

\$502,320,000
METROPOLITAN TRANSPORTATION AUTHORITY
TRANSPORTATION REVENUE BONDS
Consisting of:

\$407,110,000 Series 2009A-1
(Federally Taxable – Issuer Subsidy – Build America Bonds)
and
\$95,210,000 Series 2009A-2
(together, the “Series 2009A Bonds”)

SUPPLEMENT DATED OCTOBER 16, 2009 TO
OFFICIAL STATEMENT DATED OCTOBER 6, 2009

The information provided below supplements the Official Statement referred to above (the “Official Statement”) offering the Metropolitan Transportation Authority Transportation Revenue Bonds, Series 2009A-1 and Series 2009A-2.

The information contained in the Official Statement in “INTRODUCTION - Recent Developments” is supplemented by adding the following subparagraph to the end of the section after “2009 Debt Issuances”:

Recent State Budgetary Proposals. On October 15, 2009, subsequent to the closing of the Series 2009A Bonds, Governor Paterson announced a deficit reduction plan to address the State’s forecasted operating deficit for its fiscal year ending March 31, 2010. As part of the overall State plan, there are specific recommendations, requiring legislative action, to reduce appropriations of taxes which MTA had assumed would be received prior to December 31, 2009, by approximately \$113 million. There can be no assurance that the Legislature will adopt the Governor’s recommendations, that such recommendations will not be further modified by the Legislature or that other actions affecting MTA, some of which would not require legislative action, may be proposed or implemented by the Governor.

The MTA is required by law to adopt a budget that is self-sustaining on a cash basis, including self-generated fares, tolls and other revenues, as well as operating subsidies of various types from numerous sources, including the State and local governments. As described in the MTA’s Preliminary Financial Plan (“the July Plan”), the 2009 Fiscal Year which ends on December 31, 2009 was anticipated to be balanced with a remaining cash balance of \$29 million. The MTA is assessing the impact of reduced subsidy transfers by the State and expects to present specific details of the impact of such actions or any other actions then proposed or implemented to deal with the State operating deficit on MTA in the November Financial Plan. Whatever reduction to existing appropriations may be ultimately enacted will be incorporated by the MTA in a revised budget that will be balanced as required by law, implementing cash management strategies, revenue allocations and expenditure reductions as necessary. MTA cannot predict whether it may be required to take any additional operating or financial actions to assure that it ends its 2009 fiscal year with a balanced budget.

METROPOLITAN TRANSPORTATION
AUTHORITY