OFFICE OF THE TREASURER-TAX COLLECTOR

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ROBIN RUSSELL
ASSISTANT TREASURER-TAX COLLECTOR
ADMINISTRATION

MEMORANDUM

CHANGES IN ELIGIBILE CREDITS

In the month of February, there was one change to the Treasurer's approved list of issuers.

The following were added to the approved list:

1. Triborough Bridge and Tunnel.

The following are Asset Backed Securities that the County holds as pass-thru notes from the restructuring of WhistleJacket.

OC Extended Fund B	Security	Maturity	Market	% of	ST Ratings, LT
	Type	Date	Value	Fund	Ratings
Serpentine Funding	US Notes	6/05/10	\$6,998,979.89		N/R
Serpentine Funding	US Notes	6/05/10	5,500,910.04		N/R
Serpentine Funding	US Notes	6/05/10	13,717,771.95		N/R
Serpentine Funding	US Notes	6/05/10	5,566,865.25		N/R
Serpentine Funding	US Notes	6/05/10	4,793,635.81		N/R
			\$36,578,162.94	1.381%	

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ROBIN RUSSELL ASSISTANT TREASURER-TAX COLLECTOR ADMINISTRATION

To: Treasury Investment Committee

From: Fahad Haider

Date: February 3, 2010

Subject: Triborough Bridge and Tunnel Authority

(MTA Bridges and Tunnels)

Aa2/AA-/AA

Recommend: Add the Issuer to the Approved List

Introduction

Triborough Bridge and Tunnel Authority (TBTA or MTA Bridges and Tunnels) is a public benefit corporation that is empowered to construct and operate toll bridges and tunnels and other public facilities in New York City. MTA Bridge and Tunnel Authority is an affiliate, not a subsidiary, of Metropolitan Transportation Authority. The board members of the MTA also serve as the board of MTA Bridge and Tunnel Authority.

MTA Bridges and Tunnels' operation and capital costs for its bridges and tunnels are paid by the revenue its generates from its facilities and the surplus are used to fund other transit and commuter operations and finance capital projects of other affiliates and subsidiaries of the MTA.

Revenue and Operations

MTA Bridges and Tunnels have generated close to \$1.3 billion every year since 2005. Paid traffic reached a record high of 304.2 million vehicles in 2007, represented an increase of 0.7% from 2006. Traffic in 2008 fell 2.9%, primarily due to high regional gas prices and the recessive economic condition. Despite the lower traffic, total toll revenues reached \$1.27 billion in 2008 generated from a toll increase starting March 16, 2008. The two key economic factors that have statistical significant relationships to changes in traffic volumes are regional non-farm employment and inflation.

MTA Bridges and Tunnels plans to increase the toll rate by 2.5% each year from 2011 to 2013 to help fund the new capital projects. A capital program of approximately \$2.5 billion for the 2010-2014 period was also approved to keep the facilities in good operating condition.

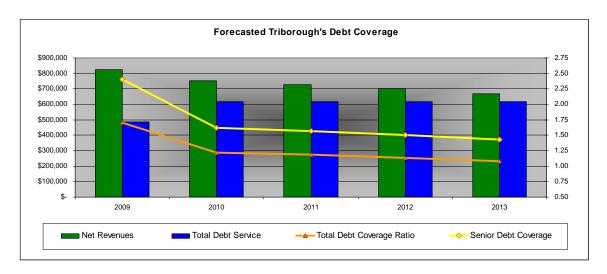
Security and Source of Payment

Revenue bondholders have the first lien on net operating revenue, which equals revenue minus payment for working capital and operating expenses. MTA Bridge and Tunnel Authority has the power to establish toll rate that is not subject to the approval of any governmental entity.

Under the covenant, MTA Bridge and Tunnel Authority is required to produce sufficient revenue to pay all operating expenses and debt services. At the end of 2008, revenue available for debt service was \$890 million providing coverage ratio to senior debt holders of 2.51 times.

Outstanding Debt

MTA Bridge and Tunnel Authority issues long term bonds to fund its own capital projects as well as transportation projects through: 1. Senior Revenue Bonds and 2. Subordinate Revenue Bonds. As of April 28, 2009 the total senior revenue bond outstanding was \$6.5 billion. Maturities of senior revenue bonds range up to year 2038 and are evenly distributed. Similarly, principle outstanding under the subordinate revenue bonds is \$2.0 billion. Maturities in this category range up to the year 2033.



Summary

The above forecasts have been created on assumptions that are very conservative. The interest coverage ratios for both debt categories are amply sufficient to cover principle and interest payments. MTA Bridge and Tunnel Authority as a standalone entity is capable if meeting its obligations for the years forecasted.

