, such as the Series 2024A Bonds. In general, such requirements are satisfied if the interest recipient completes, and provides the payor with, a Form W-9, “Request for Taxpayer Identification Number and Certification,” or if the interest recipient is one of a limited class of exempt recipients. A recipient not otherwise exempt from information reporting who fails to satisfy the information reporting requirements will be subject to “backup withholding,” which means that the payor is required to deduct and withhold a tax from the interest payment, calculated in the manner set forth in the Internal Revenue Code. For the foregoing purpose, a “payor” generally refers to the person or entity from whom a recipient receives its payments of interest or who collects such payments on behalf of the recipient.

If an Owner purchasing a Series 2024A Bond through a brokerage account has executed a Form W-9 in connection with the establishment of such account, as generally can be expected, no backup withholding should occur. In any event, backup withholding does not affect the excludability of the interest on the Series 2024A Bonds from gross income for federal income tax purposes. Any amounts withheld pursuant to backup withholding would be allowed as a refund or a credit against the Owner’s federal income tax once the required information is furnished to the Internal Revenue Service.

### **Miscellaneous**

Legislative or administrative actions and court decisions, at either the federal or state level, may cause interest on the Series 2024A Bonds to be subject, directly or indirectly, in whole or in part, to federal, state or local income taxation, and thus have an adverse impact on the value or marketability of the Series 2024A Bonds. This could result from changes to federal or state income tax rates, changes in the structure of federal or state

income taxes (including replacement with another type of tax), repeal of the exclusion or exemption of the interest on the Series 2024A Bonds from gross income for federal or state income tax purposes, or otherwise. It is not possible to predict whether any legislative or administrative actions or court decisions having an impact on the federal or state income tax treatment of holders of the Series 2024A Bonds may occur. Prospective purchasers of the Series 2024A Bonds should consult their own tax advisors regarding the impact of any change in law or proposed change in law on the Series 2024A Bonds. Co-Bond Counsel have not undertaken to advise in the future whether any events after the date of issuance of the Series 2024A Bonds may affect the tax status of interest on the Series 2024A Bonds.

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

### **VERIFICATION OF MATHEMATICAL COMPUTATIONS**

The arithmetical accuracy of certain computations was independently verified by Robert Thomas CPA LLC. These computations indicate (i) the sufficiency of available amounts held in escrow to pay the principal amount and interest on the Series 2022A Notes on the maturity date, and (ii) the yields to be considered in determining that the Series 2024A Bonds are not “arbitrage bonds” under Section 148 of the Internal Revenue Code. The Verification Agent has relied upon assumptions and information supplied by BofA Securities, Inc., as representative of the Underwriters for the Series 2024A Bonds, and has not made any study or examination of them, except as noted in its report. The Verification Agent has not expressed an opinion on the reasonableness of the assumptions or the likelihood that the debt service requirements of the Series 2022A Notes will be satisfied as described in its report.

### **LEGALITY FOR INVESTMENT**

The MTA Act provides that the Series 2024A Bonds are securities in which the following investors may properly and legally invest funds, including capital in their control or belonging to them:

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

Certain of those investors, however, may be subject to separate restrictions that limit or prevent their investment in the Series 2024A Bonds.

### **LITIGATION**

There is no pending litigation concerning the Series 2024A Bonds.

MTA is the defendant in numerous claims and actions, as are its affiliates and subsidiaries, including MTA New York City Transit, MaBSTOA, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA Bus and MTA Bridges and Tunnels. Certain of these claims and actions, either individually or in the aggregate, are potentially material to MTA, its affiliates or subsidiaries. MTA does not believe that any of these claims or actions would affect the application of the sources of payment for the Series 2024A Bonds. A summary of certain of these potentially material claims and actions is set forth in Part 6 of the **ADS** under the caption “LITIGATION,” as that filing may be amended or supplemented to date.



## **FINANCIAL ADVISOR**

Public Resources Advisory Group, Inc. and Backstrom McCarley Berry & Co., LLC are MTA's Co-Financial Advisors for the Series 2024A Bonds. The Co-Financial Advisors have provided MTA advice on the plan of refunding and reviewed the pricing of the Series 2024A Bonds. The Co-Financial Advisors have not independently verified the information contained in this official statement and do not assume responsibility for the accuracy, completeness or fairness of such information.

## **UNDERWRITING**

The Underwriters for the Series 2024A Bonds, acting through BofA Securities, Inc., as representative, have agreed, subject to certain conditions, to purchase from MTA the Series 2024A Bonds described on the inside cover page of this official statement at an aggregate purchase price of \$424,848,663.28, reflecting a net original issue premium of \$38,101,889.30 and an Underwriters' discount of \$1,758,226.02 and to reoffer such Series 2024A Bonds at the public offering prices or yields set forth on the inside cover page.

The Series 2024A Bonds may be offered and sold to certain dealers (including dealers depositing such Series 2024A Bonds into investment trusts) at prices lower or yields higher than such public offering prices or yields and prices or yields may be changed, from time to time, by the Underwriters.

The Underwriters' obligation to purchase the Series 2024A Bonds is subject to certain conditions precedent, and they will be obligated to purchase all such Series 2024A Bonds if any Series 2024A Bonds are purchased.

In addition, certain of the Underwriters have entered into distribution agreements with other broker-dealers (that have not been designated by MTA as Underwriters) for the distribution of the Series 2024A Bonds at the original issue prices. Such agreements generally provide that the relevant Underwriter will share a portion of its underwriting compensation or selling concession with such broker-dealers.

The Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which may include securities trading, commercial and investment banking, advisory, investment management, principal investment, hedging, financing and brokerage activities. The Underwriters and their respective affiliates have, from time to time, performed, and may in the future perform, various investment banking services for MTA, for which they received or will receive customary fees and expenses.

In the ordinary course of their various business activities, the Underwriters and their respective affiliates may make or hold a broad array of investments and actively trade debt and equity securities (or related derivative securities, which may include credit default swaps) and financial instruments (including bank loans) for their own account and for the accounts of their customers and may at any time hold long and short positions in such securities and instruments. Such investment and securities activities may involve securities and instruments of MTA. The Underwriters and their respective affiliates may also communicate independent investment recommendations, market color or trading ideas and/or publish or express independent research views in respect of such assets, securities or instruments and may at any time hold, or recommend to clients that they should acquire, long and/or short positions in such assets, securities and instruments.

## **RATINGS**

The Summary of Terms identifies the ratings of the credit rating agencies that are assigned to the Series 2024A Bonds. Those ratings reflect only the views of the organizations assigning them. An explanation of the significance of the ratings or any outlooks or other statements given with respect thereto from each identified agency may be obtained as follows:

Fitch Ratings  
Hearst Tower  
300 W. 57th Street  
New York, New York 10019  
(212) 908-0500

S&P Global Ratings  
55 Water Street  
New York, New York 10041  
(212) 438-2000

MTA has furnished information to each rating agency rating the Series 2024A Bonds, including information not included in this official statement, about MTA and the Series 2024A Bonds. Generally, rating agencies base their ratings on that information and on independent investigations, studies and assumptions made by each rating agency. A securities rating is not a recommendation to buy, sell or hold securities. There can be no assurance that ratings will continue for any given period of time or that they will not be revised downward or withdrawn entirely by a rating agency if, in the judgment of that rating agency, circumstances warrant the revision or withdrawal. Those circumstances may include, among other things, changes in or unavailability of information relating to MTA or the Series 2024A Bonds. Any downward revision or withdrawal of a rating may have an adverse effect on the market price of the Series 2024A Bonds.

### LEGAL MATTERS

All legal proceedings in connection with the issuance of the bonds being offered are subject to the approval of Nixon Peabody LLP and D. Seaton and Associates, P.A., P.C., Co-Bond Counsel to MTA. The form of the opinions of Co-Bond Counsel in connection with the issuance of the Series 2024A Bonds are set forth in **Attachment 3** to this official statement.

The Underwriters have appointed Harris Beach PLLC, as counsel to the Underwriters in connection with the issuance of the Series 2024A Bonds, which firm will pass on certain legal matters.

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

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

### CONTINUING DISCLOSURE

In order to assist the Underwriters in complying with Rule 15c2-12 (Rule 15c2-12) promulgated by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended, MTA and the trustee under the DTF Resolution will enter into a written agreement, dated as of the date of issuance of the Series 2024 Bonds (the Continuing Disclosure Agreement), for the benefit of the holders of the Series 2024A Bonds. A form of such Continuing Disclosure Agreement is attached hereto as “**Attachment 2 – Form of Continuing Disclosure Agreement**”. As more fully stated in **Attachment 2**, MTA has agreed to provide certain financial information and operating data by no later than 120 days following the end of each fiscal year. That information is to include, among other things, MTA’s annual audited financial statements prepared in accordance with generally accepted accounting principles, or if unavailable, unaudited financial statements will be delivered until audited statements become available. MTA has undertaken to file such information (the Annual Information) with EMMA.

MTA has further agreed to deliver notice to EMMA of any failure to provide the Annual Information. MTA is also obligated to deliver to EMMA, in a timely manner not in excess of ten business days after the occurrence of any of the sixteen (16) events described in the Continuing Disclosure Agreement notice of the occurrence of such events.

MTA has not failed to comply, in any material respect, with any previous undertakings in a written contract or agreement specified in paragraph (b)(5)(i) of Rule 15c2-12 under the Securities Exchange Act of 1934, as amended.

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

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

### **FURTHER INFORMATION**

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

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

### **METROPOLITAN TRANSPORTATION AUTHORITY**

By: /s/ Olga Chernat  
Olga Chernat  
Deputy Chief, Financial Services  
Metropolitan Transportation Authority

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## ATTACHMENT 1

### BOOK-ENTRY-ONLY SYSTEM

1. The Depository Trust Company (DTC), New York, NY, will act as securities depository for the Series 2024A Bonds. The Series 2024A Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered Series 2024A Bond will be issued for each maturity of the Series 2024A Bonds, each in the aggregate principal amount of such maturity, and will be deposited with DTC. If, however, the aggregate principal amount of any maturity of the Series 2024A Bonds exceeds \$500 million, one Bond of such maturity will be issued with respect to each \$500 million of principal amount, and an additional Bond will be issued with respect to any remaining principal amount of such maturity.

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

3. Purchases of Series 2024A Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Series 2024A Bonds on DTC's records. The ownership interest of each actual purchaser of each Series 2024A Bond (Beneficial Owner) is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Series 2024A Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in Series 2024A Bonds, except in the event that use of the book-entry-only system for the Series 2024A Bonds is discontinued.

4. To facilitate subsequent transfers, all Series 2024A Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of Series 2024A Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Series 2024A Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such Series 2024A Bonds are credited,

which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

5. Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of Series 2024A Bonds may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Series 2024A Bonds, such as redemptions, tenders, defaults, and proposed amendments to the Series 2024A Bond documents. For example, Beneficial Owners of the Series 2024A Bonds may wish to ascertain that the nominee holding the Series 2024A Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of notices be provided directly to them.

6. Redemption notices shall be sent to DTC. If less than all of the Series 2024A Bonds of any maturity are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such maturity to be redeemed.

7. Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Series 2024A Bonds unless authorized by a Direct Participant in accordance with DTC's Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to MTA as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts Series 2024A Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

8. Redemption proceeds and principal and interest payments on the Series 2024A Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detailed information from MTA or the Trustee, on payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC, the Trustee or MTA, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of redemption proceeds and principal and interest payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of MTA or the Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

9. DTC may discontinue providing its services as depository with respect to the Series 2024A Bonds at any time by giving reasonable notice to MTA or the Trustee. Under such circumstances, in the event that a successor depository is not obtained, certificates for the Series 2024A Bonds are required to be printed and delivered.

10. MTA may decide to discontinue use of the system of book-entry transfers through DTC (or a successor depository). In that event, certificates for the Series 2024A Bonds will be printed and delivered.

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

**ATTACHMENT 2**

**FORM OF CONTINUING DISCLOSURE AGREEMENT**

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**METROPOLITAN TRANSPORTATION AUTHORITY  
DEDICATED TAX FUND GREEN BONDS,  
SERIES 2024A (CLIMATE BOND CERTIFIED)**

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**CONTINUING DISCLOSURE AGREEMENT**

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**THIS AGREEMENT**, dated \_\_\_\_\_, 2024, is made by and between MTA and the Trustee, each as defined below in Section 1.

In order to permit the Underwriters to comply with the provisions of Rule 15c2-12 in connection with the public offering of the Bonds, the parties hereto, in consideration of the mutual covenants herein contained and other good and lawful consideration, hereby agree, for the sole and exclusive benefit of the Holders, as follows:

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

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

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

“Bonds” shall mean MTA’s Dedicated Tax Fund Green Bonds, Series 2024A (Climate Bond Certified).

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

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

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

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

“MSRB” shall mean the Municipal Securities Rulemaking Board established in accordance with the provisions of Section 15B(b)(1) of the Securities Exchange Act of 1934, as amended, or any successor thereto or to the functions of the MSRB contemplated by this Agreement.

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

“Resolution” shall mean the Dedicated Tax Fund Obligation Resolution of MTA, adopted on March 26, 2002, as supplemented to the date hereof, including without limitation, by the Multiple Credit and Series 2024 Supplemental Resolution Authorizing Obligations, Obligation Anticipation Notes and Refunding Obligations, adopted by the Board of MTA on December 20, 2023.

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

“State” shall mean the State of New York.

“Tax Fund” shall mean the Metropolitan Transportation Authority Dedicated Tax Fund.

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

“Underwriters” shall mean the underwriter or underwriters that have contracted to purchase the Bonds from MTA upon initial issuance.

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

- (a) Words importing the singular number shall include the plural number and vice versa.
- (b) Any reference herein to a particular Section or subsection without further reference to a particular document or provision of law or regulation is a reference to a Section or subsection of this Agreement.
- (c) The captions and headings herein are solely for convenience of reference and shall not constitute a part of this Agreement nor shall they affect its meaning, construction or effect.

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

### *A. Obligations of MTA*

(i) MTA hereby undertakes, for the benefit of Holders, to provide or cause to be provided:

(a) to EMMA, no later than 120 days after the end of each fiscal year, commencing with the fiscal year ending December 31, 2024, the Annual Information relating to such fiscal year;

(b) if not submitted as part of Annual Information, to EMMA, not later than 120 days after the end of each fiscal year commencing with the fiscal year ending December 31, 2024, audited consolidated financial statements of MTA for such fiscal year when and if they become available and, if such audited financial statements are not available on the date which is 120 days after the end of a fiscal year, the unaudited financial statements of MTA for such fiscal year; and

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

- (1) principal and interest payment delinquencies;
- (2) non-payment related defaults, if material;
- (3) unscheduled draws on debt service reserves reflecting financial difficulties;
- (4) unscheduled draws on credit enhancements reflecting financial difficulties;
- (5) substitution of credit or liquidity providers, or their failure to perform;

(6) adverse tax opinions, the issuance by the IRS of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the Bonds, or other material events affecting the tax status of the Bonds;

(7) modifications to the rights of security holders, if material;

(8) bond calls , if material, and tender offers;

(9) defeasances;

(10) release, substitution, or sale of property securing repayment of the securities, if material;

(11) a rating change;

(12) bankruptcy, insolvency, receivership or similar event of the issuer as set forth in Rule 15c2-12;

(13) consummation of a merger, consolidation, or acquisition involving an obligated person or the sale of all or substantially all of the assets of an obligated person, other than in the ordinary course of business, the entry into a definitive agreement to undertake such action or the termination of a definitive agreement relating to such actions, other than pursuant to its terms, if material;

(14) appointment of a successor or additional trustee or the change of name of a trustee, if material;

(15) incurrence of a Financial Obligation of the obligated person, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a financial obligation of the obligated person, any of which affect security holders, if material; and

(16) default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of an obligated person, any of which reflect financial difficulties.

(d) to EMMA, in a timely manner, notice of a failure to provide any Annual Information required by clause A(i)(a) of this Section 2 or any financial statements required by clause A(i)(b) of this Section 2.

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

(iii) MTA has not failed to comply, in any material respect, with any previous undertakings in a written contract or agreement specified in paragraph (b)(5)(i) of Rule 15c2-12.

*B. Obligations of the Trustee.*

The Trustee shall notify MTA upon the occurrence of any of the events listed in Section 2(A)(i)(c) promptly upon becoming aware of the occurrence of any such event. The Trustee shall not

be deemed to have become aware of the occurrence of any such event unless an officer in its corporate trust department becomes aware of the occurrence of any such event.

*C. Additional Obligations.*

(i) Other Information. Nothing herein shall be deemed to prevent MTA from disseminating any other information in addition to that required hereby in the manner set forth herein or in any other manner. If MTA should disseminate any such additional information, MTA shall not have any obligation hereunder to update such information or to include it in any future materials disseminated hereunder.

(ii) Disclaimer. Each of MTA and the Trustee shall be obligated to perform only those duties expressly provided for such entity in this Agreement, and none of the foregoing shall be under any obligation to the Holders or other parties hereto to perform, or monitor the performance of, any duties of such other parties.

**Section 3. Annual Information.**

*A. Annual Information*

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

(i) a description of the transit and commuter systems operated by MTA and its affiliates and subsidiaries and their operations,

(ii) information regarding the transit and commuter capital programs, including information of the type included in MTA's Annual Disclosure Statement (the "ADS"), filed with EMMA on April 29, 2024, as supplemented and updated, under the caption "FINANCIAL PLANS AND CAPITAL PROGRAMS,"

(iii) a presentation of changes to indebtedness issued by MTA under the Resolution, as well as information concerning changes to MTA's debt service requirements on such indebtedness payable from DTF Revenues,

(iv) financial information and operating data of the type included in the ADS under the caption "DEDICATED TAX FUND BONDS" which shall include information relating to the following:

(a) a description of how the State allocates taxes to MTA Dedicated Tax Fund;

(b) a description of the material taxes allocated to MTA Dedicated Tax Fund, currently the petroleum business tax, the motor fuel tax on gasoline and diesel fuel, certain motor vehicle fees, including both registration and non-registration fees, the District Sales Tax, the Franchise Taxes, and the Temporary Franchise Surcharge, together with a description of the tax rate, the tax base and the composition and collection of such taxes by the State (unless the taxes constituting the sources of revenue have been materially changed or modified, in which case similar information about such new or modified taxes will be provided); and

(c) for the material taxes then constituting a source of revenue for MTA Dedicated Tax Fund, an historical summary of such revenue, if available, together with an explanation of the factors affecting collection levels, for a period of at least the five most recent completed fiscal years then available;

(d) information concerning the amounts, sources, material changes in and material factors affecting DTF Revenues and debt service incurred under the Resolution;

(e) material litigation related to any of the foregoing, and

(f) such narrative explanation as may be necessary to avoid misunderstanding and to assist the reader in understanding the presentation of financial information and operating data concerning, and in judging the financial condition of, MTA.

*B. Incorporation by Reference.*

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

*C. General Categories of Information Provided.*

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

**Section 4. Financial Statements.**

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

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

**Section 5. Remedies.**

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

**Section 6. Parties in Interest.**

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

## **Section 7. Amendments.**

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

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

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

## **Section 8. Termination.**

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

shall provide notice of such defeasance to EMMA. Such notice shall state whether the Bonds have been defeased to maturity or to redemption and the timing of such maturity or redemption. Upon any other termination pursuant to this Section 8, MTA shall provide notice of such termination to EMMA.

**Section 9. The Trustee.**

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

(ii) MTA shall indemnify and hold harmless the Trustee in connection with this Agreement, to the same extent provided in the Resolution for matters arising thereunder.

**Section 10. Governing Law.**

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

**Section 11. Counterparts.**

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

*[Signature Page to Continuing Disclosure Agreement Follows]*

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

**METROPOLITAN TRANSPORTATION  
AUTHORITY**

By: \_\_\_\_\_

Name:

Title:

**THE BANK OF NEW YORK MELLON, as  
Trustee**

By: \_\_\_\_\_

Name:

Title:

[Signature Page of the Continuing Disclosure Agreement]



### ATTACHMENT 3

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

**Upon delivery of the Series 2024A Bonds in definitive form, each of Nixon Peabody LLP, New York, New York, and D. Seaton and Associates, P.A., P.C., New York, New York, Co-Bond Counsel to MTA, proposes to render its final approving opinion in substantially the following form:**

[Date of Closing]

Metropolitan Transportation Authority  
New York, New York

Ladies and Gentlemen:

We have examined a certified record of proceedings of the Metropolitan Transportation Authority (“MTA”) and other proofs submitted to us relative to the issuance of \$388,505,000 aggregate principal amount of Metropolitan Transportation Authority Dedicated Tax Fund Green Bonds, Series 2024A (Climate Bond Certified) (the “Series 2024A Bonds”).

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

The Series 2024A Bonds are issued under and pursuant to the Constitution and statutes of the State of New York (the “State”), including the Metropolitan Transportation Authority Act, being Title 11 of Article 5 of the Public Authorities Law, Chapter 43-A of the Consolidated Laws of the State of New York, as amended to the date of this opinion letter (herein called the “Issuer Act”), and under and pursuant to proceedings of MTA duly taken, including a resolution adopted by the members of MTA on March 26, 2002 entitled “Dedicated Tax Fund Obligation Resolution,” as supplemented by the Multiple Credit and Series 2024 Supplemental Resolution Authorizing Obligations, Obligation Anticipation Notes and Refunding Obligations, adopted by the Board of MTA on December 20, 2023 (collectively, the “Resolution”). The Series 2024A Bonds are dated, mature, are payable, are subject to redemption and bear interest all as provided in the Resolution.

The Internal Revenue Code of 1986, as amended (the “Code”), establishes certain requirements that must be met subsequent to the issuance and delivery of the Series 2024A Bonds in order that interest on the Series 2024A Bonds be and remain excluded from gross income for federal income tax purposes under Section 103 of the Code. Pursuant to the Resolution and/or the Arbitrage and Use of Proceeds Certificate dated the date hereof (the “Arbitrage and Use of Proceeds Certificate”), MTA has covenanted to comply with the applicable requirements of the Code in order to maintain the exclusion of the interest on the Series 2024A Bonds from gross income for federal income tax purposes pursuant to Section 103 of the Code. In addition, MTA has made certain representations, statements of intention and reasonable expectation, and certifications in the Arbitrage and Use of Proceeds Certificate. We have not independently verified the accuracy of those representations, statements and certifications. Noncompliance with the requirements of the Code could cause interest on the Series 2024A Bonds to be included in gross income for federal income tax purposes retroactive to the date of issuance, irrespective of the date on which such noncompliance occurs or is ascertained.

In rendering the opinion in paragraph 6 hereof, we have relied upon and assumed (i) the accuracy of the representations, statements of intention and reasonable expectation, and certifications contained in the Arbitrage and Use of Proceeds Certificate with respect to matters affecting the exclusion of interest on the Series 2024A Bonds from gross income for federal income tax purposes under Section 103 of the Code

and (ii) compliance by MTA with procedures and covenants set forth in the Arbitrage and Use of Proceeds Certificate as to such tax matters.

We have also examined one of said Series 2024A Bonds as executed and, in our opinion, the form of said Series 2024A Bond and its execution are regular and proper.

We are of the opinion that:

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

2. MTA has the right and power under the Issuer Act to adopt the Resolution. The Resolution has been duly and lawfully adopted by MTA, is in full force and effect, is valid and binding upon MTA, and is enforceable in accordance with its terms, and no other authorization for the Resolution is required. The Resolution creates the valid pledge which it purports to create of the Trust Estate, subject only to the provisions of the Resolution permitting the application thereof for the purposes and on the terms and conditions set forth in the Resolution.

3. The Series 2024A Bonds have been duly and validly authorized and issued in accordance with the laws of the State, including the Constitution of the State and the Issuer Act, and in accordance with the Resolution, and are valid and binding special obligations of MTA, enforceable in accordance with their terms and the terms of the Resolution, payable solely from the Trust Estate as provided in the Resolution, and are entitled to the benefits of the Issuer Act and the Resolution. MTA has no taxing power and the Series 2024A Bonds are not debts of the State or of any other political subdivision thereof. MTA reserves the right to issue additional Obligations and to incur Parity Debt on the terms and conditions, and for the purposes, provided in the Resolution, on a parity as to security and payment with the Series 2024A Bonds.

4. MTA, the holders of the Series 2024A Bonds, or the holders of any evidence of indebtedness of MTA do not and will not have a pledge of or lien on (i) the dedicated mass transportation trust fund established by Section 89-c of the State Finance Law, (ii) the metropolitan transportation authority financial assistance fund established by Section 92-ff of the State Finance Law, (iii) the metropolitan mass transportation operating assistance account established in the mass transportation operating assistance fund pursuant to Section 88-a of the State Finance Law, or (iv) the taxes or moneys deposited therein.

5. The Series 2024A Bonds are securities in which all public officers and bodies of the State and all municipalities and political subdivisions, all insurance companies and associations and other persons carrying on an insurance business, all banks, bankers, trust companies, savings banks and savings associations, including savings and loan associations, building and loan associations, investment companies and other persons carrying on a banking business, all administrators, guardians, executors, trustees and other fiduciaries, and all other persons who are or may be authorized to invest in bonds or other obligations of the State, may properly and legally invest funds including capital in their control or belonging to them to the extent that the legality of such investment is governed by the laws of the State; and which may be deposited with and shall be received by all public officers and bodies of the State and all municipalities and political subdivisions for any purpose for which the deposit of bonds or other obligations of the State is or may be authorized.

6. Under existing statutes and court decisions, interest on the Series 2024A Bonds (i) is excluded from gross income for federal income tax purposes pursuant to Section 103 of the Code, and (ii) is not treated as a specific preference item in calculating the federal alternative minimum tax; however, interest on the Series 2024A Bonds that is included in the "adjusted financial statement income" of certain corporations is not excluded from the federal corporate alternative minimum tax.

7. Under existing statutes, interest on the Series 2024A Bonds is exempt from personal income taxes imposed by the State or any political subdivision thereof, including The City of New York.

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

Except as stated in paragraphs 6 and 7, we express no opinion regarding any other federal, state, local or foreign tax consequences related to the ownership or disposition of, or the accrual or receipt of interest on, the Series 2024A Bonds. We express no opinion regarding the federal, state, local or foreign tax consequences of any action hereafter taken or not taken in reliance upon an opinion of other counsel with respect to the Series 2024A Bonds.

We express no opinion as to the accuracy or sufficiency of any financial or other information which has been or will be supplied to purchasers of the Series 2024A Bonds. Our services did not include financial or other non-legal advice. Finally, we undertake no responsibility for the accuracy, completeness or fairness of the Official Statement or other offering material relating to the Series 2024A Bonds and express no opinion with respect thereto.

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

Very truly yours,

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**ATTACHMENT 4**

**SUPPLEMENT TO THE 2024 MTA ANNUAL DISCLOSURE STATEMENT, DATED JULY 10, 2024**

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**MTA ANNUAL DISCLOSURE STATEMENT SUPPLEMENT**  
**July 10, 2024**

This Metropolitan Transportation Authority (“MTA”) Annual Disclosure Statement Supplement (the “Supplement”), dated July 10, 2024 supplements the information contained in the Annual Disclosure Statement (the “ADS”) of MTA, dated April 29, 2024. MTA expects to file this Supplement with the Municipal Securities Rulemaking Board on its Electronic Municipal Market Access (“EMMA”) system and may incorporate such information herein by specific cross-reference. No statement on MTA’s website or any other website is included by specific cross-reference herein. All of the information in this Supplement is accurate as of its respective date. MTA retains the right to update and supplement specific information contained herein as events warrant.

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

**MTA ANNUAL DISCLOSURE STATEMENT SUPPLEMENT**  
**July 10, 2024**

**Updates Regarding the Central Business District Tolling Program**

On June 5, 2024, Governor Hochul announced her intention to pause the implementation of congestion pricing (also referred to as the “Central Business District Tolling Program” or “CBDTP”). Subsequently, on June 26, 2024, the MTA Board adopted a resolution recognizing the pause, extending the implementation of congestion pricing until a tolling agreement among the project sponsors has been executed, and authorizing the president of MTA Bridges and Tunnels to implement the CBDTP after the tolling agreement has been executed.

The CBDTP was established by State legislation in 2019 to manage traffic congestion in Manhattan and provide \$15 billion in capital funding for MTA’s 2020-2024 Capital Program. Until such funding is made available, MTA will be unable to enter into contracts for a like amount of capital projects. As a result, approximately \$16.5 billion in projects are expected to be deferred in order to prioritize fundamental state of good repair projects, select rolling stock purchases, and certain federally funded projects. Deferred projects are expected to include expansion projects, ADA accessibility projects, zero-emission bus purchases, infrastructure and technology upgrades, rolling stock purchases, less urgent state of good repair projects, and signal modernization.

***Risks Associated with Central Business District Tolling Program Pause.*** If the CBDTP is not implemented and other funding sources for the 2020-2024 Capital Program are not provided, there may be additional adverse impacts on MTA’s operating and debt service budget. MTA and/or MTA Bridges and Tunnels may have to issue bonds previously authorized for the 2020-2024 Capital Program earlier than anticipated. This earlier debt issuance could increase debt service costs during the financial plan period. Additionally, MTA may have to adjust staffing levels in response to reduced capital spending.

***Central Business District Tolling Program Litigation.*** MTA and MTA Bridges and Tunnels are defendants in nine federal litigations challenging CBDTP. Several of the cases challenge the Environmental Assessment (“EA”) conducted under the National Environmental Policy Act and the Finding of No Significant Impact (“FONSI”) issued by the Federal Highway Administration and allege that a supplemental EA or Environmental Impact Statement (“EIS”) is required for CBDTP. On June 20, 2024, in *Chan v. U.S. Dep’t of Transp. et al.* the court granted summary judgement to the federal defendants, MTA, and MTA Bridges and Tunnels and dismissed on the merits the challenge to the EA and FONSI.

The plaintiffs in the various litigations have raised numerous claims including, but not limited to, state and federal constitutional claims including claims under the dormant commerce clause and right-to-travel provisions of the U.S. Constitution, claims under the state administrative procedure act (one of which, in *New Yorkers Against Congestion Pricing Tax v. U.S. Dep’t of Transp. et al.*, was dismissed), and various statutory claims under statutes including, but not limited to, the Clean Air Act and the Federal Aviation Agency Reauthorization Act.

At this time, most of the cases and attendant claims – except for the claims decided on the merits in the *Chan* and *New Yorkers* cases and certain claims to be decided in the District of New



Jersey – have been deferred upon agreement of the parties due to Governor Hochul’s pause of CBDTP; however, the cases have not been dismissed.

### **Governance**

Effective June 14, 2024, Demetrius Crichlow was appointed Interim President of MTA New York City Transit, replacing Richard Davey, who stepped down as President on May 29, 2024.

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