



**Metro**

Los Angeles County Metropolitan Transportation Authority

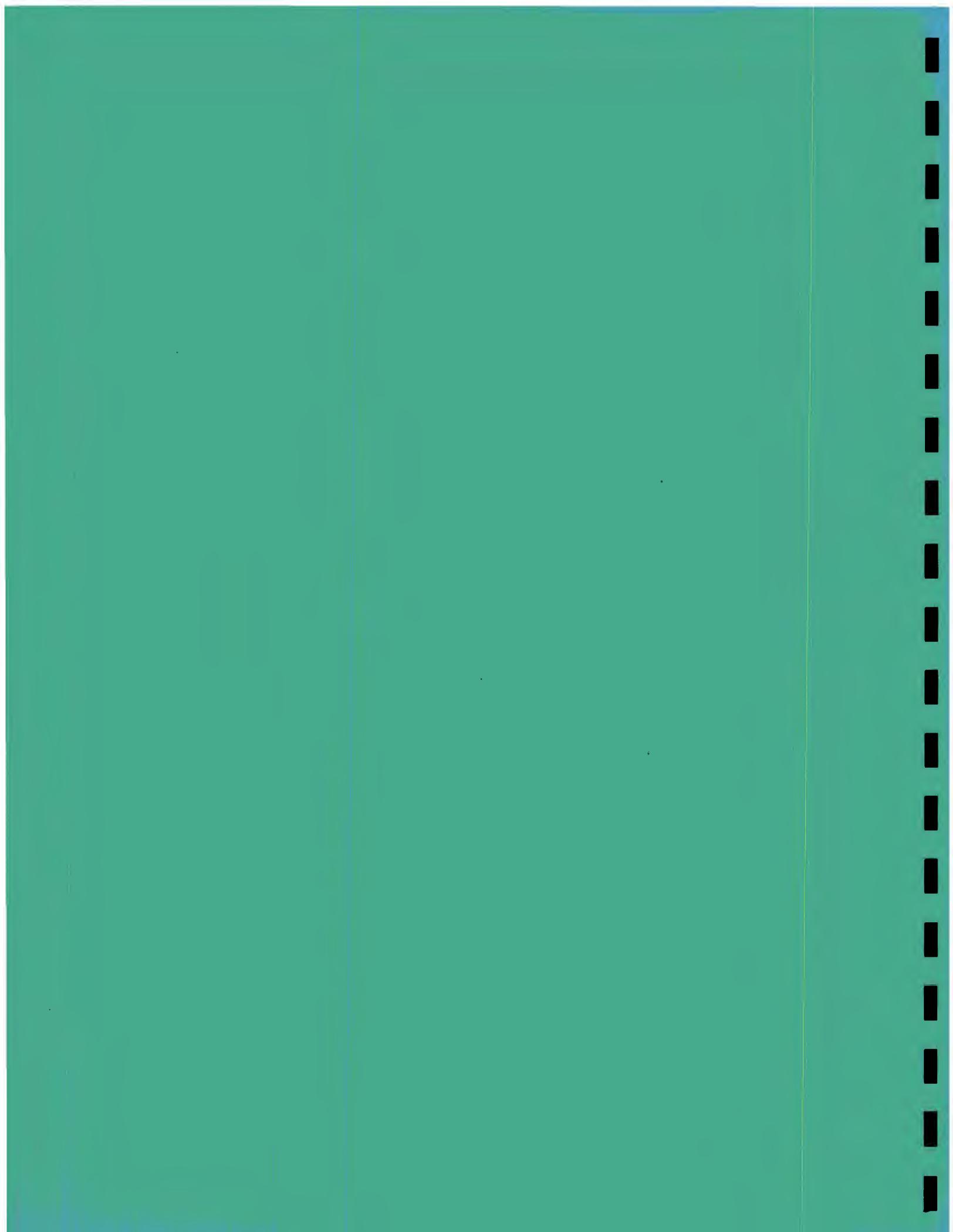
# **Countywide Financial Forecasting Model FY 2010 – FY 2040**

**30/10 Initiative**

**August 19, 2011**

**For Planning Purposes Only**

**Countywide Planning and Development  
Regional Capital Development  
Regional Programming Section**



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**HIGHWAY / FREEWAY CAPITAL (see also Regional Surface Transportation Improvements below)**

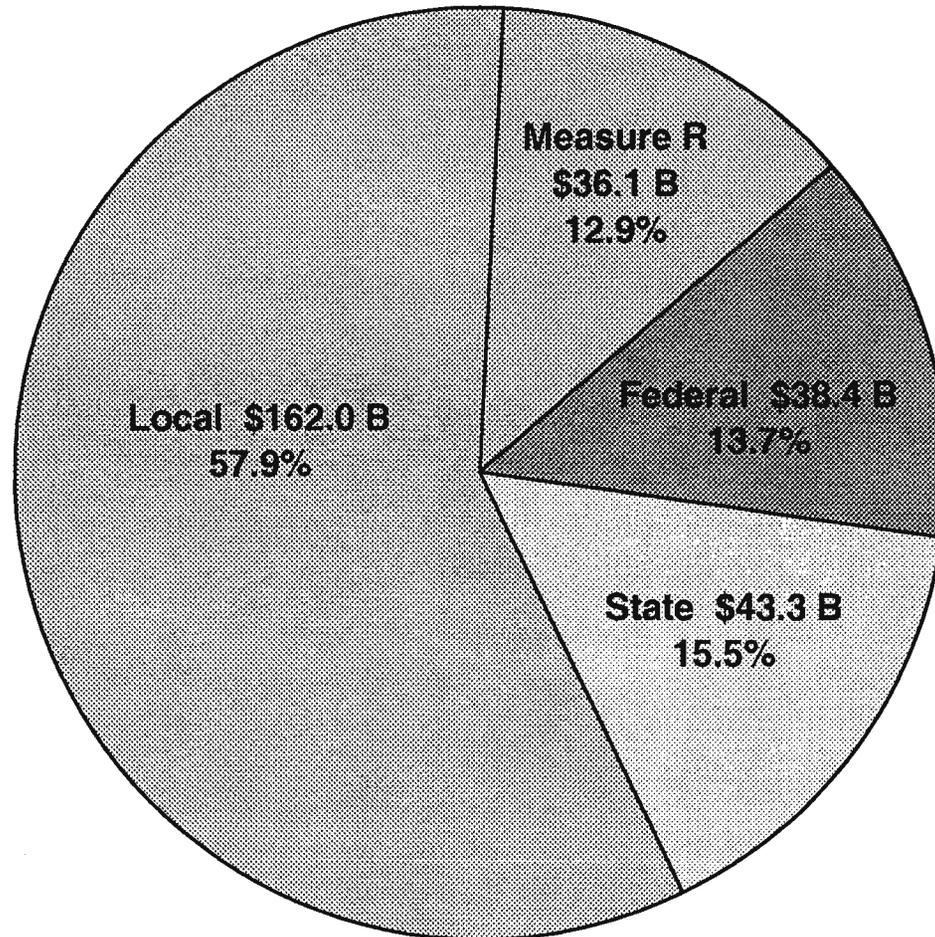
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## **CALL FOR PROJECTS**

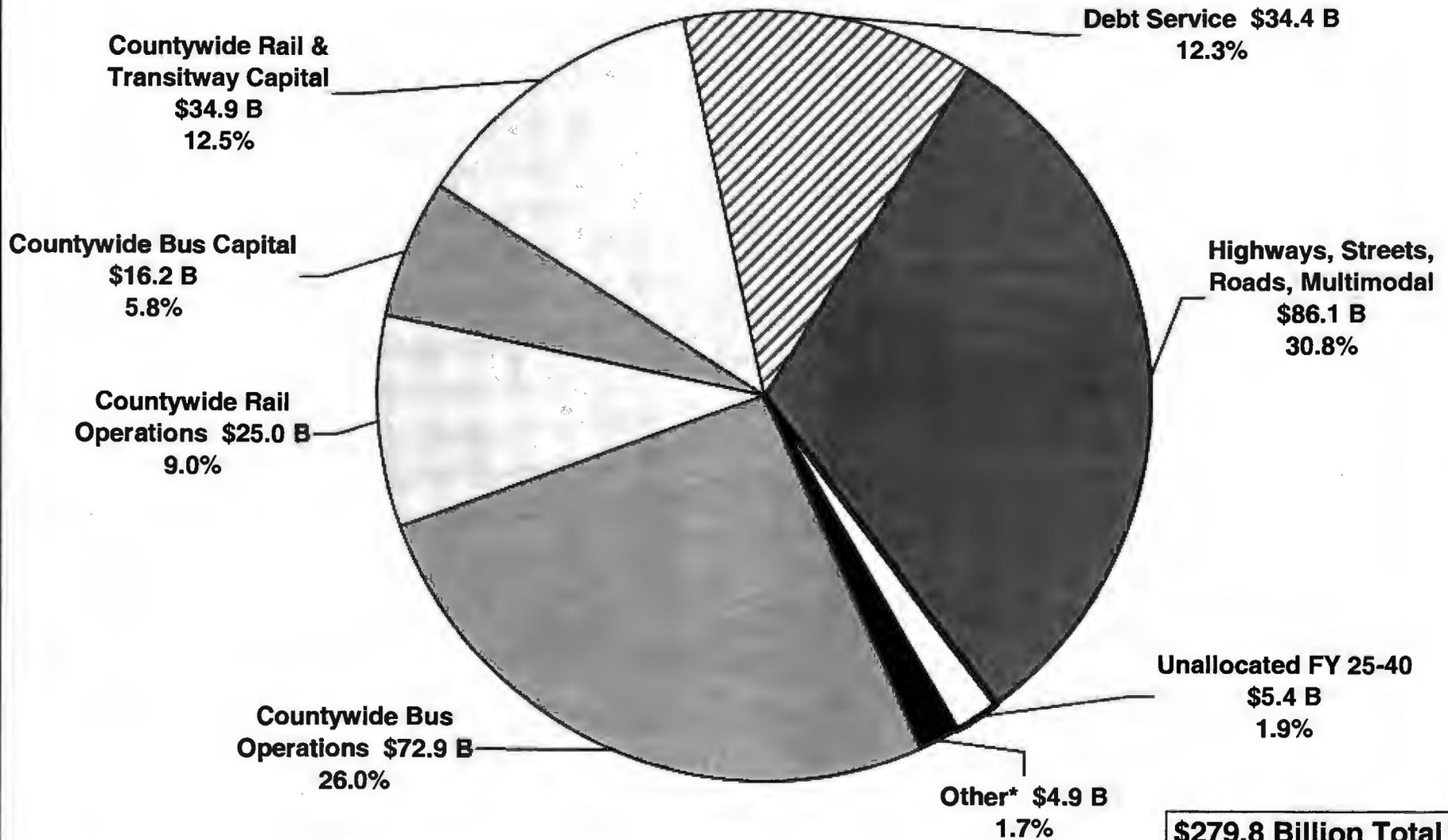
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# 2009 Long Range Transportation Plan 30/10 Initiative, August 2011 Update Summary of Sources



**\$279.8 Billion Total  
FY 2010 - FY 2040**

# 2009 Long Range Transportation Plan 30/10 Initiative, August 2011 Update Summary of Uses



\* "Other" includes safety net program, agency-wide capital, and regulatory oversight.

**\$279.8 Billion Total  
FY 2010 - FY 2040**

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

|   | Total '10-'40<br>w/o Beg Bal | Total '10-'40<br>with Beg Bal | Alloc %      | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Beg<br>Bal     | 2009<br>2010   | 2010<br>2011   | 2011<br>2012   |
|---|------------------------------|-------------------------------|--------------|------------------|------------------|------------------|----------------|----------------|----------------|----------------|
| <b>Local</b>  |                              |                               |              |                  |                  |                  |                |                |                |                |
| 1 Proposition A (gross)                                   | 38,046.3                     | \$ 38,128.0                   | 13.6%        | 7,402.7          | 11,966.3         | 18,677.2         | 81.7           | 565.7          | 596.9          | 634.5          |
| 2 Proposition C (gross)                                   | 38,049.1                     | 38,381.1                      | 13.7%        | 7,403.3          | 11,967.2         | 18,678.6         | 332.0          | 565.8          | 596.9          | 634.5          |
| 3 Measure R (gross)                                       | 36,081.9                     | 36,081.9                      | 12.9%        | 7,382.9          | 11,966.3         | 16,732.7         |                | 551.5          | 591.3          | 634.5          |
| 4 TDA (gross)   | 19,184.4                     | 19,493.4                      | 7.0%         | 3,732.7          | 6,033.9          | 9,417.8          | 309.0          | 285.3          | 301.0          | 319.9          |
| 5 Fare Revenues - Metro Bus and Rail                      | 19,884.4                     | 19,884.4                      | 7.1%         | 4,042.7          | 6,468.1          | 9,373.6          |                | 313.3          | 334.3          | 332.1          |
| 6 Fare Revenues - non-Metro bus                           | 4,105.2                      | 4,105.2                       | 1.5%         | 1,037.7          | 1,307.2          | 1,760.2          |                | 91.9           | 93.9           | 96.3           |
| 7 Fare Revenues - Metrolink                               | 1,926.8                      | 1,926.8                       | 0.7%         | 488.7            | 612.8            | 825.2            |                | 42.0           | 43.5           | 45.0           |
| 8 Lease and Leaseback Revenues                            | 455.1                        | 573.1                         | 0.2%         | 173.3            | 136.7            | 145.1            | 118.0          | 16.5           | 16.2           | 16.2           |
| 9 Local Agency Contributions - Highway                    | 12.6                         | 12.6                          | 0.0%         | 12.6             | -                | -                |                | 0.4            | 1.2            | 2.1            |
| 10 Local Agency Contributions - Transit                   | 479.5                        | 479.5                         | 0.2%         | 479.5            | -                | -                | -              | 1.1            | 15.3           | 26.8           |
| 11 Local Agency Street and Road Funds (no rev sheet)      | 37.2                         | 37.2                          | 0.0%         | 12.0             | 12.0             | 13.2             |                | 1.2            | 1.2            | 1.2            |
| 12 Net Financing: Highways (Prop C 25%)                   | 4,266.2                      | 4,266.2                       | 1.5%         | 1,753.9          | 2,052.3          | 460.0            | -              | -              | 154.5          | 210.1          |
| 13 Net Financing: Rail Capital (Prop A 35%)               | 7,193.6                      | 7,235.0                       | 2.6%         | 835.5            | 2,991.9          | 3,366.2          | 41.4           | 9.5            | 68.4           | 73.1           |
| 14 Net Financing: Rail Capital (Prop C 40%)               | 2,767.3                      | 2,767.3                       | 1.0%         | 356.9            | 730.4            | 1,680.0          |                | -              | -              | -              |
| 15 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds    | 390.0                        | 390.0                         | 0.1%         | 80.0             | 290.0            | 20.0             |                | -              | -              | -              |
| 16 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds    | 210.0                        | 210.0                         | 0.1%         | 50.0             | 160.0            | -                |                | -              | -              | -              |
| 17 Net Financing: Commuter Rail Capital (Prop C 10%)      | 955.9                        | 955.9                         | 0.3%         | 238.1            | 520.0            | 197.9            |                | -              | 35.8           | 6.7            |
| 18 Net Financing: Highway Capital (Measure R 20%)         | 928.2                        | 928.2                         | 0.3%         | 373.5            | 554.7            | -                |                | -              | -              | 43.0           |
| 19 Net Financing: Measure R 2% Commercial Paper           | 158.7                        | 158.7                         | 0.1%         | 69.9             | 88.9             | -                |                | -              | -              | -              |
| 20 Net Financing: Rail Capital (Measure R 35%)            | -                            | -                             | 0.0%         | -                | -                | -                |                | -              | -              | -              |
| 21 Net Financing: Rail Capital Measure R 35% Nov 2010     | 179.4                        | 179.4                         | 0.1%         | 179.4            | -                | -                |                | -              | 179.4          | -              |
| 22 Net Financing: Rail Capital 35% BABs (Measure R)       | 570.6                        | 570.6                         | 0.2%         | 570.6            | -                | -                |                | -              | 570.6          | -              |
| 23 Net Financing: Rail Capital QTIBs (Measure R)          | 5,757.2                      | 5,757.2                       | 2.1%         | 5,757.2          | -                | -                |                | -              | -              | -              |
| 24 Net Financing: Rail Capital TIFIA Loan (Measure R)     | 1,186.7                      | 1,186.7                       | 0.4%         | 1,123.2          | 63.5             | -                |                | -              | -              | -              |
| 25 Net Financing: Rail Capital Measure R 35% Comm Paper   | 305.0                        | 305.0                         | 0.1%         | 305.0            | -                | -                |                | -              | -              | -              |
| 26 Financing: Capital Grant Receipts Revenue Bonds        | 1,133.7                      | 1,133.7                       | 0.4%         | 1,060.9          | 72.8             | -                |                | -              | -              | -              |
| 27 Other - General, Advertising, Other Misc.              | 1,488.5                      | 1,621.7                       | 0.6%         | 390.8            | 467.8            | 629.9            | 133.2          | 40.2           | 32.5           | 37.6           |
| 28 HOV Violation Fund (no revenue sheet)                  | 15.5                         | 15.5                          | 0.0%         | 5.0              | 5.0              | 5.5              |                | 0.5            | 0.5            | 0.5            |
| 29 Interest Earnings on Prop A funds                      | 138.6                        | 138.6                         | 0.0%         | 65.1             | 35.0             | 38.5             |                | 33.6           | 3.5            | 3.5            |
| 30 Interest Earnings on Prop C funds                      | 369.5                        | 369.5                         | 0.1%         | 119.2            | 119.2            | 131.1            |                | 11.9           | 11.9           | 11.9           |
| 31 Interest Earnings on TDA funds                         | 83.9                         | 83.9                          | 0.0%         | 24.4             | 26.8             | 32.7             |                | 2.4            | 2.4            | 2.4            |
| 32 Interest Earnings on Measure R 35% funds               | 431.1                        | 431.1                         | 0.2%         | 116.3            | 53.8             | 261.0            |                | -              | 2.2            | 11.2           |
| 33 Interest Earnings on Measure R 20% funds               | 90.9                         | 90.9                          | 0.0%         | 3.0              | 2.3              | 85.6             |                | -              | 0.2            | 0.6            |
| 34 Interest Earnings on STA-Op Rev Share funds            | 10.8                         | 10.8                          | 0.0%         | 2.4              | 4.0              | 4.4              |                | -              | -              | -              |
| 35 Transit Corridor Bridge Loan Proceeds                  | (66.3)                       | (66.3)                        | 0.0%         | (66.3)           | -                | -                |                | (66.3)         | -              | -              |
| 36 Repayment from State of capital proj loans (fund 3562) | 11.4                         | 344.9                         | 0.1%         | 11.4             | -                | -                | 333.5          | 11.4           | -              | -              |
| 37 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid | 170.0                        | 170.0                         | 0.1%         | 86.1             | 83.9             | -                |                | -              | -              | -              |
| 38 Prop A Lapsed transferred to Prop C 40%                | -                            | -                             | 0.0%         | -                | -                | -                |                | -              | -              | -              |
| <b>39 Subtotal Local Revenue Sources</b>                  | <b>187,008.8</b>             | <b>188,357.6</b>              | <b>67.3%</b> | <b>45,679.7</b>  | <b>58,792.9</b>  | <b>82,536.2</b>  | <b>1,348.8</b> | <b>2,477.9</b> | <b>3,653.7</b> | <b>3,143.6</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

| (\$ in millions)  | Total '10-'40<br>w/o Beg Bal | Total '10-'40<br>with Beg Bal | Alloc %      | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Beg<br>Bal     | 2009<br>2010   | 2010<br>2011   | 2011<br>2012   |
|---|------------------------------|-------------------------------|--------------|------------------|------------------|------------------|----------------|----------------|----------------|----------------|
| <b>40 State</b>   |                              |                               |              |                  |                  |                  |                |                |                |                |
| 41 Air Quality Vehicle Registration Fee (AB 2766)         | 18.0                         | 18.0                          | 0.0%         | 4.0              | 6.0              | 8.0              | -              | -              | -              | -              |
| 42 Environmental Enhancement & Mitigation                 | 31.0                         | 31.0                          | 0.0%         | 10.0             | 10.0             | 11.0             | -              | 1.0            | 1.0            | 1.0            |
| 43 Interregional Improvement Program Funds (IIP)          | 153.8                        | 153.8                         | 0.1%         | 153.8            | -                | -                | -              | 40.3           | 5.7            | 14.4           |
| 44 Excise tax replacement for Prop 42 (no revenue sheet)  | 5,987.0                      | 5,987.0                       | 2.1%         | 1,544.5          | 1,893.2          | 2,549.2          | -              | 140.7          | 142.4          | 145.3          |
| 45 Regional Improvement Program Funds (RIP)               | 4,136.7                      | 4,721.3                       | 1.7%         | 986.7            | 1,500.0          | 1,650.0          | 584.6          | 6.9            | 91.4           | 177.6          |
| 46 SAFE   | 224.5                        | 251.8                         | 0.1%         | 77.5             | 70.0             | 77.0             | 27.3           | 9.2            | 9.0            | 7.9            |
| 47 SHOPP  | 5,178.0                      | 5,178.0                       | 1.9%         | 1,618.0          | 1,690.0          | 1,870.0          | -              | 160.0          | 160.0          | 160.0          |
| 48 STA - Operator Revenue Share                           | 1,759.5                      | 1,759.5                       | 0.6%         | 483.8            | 574.3            | 701.3            | -              | -              | 62.3           | 51.7           |
| 49 STA - Population Share                                 | 1,513.3                      | 1,513.3                       | 0.5%         | 415.6            | 494.2            | 603.6            | -              | -              | 52.8           | 44.5           |
| 50 Proposition 1B State Infrastructure Bonds              | 3,196.3                      | 3,196.3                       | 1.1%         | 3,196.3          | -                | -                | -              | 440.3          | 518.9          | 957.8          |
| 51 Proposition 1B Bonds - PTMISEA                         | 805.5                        | 908.3                         | 0.3%         | 805.5            | -                | -                | 102.9          | 103.6          | 457.7          | 122.1          |
| 52 High Speed Rail Bonds voted 11-4-08                    | 178.5                        | 178.5                         | 0.1%         | 178.5            | -                | -                | -              | -              | 18.0           | -              |
| 53 State Gas Tax Subventions to Cities (no rev sheet)     | 8,177.8                      | 8,177.8                       | 2.9%         | 2,638.0          | 2,638.0          | 2,901.8          | -              | 263.8          | 263.8          | 263.8          |
| 54 State Highway Acct (Caltrans Ops) (no rev sheet)       | 7,910.9                      | 7,910.9                       | 2.8%         | 1,926.7          | 2,466.3          | 3,517.8          | -              | 172.0          | 176.3          | 180.7          |
| 55 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)      | 221.9                        | 221.9                         | 0.1%         | 64.9             | 69.1             | 87.9             | -              | 10.2           | 5.9            | 5.9            |
| 56 Traffic Congestion Relief Allocations                  | 453.5                        | 453.5                         | 0.2%         | 453.5            | -                | -                | -              | 95.6           | 25.3           | 30.2           |
| <b>57 Subtotal State Revenue Sources</b>                  | <b>39,946.1</b>              | <b>40,660.8</b>               | <b>14.5%</b> | <b>14,557.3</b>  | <b>11,411.1</b>  | <b>13,977.7</b>  | <b>714.7</b>   | <b>1,443.6</b> | <b>1,990.5</b> | <b>2,162.8</b> |
| <b>58 Federal</b>   |                              |                               |              |                  |                  |                  |                |                |                |                |
| 59 American Recovery and Reinvestment Act (ARRA)          | 793.8                        | 793.8                         | 0.3%         | 793.8            | -                | -                | -              | 552.7          | 241.1          | -              |
| 60 ARRA -Caltrans share (no rev sheet)                    | 108.4                        | 108.4                         | 0.0%         | 108.4            | -                | -                | -              | 108.4          | -              | -              |
| 61 Clean Fuel Prog-see Sec 5309 Bus below                 | -                            | -                             | 0.0%         | -                | -                | -                | -              | -              | -              | -              |
| 62 CMAQ (Congestion Mitigation & Air Quality)             | 2,635.5                      | 2,747.8                       | 1.0%         | 1,255.5          | 720.0            | 660.0            | 112.1          | 200.0          | 135.2          | 137.6          |
| 63 Homeland Security Grants                               | 64.5                         | 64.5                          | 0.0%         | 22.5             | 20.0             | 22.0             | -              | 2.0            | 2.0            | 4.5            |
| 64 Other Federal Funds - Rail Capital                     | -                            | -                             | 0.0%         | -                | -                | -                | -              | -              | -              | -              |
| 65 Other Federal Funds - Highway Earmarks                 | 109.2                        | 109.2                         | 0.0%         | 109.2            | -                | -                | -              | 41.0           | 31.0           | 16.0           |
| 66 RSTP (Regional Surface Transportation Prog)            | 4,222.8                      | 4,278.5                       | 1.5%         | 1,173.2          | 1,341.6          | 1,708.0          | 55.6           | 114.2          | 110.7          | 112.7          |
| 67 Section 5307 Urbanized Area Formula                    | 8,905.3                      | 8,905.3                       | 3.2%         | 2,465.4          | 2,833.1          | 3,606.8          | -              | 231.4          | 234.6          | 237.9          |
| 68 Section 5309 Bus and Bus-Related Facilities (earmarks) | 239.6                        | 239.6                         | 0.1%         | 134.6            | 50.0             | 55.0             | -              | 85.5           | 1.4            | 8.9            |
| 69 Section 5309 Fixed Guideway Modernization              | 1,542.5                      | 1,542.5                       | 0.6%         | 425.7            | 491.3            | 625.5            | -              | 38.2           | 40.7           | 41.3           |
| 70 Section 5309 New Starts                                | 5,344.8                      | 5,344.8                       | 1.9%         | 1,785.8          | 1,559.0          | 2,000.0          | -              | 74.0           | -              | -              |
| 71 Section 5309 Small Starts and Very Small Starts        | 42.3                         | 42.3                          | 0.0%         | 42.3             | -                | -                | -              | 0.9            | 17.6           | 20.4           |
| 72 Section 5310 Elderly/Disabled (capital)                | 12.4                         | 12.4                          | 0.0%         | 4.0              | 4.0              | 4.4              | -              | 0.4            | 0.4            | 0.4            |
| 73 Section 5316 Job Access and Reverse Commute (JARC)     | 48.0                         | 48.0                          | 0.0%         | 48.0             | -                | -                | -              | 8.0            | 8.0            | 8.0            |
| 74 Section 5317 New Freedom                               | 21.0                         | 21.0                          | 0.0%         | 21.0             | -                | -                | -              | 3.5            | 3.5            | 3.5            |
| 75 Section 5340 Growing States and High Density           | 261.5                        | 261.5                         | 0.1%         | 72.4             | 83.2             | 105.9            | -              | 6.8            | 6.9            | 7.0            |
| 76 Safe Routes to Schools                                 | 11.2                         | 11.2                          | 0.0%         | 11.2             | -                | -                | -              | 3.0            | 6.3            | 1.9            |
| 77 TE-Transportation Enhancements                         | 488.0                        | 488.0                         | 0.2%         | 138.8            | 155.0            | 194.2            | -              | 15.7           | 3.5            | 18.8           |
| <b>78 Subtotal Federal Revenue Sources</b>                | <b>24,850.7</b>              | <b>25,018.5</b>               | <b>8.9%</b>  | <b>8,611.7</b>   | <b>7,257.2</b>   | <b>8,981.8</b>   | <b>167.7</b>   | <b>1,485.7</b> | <b>842.9</b>   | <b>618.9</b>   |
| <b>79 SUBTOTAL REVENUE SOURCES</b>                        | <b>251,805.6</b>             | <b>254,036.8</b>              | <b>90.8%</b> | <b>68,848.7</b>  | <b>77,461.2</b>  | <b>105,495.7</b> | <b>2,231.2</b> | <b>5,407.2</b> | <b>6,487.1</b> | <b>5,925.4</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

| (\$ in millions)  | Total '10-'40<br>w/o Beg Bal | Total '10-'40<br>with Beg Bal | Alloc %       | Years<br>'10-'19   | Years<br>'20-'29   | Years<br>'30-'40    | Beg<br>Bal     | 2009<br>2010   | 2010<br>2011   | 2011<br>2012   |
|---|------------------------------|-------------------------------|---------------|--------------------|--------------------|---------------------|----------------|----------------|----------------|----------------|
| <b>80 Highway Strategy Revenues</b>                         |                              |                               |               |                    |                    |                     |                |                |                |                |
| <b>81 Local</b>   |                              |                               |               |                    |                    |                     |                |                |                |                |
| 82 Tolls/PPP  | 9,370.0                      | 9,370.0                       | 41.2%         | 2,375.0            | 4,809.0            | 2,186.0             | -              | -              | -              | -              |
| 83 Railroads  | 20.0                         | 20.0                          | 0.1%          | 20.0               | -                  | -                   | -              | -              | 2.0            | 5.0            |
| 84 Container Fees   | 360.0                        | 360.0                         | 1.6%          | 240.0              | 120.0              | -                   | -              | -              | -              | -              |
| <b>85 Subtotal Local Revenues</b>                           | <b>9,750.0</b>               | <b>9,750.0</b>                | <b>42.9%</b>  | <b>2,635.0</b>     | <b>4,929.0</b>     | <b>2,186.0</b>      | -              | -              | <b>2.0</b>     | <b>5.0</b>     |
| <b>86 State</b>   |                              |                               |               |                    |                    |                     |                |                |                |                |
| 87 High Speed Rail Bonds                                    | 200.0                        | 200.0                         | 0.9%          | 135.0              | 65.0               | -                   | -              | -              | 15.0           | 15.0           |
| 88 Public Utilities Commission                              | 5.0                          | 5.0                           | 0.0%          | 5.0                | -                  | -                   | -              | -              | 3.0            | -              |
| 89 State Programs   | 2,353.0                      | 2,353.0                       | 10.4%         | 376.8              | 1,333.5            | 642.7               | -              | -              | -              | -              |
| 90 SHOPP (Additional)                                       | 51.0                         | 51.0                          | 0.2%          | -                  | 26.0               | 25.0                | -              | -              | -              | -              |
| <b>91 Subtotal State Revenues</b>                           | <b>2,609.0</b>               | <b>2,609.0</b>                | <b>11.5%</b>  | <b>516.8</b>       | <b>1,424.5</b>     | <b>667.7</b>        | -              | -              | <b>18.0</b>    | <b>15.0</b>    |
| <b>92 Federal</b>   |                              |                               |               |                    |                    |                     |                |                |                |                |
| 93 Cap and Trade  | 190.0                        | 190.0                         | 0.8%          | 130.0              | 60.0               | -                   | -              | -              | -              | -              |
| 94 Federal Railroad Administration                          | 2.0                          | 2.0                           | 0.0%          | 2.0                | -                  | -                   | -              | -              | -              | -              |
| 95 Federal Formula Funds (Additional)                       | 3,370.9                      | 3,370.9                       | 14.8%         | 723.1              | 2,116.8            | 531.0               | -              | -              | -              | -              |
| 96 Federal HPP Earmarks                                     | 2,406.0                      | 2,406.0                       | 10.6%         | 1,410.2            | 795.8              | 200.0               | 32.2           | 100.6          | 110.0          | 110.0          |
| 97 Metropolitan Mobility and Access Program                 | 1,636.0                      | 1,636.0                       | 7.2%          | 1,074.0            | 336.0              | 226.0               | -              | 169.0          | 177.0          | 177.0          |
| 98 Freight Program  | 2,758.0                      | 2,758.0                       | 12.1%         | 1,511.9            | 896.1              | 350.0               | -              | 89.0           | 89.0           | 89.0           |
| <b>99 Subtotal Federal Revenues</b>                         | <b>10,362.9</b>              | <b>10,362.9</b>               | <b>45.6%</b>  | <b>4,851.2</b>     | <b>4,204.7</b>     | <b>1,307.0</b>      | <b>32.2</b>    | <b>358.6</b>   | <b>376.0</b>   | <b>376.0</b>   |
| <b>100 Total Highway Strategy Revenues</b>                  | <b>22,721.9</b>              | <b>22,721.9</b>               | <b>100.0%</b> | <b>8,003.0</b>     | <b>10,558.2</b>    | <b>4,160.7</b>      | -              | <b>32.2</b>    | <b>378.6</b>   | <b>396.0</b>   |
| <b>101 Federal High Speed Rail assumed (no rev sheet)</b>   | <b>3,000.0</b>               | <b>3,000.0</b>                |               | <b>2,850.0</b>     | <b>150.0</b>       |                     |                | -              | <b>75.0</b>    | <b>150.0</b>   |
| <b>102 Grand Total Revenue Sources</b>                      | <b>277,527.5</b>             | <b>\$ 279,758.7</b>           |               | <b>\$ 79,701.7</b> | <b>\$ 88,169.4</b> | <b>\$ 109,656.4</b> | <b>2,231.2</b> | <b>5,439.4</b> | <b>6,940.7</b> | <b>6,471.4</b> |
| <b>103 Selected Detail</b>                                  |                              |                               |               |                    |                    |                     |                |                |                |                |
| 104 Prop A 35% Rail Capital                                 | 12,650.4                     | 12,650.4                      |               | 2,461.4            | 3,978.8            | 6,210.2             |                | 188.1          | 198.5          | 211.0          |
| 105 Prop A 40% Discretionary                                | 14,457.6                     | 14,457.6                      |               | 2,813.0            | 4,547.2            | 7,097.4             |                | 215.0          | 226.8          | 241.1          |
| 106 Prop C 5% Security                                      | 1,873.9                      | 1,873.9                       |               | 364.6              | 589.4              | 919.9               |                | 27.9           | 29.4           | 31.3           |
| 107 Prop C 10% Commuter Rail                                | 3,747.8                      | 3,747.8                       |               | 729.2              | 1,178.8            | 1,839.8             |                | 55.7           | 58.8           | 62.5           |
| 108 Prop C 25% Highway                                      | 9,369.6                      | 9,369.6                       |               | 1,823.1            | 2,946.9            | 4,599.6             |                | 139.3          | 147.0          | 156.3          |
| 109 Prop C 40% Discretionary                                | 14,991.3                     | 14,991.3                      |               | 2,916.9            | 4,715.1            | 7,359.4             |                | 222.9          | 235.2          | 250.0          |
| 110 Measure R 2% Rail System Improvements                   | 710.8                        | 710.8                         |               | 145.4              | 235.7              | 329.6               |                | 10.9           | 11.6           | 12.5           |
| 111 Measure R 5% Rail Operations                            | 1,777.0                      | 1,777.0                       |               | 363.6              | 589.3              | 824.1               |                | 27.2           | 29.1           | 31.2           |
| 112 Measure R 35% Transit Capital Projects (excl bus capita | 12,289.3                     | 12,289.3                      |               | 2,495.3            | 4,075.4            | 5,718.6             |                | 183.7          | 200.3          | 213.1          |
| 113 Measure R 20% Bus Operations (MTA only)                 | 5,264.2                      | 5,264.2                       |               | 1,080.5            | 1,744.5            | 2,439.3             |                | 82.5           | 87.7           | 93.1           |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

| (\$ in millions)  | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           |
| <b>Local</b>  |                |                |                |                |                |                |                |                |                |                |                |
| 1 Proposition A (gross)                                   | 671.9          | 711.3          | 754.1          | 799.2          | 844.2          | 889.3          | 935.5          | 983.1          | 1,032.9        | 1,077.2        | 1,123.2        |
| 2 Proposition C (gross)                                   | 672.0          | 711.4          | 754.2          | 799.3          | 844.3          | 889.4          | 935.6          | 983.2          | 1,033.0        | 1,077.3        | 1,123.3        |
| 3 Measure R (gross)                                       | 671.9          | 711.3          | 754.1          | 799.2          | 844.2          | 889.3          | 935.5          | 983.1          | 1,032.9        | 1,077.2        | 1,123.2        |
| 4 TDA (gross)   | 338.8          | 358.7          | 380.3          | 403.0          | 425.7          | 448.4          | 471.7          | 495.7          | 520.8          | 543.2          | 566.3          |
| 5 Fare Revenues - Metro Bus and Rail                      | 344.9          | 390.1          | 401.7          | 453.1          | 460.1          | 496.2          | 517.1          | 545.3          | 566.9          | 609.5          | 615.0          |
| 6 Fare Revenues - non-Metro bus                           | 98.7           | 101.4          | 104.6          | 107.5          | 110.8          | 115.1          | 117.5          | 119.8          | 122.2          | 124.6          | 127.0          |
| 7 Fare Revenues - Metrolink                               | 46.6           | 48.2           | 49.9           | 51.6           | 52.8           | 54.0           | 55.1           | 56.2           | 57.3           | 58.4           | 59.5           |
| 8 Lease and Leaseback Revenues                            | 16.6           | 17.0           | 17.4           | 17.8           | 18.2           | 18.6           | 19.0           | 19.3           | 19.7           | 20.1           | 10.5           |
| 9 Local Agency Contributions - Highway                    | 0.1            | 7.8            | 0.9            | -              | -              | -              | -              | -              | -              | -              | -              |
| 10 Local Agency Contributions - Transit                   | 2.8            | 27.8           | 19.9           | 125.5          | 61.2           | 56.8           | 142.2          | -              | -              | -              | -              |
| 11 Local Agency Street and Road Funds (no rev sheet)      | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            |
| 12 Net Financing: Highways (Prop C 25%)                   | 498.3          | 356.6          | 184.1          | 64.7           | 27.9           | 212.7          | 45.0           | 147.0          | 155.8          | 114.3          | 199.5          |
| 13 Net Financing: Rail Capital (Prop A 35%)               | 335.5          | 118.7          | 133.7          | 89.9           | -              | -              | 6.7            | 336.0          | 296.1          | 318.0          | 168.3          |
| 14 Net Financing: Rail Capital (Prop C 40%)               | -              | -              | -              | 0.8            | -              | 223.4          | 132.7          | 60.4           | 30.0           | 80.0           | 60.0           |
| 15 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds    | -              | -              | -              | 20.0           | 20.0           | 20.0           | 20.0           | 30.0           | 20.0           | -              | 80.0           |
| 16 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds    | 10.0           | 20.0           | -              | -              | -              | 20.0           | -              | 20.0           | 30.0           | 50.0           | 40.0           |
| 17 Net Financing: Commuter Rail Capital (Prop C 10%)      | 16.2           | 42.9           | 43.4           | 35.2           | 25.0           | 17.7           | 15.4           | 64.7           | 65.9           | 71.1           | 52.7           |
| 18 Net Financing: Highway Capital (Measure R 20%)         | 79.5           | 62.0           | 101.0          | 64.0           | 24.0           | -              | -              | -              | 46.5           | 104.4          | 33.7           |
| 19 Net Financing: Measure R 2% Commercial Paper           | -              | -              | -              | -              | 25.1           | 44.8           | -              | 53.2           | 21.1           | 14.7           | -              |
| 20 Net Financing: Rail Capital (Measure R 35%)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 21 Net Financing: Rail Capital Measure R 35% Nov 2010     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 22 Net Financing: Rail Capital 35% BABs (Measure R)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 23 Net Financing: Rail Capital QTIBs (Measure R)          | 989.3          | -              | 3,175.1        | -              | 1,105.1        | -              | 487.8          | -              | -              | -              | -              |
| 24 Net Financing: Rail Capital TIFIA Loan (Measure R)     | -              | -              | -              | 125.5          | 554.4          | 329.7          | 113.6          | 63.5           | -              | -              | -              |
| 25 Net Financing: Rail Capital Measure R 35% Comm Paper   | -              | 86.9           | 218.1          | -              | -              | -              | -              | -              | -              | -              | -              |
| 26 Financing: Capital Grant Receipts Revenue Bonds        | 202.3          | 506.4          | 42.6           | 73.8           | 28.5           | 207.5          | -              | 72.8           | -              | -              | -              |
| 27 Other - General, Advertising, Other Misc.              | 39.1           | 39.2           | 39.3           | 39.4           | 40.3           | 41.2           | 42.1           | 42.9           | 43.7           | 44.6           | 45.4           |
| 28 HOV Violation Fund (no revenue sheet)                  | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| 29 Interest Earnings on Prop A funds                      | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            |
| 30 Interest Earnings on Prop C funds                      | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           |
| 31 Interest Earnings on TDA funds                         | 2.4            | 2.4            | 2.4            | 2.5            | 2.5            | 2.5            | 2.5            | 2.6            | 2.6            | 2.6            | 2.6            |
| 32 Interest Earnings on Measure R 35% funds               | 13.4           | 16.3           | 22.3           | 21.5           | 11.0           | 10.6           | 7.9            | 6.8            | 5.9            | 4.8            | 4.8            |
| 33 Interest Earnings on Measure R 20% funds               | 0.3            | 0.0            | 0.1            | 0.1            | 0.1            | 0.4            | 1.2            | 0.9            | 0.2            | 0.0            | 0.0            |
| 34 Interest Earnings on STA-Op Rev Share funds            | -              | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 35 Transit Corridor Bridge Loan Proceeds                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 36 Repayment from State of capital proj loans (fund 3562) | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 37 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid | -              | -              | -              | -              | -              | 19.0           | 67.1           | -              | -              | -              | 83.9           |
| 38 Prop A Lapsed transferred to Prop C 40%                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>39 Subtotal Local Revenue Sources</b>                  | <b>5,067.5</b> | <b>4,353.8</b> | <b>7,216.8</b> | <b>4,111.0</b> | <b>5,542.7</b> | <b>5,024.1</b> | <b>5,088.5</b> | <b>5,104.1</b> | <b>5,121.0</b> | <b>5,409.5</b> | <b>5,536.4</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

| (\$ in millions)  | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           |
| <b>40 State</b>   |                |                |                |                |                |                |                |                |                |                |                |
| 41 Air Quality Vehicle Registration Fee (AB 2766)         | -              | -              | 2.0            | -              | -              | 2.0            | -              | -              | 2.0            | -              | -              |
| 42 Environmental Enhancement & Mitigation                 | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 43 Interregional Improvement Program Funds (IIP)          | 81.4           | 7.1            | 4.9            | 0.0            | -              | -              | -              | -              | -              | -              | -              |
| 44 Excise tax replacement for Prop 42 (no revenue sheet)  | 148.5          | 152.1          | 155.8          | 159.5          | 163.2          | 166.8          | 170.2          | 173.6          | 177.0          | 180.5          | 183.9          |
| 45 Regional Improvement Program Funds (RIP)               | 60.1           | 53.9           | 113.6          | 129.6          | 53.6           | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          |
| 46 SAFE   | 7.7            | 7.6            | 7.5            | 7.4            | 7.2            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            |
| 47 SHOPP  | 160.0          | 162.0          | 162.0          | 162.0          | 162.0          | 165.0          | 165.0          | 165.0          | 165.0          | 170.0          | 170.0          |
| 48 STA - Operator Revenue Share                           | 51.7           | 51.7           | 52.2           | 52.7           | 53.3           | 53.8           | 54.3           | 54.9           | 55.4           | 56.0           | 56.6           |
| 49 STA - Population Share                                 | 44.5           | 44.5           | 44.9           | 45.4           | 45.8           | 46.3           | 46.8           | 47.2           | 47.7           | 48.2           | 48.7           |
| 50 Proposition 1B State Infrastructure Bonds              | 734.1          | 381.2          | 79.8           | 38.0           | 40.8           | 5.5            | -              | -              | -              | -              | -              |
| 51 Proposition 1B Bonds - PTMISEA                         | 122.1          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 52 High Speed Rail Bonds voted 11-4-08                    | 15.0           | 25.5           | 50.0           | 70.0           | -              | -              | -              | -              | -              | -              | -              |
| 53 State Gas Tax Subventions to Cities (no rev sheet)     | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          |
| 54 State Highway Acct (Caltrans Ops) (no rev sheet)       | 185.2          | 189.8          | 194.6          | 199.4          | 204.4          | 209.5          | 214.8          | 220.1          | 225.6          | 231.3          | 237.1          |
| 55 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)      | 5.9            | 6.0            | 6.0            | 6.1            | 6.2            | 6.3            | 6.4            | 6.5            | 6.6            | 6.7            | 6.8            |
| 56 Traffic Congestion Relief Allocations                  | 27.8           | 62.7           | 74.2           | 109.0          | 28.6           | -              | -              | -              | -              | -              | -              |
| <b>57 Subtotal State Revenue Sources</b>                  | <b>1,908.8</b> | <b>1,408.9</b> | <b>1,212.4</b> | <b>1,244.1</b> | <b>1,030.0</b> | <b>1,077.0</b> | <b>1,079.3</b> | <b>1,089.1</b> | <b>1,101.1</b> | <b>1,114.4</b> | <b>1,124.7</b> |
| <b>58 Federal</b>   |                |                |                |                |                |                |                |                |                |                |                |
| 59 American Recovery and Reinvestment Act (ARRA)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 60 ARRA - Caltrans share (no rev sheet)                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 61 Clean Fuel Prog-see Sec 5309 Bus below                 |                |                |                |                |                |                |                |                |                |                |                |
| 62 CMAQ (Congestion Mitigation & Air Quality)             | 140.1          | 142.6          | 100.0          | 100.0          | 100.0          | 100.0          | 100.0          | 80.0           | 80.0           | 80.0           | 80.0           |
| 63 Homeland Security Grants                               | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            |
| 64 Other Federal Funds - Rail Capital                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 65 Other Federal Funds - Highway Earmarks                 | 21.2           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 66 RSTP (Regional Surface Transportation Prog)            | 114.7          | 116.8          | 117.5          | 119.1          | 120.8          | 122.5          | 124.2          | 125.9          | 127.7          | 129.5          | 131.3          |
| 67 Section 5307 Urbanized Area Formula                    | 241.3          | 244.6          | 248.1          | 251.5          | 255.1          | 258.6          | 262.2          | 265.9          | 269.6          | 273.4          | 277.2          |
| 68 Section 5309 Bus and Bus-Related Facilities (earmarks) | 30.0           | 8.8            | -              | -              | -              | -              | -              | 5.0            | 5.0            | 5.0            | 5.0            |
| 69 Section 5309 Fixed Guideway Modernization              | 41.8           | 42.4           | 43.0           | 43.6           | 44.2           | 44.9           | 45.5           | 46.1           | 46.8           | 47.4           | 48.1           |
| 70 Section 5309 New Starts                                | 250.0          | 250.0          | 250.0          | 250.0          | 250.0          | 250.0          | 212.0          | 159.2          | 150.0          | 150.0          | 150.0          |
| 71 Section 5309 Small Starts and Very Small Starts        | -              | 3.4            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 72 Section 5310 Elderly/Disabled (capital)                | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 73 Section 5316 Job Access and Reverse Commute (JARC)     | 8.0            | 8.0            | 8.0            | -              | -              | -              | -              | -              | -              | -              | -              |
| 74 Section 5317 New Freedom                               | 3.5            | 3.5            | 3.5            | -              | -              | -              | -              | -              | -              | -              | -              |
| 75 Section 5340 Growing States and High Density           | 7.1            | 7.2            | 7.3            | 7.4            | 7.5            | 7.6            | 7.7            | 7.8            | 7.9            | 8.0            | 8.1            |
| 76 Safe Routes to Schools                                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 77 TE-Transportation Enhancements                         | 11.3           | 14.4           | 18.7           | 13.8           | 14.0           | 14.2           | 14.4           | 14.6           | 14.8           | 15.0           | 15.2           |
| <b>78 Subtotal Federal Revenue Sources</b>                | <b>871.3</b>   | <b>844.1</b>   | <b>798.4</b>   | <b>787.8</b>   | <b>794.0</b>   | <b>800.1</b>   | <b>768.4</b>   | <b>707.0</b>   | <b>704.2</b>   | <b>710.7</b>   | <b>717.4</b>   |
| <b>79 SUBTOTAL REVENUE SOURCES</b>                        | <b>7,847.6</b> | <b>6,606.8</b> | <b>9,227.6</b> | <b>6,142.9</b> | <b>7,366.7</b> | <b>6,901.3</b> | <b>6,936.2</b> | <b>6,900.1</b> | <b>6,926.3</b> | <b>7,234.6</b> | <b>7,378.5</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

|   | 2012           | 2013           | 2014            | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           |
|---|----------------|----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)  | 2013           | 2014           | 2015            | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           |
| <b>80 Highway Strategy Revenues</b>                         |                |                |                 |                |                |                |                |                |                |                |                |
| <b>81 Local</b>   |                |                |                 |                |                |                |                |                |                |                |                |
| 82 Tolls/PPP  | -              | 53.0           | 119.0           | 479.0          | 546.0          | 617.0          | 561.0          | 502.0          | 439.0          | 546.0          | 546.0          |
| 83 Railroads  | 3.0            | -              | -               | -              | -              | 10.0           | -              | -              | -              | -              | -              |
| 84 Container Fees   | -              | -              | -               | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | -              | -              |
| <b>85 Subtotal Local Revenues</b>                           | <b>3.0</b>     | <b>53.0</b>    | <b>119.0</b>    | <b>539.0</b>   | <b>606.0</b>   | <b>687.0</b>   | <b>621.0</b>   | <b>562.0</b>   | <b>499.0</b>   | <b>546.0</b>   | <b>546.0</b>   |
| <b>86 State</b>   |                |                |                 |                |                |                |                |                |                |                |                |
| 87 High Speed Rail Bonds                                    | 15.0           | 15.0           | 15.0            | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 5.0            | 5.0            |
| 88 Public Utilities Commission                              | -              | -              | -               | -              | -              | 2.0            | -              | -              | -              | -              | -              |
| 89 State Programs   | -              | -              | -               | 85.7           | 85.7           | 102.7          | 102.7          | 97.7           | 86.5           | 145.0          | 145.0          |
| 90 SHOPP (Additional)                                       | -              | -              | -               | -              | -              | -              | -              | 8.0            | 9.0            | 9.0            | -              |
| <b>91 Subtotal State Revenues</b>                           | <b>15.0</b>    | <b>15.0</b>    | <b>15.0</b>     | <b>100.7</b>   | <b>100.7</b>   | <b>119.7</b>   | <b>117.7</b>   | <b>120.7</b>   | <b>110.5</b>   | <b>159.0</b>   | <b>150.0</b>   |
| <b>92 Federal</b>   |                |                |                 |                |                |                |                |                |                |                |                |
| 93 Cap and Trade  | -              | -              | -               | 30.0           | 40.0           | 30.0           | 30.0           | 30.0           | 30.0           | -              | -              |
| 94 Federal Railroad Administration                          | -              | 1.0            | -               | -              | -              | 1.0            | -              | -              | -              | -              | -              |
| 95 Federal Formula Funds (Additional)                       | -              | 30.0           | 33.0            | 159.0          | 159.0          | 173.1          | 169.0          | 176.4          | 154.5          | 223.0          | 223.0          |
| 96 Federal HPP Earmarks                                     | 119.4          | 148.8          | 205.0           | 227.0          | 210.3          | 168.4          | 88.5           | 85.8           | 86.0           | 106.0          | 106.0          |
| 97 Metropolitan Mobility and Access Program                 | 176.0          | 174.0          | 178.0           | 50.0           | 50.0           | 50.0           | 50.0           | 50.0           | 50.0           | 32.0           | 32.0           |
| 98 Freight Program  | 91.0           | 93.0           | 133.0           | 180.2          | 239.2          | 351.0          | 246.5          | 186.1          | 128.0          | 97.0           | 97.0           |
| <b>99 Subtotal Federal Revenues</b>                         | <b>386.4</b>   | <b>446.8</b>   | <b>549.0</b>    | <b>646.2</b>   | <b>698.5</b>   | <b>773.5</b>   | <b>584.0</b>   | <b>528.3</b>   | <b>448.5</b>   | <b>458.0</b>   | <b>458.0</b>   |
| <b>100 Total Highway Strategy Revenues</b>                  | <b>404.4</b>   | <b>514.8</b>   | <b>683.0</b>    | <b>1,285.9</b> | <b>1,405.2</b> | <b>1,580.2</b> | <b>1,322.7</b> | <b>1,211.0</b> | <b>1,058.0</b> | <b>1,163.0</b> | <b>1,154.0</b> |
| <b>101 Federal High Speed Rail assumed (no rev sheet)</b>   | <b>300.0</b>   | <b>350.0</b>   | <b>400.0</b>    | <b>450.0</b>   | <b>500.0</b>   | <b>425.0</b>   | <b>200.0</b>   | <b>150.0</b>   | -              | -              | -              |
| <b>102 Grand Total Revenue Sources</b>                      | <b>8,552.0</b> | <b>7,471.6</b> | <b>10,310.6</b> | <b>7,878.8</b> | <b>9,271.9</b> | <b>8,906.5</b> | <b>8,458.9</b> | <b>8,261.1</b> | <b>7,984.3</b> | <b>8,397.6</b> | <b>8,532.5</b> |
| <b>103 Selected Detail</b>                                  |                |                |                 |                |                |                |                |                |                |                |                |
| 104 Prop A 35% Rail Capital                                 | 223.4          | 236.5          | 250.8           | 265.7          | 280.7          | 295.7          | 311.1          | 326.9          | 343.4          | 358.2          | 373.5          |
| 105 Prop A 40% Discretionary                                | 255.3          | 270.3          | 286.6           | 303.7          | 320.8          | 337.9          | 355.5          | 373.6          | 392.5          | 409.3          | 426.8          |
| 106 Prop C 5% Security                                      | 33.1           | 35.0           | 37.1            | 39.4           | 41.6           | 43.8           | 46.1           | 48.4           | 50.9           | 53.1           | 55.3           |
| 107 Prop C 10% Commuter Rail                                | 66.2           | 70.1           | 74.3            | 78.7           | 83.2           | 87.6           | 92.2           | 96.8           | 101.7          | 106.1          | 110.6          |
| 108 Prop C 25% Highway                                      | 165.5          | 175.2          | 185.7           | 196.8          | 207.9          | 219.0          | 230.4          | 242.1          | 254.4          | 265.3          | 276.6          |
| 109 Prop C 40% Discretionary                                | 264.8          | 280.3          | 297.2           | 314.9          | 332.6          | 350.4          | 368.6          | 387.4          | 407.0          | 424.4          | 442.6          |
| 110 Measure R 2% Rail System Improvements                   | 13.2           | 14.0           | 14.9            | 15.7           | 16.6           | 17.5           | 18.4           | 19.4           | 20.3           | 21.2           | 22.1           |
| 111 Measure R 5% Rail Operations                            | 33.1           | 35.0           | 37.1            | 39.4           | 41.6           | 43.8           | 46.1           | 48.4           | 50.9           | 53.1           | 55.3           |
| 112 Measure R 35% Transit Capital Projects (excl bus capita | 231.7          | 230.8          | 260.0           | 265.5          | 291.0          | 296.6          | 322.5          | 328.9          | 356.1          | 361.4          | 387.2          |
| 113 Measure R 20% Bus Operations (MTA only)                 | 98.0           | 103.7          | 109.9           | 116.5          | 123.1          | 129.6          | 136.4          | 143.3          | 150.6          | 157.0          | 163.7          |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

| (\$ in millions)  | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           |
| <b>Local</b>  |                |                |                |                |                |                |                |                |                |                |                |
| 1 Proposition A (gross)                                   | 1,169.2        | 1,218.4        | 1,267.4        | 1,315.5        | 1,365.4        | 1,414.1        | 1,462.5        | 1,506.5        | 1,550.0        | 1,596.6        | 1,645.8        |
| 2 Proposition C (gross)                                   | 1,169.2        | 1,218.5        | 1,267.5        | 1,315.6        | 1,365.5        | 1,414.2        | 1,462.6        | 1,506.7        | 1,550.2        | 1,596.7        | 1,646.0        |
| 3 Measure R (gross)                                       | 1,169.2        | 1,218.4        | 1,267.4        | 1,315.5        | 1,365.4        | 1,414.1        | 1,462.5        | 1,506.5        | 1,550.0        | 1,596.6        | 1,645.8        |
| 4 TDA (gross)   | 589.5          | 614.4          | 639.1          | 663.3          | 688.5          | 713.0          | 737.4          | 759.7          | 781.6          | 805.1          | 829.9          |
| 5 Fare Revenues - Metro Bus and Rail                      | 645.0          | 650.8          | 685.8          | 691.9          | 725.7          | 732.1          | 760.6          | 767.3          | 797.2          | 804.2          | 835.5          |
| 6 Fare Revenues - non-Metro bus                           | 129.3          | 131.7          | 134.2          | 136.7          | 139.5          | 142.2          | 145.0          | 147.7          | 150.5          | 153.4          | 156.4          |
| 7 Fare Revenues - Metrolink                               | 60.6           | 61.7           | 62.9           | 64.1           | 65.4           | 66.7           | 68.0           | 69.3           | 70.6           | 71.9           | 73.3           |
| 8 Lease and Leaseback Revenues                            | 10.7           | 10.9           | 11.1           | 11.3           | 11.5           | 11.7           | 12.0           | 12.2           | 12.4           | 12.6           | 12.9           |
| 9 Local Agency Contributions - Highway                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 10 Local Agency Contributions - Transit                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 11 Local Agency Street and Road Funds (no rev sheet)      | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            |
| 12 Net Financing: Highways (Prop C 25%)                   | 159.6          | 230.8          | 240.8          | 274.5          | 285.4          | 244.6          | 264.0          | 34.3           | 55.5           | 43.1           | 61.2           |
| 13 Net Financing: Rail Capital (Prop A 35%)               | 334.9          | 407.7          | 243.8          | 271.8          | 302.4          | 313.0          | 157.3          | 299.1          | 362.7          | 500.0          | 337.0          |
| 14 Net Financing: Rail Capital (Prop C 40%)               | -              | 200.0          | 100.0          | 60.0           | 80.0           | 60.0           | 50.0           | 110.0          | -              | 200.0          | 100.0          |
| 15 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds    | -              | 30.0           | 50.0           | 30.0           | 30.0           | 20.0           | 20.0           | -              | -              | -              | -              |
| 16 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds    | 20.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 17 Net Financing: Commuter Rail Capital (Prop C 10%)      | 48.1           | 46.2           | 49.2           | 49.0           | 41.1           | 32.2           | 47.3           | 35.4           | 27.1           | 28.2           | 29.3           |
| 18 Net Financing: Highway Capital (Measure R 20%)         | 73.0           | 136.0          | 138.0          | 23.1           | -              | -              | -              | -              | -              | -              | -              |
| 19 Net Financing: Measure R 2% Commercial Paper           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 20 Net Financing: Rail Capital (Measure R 35%)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 21 Net Financing: Rail Capital Measure R 35% Nov 2010     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 22 Net Financing: Rail Capital 35% BABs (Measure R)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 23 Net Financing: Rail Capital QTIBs (Measure R)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 24 Net Financing: Rail Capital TIFIA Loan (Measure R)     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 25 Net Financing: Rail Capital Measure R 35% Comm Paper   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 26 Financing: Capital Grant Receipts Revenue Bonds        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 27 Other - General, Advertising, Other Misc.              | 46.3           | 47.1           | 48.0           | 48.9           | 49.9           | 50.9           | 51.9           | 52.9           | 53.9           | 54.9           | 56.0           |
| 28 HOV Violation Fund (no revenue sheet)                  | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| 29 Interest Earnings on Prop A funds                      | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            |
| 30 Interest Earnings on Prop C funds                      | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           |
| 31 Interest Earnings on TDA funds                         | 2.7            | 2.7            | 2.7            | 2.7            | 2.8            | 2.8            | 2.8            | 2.9            | 2.9            | 2.9            | 2.9            |
| 32 Interest Earnings on Measure R 35% funds               | 3.8            | 3.1            | 4.1            | 5.3            | 6.8            | 8.4            | 10.9           | 14.0           | 17.1           | 20.3           | 23.5           |
| 33 Interest Earnings on Measure R 20% funds               | 0.0            | 0.0            | 0.0            | 0.0            | 0.2            | 0.9            | 1.4            | 0.8            | 0.3            | 1.0            | 2.7            |
| 34 Interest Earnings on STA-Op Rev Share funds            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 35 Transit Corridor Bridge Loan Proceeds                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 36 Repayment from State of capital proj loans (fund 3562) | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 37 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 38 Prop A Lapsed transferred to Prop C 40%                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>39 Subtotal Local Revenue Sources</b>                  | <b>5,648.6</b> | <b>6,245.8</b> | <b>6,229.6</b> | <b>6,296.6</b> | <b>6,543.0</b> | <b>6,658.4</b> | <b>6,733.6</b> | <b>6,842.6</b> | <b>6,999.4</b> | <b>7,505.2</b> | <b>7,475.8</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

|   | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)  | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           |
| <b>40 State</b>   |                |                |                |                |                |                |                |                |                |                |                |
| 41 Air Quality Vehicle Registration Fee (AB 2766)         | 2.0            | -              | -              | 2.0            | -              | -              | 2.0            | -              | -              | 2.0            | -              |
| 42 Environmental Enhancement & Mitigation                 | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 43 Interregional Improvement Program Funds (IIP)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 44 Excise tax replacement for Prop 42 (no revenue sheet)  | 187.2          | 190.7          | 194.4          | 198.0          | 202.0          | 206.0          | 210.0          | 214.0          | 218.0          | 222.2          | 226.6          |
| 45 Regional Improvement Program Funds (RIP)               | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          |
| 46 SAFE   | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            |
| 47 SHOPP  | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          |
| 48 STA - Operator Revenue Share                           | 57.1           | 57.7           | 58.3           | 58.9           | 59.4           | 60.0           | 60.6           | 61.2           | 61.9           | 62.5           | 63.1           |
| 49 STA - Population Share                                 | 49.2           | 49.6           | 50.1           | 50.6           | 51.2           | 51.7           | 52.2           | 52.7           | 53.2           | 53.8           | 54.3           |
| 50 Proposition 1B State Infrastructure Bonds              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 51 Proposition 1B Bonds - PTMISEA                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 52 High Speed Rail Bonds voted 11-4-08                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 53 State Gas Tax Subventions to Cities (no rev sheet)     | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          |
| 54 State Highway Acct (Caltrans Ops) (no rev sheet)       | 243.0          | 249.1          | 255.3          | 261.7          | 268.2          | 274.9          | 281.8          | 288.8          | 296.1          | 303.5          | 311.1          |
| 55 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)      | 6.9            | 6.9            | 7.0            | 7.1            | 7.2            | 7.3            | 7.4            | 7.6            | 7.7            | 7.8            | 7.9            |
| 56 Traffic Congestion Relief Allocations                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>57 Subtotal State Revenue Sources</b>                  | <b>1,137.2</b> | <b>1,145.9</b> | <b>1,156.9</b> | <b>1,170.1</b> | <b>1,179.9</b> | <b>1,191.8</b> | <b>1,205.9</b> | <b>1,216.1</b> | <b>1,228.6</b> | <b>1,243.5</b> | <b>1,254.7</b> |
| <b>58 Federal</b>   |                |                |                |                |                |                |                |                |                |                |                |
| 59 American Recovery and Reinvestment Act (ARRA)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 60 ARRA -Caltrans share (no rev sheet)                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 61 Clean Fuel Prog-see Sec 5309 Bus below                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 62 CMAQ (Congestion Mitigation & Air Quality)             | 80.0           | 80.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           |
| 63 Homeland Security Grants                               | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            |
| 64 Other Federal Funds - Rail Capital                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 65 Other Federal Funds - Highway Earmarks                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 66 RSTP (Regional Surface Transportation Prog)            | 133.1          | 135.0          | 136.9          | 138.8          | 140.7          | 142.7          | 144.7          | 146.7          | 148.8          | 150.9          | 153.0          |
| 67 Section 5307 Urbanized Area Formula                    | 281.1          | 285.1          | 289.0          | 293.1          | 297.2          | 301.4          | 305.6          | 309.9          | 314.2          | 318.6          | 323.1          |
| 68 Section 5309 Bus and Bus-Related Facilities (earmarks) | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            |
| 69 Section 5309 Fixed Guideway Modernization              | 48.8           | 49.4           | 50.1           | 50.8           | 51.5           | 52.3           | 53.0           | 53.7           | 54.5           | 55.3           | 56.0           |
| 70 Section 5309 New Starts                                | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 200.0          | 200.0          | 200.0          | 200.0          | 200.0          | 200.0          |
| 71 Section 5309 Small Starts and Very Small Starts        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 72 Section 5310 Elderly/Disabled (capital)                | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 73 Section 5316 Job Access and Reverse Commute (JARC)     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 74 Section 5317 New Freedom                               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 75 Section 5340 Growing States and High Density           | 8.3            | 8.4            | 8.5            | 8.6            | 8.7            | 8.8            | 9.0            | 9.1            | 9.2            | 9.4            | 9.5            |
| 76 Safe Routes to Schools                                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 77 TE-Transportation Enhancements                         | 15.4           | 15.6           | 15.8           | 16.0           | 16.2           | 16.4           | 16.6           | 16.8           | 17.0           | 17.2           | 17.4           |
| <b>78 Subtotal Federal Revenue Sources</b>                | <b>724.0</b>   | <b>730.9</b>   | <b>717.7</b>   | <b>724.7</b>   | <b>731.7</b>   | <b>789.0</b>   | <b>796.2</b>   | <b>803.6</b>   | <b>811.1</b>   | <b>818.7</b>   | <b>826.4</b>   |
| <b>79 SUBTOTAL REVENUE SOURCES</b>                        | <b>7,509.8</b> | <b>8,122.6</b> | <b>8,104.2</b> | <b>8,191.4</b> | <b>8,454.5</b> | <b>8,639.1</b> | <b>8,735.7</b> | <b>8,862.3</b> | <b>9,039.1</b> | <b>9,567.4</b> | <b>9,556.9</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

|   | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           | 2030           | 2031           | 2032            | 2033            |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|
| (\$ in millions)  | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           | 2030           | 2031           | 2032           | 2033            | 2034            |
| 80 <b>Highway Strategy Revenues</b>                         |                |                |                |                |                |                |                |                |                |                 |                 |
| 81 <b>Local</b>   |                |                |                |                |                |                |                |                |                |                 |                 |
| 82 Tolls/PPP  | 546.0          | 546.0          | 546.0          | 546.0          | 296.0          | 296.0          | 225.0          | 225.0          | 225.0          | 228.0           | 385.0           |
| 83 Railroads  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -               | -               |
| 84 Container Fees   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -               | -               |
| 85 <b>Subtotal Local Revenues</b>                           | <b>546.0</b>   | <b>546.0</b>   | <b>546.0</b>   | <b>546.0</b>   | <b>296.0</b>   | <b>296.0</b>   | <b>225.0</b>   | <b>225.0</b>   | <b>225.0</b>   | <b>228.0</b>    | <b>385.0</b>    |
| 86 <b>State</b>   |                |                |                |                |                |                |                |                |                |                 |                 |
| 87 High Speed Rail Bonds                                    | 5.0            | 10.0           | 10.0           | -              | -              | -              | -              | -              | -              | -               | -               |
| 88 Public Utilities Commission                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -               | -               |
| 89 State Programs   | 145.0          | 140.0          | 140.0          | 140.0          | 133.5          | 160.8          | 160.3          | 57.1           | 50.3           | 75.0            | 100.0           |
| 90 SHOPP (Additional)                                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | 25.0            | -               |
| 91 <b>Subtotal State Revenues</b>                           | <b>150.0</b>   | <b>150.0</b>   | <b>150.0</b>   | <b>140.0</b>   | <b>133.5</b>   | <b>160.8</b>   | <b>160.3</b>   | <b>57.1</b>    | <b>50.3</b>    | <b>100.0</b>    | <b>100.0</b>    |
| 92 <b>Federal</b>   |                |                |                |                |                |                |                |                |                |                 |                 |
| 93 Cap and Trade  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -               | -               |
| 94 Federal Railroad Administration                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -               | -               |
| 95 Federal Formula Funds (Additional)                       | 223.0          | 223.0          | 223.0          | 223.0          | 224.0          | 223.9          | 53.0           | 53.0           | 53.0           | 55.0            | 52.8            |
| 96 Federal HPP Earmarks                                     | 106.0          | 106.0          | 100.0          | 100.0          | -              | -              | -              | -              | -              | 100.0           | 16.7            |
| 97 Metropolitan Mobility and Access Program                 | 32.0           | 32.0           | 32.0           | 32.0           | 22.0           | 22.0           | 22.0           | 22.0           | 22.0           | 25.0            | 22.5            |
| 98 Freight Program  | 97.0           | 97.0           | 97.0           | 97.0           | -              | -              | 11.0           | 22.0           | 33.0           | 84.0            | 33.3            |
| 99 <b>Subtotal Federal Revenues</b>                         | <b>458.0</b>   | <b>458.0</b>   | <b>452.0</b>   | <b>452.0</b>   | <b>246.0</b>   | <b>245.9</b>   | <b>86.0</b>    | <b>97.0</b>    | <b>108.0</b>   | <b>264.0</b>    | <b>125.3</b>    |
| 100 <b>Total Highway Strategy Revenues</b>                  | <b>1,154.0</b> | <b>1,154.0</b> | <b>1,148.0</b> | <b>1,138.0</b> | <b>675.5</b>   | <b>702.7</b>   | <b>471.3</b>   | <b>379.1</b>   | <b>383.3</b>   | <b>592.0</b>    | <b>610.3</b>    |
| 101 <b>Federal High Speed Rail assumed (no rev sheet)</b>   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -               | -               |
| 102 <b>Grand Total Revenue Sources</b>                      | <b>8,663.8</b> | <b>9,276.6</b> | <b>9,252.2</b> | <b>9,329.4</b> | <b>9,130.0</b> | <b>9,341.8</b> | <b>9,207.0</b> | <b>9,241.4</b> | <b>9,422.4</b> | <b>10,159.4</b> | <b>10,167.2</b> |
| 103 <b>Selected Detail</b>                                  |                |                |                |                |                |                |                |                |                |                 |                 |
| 104 Prop A 35% Rail Capital                                 | 388.7          | 405.1          | 421.4          | 437.4          | 454.0          | 470.2          | 486.3          | 500.9          | 515.4          | 530.9           | 547.2           |
| 105 Prop A 40% Discretionary                                | 444.3          | 463.0          | 481.6          | 499.9          | 518.9          | 537.3          | 555.7          | 572.5          | 589.0          | 606.7           | 625.4           |
| 106 Prop C 5% Security                                      | 57.6           | 60.0           | 62.4           | 64.8           | 67.3           | 69.6           | 72.0           | 74.2           | 76.3           | 78.6            | 81.1            |
| 107 Prop C 10% Commuter Rail                                | 115.2          | 120.0          | 124.8          | 129.6          | 134.5          | 139.3          | 144.1          | 148.4          | 152.7          | 157.3           | 162.1           |
| 108 Prop C 25% Highway                                      | 287.9          | 300.0          | 312.1          | 324.0          | 336.3          | 348.2          | 360.2          | 371.0          | 381.7          | 393.2           | 405.3           |
| 109 Prop C 40% Discretionary                                | 460.7          | 480.1          | 499.4          | 518.3          | 538.0          | 557.2          | 576.3          | 593.6          | 610.8          | 629.1           | 648.5           |
| 110 Measure R 2% Rail System Improvements                   | 23.0           | 24.0           | 25.0           | 25.9           | 26.9           | 27.9           | 28.8           | 29.7           | 30.5           | 31.5            | 32.4            |
| 111 Measure R 5% Rail Operations                            | 57.6           | 60.0           | 62.4           | 64.8           | 67.2           | 69.6           | 72.0           | 74.2           | 76.3           | 78.6            | 81.1            |
| 112 Measure R 35% Transit Capital Projects (excl bus capita | 393.1          | 420.0          | 426.9          | 453.5          | 460.7          | 487.5          | 494.2          | 519.4          | 524.4          | 550.4           | 557.4           |
| 113 Measure R 20% Bus Operations (MTA only)                 | 170.4          | 177.6          | 184.8          | 191.8          | 199.1          | 206.1          | 213.2          | 219.6          | 226.0          | 232.8           | 239.9           |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

| (\$ in millions)  | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| <b>Local</b>  |                |                |                |                |                |                |
| 1 Proposition A (gross)                                   | 1,695.3        | 1,743.0        | 1,793.9        | 1,845.2        | 1,893.7        | 1,944.5        |
| 2 Proposition C (gross)                                   | 1,695.5        | 1,743.1        | 1,794.0        | 1,845.4        | 1,893.9        | 1,944.7        |
| 3 Measure R (gross)                                       | 1,695.3        | 1,743.0        | 1,793.9        | 1,845.2        | 1,893.7        | -              |
| 4 TDA (gross)   | 854.8          | 878.9          | 904.5          | 930.4          | 954.9          | 980.5          |
| 5 Fare Revenues - Metro Bus and Rail                      | 843.0          | 875.8          | 883.6          | 918.0          | 926.2          | 962.3          |
| 6 Fare Revenues - non-Metro bus                           | 159.6          | 162.8          | 166.1          | 169.6          | 172.9          | 176.2          |
| 7 Fare Revenues - Metrolink                               | 74.8           | 76.3           | 77.9           | 79.5           | 81.0           | 82.6           |
| 8 Lease and Leaseback Revenues                            | 13.2           | 13.4           | 13.7           | 14.0           | 14.2           | 14.5           |
| 9 Local Agency Contributions - Highway                    | -              | -              | -              | -              | -              | -              |
| 10 Local Agency Contributions - Transit                   | -              | -              | -              | -              | -              | -              |
| 11 Local Agency Street and Road Funds (no rev sheet)      | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            |
| 12 Net Financing: Highways (Prop C 25%)                   | 1.9            | -              | -              | -              | -              | -              |
| 13 Net Financing: Rail Capital (Prop A 35%)               | 535.1          | 248.9          | 237.1          | 189.0          | 300.0          | 200.0          |
| 14 Net Financing: Rail Capital (Prop C 40%)               | 400.0          | 180.0          | 100.0          | -              | 300.0          | 240.0          |
| 15 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds    | -              | -              | -              | -              | -              | -              |
| 16 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds    | -              | -              | -              | -              | -              | -              |
| 17 Net Financing: Commuter Rail Capital (Prop C 10%)      | 30.8           | -              | -              | -              | -              | -              |
| 18 Net Financing: Highway Capital (Measure R 20%)         | -              | -              | -              | -              | -              | -              |
| 19 Net Financing: Measure R 2% Commercial Paper           | -              | -              | -              | -              | -              | -              |
| 20 Net Financing: Rail Capital (Measure R 35%)            | -              | -              | -              | -              | -              | -              |
| 21 Net Financing: Rail Capital Measure R 35% Nov 2010     | -              | -              | -              | -              | -              | -              |
| 22 Net Financing: Rail Capital 35% BABs (Measure R)       | -              | -              | -              | -              | -              | -              |
| 23 Net Financing: Rail Capital QTIBs (Measure R)          | -              | -              | -              | -              | -              | -              |
| 24 Net Financing: Rail Capital TIFIA Loan (Measure R)     | -              | -              | -              | -              | -              | -              |
| 25 Net Financing: Rail Capital Measure R 35% Comm Paper   | -              | -              | -              | -              | -              | -              |
| 26 Financing: Capital Grant Receipts Revenue Bonds        | -              | -              | -              | -              | -              | -              |
| 27 Other - General, Advertising, Other Misc.              | 57.1           | 58.3           | 59.4           | 60.7           | 61.9           | 63.0           |
| 28 HOV Violation Fund (no revenue sheet)                  | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| 29 Interest Earnings on Prop A funds                      | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            |
| 30 Interest Earnings on Prop C funds                      | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           |
| 31 Interest Earnings on TDA funds                         | 3.0            | 3.0            | 3.0            | 3.1            | 3.1            | 3.1            |
| 32 Interest Earnings on Measure R 35% funds               | 28.3           | 34.9           | 39.6           | 43.3           | 29.2           | -              |
| 33 Interest Earnings on Measure R 20% funds               | 6.6            | 11.0           | 15.9           | 20.6           | 25.3           | -              |
| 34 Interest Earnings on STA-Op Rev Share funds            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 35 Transit Corridor Bridge Loan Proceeds                  | -              | -              | -              | -              | -              | -              |
| 36 Repayment from State of capital proj loans (fund 3562) | -              | -              | -              | -              | -              | -              |
| 37 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid | -              | -              | -              | -              | -              | -              |
| 38 Prop A Lapsed transferred to Prop C 40%                | -              | -              | -              | -              | -              | -              |
| <b>39 Subtotal Local Revenue Sources</b>                  | <b>8,111.7</b> | <b>7,789.8</b> | <b>7,900.2</b> | <b>7,981.4</b> | <b>8,567.6</b> | <b>6,629.0</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

| (\$ in millions)  | 2034            | 2035           | 2036            | 2037            | 2038            | 2039           |
|---|-----------------|----------------|-----------------|-----------------|-----------------|----------------|
|   | 2035            | 2036           | 2037            | 2038            | 2039            | 2040           |
| <b>40 State</b>   |                 |                |                 |                 |                 |                |
| 41 Air Quality Vehicle Registration Fee (AB 2766)         | -               | 2.0            | -               | -               | 2.0             | -              |
| 42 Environmental Enhancement & Mitigation                 | 1.0             | 1.0            | 1.0             | 1.0             | 1.0             | 1.0            |
| 43 Interregional Improvement Program Funds (IIP)          | -               | -              | -               | -               | -               | -              |
| 44 Excise tax replacement for Prop 42 (no revenue sheet)  | 231.1           | 235.8          | 240.6           | 245.6           | 250.4           | 255.2          |
| 45 Regional Improvement Program Funds (RIP)               | 150.0           | 150.0          | 150.0           | 150.0           | 150.0           | 150.0          |
| 46 SAFE   | 7.0             | 7.0            | 7.0             | 7.0             | 7.0             | 7.0            |
| 47 SHOPP  | 170.0           | 170.0          | 170.0           | 170.0           | 170.0           | 170.0          |
| 48 STA - Operator Revenue Share                           | 63.7            | 64.4           | 65.0            | 65.7            | 66.3            | 67.0           |
| 49 STA - Population Share                                 | 54.8            | 55.4           | 55.9            | 56.5            | 57.1            | 57.6           |
| 50 Proposition 1B State Infrastructure Bonds              | -               | -              | -               | -               | -               | -              |
| 51 Proposition 1B Bonds - PTMISEA                         | -               | -              | -               | -               | -               | -              |
| 52 High Speed Rail Bonds voted 11-4-08                    | -               | -              | -               | -               | -               | -              |
| 53 State Gas Tax Subventions to Cities (no rev sheet)     | 263.8           | 263.8          | 263.8           | 263.8           | 263.8           | 263.8          |
| 54 State Highway Acct (Caltrans Ops) (no rev sheet)       | 318.8           | 326.8          | 335.0           | 343.3           | 351.9           | 360.7          |
| 55 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)      | 8.0             | 8.1            | 8.2             | 8.3             | 8.4             | 8.6            |
| 56 Traffic Congestion Relief Allocations                  | -               | -              | -               | -               | -               | -              |
| <b>57 Subtotal State Revenue Sources</b>                  | <b>1,268.3</b>  | <b>1,284.2</b> | <b>1,296.5</b>  | <b>1,311.2</b>  | <b>1,327.9</b>  | <b>1,340.9</b> |
| <b>58 Federal</b>   |                 |                |                 |                 |                 |                |
| 59 American Recovery and Reinvestment Act (ARRA)          | -               | -              | -               | -               | -               | -              |
| 60 ARRA -Caltrans share (no rev sheet)                    | -               | -              | -               | -               | -               | -              |
| 61 Clean Fuel Prog-see Sec 5309 Bus below                 | -               | -              | -               | -               | -               | -              |
| 62 CMAQ (Congestion Mitigation & Air Quality)             | 60.0            | 60.0           | 60.0            | 60.0            | 60.0            | 60.0           |
| 63 Homeland Security Grants                               | 2.0             | 2.0            | 2.0             | 2.0             | 2.0             | 2.0            |
| 64 Other Federal Funds - Rail Capital                     | -               | -              | -               | -               | -               | -              |
| 65 Other Federal Funds - Highway Earmarks                 | -               | -              | -               | -               | -               | -              |
| 66 RSTP (Regional Surface Transportation Prog)            | 155.1           | 157.3          | 159.5           | 161.7           | 164.0           | 166.3          |
| 67 Section 5307 Urbanized Area Formula                    | 327.6           | 332.2          | 336.8           | 341.5           | 346.3           | 351.2          |
| 68 Section 5309 Bus and Bus-Related Facilities (earmarks) | 5.0             | 5.0            | 5.0             | 5.0             | 5.0             | 5.0            |
| 69 Section 5309 Fixed Guideway Modernization              | 56.8            | 57.6           | 58.4            | 59.2            | 60.1            | 60.9           |
| 70 Section 5309 New Starts                                | 200.0           | 200.0          | 200.0           | 200.0           | 200.0           | -              |
| 71 Section 5309 Small Starts and Very Small Starts        | -               | -              | -               | -               | -               | -              |
| 72 Section 5310 Elderly/Disabled (capital)                | 0.4             | 0.4            | 0.4             | 0.4             | 0.4             | 0.4            |
| 73 Section 5316 Job Access and Reverse Commute (JARC)     | -               | -              | -               | -               | -               | -              |
| 74 Section 5317 New Freedom                               | -               | -              | -               | -               | -               | -              |
| 75 Section 5340 Growing States and High Density           | 9.6             | 9.8            | 9.9             | 10.0            | 10.2            | 10.3           |
| 76 Safe Routes to Schools                                 | -               | -              | -               | -               | -               | -              |
| 77 TE-Transportation Enhancements                         | 17.6            | 17.8           | 18.0            | 18.3            | 18.6            | 18.9           |
| <b>78 Subtotal Federal Revenue Sources</b>                | <b>834.1</b>    | <b>842.0</b>   | <b>850.0</b>    | <b>858.2</b>    | <b>866.5</b>    | <b>875.0</b>   |
| <b>79 SUBTOTAL REVENUE SOURCES</b>                        | <b>10,214.0</b> | <b>9,916.0</b> | <b>10,046.7</b> | <b>10,150.8</b> | <b>10,762.0</b> | <b>8,644.8</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30-10 8/19/11**

|   | 2034            | 2035            | 2036            | 2037            | 2038            | 2039           |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|
| (\$ in millions)  | 2035            | 2036            | 2037            | 2038            | 2039            | 2040           |
| 80 <b>Highway Strategy Revenues</b>                         |                 |                 |                 |                 |                 |                |
| 81 <b>Local</b>   |                 |                 |                 |                 |                 |                |
| 82 Tolls/PPP  | 454.0           | 216.0           | 111.0           | 58.0            | 59.0            | -              |
| 83 Railroads  | -               | -               | -               | -               | -               | -              |
| 84 Container Fees   | -               | -               | -               | -               | -               | -              |
| 85 <b>Subtotal Local Revenues</b>                           | <b>454.0</b>    | <b>216.0</b>    | <b>111.0</b>    | <b>58.0</b>     | <b>59.0</b>     | -              |
| 86 <b>State</b>   |                 |                 |                 |                 |                 |                |
| 87 High Speed Rail Bonds                                    | -               | -               | -               | -               | -               | -              |
| 88 Public Utilities Commission                              | -               | -               | -               | -               | -               | -              |
| 89 State Programs   | 109.6           | 90.4            | -               | -               | -               | -              |
| 90 SHOPP (Additional)                                       | -               | -               | -               | -               | -               | -              |
| 91 <b>Subtotal State Revenues</b>                           | <b>109.6</b>    | <b>90.4</b>     | -               | -               | -               | -              |
| 92 <b>Federal</b>   |                 |                 |                 |                 |                 |                |
| 93 Cap and Trade  | -               | -               | -               | -               | -               | -              |
| 94 Federal Railroad Administration                          | -               | -               | -               | -               | -               | -              |
| 95 Federal Formula Funds (Additional)                       | 142.6           | 52.8            | 52.8            | 7.2             | 8.8             | -              |
| 96 Federal HPP Earmarks                                     | 16.7            | 16.7            | 16.7            | 16.6            | 16.6            | -              |
| 97 Metropolitan Mobility and Access Program                 | 81.7            | 22.5            | 8.3             | -               | -               | -              |
| 98 Freight Program  | 33.3            | 33.3            | 33.3            | 33.3            | 33.5            | -              |
| 99 <b>Subtotal Federal Revenues</b>                         | <b>274.3</b>    | <b>125.3</b>    | <b>111.1</b>    | <b>57.1</b>     | <b>58.9</b>     | -              |
| 100 <b>Total Highway Strategy Revenues</b>                  | <b>837.9</b>    | <b>431.7</b>    | <b>222.1</b>    | <b>115.1</b>    | <b>117.9</b>    | -              |
| 101 <b>Federal High Speed Rail assumed (no rev sheet)</b>   | -               | -               | -               | -               | -               | -              |
| 102 <b>Grand Total Revenue Sources</b>                      | <b>11,051.9</b> | <b>10,347.7</b> | <b>10,268.8</b> | <b>10,265.9</b> | <b>10,879.9</b> | <b>8,644.8</b> |
| 103 <b>Selected Detail</b>                                  |                 |                 |                 |                 |                 |                |
| 104 Prop A 35% Rail Capital                                 | 563.7           | 579.5           | 596.5           | 613.5           | 629.7           | 646.6          |
| 105 Prop A 40% Discretionary                                | 644.2           | 662.3           | 681.7           | 701.2           | 719.6           | 738.9          |
| 106 Prop C 5% Security                                      | 83.5            | 85.8            | 88.4            | 90.9            | 93.3            | 95.8           |
| 107 Prop C 10% Commuter Rail                                | 167.0           | 171.7           | 176.7           | 181.8           | 186.5           | 191.6          |
| 108 Prop C 25% Highway                                      | 417.5           | 429.2           | 441.8           | 454.4           | 466.4           | 478.9          |
| 109 Prop C 40% Discretionary                                | 668.0           | 686.8           | 706.8           | 727.1           | 746.2           | 766.2          |
| 110 Measure R 2% Rail System Improvements                   | 33.4            | 34.3            | 35.3            | 36.4            | 37.3            | 0.0            |
| 111 Measure R 5% Rail Operations                            | 83.5            | 85.8            | 88.3            | 90.9            | 93.3            | 0.0            |
| 112 Measure R 35% Transit Capital Projects (excl bus capita | 584.5           | 590.9           | 618.4           | 626.1           | 652.9           | 0.0            |
| 113 Measure R 20% Bus Operations (MTA only)                 | 247.1           | 254.1           | 261.5           | 269.0           | 276.1           | 0.0            |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ in millions)                                     | Total           | % of Total   | Years '10-'19   | Years '20-'29   | Years '30-'40   | 2009 2010      | 2010 2011      | 2011 2012      | 2012 2013      | 2013 2014      |
|---|-----------------|--------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Countywide Bus Operations</b>                                    |                 |              |                 |                 |                 |                |                |                |                |                |
| 1 Bus Operations - MTA  | \$ 44,651.5     | 17.6%        | \$ 9,870.4      | \$ 13,785.0     | \$ 20,996.2     | \$ 922.5       | \$ 943.7       | \$ 929.0       | \$ 913.7       | \$ 941.1       |
| 3 Bus Operations - Municipal & Non-Metro Operators                  | 21,013.3        | 8.3%         | 4,646.3         | 6,625.5         | 9,741.5         | 409.3          | 418.0          | 426.2          | 435.2          | 440.7          |
| 4 Other Eligible Operators (Prop A 40% Alloc)                       | 917.5           | 0.4%         | 250.4           | 284.3           | 382.9           | 21.1           | 27.4           | 27.9           | 28.6           | 22.8           |
| 5 Paratransit - (Access Services Operations)                        | 4,445.1         | 1.7%         | 1,145.5         | 1,405.5         | 1,894.1         | 96.0           | 107.2          | 113.9          | 110.2          | 112.9          |
| 6 Paratransit (TDA Article 8)                                       | 1,014.1         | 0.4%         | 195.7           | 319.0           | 499.4           | 14.9           | 14.6           | 17.5           | 17.8           | 18.8           |
| 7 Paratransit (New Freedom)   | 21.0            | 0.0%         | 21.0            | -               | -               | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            |
| 8 Job Access transit (JARC)   | 48.0            | 0.0%         | 48.0            | -               | -               | 8.0            | 8.0            | 8.0            | 8.0            | 8.0            |
| 9 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%) | 740.2           | 0.3%         | 158.0           | 227.4           | 354.9           | 28.1           | 11.3           | 12.1           | 12.8           | 13.5           |
| <b>Subtotal Countywide Bus Operations</b>                           | <b>72,850.8</b> | <b>28.7%</b> | <b>16,335.2</b> | <b>22,646.8</b> | <b>33,868.9</b> | <b>1,503.5</b> | <b>1,533.8</b> | <b>1,538.2</b> | <b>1,529.7</b> | <b>1,561.4</b> |
| 11 Rail Operations - MTA  | 21,206.6        | 8.3%         | 3,685.5         | 7,329.7         | 10,191.4        | 258.1          | 259.2          | 278.6          | 338.8          | 351.4          |
| 12 Rail Operations - Metrolink                                      | 3,840.4         | 1.5%         | 918.2           | 1,206.2         | 1,716.0         | 81.9           | 75.8           | 83.9           | 87.1           | 90.3           |
| <b>Subtotal Countywide Rail Operations</b>                          | <b>25,047.0</b> | <b>9.9%</b>  | <b>4,603.6</b>  | <b>8,535.9</b>  | <b>11,907.5</b> | <b>340.0</b>   | <b>334.9</b>   | <b>362.5</b>   | <b>425.8</b>   | <b>441.7</b>   |
| <b>Total Countywide Operations</b>                                  | <b>97,897.8</b> | <b>38.5%</b> | <b>20,938.8</b> | <b>31,182.6</b> | <b>45,776.4</b> | <b>1,843.5</b> | <b>1,868.7</b> | <b>1,900.7</b> | <b>1,955.5</b> | <b>2,003.1</b> |
| 15 Bus Capital - MTA  | 8,669.6         | 3.4%         | 2,155.8         | 2,804.8         | 3,709.0         | 301.5          | 163.7          | 130.4          | 241.7          | 248.9          |
| 16 Bus Capital - CRD  | 251.8           | 0.1%         | 251.8           | -               | -               | -              | 209.6          | 40.2           | 2.0            | -              |
| 17 Bus Capital - Municipal & Non-MTA Operators                      | 7,211.9         | 2.8%         | 1,856.6         | 2,230.5         | 3,124.8         | 188.6          | 189.3          | 193.4          | 181.6          | 180.5          |
| 18 Bus Capital - Paratransit (Access Services)                      | 14.0            | 0.0%         | 4.5             | 4.5             | 5.0             | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| 19 Bus Capital - Paratransit - Other Operators                      | -               | 0.0%         | -               | -               | -               | -              | -              | -              | -              | -              |
| <b>Total Countywide Bus Capital</b>                                 | <b>16,147.3</b> | <b>6.4%</b>  | <b>4,268.7</b>  | <b>5,039.8</b>  | <b>6,838.8</b>  | <b>490.5</b>   | <b>563.0</b>   | <b>364.4</b>   | <b>425.8</b>   | <b>429.9</b>   |
| <b>Rail Capital - Major Projects</b>                                |                 |              |                 |                 |                 |                |                |                |                |                |
| 22 Exposition LRT-Phase I to Venice/Robertson                       | 499.1           | 0.2%         | 499.1           | -               | -               | 217.4          | 166.7          | 115.0          | -              | -              |
| 23 Exposition LRT-Phase II to Santa Monica                          | 1,309.1         | 0.5%         | 1,309.1         | -               | -               | 15.5           | 193.6          | 324.5          | 277.0          | 227.0          |
| 24 Wilshire Metro Rapid Transitway                                  | 115.3           | 0.0%         | -               | 115.3           | -               | -              | -              | -              | -              | -              |
| 25 San Fernando Valley North-South - Canoga                         | 216.0           | 0.1%         | 216.0           | -               | -               | 3.0            | 7.4            | 78.7           | 94.3           | 32.7           |
| 26 East San Fernando Valley North-South Corridor                    | 168.3           | 0.1%         | 168.3           | -               | -               | 0.5            | 0.1            | 3.2            | 10.0           | 20.3           |
| 27 Gold Line Foothill Extension (from Pasadena)                     | 836.1           | 0.3%         | 836.1           | -               | -               | -              | 56.8           | 93.9           | 193.6          | 248.1          |
| 28 Westside Subway Extension Segment 1                              | 5,150.3         | 2.0%         | 4,607.6         | 542.8           | -               | 11.1           | 30.9           | 44.5           | 606.3          | 656.3          |
| 29 Westside Subway Extension Segment 2                              | -               | 0.0%         | -               | -               | -               | -              | -              | -              | -              | -              |
| 30 Westside Subway Extension Segment 3                              | -               | 0.0%         | -               | -               | -               | -              | -              | -              | -              | -              |
| 31 Regional Connector   | 1,360.2         | 0.5%         | 1,350.9         | 9.3             | -               | 9.7            | 14.3           | 39.1           | 124.6          | 180.5          |
| 32 Crenshaw/LAX Transit Corridor                                    | 1,710.0         | 0.7%         | 1,703.5         | 6.5             | -               | 9.6            | 21.3           | 38.3           | 150.3          | 261.0          |
| 33 Green Line Extension to LAX                                      | 241.3           | 0.1%         | 241.3           | -               | -               | 0.1            | 1.8            | 5.0            | 20.1           | 40.0           |
| 34 West Santa Ana Branch  | 289.4           | 0.1%         | 282.6           | 6.8             | -               | 0.6            | 0.1            | 0.4            | 12.1           | 19.4           |
| 35 Eastside Extension Phase II                                      | 1,524.4         | 0.6%         | 1,515.6         | 8.8             | -               | 9.8            | 4.0            | 2.8            | 79.1           | 70.0           |
| 36 South Bay Green Line Extension                                   | 332.5           | 0.1%         | 332.5           | -               | -               | -              | 1.5            | 3.6            | 29.3           | 40.0           |
| 37 San Fernando Valley I-405 Corridor Connection                    | 1,380.1         | 0.5%         | 1,366.5         | 13.6            | -               | -              | -              | 1.0            | 38.8           | 135.8          |
| 38 Balance of Westside Subway Extension Minimum for TBD             | 1,125.3         | 0.4%         | -               | -               | 1,125.3         | -              | -              | -              | -              | -              |
| 39 Subregional repayment for TBD from SFV N-S Canoga (\$182)        | 180.2           | 0.1%         | -               | -               | 180.2           | -              | -              | -              | -              | -              |
| 40 Subregional repayment for TBD from East San Fern. Val N-S        | 1.0             | 0.0%         | -               | -               | 1.0             | -              | -              | -              | -              | -              |
| 41 Subregional repayment for TBD from Expo Phase II                 | 111.3           | 0.0%         | -               | -               | 111.3           | -              | -              | -              | -              | -              |
| <b>Subtotal</b>   | <b>16,549.7</b> | <b>6.5%</b>  | <b>14,429.0</b> | <b>703.0</b>    | <b>1,417.8</b>  | <b>277.3</b>   | <b>498.5</b>   | <b>750.1</b>   | <b>1,635.4</b> | <b>1,931.2</b> |
| 43 Rail Cap - Balance of Major Projects (Eastside LRT)              | 9.2             | 0.0%         | 9.2             | -               | -               | 7.7            | -              | 1.550          | -              | -              |
| 44 Rail Cap - Closeout of Prior Projects                            | 10.2            | 0.0%         | 10.2            | -               | -               | 0.6            | 5.6            | 4.0            | -              | -              |
| 45 Rail Cap - Misc. Red, Blue, Green, Gold Projects                 | 165.6           | 0.1%         | 86.6            | 79.0            | -               | 5.5            | 3.3            | 1.9            | -              | -              |
| 46 Rail Cap - Eastside LRT Access                                   | 30.0            | 0.0%         | 30.0            | -               | -               | -              | 5.3            | 2.9            | 7.1            | 6.7            |
| 47 Rail Cap - System Improvements (ARRA)                            | 190.9           | 0.1%         | 190.9           | -               | -               | 137.3          | 53.6           | -              | -              | -              |
| 48 Rail Cap - System Improvements                                   | 32.3            | 0.0%         | 32.3            | -               | -               | 17.3           | 12.3           | 2.7            | -              | -              |
| 49 Rail Cap - Red/Purple Line System Improvements                   | 626.8           | 0.2%         | 277.9           | 298.3           | 50.7            | -              | -              | 0.5            | 0.2            | 0.4            |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ in millions) |   | Total           | % of Total   | Years           | Years           | Years           | 2009           | 2010           | 2011           | 2012           | 2013           |
|---------------------------------|---|-----------------|--------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|
|                                 |   |                 |              | '10-'19         | '20-'29         | '30-'40         | 2010           | 2011           | 2012           | 2013           | 2014           |
| 50                              | Rail Cap - P2550 Light Rail Vehicles (not in project budgets)           | 28.8            | 0.0%         | 28.8            | -               | -               | 11.3           | 17.4           | -              | -              | -              |
| 51                              | Rail Cap - P3010 Light Rail Vehicles (not in project budgets)           | 335.4           | 0.1%         | 335.4           | -               | -               | 0.1            | 15.8           | 22.1           | 32.5           | 46.1           |
| 52                              | Rail Cap - Future Light Rail Vehicles-St of Good Rep (not in proj budg) | 1,296.5         | 0.5%         | 250.5           | 591.4           | 454.6           | -              | -              | -              | -              | -              |
| 53                              | Subtotal Light Rail Vehicles  | 2,725.7         | 1.1%         | 1,251.8         | 968.6           | 505.3           | 179.8          | 113.2          | 35.6           | 39.8           | 53.2           |
| 54                              | Rail Cap - Heavy Rail Vehicles (not in project budgets)                 | 73.1            | 0.0%         | -               | 73.1            | -               | -              | -              | -              | -              | -              |
| 55                              | Rail Cap - Wayside Systems, Facilities Maint, Vehicle Maint             | 1,435.5         | 0.6%         | 219.4           | 589.7           | 626.3           | -              | -              | 70.9           | 25.0           | 15.0           |
| 56                              | Rail Cap - State of Good Repair - Existing Lines excl vehicles          | 2,800.0         | 1.1%         | 102.9           | 1,141.2         | 1,555.8         | 29.3           | 46.0           | 0.8            | 15.0           | 11.9           |
| 57                              | Rail Cap - State of Good Repair - Systemwide                            | 1,387.9         | 0.5%         | -               | 1,387.9         | -               | -              | -              | -              | -              | -              |
| 58                              | Rail Cap - State of Good Repair - Future Lines                          | 4,077.5         | 1.6%         | -               | 429.8           | 3,647.7         | -              | -              | -              | -              | -              |
| 59                              | Subtotal State of Good Repair   | 8,265.4         | 3.3%         | 102.9           | 2,958.9         | 5,203.5         | 29.3           | 46.0           | 0.8            | 15.0           | 11.9           |
| 60                              | Rail Cap - Light Rail Yards (not in project budgets)                    | 334.5           | 0.1%         | 334.5           | -               | -               | -              | 32.2           | 77.8           | 100.0          | 53.7           |
| 61                              | Rail Cap - Contingency for Rail Yards                                   | 60.0            | 0.0%         | -               | 60.0            | -               | -              | -              | -              | -              | -              |
| 62                              | Rail Cap - Transit Project Studies and Planning                         | 75.0            | 0.0%         | -               | 75.0            | -               | -              | -              | -              | -              | -              |
| 63                              | Rail Cap - Intercity Rail   | 30.0            | 0.0%         | 30.0            | -               | -               | 10.0           | 10.0           | 10.0           | -              | -              |
| 64                              | Rail Cap - Transit System Safety & Security                             | 128.7           | 0.1%         | 128.7           | -               | -               | 16.0           | 16.1           | 16.1           | 16.1           | 16.1           |
| 65                              | Rail Cap - Metrolink prior obligations                                  | 34.0            | 0.0%         | 34.0            | -               | -               | 23.4           | 10.6           | -              | -              | -              |
| 66                              | Rail Cap - Metrolink  | 2,207.6         | 0.9%         | 602.0           | 847.7           | 757.9           | 48.6           | 80.9           | 50.6           | 60.1           | 82.1           |
| 67                              | <b>Total Countywide Rail Capital</b>                                    | <b>31,919.0</b> | <b>12.6%</b> | <b>17,132.3</b> | <b>6,276.0</b>  | <b>8,510.7</b>  | <b>584.2</b>   | <b>807.5</b>   | <b>1,011.9</b> | <b>1,891.4</b> | <b>2,163.2</b> |
| 68                              | <b>Subtotal Transit Capital</b>   | <b>48,066.3</b> | <b>18.9%</b> | <b>21,401.0</b> | <b>11,315.8</b> | <b>15,349.5</b> | <b>1,074.7</b> | <b>1,370.5</b> | <b>1,376.4</b> | <b>2,317.2</b> | <b>2,593.1</b> |
| 69                              | <b>Highway/Multimodal/Streets and Roads</b>                             |                 |              |                 |                 |                 |                |                |                |                |                |
| 70                              | Regional Surface Transportation Improvements (RSTI)                     | 595.7           | 0.2%         | 502.3           | 93.4            | -               | 44.3           | 65.4           | 65.6           | 99.1           | 40.6           |
| 71                              | Transit Capital (including some Metrolink through CFP)                  | 127.8           | 0.1%         | 127.8           | -               | -               | 18.4           | 17.8           | 9.9            | 8.2            | 17.7           |
| 72                              | Signal Synchronization  | 232.2           | 0.1%         | 175.1           | 57.1            | -               | 28.6           | 9.1            | 27.9           | 19.5           | 32.0           |
| 73                              | Bikeways & Pedestrian Improvements                                      | 78.7            | 0.0%         | 78.7            | -               | -               | 13.3           | 6.8            | 10.0           | 10.0           | 10.0           |
| 74                              | Transportation Enhancements   | 77.6            | 0.0%         | 77.6            | -               | -               | 19.1           | 5.1            | 19.0           | 11.5           | 6.7            |
| 75                              | Transportation Demand Management (TDM)                                  | 13.2            | 0.0%         | 13.2            | -               | -               | 5.8            | 4.4            | 3.0            | -              | -              |
| 76                              | Regionally Significant  | 12.6            | 0.0%         | 12.6            | -               | -               | 3.4            | 3.5            | 5.7            | -              | -              |
| 77                              | Future Call for Projects  | 3,260.0         | 1.3%         | 281.5           | 2,751.1         | 227.3           | -              | -              | -              | -              | -              |
| 78                              | <b>Subtotal Call for Projects (CFP)</b>                                 | <b>4,397.8</b>  | <b>1.7%</b>  | <b>1,268.9</b>  | <b>2,901.6</b>  | <b>227.3</b>    | <b>133.0</b>   | <b>112.1</b>   | <b>141.0</b>   | <b>148.3</b>   | <b>107.0</b>   |
| 79                              | Freeways  | 10,475.1        | 4.1%         | 4,694.5         | 3,546.1         | 2,234.5         | 395.4          | 740.0          | 1,062.4        | 1,018.4        | 532.6          |
| 80                              | SR-138 Widening   | 367.8           | 0.1%         | 317.8           | 50.0            | -               | 39.7           | 27.2           | 11.8           | 36.1           | 19.4           |
| 81                              | Measure R to be transferred to West Santa Ana Branch                    | 194.8           | 0.1%         | -               | 194.8           | -               | -              | -              | -              | -              | -              |
| 82                              | I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)                          | 88.8            | 0.0%         | -               | -               | 88.8            | -              | -              | -              | -              | -              |
| 83                              | I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)             | 253.5           | 0.1%         | -               | -               | 253.5           | -              | -              | -              | -              | -              |
| 84                              | I-5 Carmenita Interchange (\$106 to 710-South)                          | 133.0           | 0.1%         | -               | -               | 133.0           | -              | -              | -              | -              | -              |
| 85                              | Alameda Corridor East   | 598.5           | 0.2%         | 598.5           | -               | -               | 78.0           | 79.7           | 50.1           | 114.0          | 80.0           |
| 86                              | Retrofit Soundwalls   | 1,175.1         | 0.5%         | 161.9           | 191.9           | 821.4           | 19.5           | 10.0           | 33.9           | 51.5           | 46.9           |
| 87                              | Miscellaneous Projects  | 81.8            | 0.0%         | 81.8            | -               | -               | -              | -              | -              | -              | 14.9           |
| 88                              | Expo Phase II Bikeway (in addition to prior Call for Projects funding)  | 17.0            | 0.0%         | 17.0            | -               | -               | 0.1            | -              | 3.5            | 0.4            | 9.5            |
| 89                              | Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)     | 380.0           | 0.1%         | 73.5            | 119.5           | 187.0           | 5.6            | 5.9            | 6.3            | 6.7            | 7.1            |
| 90                              | SHOPP   | 5,178.0         | 2.0%         | 1,618.0         | 1,690.0         | 1,870.0         | 160.0          | 160.0          | 160.0          | 160.0          | 162.0          |
| 91                              | Environmental Enhancement & Mitigation (EEM)                            | 31.0            | 0.0%         | 10.0            | 10.0            | 11.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 92                              | Gerald Desmond Bridge   | 303.6           | 0.1%         | 303.6           | -               | -               | -              | 50.0           | 158.5          | 83.8           | 11.3           |
| 93                              | BNSF Grade Separations  | 35.0            | 0.0%         | 35.0            | -               | -               | 0.1            | -              | 3.9            | 3.0            | 3.0            |
| 94                              | Other Projects from Prop 1B Bonds                                       | 822.0           | 0.3%         | 822.0           | -               | -               | 220.0          | 170.0          | 70.0           | 150.0          | 212.0          |
| 95                              | Local Roads Rehabilitation (Prop 1B)                                    | 430.0           | 0.2%         | 430.0           | -               | -               | 50.0           | 100.0          | 90.0           | 75.0           | 75.0           |
| 96                              | Regional Integration of Intelligent Transportation Systems (ITS)        | 37.4            | 0.0%         | 17.0            | 18.4            | 2.0             | 1.8            | 1.7            | 1.7            | 1.7            | 1.7            |
| 97                              | Safe Routes to Schools Projects   | 11.2            | 0.0%         | 11.2            | -               | -               | 3.0            | 6.3            | 1.9            | -              | -              |
| 98                              | Rapid Bus Projects Subsidies  | 94.7            | 0.0%         | 94.7            | -               | -               | 16.2           | 14.7           | 25.6           | -              | 18.0           |
| 99                              | Highway-Railroad Crossing Safety-Prop 1B                                | 13.0            | 0.0%         | 13.0            | -               | -               | 13.0           | -              | -              | -              | -              |
| 100                             | Highway Safety-SHOPP-Prop 1B (no project sheet)                         | 25.0            | 0.0%         | 25.0            | -               | -               | 25.0           | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ in millions)                                       | Total            | % of Total   | Years           | Years            | Years            | 2009           | 2010            | 2011            | 2012            | 2013            |
|---|------------------|--------------|-----------------|------------------|------------------|----------------|-----------------|-----------------|-----------------|-----------------|
|   |                  |              | '10-'19         | '20-'29          | '30-'40          | 2010           | 2011            | 2012            | 2013            | 2014            |
| 101 Highway Safety-Signal Synchron LA City-Prop 1B                    | 90.0             | 0.0%         | 90.0            | -                | -                | 30.0           | 30.0            | 30.0            | -               | -               |
| 102 Local Street Improvements - City and County ARRA                  | 308.9            | 0.1%         | 308.9           | -                | -                | 308.9          | -               | -               | -               | -               |
| 103 Wilshire Bus Only Lane  | 30.1             | 0.0%         | 30.1            | -                | -                | 1.2            | 12.5            | 16.5            | -               | -               |
| <b>104 Subtotal Highway Capital including CFP</b>                     | <b>25,573.3</b>  | <b>10.1%</b> | <b>11,022.4</b> | <b>8,722.3</b>   | <b>5,828.5</b>   | <b>1,501.4</b> | <b>1,521.0</b>  | <b>1,868.1</b>  | <b>1,849.9</b>  | <b>1,301.4</b>  |
| 105 Freeway Service Patrol  | 916.6            | 0.4%         | 250.6           | 288.1            | 377.9            | 28.3           | 24.9            | 23.2            | 23.5            | 24.0            |
| 106 Call Box Program  | 9.7              | 0.0%         | 9.7             | -                | -                | 1.3            | 1.3             | 1.3             | 1.2             | 1.2             |
| 107 Other SAFE Programs   | 191.6            | 0.1%         | 76.1            | 55.0             | 60.5             | -              | 8.3             | 11.2            | 8.9             | 8.7             |
| 108 Local Roads Rehabilitation  | 14,202.0         | 5.6%         | 4,194.5         | 4,543.2          | 5,464.2          | 405.7          | 407.4           | 410.3           | 413.5           | 417.1           |
| 109 Caltrans L.A. County Operations and Administration                | 7,910.9          | 3.1%         | 1,926.7         | 2,466.3          | 3,517.8          | 172.0          | 176.3           | 180.7           | 185.2           | 189.8           |
| 110 Rideshare   | 527.5            | 0.2%         | 102.6           | 182.1            | 242.8            | 6.7            | 6.7             | 7.9             | 8.7             | 8.9             |
| <b>111 Subtotal</b>   | <b>23,758.2</b>  | <b>9.4%</b>  | <b>6,560.1</b>  | <b>7,534.8</b>   | <b>9,663.3</b>   | <b>614.0</b>   | <b>624.8</b>    | <b>634.5</b>    | <b>641.0</b>    | <b>649.6</b>    |
| 112 Highway Project Development Support                               | 637.3            | 0.3%         | 162.6           | 210.2            | 264.5            | 12.3           | 15.1            | 16.9            | 18.4            | 14.1            |
| 113 Local Roads (Props A and C Local Return) - not on Hwy Summary     | 7,052.1          | 2.8%         | 1,372.1         | 2,218.0          | 3,461.9          | 104.9          | 110.6           | 117.6           | 124.5           | 131.8           |
| 114 Local Roads (STPL) - not on Hwy Summary                           | 1,001.2          | 0.4%         | 335.5           | 317.0            | 348.7            | 31.7           | 37.9            | 37.9            | 37.8            | 31.7            |
| 115 Measure R Local Return - Highway Assumed - not on Hwy Summary     | 5,331.1          | 2.1%         | 1,090.8         | 1,768.0          | 2,472.3          | 81.5           | 87.4            | 93.7            | 99.3            | 105.1           |
| <b>116 Subtotal Highway Operations</b>                                | <b>14,021.7</b>  | <b>5.5%</b>  | <b>2,961.0</b>  | <b>4,513.2</b>   | <b>6,547.4</b>   | <b>230.3</b>   | <b>251.0</b>    | <b>266.1</b>    | <b>280.0</b>    | <b>282.8</b>    |
| <b>117 Total Highway/Multimodal/Streets and Roads</b>                 | <b>63,353.1</b>  | <b>24.9%</b> | <b>20,543.5</b> | <b>20,770.3</b>  | <b>22,039.2</b>  | <b>2,345.7</b> | <b>2,396.8</b>  | <b>2,768.7</b>  | <b>2,770.9</b>  | <b>2,233.8</b>  |
| <b>118 Debt Service</b>   |                  |              |                 |                  |                  |                |                 |                 |                 |                 |
| 119 Prop C 40% Admin Debt Service                                     | 29.4             | 0.0%         | 29.4            | -                | -                | 14.8           | 14.6            | -               | -               | -               |
| 120 Bus Facil Cap Debt Serv-Prop C 40%                                | -                | 0.0%         | -               | -                | -                | -              | -               | -               | -               | -               |
| 121 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds                          | 616.0            | 0.2%         | 25.8            | 302.4            | 287.7            | -              | -               | -               | -               | -               |
| 122 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds                    | 307.0            | 0.1%         | 14.2            | 123.3            | 169.4            | -              | -               | -               | 0.3             | 1.4             |
| 123 Rail Capital Debt Service-Prop A 35% (including commercial paper) | 9,112.4          | 3.6%         | 1,950.4         | 2,506.3          | 4,655.7          | 162.2          | 165.7           | 178.4           | 184.8           | 195.8           |
| 124 Rail Capital Debt Service-Prop C 40%                              | 3,104.3          | 1.2%         | 730.8           | 900.9            | 1,472.6          | 63.6           | 70.4            | 70.3            | 70.2            | 72.2            |
| 125 Prop A 40% Debt Service   | 55.1             | 0.0%         | 23.4            | 20.0             | 11.7             | 2.3            | 2.3             | 2.3             | 2.3             | 2.3             |
| 126 Commuter Rail Debt Service-Prop C 10%                             | 1,381.6          | 0.5%         | 203.7           | 445.1            | 732.9            | 11.9           | 12.9            | 15.5            | 16.2            | 18.6            |
| 127 Highway Debt Serv-Prop C 25%                                      | 6,512.7          | 2.6%         | 1,020.6         | 2,103.9          | 3,388.1          | 34.6           | 42.0            | 54.0            | 77.5            | 108.0           |
| <b>128 Subtotal Props A &amp; C Debt Service</b>                      | <b>21,118.6</b>  | <b>8.3%</b>  | <b>3,998.4</b>  | <b>6,401.8</b>   | <b>10,718.3</b>  | <b>289.4</b>   | <b>307.9</b>    | <b>320.4</b>    | <b>351.3</b>    | <b>398.3</b>    |
| 129 Measure R 2% - Commercial Paper Debt Service                      | 204.1            | 0.1%         | 25.6            | 168.2            | 10.3             | -              | -               | 0.8             | 0.8             | 0.8             |
| 130 Measure R 20% Highway - Debt Service                              | 1,639.5          | 0.6%         | 145.5           | 616.5            | 877.5            | -              | -               | 1.5             | 5.9             | 11.1            |
| 131 Measure R 35% Transit 2010 - Tax Exempt Debt Service              | 200.9            | 0.1%         | 179.0           | 21.9             | -                | -              | 3.6             | 21.9            | 21.9            | 21.9            |
| 132 Measure R 35% Transit - Tax Exempt Debt Service                   | -                | 0.0%         | -               | -                | -                | -              | -               | -               | -               | -               |
| 133 Measure R 35% Transit - Commercial Paper Debt Service             | 373.4            | 0.1%         | 127.8           | 245.5            | 0.0              | -              | -               | -               | -               | 2.4             |
| 134 Measure R 35% Transit - BAB Debt Service                          | 1,005.5          | 0.4%         | 176.3           | 403.7            | 425.6            | -              | 11.2            | 20.6            | 20.6            | 20.6            |
| 135 Measure R 35% - 100 % QTIB Debt Service                           | 6,111.0          | 2.4%         | 1,123.3         | 2,493.8          | 2,493.8          | -              | -               | -               | 38.8            | 38.8            |
| 136 Measure R 35% Transit - TIFIA Loan Debt Service                   | 2,128.8          | 0.8%         | -               | 635.1            | 1,493.7          | -              | -               | -               | -               | -               |
| <b>137 Subtotal Measure R Debt Service</b>                            | <b>11,663.1</b>  | <b>4.6%</b>  | <b>1,777.5</b>  | <b>4,584.7</b>   | <b>5,300.9</b>   | <b>-</b>       | <b>14.8</b>     | <b>44.8</b>     | <b>87.9</b>     | <b>95.6</b>     |
| 138 Capital Grant Receipts Revenue Bonds Debt Service                 | 1,608.1          | 0.6%         | 300.5           | 1,307.6          | -                | -              | -               | -               | 8.2             | 28.6            |
| 139 GARVEE Bond Debt Service & C of I                                 | 51.6             | 0.0%         | 51.6            | -                | -                | 8.6            | 8.6             | 8.6             | 8.6             | 8.6             |
| <b>140 Total Debt Service</b>   | <b>34,441.4</b>  | <b>13.6%</b> | <b>6,128.1</b>  | <b>12,294.1</b>  | <b>16,019.3</b>  | <b>298.0</b>   | <b>331.3</b>    | <b>373.8</b>    | <b>456.0</b>    | <b>531.1</b>    |
| <b>141 Other</b>  |                  |              |                 |                  |                  |                |                 |                 |                 |                 |
| 142 ROW Security (Prop C 10%)   | 89.6             | 0.0%         | 23.0            | 28.4             | 38.2             | 2.0            | 2.1             | 2.2             | 2.2             | 2.3             |
| 143 Metro Other Security Costs (Prop C 5%)                            | -                | 0.0%         | -               | -                | -                | -              | -               | -               | -               | -               |
| 143 LOSSAN  | 1.0              | 0.0%         | 0.4             | 0.3              | 0.3              | 0.1            | 0.2             | 0.0             | 0.0             | 0.0             |
| 144 Pomona Station Improvements                                       | 1.1              | 0.0%         | 1.1             | -                | -                | -              | 1.1             | -               | -               | -               |
| 144 SCRRA relocation  | 0.5              | 0.0%         | 0.5             | -                | -                | 0.5            | -               | -               | -               | -               |
| 145 Agency-wide Capital   | 666.5            | 0.3%         | 156.3           | 210.2            | 300.1            | 14.0           | 11.9            | 15.7            | 15.9            | 16.1            |
| 145 Admin Overhead  | 3,733.8          | 1.5%         | 834.1           | 1,170.2          | 1,729.5          | 67.7           | 66.5            | 78.0            | 81.7            | 84.8            |
| 146 Immediate Needs and General Relief Token Program                  | 372.5            | 0.1%         | 98.0            | 117.0            | 157.5            | 9.0            | 11.1            | 9.0             | 9.2             | 9.4             |
| <b>147 Total Other</b>  | <b>4,865.1</b>   | <b>1.9%</b>  | <b>1,113.5</b>  | <b>1,526.0</b>   | <b>2,225.6</b>   | <b>93.3</b>    | <b>93.0</b>     | <b>104.8</b>    | <b>109.0</b>    | <b>112.5</b>    |
| <b>148 Subtotal, Uses Allocated</b>                                   | <b>248,623.8</b> | <b>97.9%</b> | <b>70,124.9</b> | <b>77,088.9</b>  | <b>101,410.0</b> | <b>5,655.2</b> | <b>6,060.2</b>  | <b>6,524.4</b>  | <b>7,608.6</b>  | <b>7,473.6</b>  |
| <b>149 Cumulative Uses Allocated</b>                                  | <b>248,623.8</b> |              | <b>70,124.9</b> | <b>147,213.8</b> | <b>248,623.8</b> | <b>5,655.2</b> | <b>11,715.4</b> | <b>18,239.8</b> | <b>25,848.4</b> | <b>33,322.0</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ in millions)                                     | Total               | % of Total    | Years              |                    |                     | 2009              | 2010              | 2011              | 2012              | 2013              | 2014 |
|---|---------------------|---------------|--------------------|--------------------|---------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------|
|   |                     |               | '10-'19            | '20-'29            | '30-'40             | 2010              | 2011              | 2012              | 2013              | 2014              |      |
| 150 Municipal Operators' Capital Balance                            | -                   | 0.0%          | -                  | -                  | -                   | 22.6              | (16.7)            | (5.8)             | -                 | -                 |      |
| 151 Municipal Operators' Operations Balance                         | -                   | 0.0%          | -                  | -                  | -                   | 27.2              | (27.2)            | (0.0)             | (0.0)             | -                 |      |
| <b>152 Metro Uses Surplus/(Deficit)</b>                             |                     |               |                    |                    |                     |                   |                   |                   |                   |                   |      |
| 153 Admin Balance   | 0.0                 | 0.0%          | 0.0                | 0.0                | -                   | 12.3              | (3.0)             | (3.0)             | (5.4)             | (0.9)             |      |
| 154 Agencywide Balance  | 0.0                 | 0.0%          | 0.0                | 0.0                | 0.0                 | 0.0               | 0.0               | 0.0               | (0.0)             | -                 |      |
| 155 MTA Bus Operations Balance                                      | 0.0                 | 0.0%          | 0.0                | (0.0)              | 0.0                 | 72.5              | (66.5)            | (6.0)             | -                 | -                 |      |
| 156 MTA Rail Operations Balance                                     | 0.0                 | 0.0%          | 0.0                | (0.0)              | 0.0                 | 12.9              | (12.9)            | (0.0)             | -                 | -                 |      |
| 157 MTA Bus Capital Balance   | 0.0                 | 0.0%          | 0.0                | -                  | -                   | 0.0               | 0.0               | 0.0               | (0.0)             | (0.0)             |      |
| 158 Subtotal MTA Uses Surplus/(Deficit)                             | 0.0                 | 0.0%          | 0.1                | (0.0)              | 0.0                 | 97.7              | (82.3)            | (9.0)             | (5.4)             | (0.9)             |      |
| 159 Cumulative MTA Surplus/(Deficit)                                | 0.0                 |               | 0.1                | 0.0                | 0.0                 | 97.7              | 15.4              | 6.4               | 0.9               | 0.0               |      |
| <b>160 Total Countywide Surplus/(Deficit)</b>                       | <b>0.0</b>          |               | <b>0.1</b>         | <b>(0.0)</b>       | <b>0.0</b>          | <b>120.2</b>      | <b>(99.0)</b>     | <b>(14.8)</b>     | <b>(5.4)</b>      | <b>(0.9)</b>      |      |
| <b>161 Cumulative Countywide Surplus/(Deficit)</b>                  | <b>0.0</b>          |               | <b>0.1</b>         | <b>0.0</b>         | <b>0.0</b>          | <b>124.8</b>      | <b>(11.8)</b>     | <b>6.4</b>        | <b>0.9</b>        | <b>0.0</b>        |      |
| <b>162 Unallocated Regional Program Funds - Future Projs</b>        |                     |               |                    |                    |                     |                   |                   |                   |                   |                   |      |
| 163 Regional Improvement Program Funds (RIP)                        | 62.0                | 0.0%          | 67.1               | (67.1)             | 62.0                | 322.3             | (132.1)           | (68.5)            | (42.6)            | (38.9)            |      |
| 164 CMAQ  | 47.8                | 0.0%          | 28.5               | (28.4)             | 47.8                | 192.5             | (126.6)           | (13.8)            | 56.8              | (40.7)            |      |
| 165 RSTP  | 16.5                | 0.0%          | 0.0                | -                  | 16.5                | 79.6              | (28.6)            | (44.6)            | 3.4               | 3.1               |      |
| 166 TE-Federal Transportation Enhancements                          | 177.6               | 0.1%          | -                  | -                  | 177.6               | -                 | -                 | -                 | -                 | -                 |      |
| 167 STA-State Transit Assistance Population Share                   | -                   | 0.0%          | -                  | -                  | -                   | -                 | -                 | -                 | -                 | -                 |      |
| 168 STA-State Transit Assistance Operator Revenue Share             | -                   | 0.0%          | -                  | -                  | -                   | -                 | -                 | -                 | -                 | -                 |      |
| 169 Section 5307 Urbanized Formula Grants                           | -                   | 0.0%          | -                  | -                  | -                   | -                 | -                 | -                 | -                 | -                 |      |
| 170 Section 5309 New Starts   | 2,200.0             | 0.9%          | -                  | 200.0              | 2,000.0             | -                 | -                 | -                 | -                 | -                 |      |
| 171 Section 5309 Fixed Guideway Modernization                       | -                   | 0.0%          | -                  | -                  | -                   | -                 | -                 | -                 | -                 | -                 |      |
| 172 TDA   | 0.0                 | 0.0%          | 31.0               | (31.0)             | -                   | 230.6             | (15.4)            | 13.0              | (25.0)            | -                 |      |
| 173 Lease Revenues  | (0.0)               | 0.0%          | 14.6               | (14.6)             | -                   | 124.5             | (25.5)            | (15.0)            | 11.4              | (30.8)            |      |
| 174 State repayment of capital project LONP loans (fund 3562)       | 0.0                 | 0.0%          | 0.0                | -                  | -                   | 283.7             | (69.4)            | (119.1)           | (56.6)            | (38.5)            |      |
| 175 Prop 1B PTMISEA   | -                   | 0.0%          | -                  | -                  | -                   | 157.7             | 373.3             | (97.8)            | (122.2)           | (111.0)           |      |
| 176 SAFE  | (0.0)               | 0.0%          | 0.0                | 0.0                | (0.0)               | 33.7              | (2.0)             | (8.1)             | (6.0)             | (3.8)             |      |
| 177 Proposition C 10%   | 97.1                | 0.0%          | 0.0                | 0.0                | 97.1                | 0.0               | 0.0               | (0.0)             | 0.0               | 0.0               |      |
| 178 Proposition C 25% Highways                                      | 297.7               | 0.1%          | 0.0                | 0.0                | 297.7               | 30.0              | (29.9)            | (0.0)             | 0.0               | (0.0)             |      |
| 179 Prop A 35%  | 0.0                 | 0.0%          | 0.0                | -                  | 0.0                 | 49.3              | (45.3)            | (4.0)             | (0.0)             | -                 |      |
| 180 Advertising Revenues  | 0.0                 | 0.0%          | 0.0                | -                  | -                   | 10.5              | (10.5)            | -                 | -                 | -                 |      |
| 181 Measure R 20% Highway   | 1,183.9             | 0.5%          | 83.7               | (21.7)             | 1,121.9             | 61.9              | (11.8)            | (9.4)             | (40.7)            | 2.4               |      |
| 182 Measure R 2% System Improvements                                | 301.6               | 0.1%          | 0.0                | 14.0               | 287.6               | 10.4              | 3.1               | (4.9)             | 12.3              | 12.9              |      |
| 183 Measure R 35% Rail Capital                                      | 535.3               | 0.2%          | 420.3              | (33.6)             | 148.7               | 173.2             | 688.7             | (164.4)           | 472.7             | (652.9)           |      |
| 184 Proposition C 40% Cash  | 508.4               | 0.2%          | 324.8              | 354.8              | (171.2)             | 66.8              | (28.3)            | (10.0)            | (19.1)            | 32.3              |      |
| <b>185 Subtotal Unallocated Regional Program Funds-Future Projs</b> | <b>5,428.1</b>      | <b>2.1%</b>   | <b>970.0</b>       | <b>372.4</b>       | <b>4,085.7</b>      | <b>1,826.8</b>    | <b>539.7</b>      | <b>(546.8)</b>    | <b>244.4</b>      | <b>(865.9)</b>    |      |
| <b>186 Cumulative Unallocated Regional Program Funds</b>            | <b>5,428.1</b>      |               | <b>970.0</b>       | <b>1,342.4</b>     | <b>5,428.1</b>      | <b>1,826.8</b>    | <b>2,366.5</b>    | <b>1,819.8</b>    | <b>2,064.1</b>    | <b>1,198.2</b>    |      |
| <b>187 Total without deducting deficit</b>                          | <b>\$ 254,051.9</b> | <b>100.0%</b> | <b>\$ 71,094.9</b> | <b>\$ 77,461.3</b> | <b>\$ 105,495.7</b> | <b>\$ 7,504.5</b> | <b>\$ 6,583.2</b> | <b>\$ 5,971.8</b> | <b>\$ 7,853.0</b> | <b>\$ 6,607.7</b> |      |
| <b>188 Highway Funding Strategy Project Costs</b>                   | <b>22,721.9</b>     |               | <b>8,003.0</b>     | <b>10,558.2</b>    | <b>4,160.7</b>      | <b>32.2</b>       | <b>378.6</b>      | <b>396.0</b>      | <b>404.4</b>      | <b>514.8</b>      |      |
| <b>189 High Speed Rail Los Angeles to Anaheim</b>                   | <b>3,000.0</b>      |               | <b>2,850.0</b>     | <b>150.0</b>       | <b>-</b>            | <b>-</b>          | <b>75.0</b>       | <b>150.0</b>      | <b>300.0</b>      | <b>350.0</b>      |      |
| <b>190 GRAND TOTAL COSTS</b>  | <b>\$ 279,773.8</b> |               | <b>\$ 81,947.9</b> | <b>\$ 88,169.5</b> | <b>\$ 109,656.4</b> | <b>\$ 7,536.7</b> | <b>\$ 7,036.8</b> | <b>\$ 6,517.8</b> | <b>\$ 8,557.4</b> | <b>\$ 7,472.5</b> |      |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

|   | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           |
| <b>Uses Allocated (\$ in millions)</b>                              |                |                |                |                |                |                |                |                |                |                |                |
| <b>Countywide Bus Operations</b>                                    |                |                |                |                |                |                |                |                |                |                |                |
| 1 Bus Operations - MTA  | \$ 969.1       | \$ 1,005.7     | \$ 1,042.5     | \$ 1,079.0     | \$ 1,124.2     | \$ 1,152.9     | \$ 1,217.1     | \$ 1,248.4     | \$ 1,279.4     | \$ 1,331.8     | \$ 1,405.4     |
| 2 Bus Operations - Municipal & Non-Metro Operators                  | 461.0          | 481.8          | 503.0          | 525.2          | 545.8          | 566.9          | 588.8          | 608.9          | 629.5          | 650.1          | 672.1          |
| 4 Other Eligible Operators (Prop A 40% Alloc)                       | 23.4           | 24.0           | 24.5           | 25.0           | 25.6           | 26.1           | 26.6           | 27.1           | 27.6           | 28.1           | 28.6           |
| 5 Paratransit - (Access Services Operations)                        | 115.6          | 118.4          | 121.1          | 123.8          | 126.3          | 128.8          | 131.3          | 134.0          | 136.5          | 139.0          | 141.6          |
| 6 Paratransit (TDA Article 8)                                       | 20.0           | 21.2           | 22.4           | 23.6           | 24.9           | 26.2           | 27.5           | 28.7           | 29.9           | 31.2           | 32.5           |
| 7 Paratransit (New Freedom)   | 3.5            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 8 Job Access transit (JARC)   | 8.0            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 9 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%) | 14.3           | 15.2           | 16.0           | 16.9           | 17.8           | 18.7           | 19.6           | 20.5           | 21.3           | 22.2           | 23.1           |
| <b>Subtotal Countywide Bus Operations</b>                           | <b>1,614.8</b> | <b>1,666.2</b> | <b>1,729.6</b> | <b>1,793.5</b> | <b>1,864.5</b> | <b>1,919.5</b> | <b>2,010.9</b> | <b>2,067.6</b> | <b>2,124.3</b> | <b>2,202.4</b> | <b>2,303.3</b> |
| 11 Rail Operations - MTA  | 356.5          | 423.7          | 439.0          | 448.4          | 531.8          | 558.6          | 634.3          | 713.7          | 727.1          | 742.6          | 754.2          |
| 12 Rail Operations - Metrolink                                      | 93.7           | 97.2           | 100.2          | 102.8          | 105.3          | 107.9          | 110.6          | 113.3          | 116.1          | 118.9          | 121.7          |
| <b>Subtotal Countywide Rail Operations</b>                          | <b>450.2</b>   | <b>520.9</b>   | <b>539.2</b>   | <b>551.2</b>   | <b>637.1</b>   | <b>666.5</b>   | <b>744.9</b>   | <b>827.0</b>   | <b>843.2</b>   | <b>861.4</b>   | <b>876.0</b>   |
| <b>Total Countywide Operations</b>                                  | <b>2,065.1</b> | <b>2,187.2</b> | <b>2,268.8</b> | <b>2,344.7</b> | <b>2,501.7</b> | <b>2,586.1</b> | <b>2,755.8</b> | <b>2,894.6</b> | <b>2,967.5</b> | <b>3,063.9</b> | <b>3,179.3</b> |
| 15 Bus Capital - MTA  | 181.2          | 212.7          | 189.8          | 263.1          | 222.8          | 262.3          | 253.9          | 217.1          | 373.9          | 239.5          | 274.3          |
| 16 Bus Capital - CRD  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 17 Bus Capital - Municipal & Non-MTA Operators                      | 182.9          | 179.2          | 181.8          | 188.3          | 191.1          | 199.2          | 202.3          | 210.2          | 213.1          | 221.1          | 224.3          |
| 18 Bus Capital - Paratransit (Access Services)                      | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| 19 Bus Capital - Paratransit - Other Operators                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>Total Countywide Bus Capital</b>                                 | <b>364.5</b>   | <b>392.3</b>   | <b>372.1</b>   | <b>451.9</b>   | <b>414.4</b>   | <b>461.9</b>   | <b>456.6</b>   | <b>427.8</b>   | <b>587.4</b>   | <b>461.1</b>   | <b>499.0</b>   |
| <b>Rail Capital - Major Projects</b>                                |                |                |                |                |                |                |                |                |                |                |                |
| 22 Exposition LRT-Phase I to Venice/Robertson                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 23 Exposition LRT-Phase II to Santa Monica                          | 244.4          | 16.9           | 10.1           | -              | -              | -              | -              | -              | -              | -              | -              |
| 24 Wilshire Metro Rapid Transitway                                  | -              | -              | -              | -              | -              | 30.0           | 50.3           | 20.0           | 15.0           | -              | -              |
| 25 San Fernando Valley North-South - Canoga                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 26 East San Fernando Valley North-South Corridor                    | 51.6           | 56.2           | 17.9           | 8.5            | -              | -              | -              | -              | -              | -              | -              |
| 27 Gold Line Foothill Extension (from Pasadena)                     | 111.2          | 28.0           | 26.0           | 44.1           | 34.5           | -              | -              | -              | -              | -              | -              |
| 28 Westside Subway Extension Segment 1                              | 995.4          | 743.4          | 469.7          | 542.9          | 507.2          | 343.4          | 132.8          | 66.5           | -              | -              | -              |
| 29 Westside Subway Extension Segment 2                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 30 Westside Subway Extension Segment 3                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 31 Regional Connector   | 248.4          | 280.8          | 193.3          | 207.9          | 52.2           | 9.3            | -              | -              | -              | -              | -              |
| 32 Crenshaw/LAX Transit Corridor                                    | 354.4          | 408.4          | 287.4          | 148.8          | 24.0           | 6.5            | -              | -              | -              | -              | -              |
| 33 Green Line Extension to LAX                                      | 60.0           | 46.3           | 35.5           | 24.5           | 8.0            | -              | -              | -              | -              | -              | -              |
| 34 West Santa Ana Branch  | 48.5           | 58.2           | 58.2           | 60.8           | 24.3           | 6.8            | -              | -              | -              | -              | -              |
| 35 Eastside Extension Phase II                                      | 240.0          | 273.8          | 296.6          | 317.0          | 222.4          | 8.8            | -              | -              | -              | -              | -              |
| 36 South Bay Green Line Extension                                   | 60.0           | 80.0           | 58.4           | 52.0           | 7.6            | -              | -              | -              | -              | -              | -              |
| 37 San Fernando Valley I-405 Corridor Connection                    | 232.8          | 242.8          | 325.3          | 281.6          | 108.4          | 13.6           | -              | -              | -              | -              | -              |
| 38 Balance of Westside Subway Extension Minimum for TBD             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 39 Subregional repayment for TBD from SFV N-S Canoga (\$182)        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 40 Subregional repayment for TBD from East San Fern. Val N-S        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 41 Subregional repayment for TBD from Expo Phase II                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>Subtotal</b>   | <b>2,646.8</b> | <b>2,234.8</b> | <b>1,778.3</b> | <b>1,688.1</b> | <b>988.7</b>   | <b>418.3</b>   | <b>183.1</b>   | <b>86.5</b>    | <b>15.0</b>    | -              | -              |
| 43 Rail Cap - Balance of Major Projects (Eastside LRT)              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 44 Rail Cap - Closeout of Prior Projects                            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 45 Rail Cap - Misc. Red, Blue, Green, Gold Projects                 | 38.0           | 38.0           | -              | -              | -              | -              | -              | -              | 19.8           | 19.8           | 19.8           |
| 46 Rail Cap - Eastside LRT Access                                   | 8.0            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 47 Rail Cap - System Improvements (ARRA)                            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 48 Rail Cap - System Improvements                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 49 Rail Cap - Red/Purple Line System Improvements                   | 5.6            | 29.9           | 67.7           | 82.4           | 91.4           | 73.9           | 34.9           | 28.5           | 83.9           | -              | -              |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ in millions)  | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023         | 2024           |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|----------------|
|  | 2015           | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024         | 2025           |
| 50 Rail Cap - P2550 Light Rail Vehicles (not in project budgets)           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 51 Rail Cap - P3010 Light Rail Vehicles (not in project budgets)           | 150.5          | 68.3           | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 52 Rail Cap - Future Light Rail Vehicles-St of Good Rep (not in proj budg) | 50.4           | 50.8           | 46.9           | 97.9           | 4.5            | 73.6           | 52.1           | 34.1           | 34.6           | 61.3         | 64.3           |
| 53 Subtotal Light Rail Vehicles  | 252.5          | 186.9          | 114.6          | 180.3          | 95.9           | 147.5          | 87.0           | 62.6           | 138.2          | 81.1         | 84.1           |
| 54 Rail Cap - Heavy Rail Vehicles (not in project budgets)                 | -              | -              | -              | -              | -              | 10.2           | 31.2           | 31.7           | -              | -            | -              |
| 55 Rail Cap - Wayside Systems, Facilities Maint, Vehicle Maint             | 13.9           | 15.0           | 20.5           | 30.2           | 28.9           | 54.1           | 55.1           | 56.2           | 57.3           | 58.3         | 59.4           |
| 56 Rail Cap - State of Good Repair - Existing Lines excl vehicles          | -              | -              | -              | -              | -              | 133.0          | 97.3           | 200.7          | 113.1          | 85.4         | 330.7          |
| 57 Rail Cap - State of Good Repair - Systemwide                            | -              | -              | -              | -              | -              | 150.0          | 150.0          | 150.0          | 66.1           | 150.0        | 150.0          |
| 58 Rail Cap - State of Good Repair - Future Lines                          | -              | -              | -              | -              | -              | 7.0            | 9.1            | 15.0           | 18.7           | 26.1         | 34.8           |
| 59 Subtotal State of Good Repair   | -              | -              | -              | -              | -              | 290.0          | 256.4          | 365.7          | 197.9          | 261.5        | 515.5          |
| 60 Rail Cap - Light Rail Yards (not in project budgets)                    | 30.0           | 30.0           | 10.8           | -              | -              | -              | -              | -              | -              | -            | -              |
| 61 Rail Cap - Contingency for Rail Yards                                   | -              | -              | -              | -              | -              | 60.0           | -              | -              | -              | -            | -              |
| 62 Rail Cap - Transit Project Studies and Planning                         | -              | -              | -              | -              | -              | 15.0           | 10.0           | -              | -              | -            | 14.6           |
| 63 Rail Cap - Intercity Rail   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 64 Rail Cap - Transit System Safety & Security                             | 16.1           | 16.1           | 16.1           | -              | -              | -              | -              | -              | -              | -            | -              |
| 65 Rail Cap - Metrolink prior obligations                                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 66 Rail Cap - Metrolink  | 84.0           | 60.3           | 49.4           | 42.5           | 43.5           | 91.2           | 93.7           | 97.8           | 77.6           | 79.9         | 82.5           |
| 67 <b>Total Countywide Rail Capital</b>                                    | <b>3,043.2</b> | <b>2,543.2</b> | <b>1,989.7</b> | <b>1,941.0</b> | <b>1,157.0</b> | <b>1,086.3</b> | <b>716.6</b>   | <b>700.5</b>   | <b>486.0</b>   | <b>480.9</b> | <b>756.1</b>   |
| 68 <b>Subtotal Transit Capital</b>   | <b>3,407.7</b> | <b>2,935.5</b> | <b>2,361.9</b> | <b>2,392.9</b> | <b>1,571.3</b> | <b>1,548.2</b> | <b>1,173.2</b> | <b>1,128.3</b> | <b>1,073.4</b> | <b>942.0</b> | <b>1,255.1</b> |
| 69 <b>Highway/Multimodal/Streets and Roads</b>                             |                |                |                |                |                |                |                |                |                |              |                |
| 70 Regional Surface Transportation Improvements (RSTI)                     | 37.8           | 30.0           | 32.2           | 42.9           | 44.4           | 34.1           | 28.0           | 31.3           | -              | -            | -              |
| 71 Transit Capital (including some Metrolink through CFP)                  | 17.8           | 12.0           | 14.0           | 12.0           | -              | -              | -              | -              | -              | -            | -              |
| 72 Signal Synchronization  | -              | -              | -              | 25.1           | 33.0           | 20.0           | 15.0           | 22.1           | -              | -            | -              |
| 73 Bikeways & Pedestrian Improvements                                      | 10.0           | 10.0           | 8.6            | -              | -              | -              | -              | -              | -              | -            | -              |
| 74 Transportation Enhancements   | 16.1           | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 75 Transportation Demand Management (TDM)                                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 76 Regionally Significant  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 77 Future Call for Projects  | -              | 45.1           | 56.9           | 81.8           | 97.7           | 298.6          | 298.8          | 282.4          | 274.3          | 266.4        | 264.8          |
| 78 <b>Subtotal Call for Projects (CFP)</b>                                 | <b>81.7</b>    | <b>97.1</b>    | <b>111.7</b>   | <b>161.8</b>   | <b>175.1</b>   | <b>352.7</b>   | <b>341.8</b>   | <b>335.8</b>   | <b>274.3</b>   | <b>266.4</b> | <b>264.8</b>   |
| 79 Freeways  | 318.4          | 264.8          | 180.3          | 105.6          | 76.7           | 147.5          | 185.9          | 192.8          | 255.8          | 406.5        | 552.5          |
| 80 SR-138 Widening   | 16.5           | 88.9           | 32.3           | 13.0           | 33.0           | 50.0           | -              | -              | -              | -            | -              |
| 81 Measure R to be transferred to West Santa Ana Branch                    | -              | -              | -              | -              | -              | 15.8           | 23.7           | 83.6           | 61.5           | -            | 3.6            |
| 82 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 83 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 84 I-5 Carmenita Interchange (\$106 to 710-South)                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 85 Alameda Corridor East   | 86.9           | 59.8           | 50.0           | -              | -              | -              | -              | -              | -              | -            | -              |
| 86 Retrofit Soundwalls   | -              | -              | -              | -              | -              | 70.7           | 58.0           | 23.2           | 20.0           | 20.0         | -              |
| 87 Miscellaneous Projects  | 27.0           | 39.9           | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 88 Expo Phase II Bikeway (in addition to prior Call for Projects funding)  | 3.5            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 89 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)     | 7.5            | 7.9            | 8.4            | 8.8            | 9.3            | 9.8            | 10.3           | 10.7           | 11.2           | 11.7         | 12.2           |
| 90 SHOPP   | 162.0          | 162.0          | 162.0          | 165.0          | 165.0          | 165.0          | 165.0          | 170.0          | 170.0          | 170.0        | 170.0          |
| 91 Environmental Enhancement & Mitigation (EEM)                            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0          | 1.0            |
| 92 Gerald Desmond Bridge   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 93 BNSF Grade Separations  | 8.0            | 8.0            | 9.0            | -              | -              | -              | -              | -              | -              | -            | -              |
| 94 Other Projects from Prop 1B Bonds                                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 95 Local Roads Rehabilitation (Prop 1B)                                    | 40.0           | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 96 Regional Integration of Intelligent Transportation Systems (ITS)        | 1.8            | 1.8            | 1.6            | 1.6            | 1.7            | 1.7            | 1.7            | 1.8            | 1.8            | 1.8          | 1.9            |
| 97 Safe Routes to Schools Projects   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 98 Rapid Bus Projects Subsidies  | 13.3           | 7.0            | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 99 Highway-Railroad Crossing Safety-Prop 1B                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |
| 100 Highway Safety-SHOPP-Prop 1B (no project sheet)                        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -              |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ In millions)                                       | 2014            | 2015            | 2016            | 2017            | 2018            | 2019            | 2020            | 2021            | 2022            | 2023             | 2024             |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|
|   | 2015            | 2016            | 2017            | 2018            | 2019            | 2020            | 2021            | 2022            | 2023            | 2024             | 2025             |
| 101 Highway Safety-Signal Synchron LA City-Prop 1B                    | -               | -               | -               | -               | -               | -               | -               | -               | -               | -                | -                |
| 102 Local Street Improvements - City and County ARRA                  | -               | -               | -               | -               | -               | -               | -               | -               | -               | -                | -                |
| 103 Wilshire Bus Only Lane  | -               | -               | -               | -               | -               | -               | -               | -               | -               | -                | -                |
| <b>104 Subtotal Highway Capital including CFP</b>                     | <b>767.5</b>    | <b>738.3</b>    | <b>556.3</b>    | <b>456.8</b>    | <b>461.8</b>    | <b>814.1</b>    | <b>787.4</b>    | <b>818.9</b>    | <b>795.5</b>    | <b>877.3</b>     | <b>1,005.9</b>   |
| 105 Freeway Service Patrol  | 24.4            | 24.9            | 25.4            | 25.8            | 26.3            | 26.7            | 27.2            | 27.6            | 28.1            | 28.5             | 29.0             |
| 106 Call Box Program  | 1.2             | 1.2             | 1.2             | -               | -               | -               | -               | -               | -               | -                | -                |
| 107 Other SAFE Programs   | 8.2             | 8.0             | 8.0             | 9.2             | 5.5             | 5.5             | 5.5             | 5.5             | 5.5             | 5.5              | 5.5              |
| 108 Local Roads Rehabilitation  | 420.8           | 424.5           | 428.2           | 431.8           | 435.2           | 438.6           | 442.0           | 445.5           | 448.9           | 452.2            | 455.7            |
| 109 Caltrans L.A. County Operations and Administration                | 194.6           | 199.4           | 204.4           | 209.5           | 214.8           | 220.1           | 225.6           | 231.3           | 237.1           | 243.0            | 249.1            |
| 110 Rideshare   | 8.9             | 12.4            | 13.0            | 15.1            | 14.2            | 14.8            | 15.4            | 16.0            | 18.5            | 17.4             | 18.1             |
| <b>111 Subtotal</b>   | <b>658.1</b>    | <b>670.5</b>    | <b>680.3</b>    | <b>691.4</b>    | <b>695.9</b>    | <b>705.7</b>    | <b>715.7</b>    | <b>725.9</b>    | <b>738.0</b>    | <b>746.6</b>     | <b>757.4</b>     |
| 112 Highway Project Development Support                               | 14.4            | 14.6            | 17.8            | 19.4            | 19.7            | 19.9            | 20.1            | 20.4            | 20.6            | 20.9             | 21.1             |
| 113 Local Roads (Props A and C Local Return) - not on Hwy Summary     | 139.8           | 148.1           | 156.5           | 164.8           | 173.4           | 182.2           | 191.5           | 199.7           | 208.2           | 216.7            | 225.8            |
| 114 Local Roads (STPL) - not on Hwy Summary                           | 31.7            | 31.7            | 31.7            | 31.7            | 31.7            | 31.7            | 31.7            | 31.7            | 31.7            | 31.7             | 31.7             |
| 115 Measure R Local Return - Highway Assumed - not on Hwy Summary     | 111.4           | 118.1           | 124.7           | 131.4           | 138.2           | 145.3           | 152.6           | 159.2           | 166.0           | 172.7            | 180.0            |
| <b>116 Subtotal Highway Operations</b>                                | <b>297.3</b>    | <b>312.6</b>    | <b>330.7</b>    | <b>347.3</b>    | <b>363.0</b>    | <b>379.1</b>    | <b>395.9</b>    | <b>410.9</b>    | <b>426.5</b>    | <b>442.0</b>     | <b>458.7</b>     |
| <b>117 Total Highway/Multimodal/Streets and Roads</b>                 | <b>1,722.8</b>  | <b>1,721.3</b>  | <b>1,567.2</b>  | <b>1,495.6</b>  | <b>1,520.7</b>  | <b>1,898.8</b>  | <b>1,899.0</b>  | <b>1,955.7</b>  | <b>1,960.1</b>  | <b>2,066.0</b>   | <b>2,222.0</b>   |
| <b>118 Debt Service</b>   |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |                  |
| 119 Prop C 40% Admin Debt Service                                     | -               | -               | -               | -               | -               | -               | -               | -               | -               | -                | -                |
| 120 Bus Facil Cap Debt Serv-Prop C 40%                                | -               | -               | -               | -               | -               | -               | -               | -               | -               | -                | -                |
| 121 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds                          | -               | 2.6             | 5.2             | 7.8             | 10.3            | 14.2            | 16.9            | 16.9            | 27.6            | 27.6             | 31.6             |
| 122 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds                    | 2.1             | 2.1             | 2.1             | 2.8             | 3.5             | 4.2             | 6.0             | 9.0             | 12.4            | 14.7             | 15.4             |
| 123 Rail Capital Debt Service-Prop A 35% (including commercial paper) | 204.9           | 212.5           | 215.4           | 215.5           | 215.4           | 227.2           | 250.2           | 270.6           | 190.6           | 209.2            | 236.8            |
| 124 Rail Capital Debt Service-Prop C 40%                              | 71.7            | 71.5            | 71.2            | 78.8            | 91.1            | 96.3            | 95.7            | 99.8            | 105.5           | 72.0             | 80.5             |
| 125 Prop A 40% Debt Service   | 2.3             | 2.3             | 2.3             | 2.3             | 2.3             | 2.3             | 2.0             | 2.0             | 2.0             | 2.0              | 2.0              |
| 126 Commuter Rail Debt Service-Prop C 10%                             | 21.5            | 24.3            | 26.3            | 27.8            | 28.9            | 31.6            | 35.6            | 40.7            | 45.5            | 42.7             | 44.2             |
| 127 Highway Debt Serv-Prop C 25%                                      | 126.6           | 135.5           | 138.8           | 147.3           | 156.5           | 162.9           | 173.8           | 184.0           | 195.8           | 190.3            | 204.9            |
| <b>128 Subtotal Props A &amp; C Debt Service</b>                      | <b>429.2</b>    | <b>450.7</b>    | <b>461.2</b>    | <b>482.2</b>    | <b>507.9</b>    | <b>538.7</b>    | <b>580.1</b>    | <b>623.0</b>    | <b>579.3</b>    | <b>558.4</b>     | <b>615.4</b>     |
| 129 Measure R 2% - Commercial Paper Debt Service                      | 0.8             | 0.8             | 1.5             | 2.0             | 18.4            | 3.4             | 6.5             | 7.3             | 22.1            | 23.1             | 24.0             |
| 130 Measure R 20% Highway - Debt Service                              | 17.5            | 24.1            | 27.8            | 28.8            | 28.8            | 28.8            | 31.1            | 38.7            | 45.9            | 51.8             | 64.0             |
| 131 Measure R 35% Transit 2010 - Tax Exempt Debt Service              | 21.9            | 21.9            | 21.9            | 21.9            | 21.9            | 21.9            | -               | -               | -               | -                | -                |
| 132 Measure R 35% Transit - Tax Exempt Debt Service                   | -               | -               | -               | -               | -               | -               | -               | -               | -               | -                | -                |
| 133 Measure R 35% Transit - Commercial Paper Debt Service             | 8.6             | 8.6             | 8.6             | 8.6             | 91.0            | 77.7            | 42.3            | 3.8             | 3.8             | 108.8            | 9.1              |
| 134 Measure R 35% Transit - BAB Debt Service                          | 20.6            | 20.6            | 20.6            | 20.6            | 20.6            | 20.6            | 42.6            | 42.6            | 42.6            | 42.6             | 42.6             |
| 135 Measure R 35% - 100 % QTIB Debt Service                           | 173.6           | 173.6           | 224.6           | 224.6           | 249.4           | 249.4           | 249.4           | 249.4           | 249.4           | 249.4            | 249.4            |
| 136 Measure R 35% Transit - TIFIA Loan Debt Service                   | -               | -               | -               | -               | -               | -               | 17.6            | 38.2            | 52.3            | 55.0             | 63.7             |
| <b>137 Subtotal Measure R Debt Service</b>                            | <b>243.0</b>    | <b>249.6</b>    | <b>305.0</b>    | <b>306.5</b>    | <b>430.1</b>    | <b>401.8</b>    | <b>389.4</b>    | <b>380.0</b>    | <b>416.1</b>    | <b>530.6</b>     | <b>452.8</b>     |
| 138 Capital Grant Receipts Revenue Bonds Debt Service                 | 30.3            | 33.3            | 34.5            | 42.9            | 122.7           | 42.6            | 114.7           | 123.2           | 186.4           | 180.3            | 174.2            |
| 139 GARVEE Bond Debt Service & C of I                                 | 8.6             | -               | -               | -               | -               | -               | -               | -               | -               | -                | -                |
| <b>140 Total Debt Service</b>   | <b>711.1</b>    | <b>733.6</b>    | <b>800.7</b>    | <b>831.6</b>    | <b>1,060.8</b>  | <b>983.2</b>    | <b>1,084.2</b>  | <b>1,126.2</b>  | <b>1,181.7</b>  | <b>1,269.3</b>   | <b>1,242.4</b>   |
| <b>141 Other</b>  |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |                  |
| 142 ROW Security (Prop C 10%)   | 2.3             | 2.4             | 2.4             | 2.5             | 2.6             | 2.6             | 2.7             | 2.7             | 2.8             | 2.8              | 2.9              |
| 143 Metro Other Security Costs (Prop C 5%)                            | -               | -               | -               | -               | -               | -               | -               | -               | -               | -                | -                |
| 143 LOSSAN  | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0             | 0.0              | 0.0              |
| 144 Pomona Station Improvements                                       | -               | -               | -               | -               | -               | -               | -               | -               | -               | -                | -                |
| 144 SCRRA relocation  | -               | -               | -               | -               | -               | -               | -               | -               | -               | -                | -                |
| 145 Agency-wide Capital   | 15.8            | 16.2            | 16.5            | 16.9            | 17.3            | 17.6            | 18.0            | 18.4            | 18.7            | 19.1             | 22.9             |
| 145 Admin Overhead  | 86.8            | 85.7            | 92.1            | 96.0            | 94.9            | 98.9            | 103.1           | 106.9           | 110.8           | 114.7            | 118.9            |
| 146 Immediate Needs and General Relief Token Program                  | 9.6             | 9.9             | 10.1            | 10.3            | 10.5            | 10.7            | 10.9            | 11.2            | 11.4            | 11.6             | 11.8             |
| <b>147 Total Other</b>  | <b>114.6</b>    | <b>114.1</b>    | <b>121.2</b>    | <b>125.7</b>    | <b>125.2</b>    | <b>129.9</b>    | <b>134.7</b>    | <b>139.1</b>    | <b>143.7</b>    | <b>148.2</b>     | <b>156.4</b>     |
| <b>148 Subtotal, Uses Allocated</b>                                   | <b>8,021.4</b>  | <b>7,691.7</b>  | <b>7,119.7</b>  | <b>7,190.4</b>  | <b>6,779.7</b>  | <b>7,146.2</b>  | <b>7,046.9</b>  | <b>7,244.0</b>  | <b>7,326.3</b>  | <b>7,489.2</b>   | <b>8,055.2</b>   |
| <b>149 Cumulative Uses Allocated</b>                                  | <b>41,343.4</b> | <b>49,035.1</b> | <b>56,154.8</b> | <b>63,345.2</b> | <b>70,124.9</b> | <b>77,271.1</b> | <b>84,318.0</b> | <b>91,562.0</b> | <b>98,888.3</b> | <b>106,377.5</b> | <b>114,432.7</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

|   | 2014               | 2015              | 2016              | 2017              | 2018              | 2019              | 2020              | 2021              | 2022              | 2023              | 2024              |
|---|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>Uses Allocated (\$ in millions)</b>                              | 2015               | 2016              | 2017              | 2018              | 2019              | 2020              | 2021              | 2022              | 2023              | 2024              | 2025              |
| 150 Municipal Operators' Capital Balance                            | -                  | -                 | 0.0               | (0.0)             | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 151 Municipal Operators' Operations Balance                         | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 152 <b>Metro Uses Surplus/(Deficit)</b>                             |                    |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| 153 Admin Balance   | 0.0                | 0.0               | 0.0               | (0.0)             | -                 | -                 | 0.0               | 0.0               | -                 | -                 | -                 |
| 154 Agencywide Balance  | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | 0.0               | (0.0)             | (0.0)             |
| 155 MTA Bus Operations Balance                                      | -                  | -                 | -                 | -                 | -                 | -                 | (0.0)             | -                 | 0.0               | -                 | -                 |
| 156 MTA Rail Operations Balance                                     | -                  | -                 | -                 | -                 | 0.0               | (0.0)             | -                 | -                 | -                 | -                 | -                 |
| 157 MTA Bus Capital Balance   | -                  | 0.0               | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 158 Subtotal MTA Uses Surplus/(Deficit)                             | 0.0                | 0.0               | 0.0               | (0.0)             | 0.0               | (0.0)             | (0.0)             | 0.0               | 0.0               | (0.0)             | (0.0)             |
| 159 Cumulative MTA Surplus/(Deficit)                                | 0.0                | 0.0               | 0.0               | 0.0               | 0.1               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               |
| 160 <b>Total Countywide Surplus/(Deficit)</b>                       | 0.0                | 0.0               | 0.0               | (0.1)             | 0.0               | (0.0)             | (0.0)             | 0.0               | 0.0               | (0.0)             | (0.0)             |
| 161 <b>Cumulative Countywide Surplus/(Deficit)</b>                  | 0.0                | 0.0               | 0.0               | 0.0               | 0.1               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               |
| 162 <b>Unallocated Regional Program Funds - Future Projs</b>        |                    |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| 163 Regional Improvement Program Funds (RIP)                        | (40.3)             | 0.0               | 0.0               | (0.0)             | 67.1              | (67.1)            | -                 | -                 | -                 | -                 | -                 |
| 164 CMAQ  | 32.2               | (89.0)            | (6.1)             | 28.4              | (5.2)             | (7.6)             | (20.8)            | 0.5               | (0.5)             | -                 | -                 |
| 165 RSTP  | 14.3               | (27.2)            | 0.0               | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 166 TE-Federal Transportation Enhancements                          | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 167 STA-State Transit Assistance Population Share                   | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 168 STA-State Transit Assistance Operator Revenue Share             | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 169 Section 5307 Urbanized Formula Grants                           | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 170 Section 5309 New Starts   | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 171 Section 5309 Fixed Guideway Modernization                       | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 172 TDA   | (30.0)             | (40.0)            | (11.1)            | (64.0)            | (27.0)            | (31.0)            | -                 | -                 | -                 | -                 | -                 |
| 173 Lease Revenues  | (35.0)             | (5.0)             | (5.0)             | (5.0)             | -                 | (2.0)             | (6.2)             | (6.3)             | -                 | -                 | -                 |
| 174 State repayment of capital project LONP loans (fund 3562)       | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 175 Prop 1B PTMISEA   | (61.1)             | (35.7)            | (50.8)            | (52.5)            | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 176 SAFE  | (3.4)              | (3.3)             | (3.5)             | (3.7)             | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               |
| 177 Proposition C 10%   | 0.0                | (0.0)             | 0.0               | 0.0               | (0.0)             | 0.0               | (0.0)             | (0.0)             | (0.0)             | 0.0               | 0.0               |
| 178 Proposition C 25% Highways                                      | 0.0                | 0.0               | 0.0               | (0.1)             | 0.0               | 0.1               | (0.0)             | (0.0)             | 0.1               | (0.0)             | 0.0               |
| 179 Prop A 35%  | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 180 Advertising Revenues  | -                  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 181 Measure R 20% Highway   | 3.1                | (1.4)             | (1.2)             | 33.7              | 47.0              | (70.4)            | (10.5)            | (2.1)             | (0.7)             | 0.9               | (0.8)             |
| 182 Measure R 2% System Improvements                                | 8.5                | (14.9)            | (27.4)            | (0.0)             | 0.0               | (0.0)             | (0.0)             | 0.0               | 0.0               | (0.0)             | 0.0               |
| 183 Measure R 35% Rail Capital                                      | 1,276.6            | (1,363.4)         | 274.8             | (309.1)           | 24.0              | (132.2)           | (87.3)            | (7.5)             | 7.6               | (89.2)            | 34.1              |
| 184 Proposition C 40% Cash  | 41.2               | 31.1              | 77.1              | 83.2              | 50.5              | 64.2              | 4.3               | 6.1               | 45.7              | 108.9             | 34.0              |
| 185 <b>Subtotal Unallocated Regional Program Funds-Future Projs</b> | <b>1,206.3</b>     | <b>(1,548.7)</b>  | <b>247.0</b>      | <b>(289.1)</b>    | <b>156.4</b>      | <b>(246.1)</b>    | <b>(120.6)</b>    | <b>(9.3)</b>      | <b>52.2</b>       | <b>20.5</b>       | <b>67.4</b>       |
| 186 <b>Cumulative Unallocated Regional Program Funds</b>            | <b>2,404.5</b>     | <b>855.7</b>      | <b>1,102.7</b>    | <b>813.6</b>      | <b>970.0</b>      | <b>724.0</b>      | <b>603.4</b>      | <b>594.0</b>      | <b>646.3</b>      | <b>666.8</b>      | <b>734.2</b>      |
| 187 <b>Total without deducting deficit</b>                          | <b>\$ 9,227.6</b>  | <b>\$ 6,142.9</b> | <b>\$ 7,366.7</b> | <b>\$ 6,901.3</b> | <b>\$ 6,936.1</b> | <b>\$ 6,900.2</b> | <b>\$ 6,926.3</b> | <b>\$ 7,234.6</b> | <b>\$ 7,378.5</b> | <b>\$ 7,509.8</b> | <b>\$ 8,122.6</b> |
| 188 Highway Funding Strategy Project Costs                          | 683.0              | 1,285.9           | 1,405.2           | 1,580.2           | 1,322.7           | 1,211.0           | 1,058.0           | 1,163.0           | 1,154.0           | 1,154.0           | 1,154.0           |
| 189 High Speed Rail Los Angeles to Anaheim                          | 400.0              | 450.0             | 500.0             | 425.0             | 200.0             | 150.0             | -                 | -                 | -                 | -                 | -                 |
| 190 <b>GRAND TOTAL COSTS</b>  | <b>\$ 10,310.6</b> | <b>\$ 7,878.8</b> | <b>\$ 9,271.9</b> | <b>\$ 8,906.5</b> | <b>\$ 8,458.8</b> | <b>\$ 8,261.2</b> | <b>\$ 7,984.3</b> | <b>\$ 8,397.6</b> | <b>\$ 8,532.5</b> | <b>\$ 8,663.8</b> | <b>\$ 9,276.6</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

|   | 2025           | 2026           | 2027           | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Uses Allocated (\$ in millions)</b>                              | 2026           | 2027           | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           |
| <b>1 Countywide Bus Operations</b>                                  |                |                |                |                |                |                |                |                |                |                |
| 2 Bus Operations - MTA  | \$ 1,474.1     | \$ 1,501.7     | \$ 1,566.9     | \$ 1,607.3     | \$ 1,675.5     | \$ 1,717.5     | \$ 1,760.4     | \$ 1,805.4     | \$ 1,852.1     | \$ 1,900.4     |
| 3 Bus Operations - Municipal & Non-Metro Operators                  | 694.1          | 715.7          | 738.5          | 760.8          | 783.1          | 803.9          | 824.5          | 846.5          | 869.5          | 892.9          |
| 4 Other Eligible Operators (Prop A 40% Alloc)                       | 29.2           | 29.7           | 30.3           | 30.9           | 31.5           | 32.1           | 32.7           | 33.4           | 34.0           | 34.7           |
| 5 Paratransit - (Access Services Operations)                        | 144.3          | 147.0          | 150.0          | 153.0          | 155.9          | 158.8          | 161.8          | 164.9          | 168.2          | 171.5          |
| 6 Paratransit (TDA Article 8)                                       | 33.8           | 35.1           | 36.4           | 37.8           | 39.1           | 40.2           | 41.4           | 42.7           | 44.0           | 45.3           |
| 7 Paratransit (New Freedom)   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 8 Job Access transit (JARC)   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 9 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%) | 24.1           | 25.0           | 25.9           | 26.9           | 27.8           | 28.6           | 29.5           | 30.3           | 31.3           | 32.2           |
| <b>10 Subtotal Countywide Bus Operations</b>                        | <b>2,399.5</b> | <b>2,454.3</b> | <b>2,548.2</b> | <b>2,616.6</b> | <b>2,712.9</b> | <b>2,781.1</b> | <b>2,850.4</b> | <b>2,923.2</b> | <b>2,999.1</b> | <b>3,077.0</b> |
| 11 Rail Operations - MTA  | 768.7          | 793.4          | 811.9          | 825.3          | 841.3          | 857.2          | 876.1          | 886.7          | 904.1          | 922.1          |
| 12 Rail Operations - Metrolink                                      | 124.7          | 127.7          | 131.0          | 134.2          | 137.5          | 140.9          | 144.4          | 147.9          | 151.6          | 155.4          |
| <b>13 Subtotal Countywide Rail Operations</b>                       | <b>893.4</b>   | <b>921.2</b>   | <b>942.8</b>   | <b>959.5</b>   | <b>978.8</b>   | <b>998.1</b>   | <b>1,020.5</b> | <b>1,034.6</b> | <b>1,055.8</b> | <b>1,077.5</b> |
| <b>14 Total Countywide Operations</b>                               | <b>3,292.9</b> | <b>3,375.5</b> | <b>3,491.0</b> | <b>3,576.1</b> | <b>3,691.7</b> | <b>3,779.2</b> | <b>3,870.8</b> | <b>3,957.8</b> | <b>4,054.8</b> | <b>4,154.6</b> |
| 15 Bus Capital - MTA  | 301.7          | 307.2          | 289.4          | 285.6          | 297.9          | 348.9          | 294.9          | 327.3          | 286.6          | 279.2          |
| 16 Bus Capital - CRD  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 17 Bus Capital - Municipal & Non-MTA Operators                      | 232.7          | 235.8          | 244.3          | 247.6          | 256.0          | 259.0          | 267.1          | 270.3          | 279.0          | 282.5          |
| 18 Bus Capital - Paratransit (Access Services)                      | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| 19 Bus Capital - Paratransit - Other Operators                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>20 Total Countywide Bus Capital</b>                              | <b>534.8</b>   | <b>543.4</b>   | <b>534.2</b>   | <b>533.6</b>   | <b>554.4</b>   | <b>608.3</b>   | <b>562.4</b>   | <b>598.1</b>   | <b>566.0</b>   | <b>562.1</b>   |
| <b>21 Rail Capital - Major Projects</b>                             |                |                |                |                |                |                |                |                |                |                |
| 22 Exposition LRT-Phase I to Venice/Robertson                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 23 Exposition LRT-Phase II to Santa Monica                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 24 Wilshire Metro Rapid Transitway                                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 25 San Fernando Valley North-South - Canoga                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 26 East San Fernando Valley North-South Corridor                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 27 Gold Line Foothill Extension (from Pasadena)                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 28 Westside Subway Extension Segment 1                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 29 Westside Subway Extension Segment 2                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 30 Westside Subway Extension Segment 3                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 31 Regional Connector   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 32 Crenshaw/LAX Transit Corridor                                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 33 Green Line Extension to LAX                                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 34 West Santa Ana Branch  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 35 Eastside Extension Phase II                                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 36 South Bay Green Line Extension                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 37 San Fernando Valley I-405 Corridor Connection                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 38 Balance of Westside Subway Extension Minimum for TBD             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 39 Subregional repayment for TBD from SFV N-S Canoga (\$182)        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 40 Subregional repayment for TBD from East San Fern. Val N-S        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 41 Subregional repayment for TBD from Expo Phase II                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>42 Subtotal</b>  |                |                |                |                |                |                |                |                |                |                |
| 43 Rail Cap - Balance of Major Projects (Eastside LRT)              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 44 Rail Cap - Closeout of Prior Projects                            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 45 Rail Cap - Misc. Red, Blue, Green, Gold Projects                 | 19.8           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 46 Rail Cap - Eastside LRT Access                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 47 Rail Cap - System Improvements (ARRA)                            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 48 Rail Cap - System Improvements                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 49 Rail Cap - Red/Purple Line System Improvements                   | -              | 31.7           | 9.9            | 35.4           | 28.7           | 22.0           | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ in millions)  | 2025           | 2026           | 2027           | 2028           | 2029         | 2030           | 2031           | 2032           | 2033           | 2034           |
|--|----------------|----------------|----------------|----------------|--------------|----------------|----------------|----------------|----------------|----------------|
|  | 2026           | 2027           | 2028           | 2029           | 2030         | 2031           | 2032           | 2033           | 2034           | 2035           |
| 50 Rail Cap - P2550 Light Rail Vehicles (not in project budgets)           | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 51 Rail Cap - P3010 Light Rail Vehicles (not in project budgets)           | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 52 Rail Cap - Future Light Rail Vehicles-St of Good Rep (not in proj budg) | 50.4           | 46.8           | 109.4          | 64.8           | 64.7         | 87.5           | 70.1           | 1.8            | 42.3           | 42.5           |
| 53 Subtotal Light Rail Vehicles  | 70.2           | 78.5           | 119.3          | 100.2          | 93.4         | 109.5          | 70.1           | 1.8            | 42.3           | 42.5           |
| 54 Rail Cap - Heavy Rail Vehicles (not in project budgets)                 | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 55 Rail Cap - Wayside Systems, Facilities Maint, Vehicle Maint             | 60.5           | 61.7           | 62.9           | 64.2           | 65.4         | 66.6           | 67.9           | 69.2           | 70.6           | 72.0           |
| 56 Rail Cap - State of Good Repair - Existing Lines excl vehicles          | 64.8           | 7.8            | 34.8           | 73.6           | 21.8         | 109.5          | 47.5           | 270.3          | 50.1           | 532.2          |
| 57 Rail Cap - State of Good Repair - Systemwide                            | 150.0          | 150.0          | 150.0          | 121.8          | -            | -              | -              | -              | -              | -              |
| 58 Rail Cap - State of Good Repair - Future Lines                          | 47.3           | 71.8           | 84.6           | 115.4          | 108.6        | 224.0          | 275.3          | 460.5          | 370.3          | 371.4          |
| 59 Subtotal State of Good Repair   | 262.1          | 229.6          | 269.4          | 310.8          | 130.4        | 333.5          | 322.8          | 730.8          | 420.4          | 903.6          |
| 60 Rail Cap - Light Rail Yards (not in project budgets)                    | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 61 Rail Cap - Contingency for Rail Yards                                   | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 62 Rail Cap - Transit Project Studies and Planning                         | 13.2           | 14.9           | 7.3            | -              | -            | -              | -              | -              | -              | -              |
| 63 Rail Cap - Intercity Rail   | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 64 Rail Cap - Transit System Safety & Security                             | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 65 Rail Cap - Metrolink prior obligations                                  | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 66 Rail Cap - Metrolink  | 85.2           | 87.8           | 79.7           | 72.3           | 89.7         | 93.2           | 85.9           | 88.7           | 91.5           | 93.8           |
| 67 <b>Total Countywide Rail Capital</b>                                    | <b>491.1</b>   | <b>472.4</b>   | <b>538.7</b>   | <b>547.4</b>   | <b>379.0</b> | <b>602.9</b>   | <b>546.7</b>   | <b>890.5</b>   | <b>624.8</b>   | <b>1,111.9</b> |
| 68 <b>Subtotal Transit Capital</b>   | <b>1,025.9</b> | <b>1,015.8</b> | <b>1,072.8</b> | <b>1,081.0</b> | <b>933.4</b> | <b>1,211.2</b> | <b>1,109.2</b> | <b>1,488.6</b> | <b>1,190.8</b> | <b>1,674.0</b> |
| 69 <b>Highway/Multimodal/Streets and Roads</b>                             |                |                |                |                |              |                |                |                |                |                |
| 70 Regional Surface Transportation Improvements (RSTI)                     | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 71 Transit Capital (including some Metrolink through CFP)                  | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 72 Signal Synchronization  | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 73 Bikeways & Pedestrian Improvements                                      | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 74 Transportation Enhancements   | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 75 Transportation Demand Management (TDM)                                  | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 76 Regionally Significant  | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 77 Future Call for Projects  | 263.3          | 271.8          | 267.2          | 263.7          | 227.3        | -              | -              | -              | -              | -              |
| 78 <b>Subtotal Call for Projects (CFP)</b>                                 | <b>263.3</b>   | <b>271.8</b>   | <b>267.2</b>   | <b>263.7</b>   | <b>227.3</b> |                |                |                |                |                |
| 79 Freeways  | 555.1          | 463.6          | 428.6          | 357.8          | 454.0        | 357.9          | 338.2          | 264.5          | 278.8          | 153.6          |
| 80 SR-138 Widening   | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 81 Measure R to be transferred to West Santa Ana Branch                    | 3.9            | 2.8            | -              | -              | -            | -              | -              | -              | -              | -              |
| 82 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)                          | -              | -              | -              | -              | -            | -              | -              | -              | 88.8           | -              |
| 83 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)             | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 84 I-5 Carmenita Interchange (\$106 to 710-South)                          | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 85 Alameda Corridor East   | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 86 Retrofit Soundwalls   | -              | -              | -              | -              | 35.0         | 134.0          | 127.0          | 130.0          | 30.0           | 85.9           |
| 87 Miscellaneous Projects  | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 88 Expo Phase II Bikeway (in addition to prior Call for Projects funding)  | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 89 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)     | 12.7           | 13.1           | 13.6           | 14.1           | 14.6         | 15.1           | 15.5           | 16.0           | 16.5           | 17.0           |
| 90 SHOPP   | 170.0          | 170.0          | 170.0          | 170.0          | 170.0        | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          |
| 91 Environmental Enhancement & Mitigation (EEM)                            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0          | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 92 Gerald Desmond Bridge   | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 93 BNSF Grade Separations  | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 94 Other Projects from Prop 1B Bonds                                       | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 95 Local Roads Rehabilitation (Prop 1B)                                    | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 96 Regional Integration of Intelligent Transportation Systems (ITS)        | 1.9            | 1.9            | 2.0            | 2.0            | 2.0          | -              | -              | -              | -              | -              |
| 97 Safe Routes to Schools Projects   | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 98 Rapid Bus Projects Subsidies  | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 99 Highway-Railroad Crossing Safety-Prop 1B                                | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |
| 100 Highway Safety-SHOPP-Prop 1B (no project sheet)                        | -              | -              | -              | -              | -            | -              | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
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|   | 2025             | 2026             | 2027             | 2028             | 2029             | 2030             | 2031             | 2032             | 2033             | 2034             | 2035 |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------|
| <b>Uses Allocated (\$ in millions)</b>                                | 2026             | 2027             | 2028             | 2029             | 2030             | 2031             | 2032             | 2033             | 2034             | 2035             |      |
| 101 Highway Safety-Signal Synchron LA City-Prop 1B                    | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -    |
| 102 Local Street Improvements - City and County ARRA                  | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -    |
| 103 Wilshire Bus Only Lane  | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -    |
| 104 <b>Subtotal Highway Capital including CFP</b>                     | <b>1,007.8</b>   | <b>924.3</b>     | <b>882.4</b>     | <b>808.6</b>     | <b>904.0</b>     | <b>678.0</b>     | <b>651.7</b>     | <b>581.5</b>     | <b>585.1</b>     | <b>427.5</b>     |      |
| 105 Freeway Service Patrol  | 29.5             | 30.0             | 30.5             | 31.0             | 31.5             | 32.0             | 32.6             | 33.1             | 33.7             | 34.3             |      |
| 106 Call Box Program  | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -    |
| 107 Other SAFE Programs   | 5.5              | 5.5              | 5.5              | 5.5              | 5.5              | 5.5              | 5.5              | 5.5              | 5.5              | 5.5              |      |
| 108 Local Roads Rehabilitation  | 459.4            | 463.0            | 467.0            | 471.0            | 475.0            | 479.0            | 483.0            | 487.2            | 491.6            | 496.1            |      |
| 109 Caltrans L.A. County Operations and Administration                | 255.3            | 261.7            | 268.2            | 274.9            | 281.8            | 288.8            | 296.1            | 303.5            | 311.1            | 318.8            |      |
| 110 Rideshare   | 18.8             | 19.6             | 22.3             | 21.3             | 22.1             | 22.1             | 22.1             | 22.1             | 22.1             | 22.1             |      |
| 111 <b>Subtotal</b>   | <b>768.4</b>     | <b>779.7</b>     | <b>793.5</b>     | <b>803.7</b>     | <b>815.9</b>     | <b>827.4</b>     | <b>839.2</b>     | <b>851.4</b>     | <b>863.9</b>     | <b>876.8</b>     |      |
| 112 Highway Project Development Support                               | 21.4             | 21.6             | 21.9             | 22.2             | 22.5             | 22.8             | 23.1             | 23.4             | 23.7             | 24.0             |      |
| 113 Local Roads (Props A and C Local Return) - not on Hwy Summary     | 234.9            | 243.8            | 253.1            | 262.1            | 271.1            | 279.2            | 287.3            | 295.9            | 305.1            | 314.2            |      |
| 114 Local Roads (STPL) - not on Hwy Summary                           | 31.7             | 31.7             | 31.7             | 31.7             | 31.7             | 31.7             | 31.7             | 31.7             | 31.7             | 31.7             |      |
| 115 Measure R Local Return - Highway Assumed - not on Hwy Summary     | 187.3            | 194.4            | 201.7            | 208.9            | 216.1            | 222.6            | 229.0            | 235.9            | 243.2            | 250.5            |      |
| 116 <b>Subtotal Highway Operations</b>                                | <b>475.3</b>     | <b>491.5</b>     | <b>508.5</b>     | <b>524.9</b>     | <b>541.4</b>     | <b>556.3</b>     | <b>571.1</b>     | <b>586.9</b>     | <b>603.6</b>     | <b>620.4</b>     |      |
| 117 <b>Total Highway/Multimodal/Streets and Roads</b>                 | <b>2,251.6</b>   | <b>2,195.6</b>   | <b>2,184.4</b>   | <b>2,137.3</b>   | <b>2,261.2</b>   | <b>2,061.7</b>   | <b>2,062.0</b>   | <b>2,019.8</b>   | <b>2,052.6</b>   | <b>1,924.7</b>   |      |
| 118 <b>Debt Service</b>   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |      |
| 119 Prop C 40% Admin Debt Service                                     | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -    |
| 120 Bus Facil Cap Debt Serv-Prop C 40%                                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -    |
| 121 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds                          | 38.2             | 42.2             | 43.6             | 43.7             | 43.8             | 41.2             | 37.3             | 34.7             | 34.7             | 24.0             |      |
| 122 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds                    | 15.4             | 15.4             | 15.4             | 15.4             | 15.4             | 15.4             | 15.4             | 15.4             | 15.4             | 15.4             |      |
| 123 Rail Capital Debt Service-Prop A 35% (including commercial paper) | 261.0            | 280.0            | 285.6            | 295.0            | 303.6            | 320.7            | 345.5            | 374.2            | 405.6            | 438.3            |      |
| 124 Rail Capital Debt Service-Prop C 40%                              | 79.0             | 88.0             | 93.2             | 90.9             | 92.8             | 91.1             | 95.2             | 99.9             | 111.1            | 130.3            |      |
| 125 Prop A 40% Debt Service   | 2.0              | 2.0              | 2.0              | 2.0              | 2.0              | 2.0              | 2.0              | 2.0              | 2.0              | 2.0              |      |
| 126 Commuter Rail Debt Service-Prop C 10%                             | 47.7             | 49.2             | 52.6             | 55.3             | 57.1             | 60.2             | 62.5             | 64.6             | 66.8             | 70.0             |      |
| 127 Highway Debt Serv-Prop C 25%                                      | 218.1            | 237.6            | 258.6            | 278.0            | 296.9            | 305.3            | 308.6            | 312.3            | 316.3            | 308.1            |      |
| 128 <b>Subtotal Props A &amp; C Debt Service</b>                      | <b>661.4</b>     | <b>714.3</b>     | <b>751.0</b>     | <b>780.2</b>     | <b>811.6</b>     | <b>835.9</b>     | <b>866.6</b>     | <b>903.1</b>     | <b>951.8</b>     | <b>987.9</b>     |      |
| 129 Measure R 2% - Commercial Paper Debt Service                      | 25.0             | 26.0             | 17.0             | 13.9             | 10.3             | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              |      |
| 130 Measure R 20% Highway - Debt Service                              | 80.7             | 90.8             | 92.4             | 92.4             | 92.4             | 92.4             | 92.4             | 92.4             | 92.4             | 92.4             |      |
| 131 Measure R 35% Transit 2010 - Tax Exempt Debt Service              | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                |      |
| 132 Measure R 35% Transit - Tax Exempt Debt Service                   | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                |      |
| 133 Measure R 35% Transit - Commercial Paper Debt Service             | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              |      |
| 134 Measure R 35% Transit - BAB Debt Service                          | 42.6             | 42.6             | 42.6             | 42.6             | 42.6             | 42.6             | 42.6             | 42.6             | 42.6             | 42.6             |      |
| 135 Measure R 35% - 100 % QTIB Debt Service                           | 249.4            | 249.4            | 249.4            | 249.4            | 249.4            | 249.4            | 249.4            | 249.4            | 249.4            | 249.4            |      |
| 136 Measure R 35% Transit - TIFIA Loan Debt Service                   | 79.0             | 94.1             | 109.9            | 125.3            | 91.0             | 108.1            | 125.1            | 143.2            | 162.3            | 48.1             |      |
| 137 <b>Subtotal Measure R Debt Service</b>                            | <b>476.5</b>     | <b>502.8</b>     | <b>511.2</b>     | <b>523.5</b>     | <b>485.6</b>     | <b>492.4</b>     | <b>509.4</b>     | <b>527.5</b>     | <b>546.6</b>     | <b>432.4</b>     |      |
| 138 Capital Grant Receipts Revenue Bonds Debt Service                 | 168.1            | 162.1            | 156.0            | -                | -                | -                | -                | -                | -                | -                |      |
| 139 GARVEE Bond Debt Service & C of I                                 | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                |      |
| 140 <b>Total Debt Service</b>   | <b>1,306.1</b>   | <b>1,379.2</b>   | <b>1,418.2</b>   | <b>1,303.7</b>   | <b>1,297.2</b>   | <b>1,328.3</b>   | <b>1,376.0</b>   | <b>1,430.6</b>   | <b>1,498.4</b>   | <b>1,420.3</b>   |      |
| 141 <b>Other</b>  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |      |
| 142 ROW Security (Prop C 10%)   | 2.9              | 3.0              | 3.0              | 3.1              | 3.1              | 3.2              | 3.3              | 3.3              | 3.4              | 3.5              |      |
| 143 Metro Other Security Costs (Prop C 5%)                            | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                |      |
| 143 LOSSAN  | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              |      |
| 144 Pomona Station Improvements                                       | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                |      |
| 144 SCRRA relocation  | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                |      |
| 145 Agency-wide Capital   | 23.3             | 23.6             | 24.1             | 24.5             | 24.9             | 25.4             | 25.8             | 26.2             | 26.7             | 27.2             |      |
| 145 Admin Overhead  | 123.0            | 127.1            | 131.3            | 135.5            | 139.6            | 143.4            | 147.2            | 151.2            | 155.4            | 159.6            |      |
| 146 Immediate Needs and General Relief Token Program                  | 12.0             | 12.2             | 12.5             | 12.7             | 13.0             | 13.2             | 13.5             | 13.7             | 14.0             | 14.3             |      |
| 147 <b>Total Other</b>  | <b>161.2</b>     | <b>166.0</b>     | <b>170.9</b>     | <b>175.8</b>     | <b>180.7</b>     | <b>185.2</b>     | <b>189.7</b>     | <b>194.5</b>     | <b>199.5</b>     | <b>204.6</b>     |      |
| 148 <b>Subtotal, Uses Allocated</b>                                   | <b>8,037.7</b>   | <b>8,132.1</b>   | <b>8,337.4</b>   | <b>8,273.9</b>   | <b>8,364.3</b>   | <b>8,565.6</b>   | <b>8,607.7</b>   | <b>9,091.3</b>   | <b>8,996.2</b>   | <b>9,378.2</b>   |      |
| 149 <b>Cumulative Uses Allocated</b>                                  | <b>122,470.4</b> | <b>130,602.5</b> | <b>138,939.9</b> | <b>147,213.8</b> | <b>155,578.0</b> | <b>164,143.7</b> | <b>172,751.4</b> | <b>181,842.7</b> | <b>190,838.8</b> | <b>200,217.0</b> |      |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ in millions)                                     | 2025              | 2026              | 2027              | 2028              | 2029              | 2030              | 2031              | 2032               | 2033               | 2034               | 2035 |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|------|
|   | 2026              | 2027              | 2028              | 2029              | 2030              | 2031              | 2032              | 2033               | 2034               | 2035               |      |
| 150 Municipal Operators' Capital Balance                            | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  | -    |
| 151 Municipal Operators' Operations Balance                         | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  | -    |
| 152 <b>Metro Uses Surplus/(Deficit)</b>                             |                   |                   |                   |                   |                   |                   |                   |                    |                    |                    |      |
| 153 Admin Balance   | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  | -    |
| 154 Agencywide Balance  | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | (0.0)             | 0.0               | 0.0                | (0.0)              | 0.0                |      |
| 155 MTA Bus Operations Balance                                      | -                 | 0.0               | 0.0               | -                 | 0.0               | 0.0               | -                 | -                  | -                  | -                  |      |
| 156 MTA Rail Operations Balance                                     | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 157 MTA Bus Capital Balance   | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 158 Subtotal MTA Uses Surplus/(Deficit)                             | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | (0.0)             | 0.0               | 0.0                | (0.0)              | 0.0                |      |
| 159 Cumulative MTA Surplus/(Deficit)                                | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0                | 0.0                | 0.0                |      |
| 160 <b>Total Countywide Surplus/(Deficit)</b>                       | <b>0.0</b>        | <b>0.0</b>        | <b>0.0</b>        | <b>0.0</b>        | <b>0.0</b>        | <b>(0.0)</b>      | <b>0.0</b>        | <b>0.0</b>         | <b>(0.0)</b>       | <b>0.0</b>         |      |
| 161 <b>Cumulative Countywide Surplus/(Deficit)</b>                  | <b>0.0</b>         | <b>0.0</b>         | <b>0.0</b>         |      |
| 162 <b>Unallocated Regional Program Funds - Future Projs</b>        |                   |                   |                   |                   |                   |                   |                   |                    |                    |                    |      |
| 163 Regional Improvement Program Funds (RIP)                        | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 164 CMAQ  | -                 | (0.0)             | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 165 RSTP  | -                 | -                 | -                 | -                 | -                 | (0.0)             | 0.0               | -                  | -                  | -                  |      |
| 166 TE-Federal Transportation Enhancements                          | -                 | -                 | -                 | -                 | -                 | 16.8              | 17.0              | 17.2               | 17.4               | 17.6               |      |
| 167 STA-State Transit Assistance Population Share                   | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 168 STA-State Transit Assistance Operator Revenue Share             | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 169 Section 5307 Urbanized Formula Grants                           | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 170 Section 5309 New Starts   | -                 | -                 | -                 | 200.0             | 200.0             | 200.0             | 200.0             | 200.0              | 200.0              | 200.0              |      |
| 171 Section 5309 Fixed Guideway Modernization                       | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 172 TDA   | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 173 Lease Revenues  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 174 State repayment of capital project LONP loans (fund 3562)       | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 175 Prop 1B PTMISEA   | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 176 SAFE  | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0               | 0.0                | 0.0                | 0.0                |      |
| 177 Proposition C 10%   | 0.0               | (0.0)             | 0.0               | 0.0               | (0.0)             | (0.0)             | 0.0               | 0.0                | 0.0                | (0.0)              |      |
| 178 Proposition C 25% Highways                                      | 0.0               | (0.1)             | 0.1               | (0.1)             | 0.1               | 0.0               | (0.1)             | 0.1                | (0.0)              | (0.0)              |      |
| 179 Prop A 35%  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 180 Advertising Revenues  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 181 Measure R 20% Highway   | 0.4               | 1.1               | 11.7              | 48.6              | (7.1)             | (42.8)            | (1.7)             | 61.0               | 82.8               | 233.5              |      |
| 182 Measure R 2% System Improvements                                | 0.0               | (0.0)             | (0.0)             | 14.0              | (10.2)            | 26.7              | 30.5              | 31.5               | 32.4               | 33.4               |      |
| 183 Measure R 35% Rail Capital                                      | 41.9              | 60.6              | 59.6              | 78.7              | 122.1             | 133.3             | 124.5             | 135.6              | 126.6              | 272.7              |      |
| 184 Proposition C 40% Cash  | 24.1              | (2.4)             | 45.8              | 24.0              | 66.6              | (37.3)            | 61.2              | 30.9               | 101.5              | 78.7               |      |
| 185 <b>Subtotal Unallocated Regional Program Funds-Future Projs</b> | <b>66.5</b>       | <b>59.3</b>       | <b>117.2</b>      | <b>365.2</b>      | <b>371.4</b>      | <b>296.7</b>      | <b>431.4</b>      | <b>476.1</b>       | <b>560.7</b>       | <b>835.9</b>       |      |
| 186 <b>Cumulative Unallocated Regional Program Funds</b>            | <b>800.7</b>      | <b>860.0</b>      | <b>977.2</b>      | <b>1,342.4</b>    | <b>1,713.8</b>    | <b>2,010.5</b>    | <b>2,441.8</b>    | <b>2,918.0</b>     | <b>3,478.7</b>     | <b>4,314.6</b>     |      |
| 187 <b>Total without deducting deficit</b>                          | <b>\$ 8,104.2</b> | <b>\$ 8,191.4</b> | <b>\$ 8,454.5</b> | <b>\$ 8,639.1</b> | <b>\$ 8,735.7</b> | <b>\$ 8,862.3</b> | <b>\$ 9,039.1</b> | <b>\$ 9,567.4</b>  | <b>\$ 9,556.9</b>  | <b>\$ 10,214.0</b> |      |
| 188 Highway Funding Strategy Project Costs                          | 1,148.0           | 1,138.0           | 675.5             | 702.7             | 471.3             | 379.1             | 383.3             | 592.0              | 610.3              | 837.9              |      |
| 189 High Speed Rail Los Angeles to Anaheim                          | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  | -                  | -                  |      |
| 190 <b>GRAND TOTAL COSTS</b>  | <b>\$ 9,252.2</b> | <b>\$ 9,329.4</b> | <b>\$ 9,130.0</b> | <b>\$ 9,341.8</b> | <b>\$ 9,207.0</b> | <b>\$ 9,241.4</b> | <b>\$ 9,422.4</b> | <b>\$ 10,159.4</b> | <b>\$ 10,167.2</b> | <b>\$ 11,051.9</b> |      |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ in millions)                                     | 2035           | 2036           | 2037           | 2038           | 2039           | 2040 |
|---|----------------|----------------|----------------|----------------|----------------|------|
|   | 2036           | 2037           | 2038           | 2039           | 2040           |      |
| <b>1 Countywide Bus Operations</b>                                  |                |                |                |                |                |      |
| 2 Bus Operations - MTA  | \$ 1,950.7     | \$ 2,002.9     | \$ 2,057.0     | \$ 2,110.2     | \$ 2,164.1     |      |
| 3 Bus Operations - Municipal & Non-Metro Operators                  | 915.8          | 940.0          | 964.6          | 988.1          | 912.8          |      |
| 4 Other Eligible Operators (Prop A 40% Alloc)                       | 35.4           | 36.1           | 36.9           | 37.6           | 38.3           |      |
| 5 Paratransit - (Access Services Operations)                        | 174.9          | 178.6          | 182.2          | 185.8          | 191.5          |      |
| 6 Paratransit (TDA Article 8)                                       | 46.6           | 48.0           | 49.4           | 50.7           | 52.0           |      |
| 7 Paratransit (New Freedom)   | -              | -              | -              | -              | -              |      |
| 8 Job Access transit (JARC)   | -              | -              | -              | -              | -              |      |
| 9 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%) | 33.1           | 34.1           | 35.1           | 36.0           | 36.9           |      |
| <b>10 Subtotal Countywide Bus Operations</b>                        | <b>3,156.6</b> | <b>3,239.6</b> | <b>3,325.1</b> | <b>3,408.3</b> | <b>3,395.6</b> |      |
| 11 Rail Operations - MTA  | 943.6          | 960.0          | 979.9          | 999.0          | 1,021.3        |      |
| 12 Rail Operations - Metrolink                                      | 159.4          | 163.4          | 167.6          | 171.8          | 176.1          |      |
| <b>13 Subtotal Countywide Rail Operations</b>                       | <b>1,103.0</b> | <b>1,123.4</b> | <b>1,147.5</b> | <b>1,170.8</b> | <b>1,197.4</b> |      |
| <b>14 Total Countywide Operations</b>                               | <b>4,259.6</b> | <b>4,363.0</b> | <b>4,472.6</b> | <b>4,579.1</b> | <b>4,593.0</b> |      |
| 15 Bus Capital - MTA  | 433.0          | 304.1          | 377.3          | 376.3          | 383.5          |      |
| 16 Bus Capital - CRD  | -              | -              | -              | -              | -              |      |
| 17 Bus Capital - Municipal & Non-MTA Operators                      | 291.1          | 294.8          | 303.8          | 307.4          | 313.8          |      |
| 18 Bus Capital - Paratransit (Access Services)                      | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |      |
| 19 Bus Capital - Paratransit - Other Operators                      | -              | -              | -              | -              | -              |      |
| <b>20 Total Countywide Bus Capital</b>                              | <b>724.5</b>   | <b>599.3</b>   | <b>681.6</b>   | <b>684.1</b>   | <b>697.8</b>   |      |
| <b>21 Rail Capital - Major Projects</b>                             |                |                |                |                |                |      |
| 22 Exposition LRT-Phase I to Venice/Robertson                       | -              | -              | -              | -              | -              |      |
| 23 Exposition LRT-Phase II to Santa Monica                          | -              | -              | -              | -              | -              |      |
| 24 Wilshire Metro Rapid Transitway                                  | -              | -              | -              | -              | -              |      |
| 25 San Fernando Valley North-South - Canoga                         | -              | -              | -              | -              | -              |      |
| 26 East San Fernando Valley North-South Corridor                    | -              | -              | -              | -              | -              |      |
| 27 Gold Line Foothill Extension (from Pasadena)                     | -              | -              | -              | -              | -              |      |
| 28 Westside Subway Extension Segment 1                              | -              | -              | -              | -              | -              |      |
| 29 Westside Subway Extension Segment 2                              | -              | -              | -              | -              | -              |      |
| 30 Westside Subway Extension Segment 3                              | -              | -              | -              | -              | -              |      |
| 31 Regional Connector   | -              | -              | -              | -              | -              |      |
| 32 Crenshaw/LAX Transit Corridor                                    | -              | -              | -              | -              | -              |      |
| 33 Green Line Extension to LAX                                      | -              | -              | -              | -              | -              |      |
| 34 West Santa Ana Branch  | -              | -              | -              | -              | -              |      |
| 35 Eastside Extension Phase II                                      | -              | -              | -              | -              | -              |      |
| 36 South Bay Green Line Extension                                   | -              | -              | -              | -              | -              |      |
| 37 San Fernando Valley I-405 Corridor Connection                    | -              | -              | -              | -              | -              |      |
| 38 Balance of Westside Subway Extension Minimum for TBD             | -              | -              | -              | 1,125.3        | -              |      |
| 39 Subregional repayment for TBD from SFV N-S Canoga (\$182)        | -              | -              | -              | 180.2          | -              |      |
| 40 Subregional repayment for TBD from East San Fern. Val N-S        | -              | -              | -              | 1.0            | -              |      |
| 41 Subregional repayment for TBD from Expo Phase II                 | -              | -              | -              | 111.3          | -              |      |
| <b>42 Subtotal</b>  |                |                |                | <b>1,417.8</b> |                |      |
| 43 Rail Cap - Balance of Major Projects (Eastside LRT)              | -              | -              | -              | -              | -              |      |
| 44 Rail Cap - Closeout of Prior Projects                            | -              | -              | -              | -              | -              |      |
| 45 Rail Cap - Misc. Red, Blue, Green, Gold Projects                 | -              | -              | -              | -              | -              |      |
| 46 Rail Cap - Eastside LRT Access                                   | -              | -              | -              | -              | -              |      |
| 47 Rail Cap - System Improvements (ARRA)                            | -              | -              | -              | -              | -              |      |
| 48 Rail Cap - System Improvements                                   | -              | -              | -              | -              | -              |      |
| 49 Rail Cap - Red/Purple Line System Improvements                   | -              | -              | -              | -              | -              |      |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ in millions)  | 2035           | 2036           | 2037           | 2038           | 2039           |
|--|----------------|----------------|----------------|----------------|----------------|
|  | 2036           | 2037           | 2038           | 2039           | 2040           |
| 50 Rail Cap - P2550 Light Rail Vehicles (not in project budgets)           | -              | -              | -              | -              | -              |
| 51 Rail Cap - P3010 Light Rail Vehicles (not in project budgets)           | -              | -              | -              | -              | -              |
| 52 Rail Cap - Future Light Rail Vehicles-St of Good Rep (not in proj budg) | 48.9           | 44.5           | 46.4           | 5.5            | 0.4            |
| 53 Subtotal Light Rail Vehicles  | 48.9           | 44.5           | 46.4           | 5.5            | 0.4            |
| 54 Rail Cap - Heavy Rail Vehicles (not in project budgets)                 | -              | -              | -              | -              | -              |
| 55 Rail Cap - Wayside Systems, Facilities Maint, Vehicle Maint             | 47.5           | 36.2           | 36.6           | 13.9           | 80.4           |
| 56 Rail Cap - State of Good Repair - Existing Lines excl vehicles          | 61.4           | 0.0            | 15.1           | 140.0          | 307.9          |
| 57 Rail Cap - State of Good Repair - Systemwide                            | -              | -              | -              | -              | -              |
| 58 Rail Cap - State of Good Repair - Future Lines                          | 327.6          | 323.6          | 254.4          | 395.4          | 536.6          |
| 59 Subtotal State of Good Repair   | 389.0          | 323.6          | 269.5          | 535.4          | 844.5          |
| 60 Rail Cap - Light Rail Yards (not in project budgets)                    | -              | -              | -              | -              | -              |
| 61 Rail Cap - Contingency for Rail Yards                                   | -              | -              | -              | -              | -              |
| 62 Rail Cap - Transit Project Studies and Planning                         | -              | -              | -              | -              | -              |
| 63 Rail Cap - Intercity Rail   | -              | -              | -              | -              | -              |
| 64 Rail Cap - Transit System Safety & Security                             | -              | -              | -              | -              | -              |
| 65 Rail Cap - Metrolink prior obligations                                  | -              | -              | -              | -              | -              |
| 66 Rail Cap - Metrolink  | 51.5           | 53.0           | 54.5           | 56.0           | -              |
| 67 <b>Total Countywide Rail Capital</b>                                    | <b>537.0</b>   | <b>457.3</b>   | <b>406.9</b>   | <b>2,028.5</b> | <b>925.3</b>   |
| 68 <b>Subtotal Transit Capital</b>   | <b>1,261.5</b> | <b>1,056.6</b> | <b>1,088.6</b> | <b>2,712.7</b> | <b>1,623.1</b> |
| 69 <b>Highway/Multimodal/Streets and Roads</b>                             |                |                |                |                |                |
| 70 Regional Surface Transportation Improvements (RSTI)                     | -              | -              | -              | -              | -              |
| 71 Transit Capital (including some Metrolink through CFP)                  | -              | -              | -              | -              | -              |
| 72 Signal Synchronization  | -              | -              | -              | -              | -              |
| 73 Bikeways & Pedestrian Improvements                                      | -              | -              | -              | -              | -              |
| 74 Transportation Enhancements   | -              | -              | -              | -              | -              |
| 75 Transportation Demand Management (TDM)                                  | -              | -              | -              | -              | -              |
| 76 Regionally Significant  | -              | -              | -              | -              | -              |
| 77 Future Call for Projects  | -              | -              | -              | -              | -              |
| 78 <b>Subtotal Call for Projects (CFP)</b>                                 |                |                |                |                |                |
| 79 Freeways  | 105.7          | 91.9           | 95.8           | 94.1           | -              |
| 80 SR-138 Widening   | -              | -              | -              | -              | -              |
| 81 Measure R to be transferred to West Santa Ana Branch                    | -              | -              | -              | -              | -              |
| 82 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)                          | -              | -              | -              | -              | -              |
| 83 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)             | -              | -              | 184.9          | 68.6           | -              |
| 84 I-5 Carmenita Interchange (\$106 to 710-South)                          | 133.0          | -              | -              | -              | -              |
| 85 Alameda Corridor East   | -              | -              | -              | -              | -              |
| 86 Retrofit Soundwalls   | 128.3          | 120.5          | 30.7           | -              | -              |
| 87 Miscellaneous Projects  | -              | -              | -              | -              | -              |
| 88 Expo Phase II Bikeway (in addition to prior Call for Projects funding)  | -              | -              | -              | -              | -              |
| 89 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)     | 17.5           | 18.0           | 18.5           | 19.0           | 19.5           |
| 90 SHOPP   | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          |
| 91 Environmental Enhancement & Mitigation (EEM)                            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 92 Gerald Desmond Bridge   | -              | -              | -              | -              | -              |
| 93 BNSF Grade Separations  | -              | -              | -              | -              | -              |
| 94 Other Projects from Prop 1B Bonds                                       | -              | -              | -              | -              | -              |
| 95 Local Roads Rehabilitation (Prop 1B)                                    | -              | -              | -              | -              | -              |
| 96 Regional Integration of Intelligent Transportation Systems (ITS)        | -              | -              | -              | -              | -              |
| 97 Safe Routes to Schools Projects   | -              | -              | -              | -              | -              |
| 98 Rapid Bus Projects Subsidies  | -              | -              | -              | -              | -              |
| 99 Highway-Railroad Crossing Safety-Prop 1B                                | -              | -              | -              | -              | -              |
| 100 Highway Safety-SHOPP-Prop 1B (no project sheet)                        | -              | -              | -              | -              | -              |

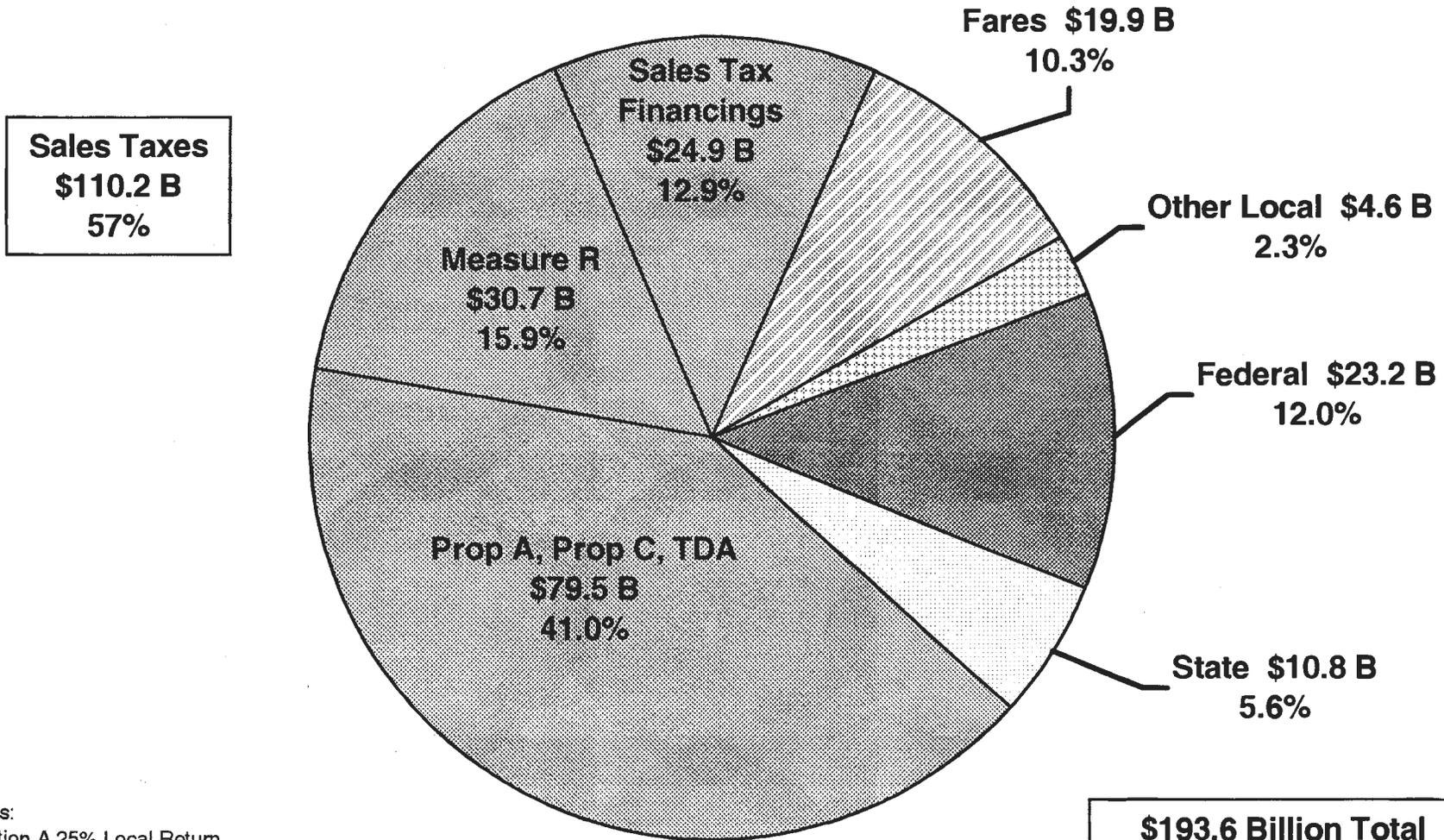
**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

|   | 2035             | 2036             | 2037             | 2038             | 2039             |
|---|------------------|------------------|------------------|------------------|------------------|
| <b>Uses Allocated (\$ in millions)</b>                                | 2036             | 2037             | 2038             | 2039             | 2040             |
| 101 Highway Safety-Signal Synchron LA City-Prop 1B                    | -                | -                | -                | -                | -                |
| 102 Local Street Improvements - City and County ARRA                  | -                | -                | -                | -                | -                |
| 103 Wilshire Bus Only Lane  | -                | -                | -                | -                | -                |
| 104 <b>Subtotal Highway Capital including CFP</b>                     | <b>555.5</b>     | <b>401.4</b>     | <b>500.8</b>     | <b>352.7</b>     | <b>190.5</b>     |
| 105 Freeway Service Patrol  | 34.9             | 35.5             | 36.1             | 36.8             | 37.4             |
| 106 Call Box Program  | -                | -                | -                | -                | -                |
| 107 Other SAFE Programs   | 5.5              | 5.5              | 5.5              | 5.5              | 5.5              |
| 108 Local Roads Rehabilitation  | 500.8            | 505.6            | 510.6            | 515.4            | 520.2            |
| 109 Caltrans L.A. County Operations and Administration                | 326.8            | 335.0            | 343.3            | 351.9            | 360.7            |
| 110 Rideshare   | 22.1             | 22.1             | 22.1             | 22.1             | 22.1             |
| 111 <b>Subtotal</b>   | <b>890.0</b>     | <b>903.7</b>     | <b>917.6</b>     | <b>931.6</b>     | <b>945.8</b>     |
| 112 Highway Project Development Support                               | 24.3             | 24.7             | 25.0             | 25.4             | 25.7             |
| 113 Local Roads (Props A and C Local Return) - not on Hwy Summary     | 323.1            | 332.5            | 342.0            | 351.0            | 360.4            |
| 114 Local Roads (STPL) - not on Hwy Summary                           | 31.7             | 31.7             | 31.7             | 31.7             | 31.7             |
| 115 Measure R Local Return - Highway Assumed - not on Hwy Summary     | 257.5            | 265.0            | 272.6            | 279.8            | -                |
| 116 <b>Subtotal Highway Operations</b>                                | <b>636.6</b>     | <b>653.9</b>     | <b>671.4</b>     | <b>687.9</b>     | <b>417.9</b>     |
| 117 <b>Total Highway/Multimodal/Streets and Roads</b>                 | <b>2,082.1</b>   | <b>1,959.0</b>   | <b>2,089.8</b>   | <b>1,972.2</b>   | <b>1,554.2</b>   |
| 118 <b>Debt Service</b>   |                  |                  |                  |                  |                  |
| 119 Prop C 40% Admin Debt Service                                     | -                | -                | -                | -                | -                |
| 120 Bus Facil Cap Debt Serv-Prop C 40%                                | -                | -                | -                | -                | -                |
| 121 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds                          | 24.0             | 20.0             | 13.3             | 9.3              | 5.3              |
| 122 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds                    | 15.4             | 15.4             | 15.4             | 15.4             | 15.4             |
| 123 Rail Capital Debt Service-Prop A 35% (including commercial paper) | 467.6            | 474.3            | 490.3            | 508.6            | 527.0            |
| 124 Rail Capital Debt Service-Prop C 40%                              | 151.2            | 161.7            | 165.4            | 176.7            | 197.1            |
| 125 Prop A 40% Debt Service   | -                | -                | -                | -                | -                |
| 126 Commuter Rail Debt Service-Prop C 10%                             | 70.2             | 70.2             | 70.2             | 70.2             | 71.0             |
| 127 Highway Debt Serv-Prop C 25%                                      | 308.1            | 308.1            | 308.1            | 308.1            | 308.1            |
| 128 <b>Subtotal Props A &amp; C Debt Service</b>                      | <b>1,036.5</b>   | <b>1,049.7</b>   | <b>1,062.8</b>   | <b>1,088.4</b>   | <b>1,124.0</b>   |
| 129 Measure R 2% - Commercial Paper Debt Service                      | 0.0              | 0.0              | 0.0              | 0.0              | -                |
| 130 Measure R 20% Highway - Debt Service                              | 92.4             | 92.4             | 92.4             | 46.2             | -                |
| 131 Measure R 35% Transit 2010 - Tax Exempt Debt Service              | -                | -                | -                | -                | -                |
| 132 Measure R 35% Transit - Tax Exempt Debt Service                   | -                | -                | -                | -                | -                |
| 133 Measure R 35% Transit - Commercial Paper Debt Service             | 0.0              | 0.0              | 0.0              | 0.0              | -                |
| 134 Measure R 35% Transit - BAB Debt Service                          | 42.6             | 42.6             | 42.6             | 42.6             | -                |
| 135 Measure R 35% - 100 % QTIB Debt Service                           | 249.4            | 249.4            | 249.4            | 249.4            | -                |
| 136 Measure R 35% Transit - TIFIA Loan Debt Service                   | 68.1             | 237.6            | 207.6            | 302.6            | -                |
| 137 <b>Subtotal Measure R Debt Service</b>                            | <b>452.4</b>     | <b>621.9</b>     | <b>591.9</b>     | <b>640.7</b>     | -                |
| 138 Capital Grant Receipts Revenue Bonds Debt Service                 | -                | -                | -                | -                | -                |
| 139 GARVEE Bond Debt Service & C of I                                 | -                | -                | -                | -                | -                |
| 140 <b>Total Debt Service</b>   | <b>1,488.9</b>   | <b>1,671.6</b>   | <b>1,654.7</b>   | <b>1,729.1</b>   | <b>1,124.0</b>   |
| 141 <b>Other</b>  |                  |                  |                  |                  |                  |
| 142 ROW Security (Prop C 10%)   | 3.5              | 3.6              | 3.7              | 3.8              | 3.8              |
| 143 Metro Other Security Costs (Prop C 5%)                            | -                | -                | -                | -                | -                |
| 143 LOSSAN  | 0.0              | 0.0              | 0.0              | 0.0              | 0.0              |
| 144 Pomona Station Improvements                                       | -                | -                | -                | -                | -                |
| 144 SCRRA relocation  | -                | -                | -                | -                | -                |
| 145 Agency-wide Capital   | 27.7             | 28.2             | 28.8             | 29.3             | 29.8             |
| 145 Admin Overhead  | 163.7            | 168.1            | 172.6            | 176.8            | 152.0            |
| 146 Immediate Needs and General Relief Token Program                  | 14.6             | 14.9             | 15.2             | 15.5             | 15.8             |
| 147 <b>Total Other</b>  | <b>209.6</b>     | <b>214.9</b>     | <b>220.2</b>     | <b>225.3</b>     | <b>201.4</b>     |
| 148 <b>Subtotal, Uses Allocated</b>                                   | <b>9,301.7</b>   | <b>9,265.1</b>   | <b>9,525.9</b>   | <b>11,218.4</b>  | <b>9,095.7</b>   |
| 149 <b>Cumulative Uses Allocated</b>                                  | <b>209,518.7</b> | <b>218,783.8</b> | <b>228,309.7</b> | <b>239,528.1</b> | <b>248,623.8</b> |

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30-10 8/19/11**

| Uses Allocated (\$ in millions)                                     | 2035               | 2036               | 2037               | 2038               | 2039              |
|---|--------------------|--------------------|--------------------|--------------------|-------------------|
|   | 2036               | 2037               | 2038               | 2039               | 2040              |
| 150 Municipal Operators' Capital Balance                            | -                  | -                  | -                  | -                  | -                 |
| 151 Municipal Operators' Operations Balance                         | -                  | -                  | -                  | -                  | -                 |
| <b>152 Metro Uses Surplus/(Deficit)</b>                             |                    |                    |                    |                    |                   |
| 153 Admin Balance   | -                  | -                  | -                  | -                  | -                 |
| 154 Agencywide Balance  | (0.0)              | 0.0                | (0.0)              | 0.0                | 0.0               |
| 155 MTA Bus Operations Balance                                      | -                  | -                  | -                  | -                  | -                 |
| 156 MTA Rail Operations Balance                                     | -                  | -                  | -                  | -                  | 0.0               |
| 157 MTA Bus Capital Balance   | -                  | -                  | -                  | -                  | -                 |
| 158 Subtotal MTA Uses Surplus/(Deficit)                             | (0.0)              | 0.0                | (0.0)              | 0.0                | 0.0               |
| 159 Cumulative MTA Surplus/(Deficit)                                | 0.0                | 0.0                | 0.0                | 0.0                | 0.0               |
| <b>160 Total Countywide Surplus/(Deficit)</b>                       | <b>(0.0)</b>       | <b>0.0</b>         | <b>(0.0)</b>       | <b>0.0</b>         | <b>0.0</b>        |
| <b>161 Cumulative Countywide Surplus/(Deficit)</b>                  | <b>0.0</b>         | <b>0.0</b>         | <b>0.0</b>         | <b>0.0</b>         | <b>0.0</b>        |
| <b>162 Unallocated Regional Program Funds - Future Projs</b>        |                    |                    |                    |                    |                   |
| 163 Regional Improvement Program Funds (RIP)                        | -                  | -                  | -                  | -                  | 62.0              |
| 164 CMAQ  | -                  | -                  | -                  | -                  | 47.8              |
| 165 RSTP  | -                  | -                  | -                  | -                  | 16.5              |
| 166 TE-Federal Transportation Enhancements                          | 17.8               | 18.0               | 18.3               | 18.6               | 18.9              |
| 167 STA-State Transit Assistance Population Share                   | -                  | -                  | -                  | -                  | -                 |
| 168 STA-State Transit Assistance Operator Revenue Share             | -                  | -                  | -                  | -                  | -                 |
| 169 Section 5307 Urbanized Formula Grants                           | -                  | -                  | -                  | -                  | -                 |
| 170 Section 5309 New Starts   | 200.0              | 200.0              | 200.0              | 200.0              | -                 |
| 171 Section 5309 Fixed Guideway Modernization                       | -                  | -                  | -                  | -                  | -                 |
| 172 TDA   | -                  | -                  | -                  | -                  | -                 |
| 173 Lease Revenues  | -                  | -                  | -                  | -                  | -                 |
| 174 State repayment of capital project LONP loans (fund 3562)       | -                  | -                  | -                  | -                  | -                 |
| 175 Prop 1B PTMISEA   | -                  | -                  | -                  | -                  | -                 |
| 176 SAFE  | 0.0                | (0.0)              | 0.0                | 0.0                | 0.0               |
| 177 Proposition C 10%   | 14.9               | 17.4               | 19.8               | 21.8               | 23.2              |
| 178 Proposition C 25% Highways                                      | 27.1               | 44.1               | 55.9               | 67.0               | 103.7             |
| 179 Prop A 35%  | -                  | -                  | -                  | 268.2              | (268.2)           |
| 180 Advertising Revenues  | -                  | -                  | -                  | -                  | -                 |
| 181 Measure R 20% Highway   | 129.0              | 276.9              | 106.8              | 283.6              | -                 |
| 182 Measure R 2% System Improvements                                | 34.3               | 35.3               | 36.4               | 37.3               | -                 |
| 183 Measure R 35% Rail Capital                                      | 265.7              | 128.5              | 169.9              | (1,330.3)          | -                 |
| 184 Proposition C 40% Cash  | (74.5)             | 61.4               | 17.8               | (22.6)             | (454.8)           |
| <b>185 Subtotal Unallocated Regional Program Funds-Future Projs</b> | <b>614.3</b>       | <b>781.6</b>       | <b>624.8</b>       | <b>(456.4)</b>     | <b>(450.9)</b>    |
| <b>186 Cumulative Unallocated Regional Program Funds</b>            | <b>4,928.9</b>     | <b>5,710.5</b>     | <b>6,335.3</b>     | <b>5,879.0</b>     | <b>5,428.1</b>    |
| <b>187 Total without deducting deficit</b>                          | <b>\$ 9,916.0</b>  | <b>\$ 10,046.7</b> | <b>\$ 10,150.8</b> | <b>\$ 10,762.0</b> | <b>\$ 8,644.8</b> |
| 188 Highway Funding Strategy Project Costs                          | 431.7              | 222.1              | 115.1              | 117.9              | -                 |
| 189 High Speed Rail Los Angeles to Anaheim                          | -                  | -                  | -                  | -                  | -                 |
| <b>190 GRAND TOTAL COSTS</b>  | <b>\$ 10,347.7</b> | <b>\$ 10,268.8</b> | <b>\$ 10,265.9</b> | <b>\$ 10,879.9</b> | <b>\$ 8,644.8</b> |

# MTA-Controlled Federal, State, and Local Revenue Forecast 30/10 Initiative, August 2011 Update

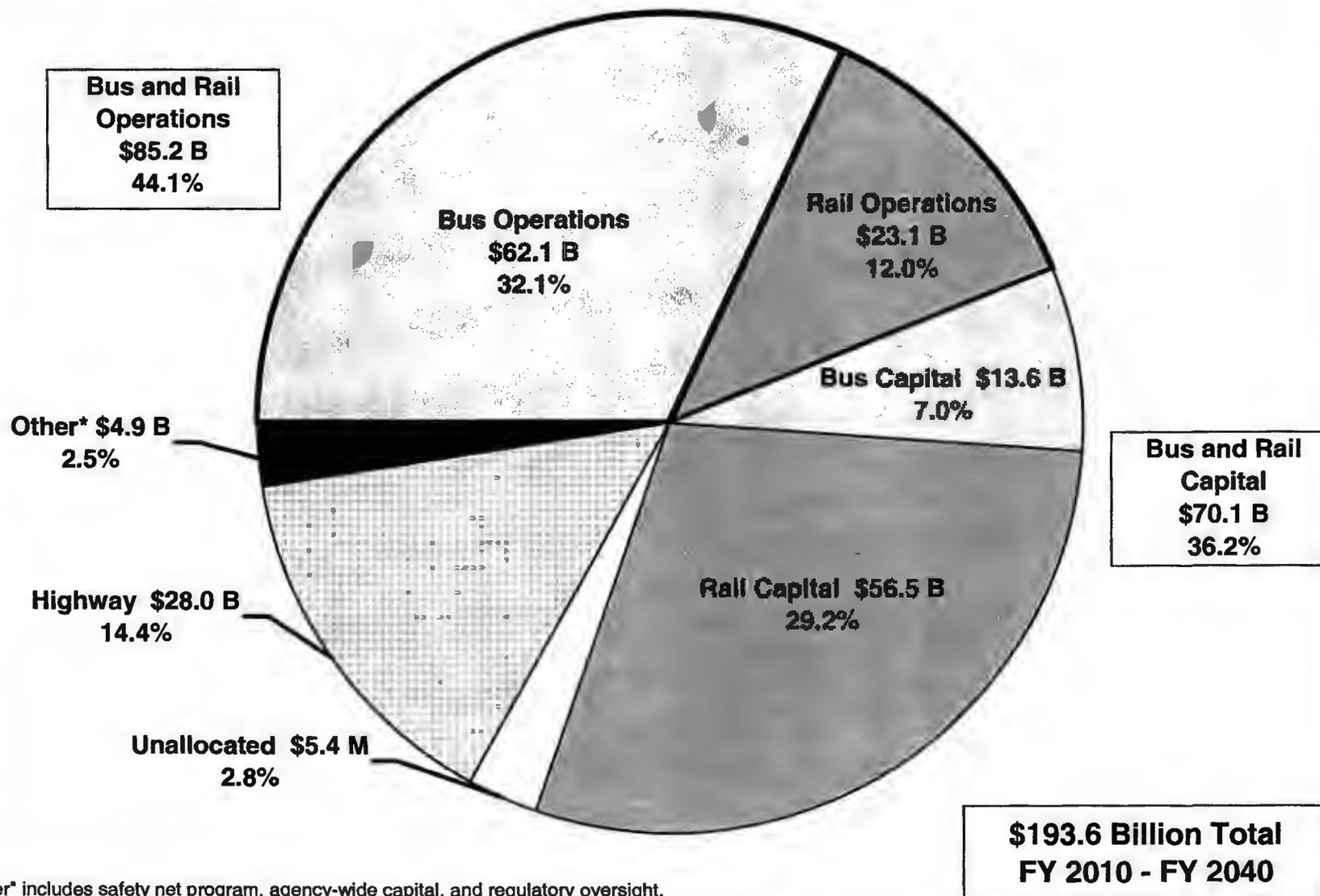


**Sales Taxes**  
**\$110.2 B**  
**57%**

**\$193.6 Billion Total**  
**FY 2010 - FY 2040**

Excludes:  
 Proposition A 25% Local Return  
 Proposition C 20% Local Return  
 Measure R 15% Local Return  
 Federal STP-L

## Summary of MTA-Controlled Uses by Mode 30/10 Initiative, August 2011 Update



\* "Other" includes safety net program, agency-wide capital, and regulatory oversight.

**LACMTA Financial Forecasting Model**  
**Revenue Sources**

| <b>30-10 8/19/11</b>                                |  | <b>Total '05-'40</b> | <b>Total '05-'40</b> |                | <b>Years</b>    | <b>Years</b>    | <b>Years</b>    | <b>Beg</b>     | <b>2009</b>    | <b>2010</b>    | <b>2011</b>    |
|---|--|----------------------|----------------------|----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|
| <b>(\$ in millions)</b>                             |  | <b>w/o Beg Bal</b>   | <b>with Beg Bal</b>  | <b>Alloc %</b> | <b>'10-'19</b>  | <b>'20-'29</b>  | <b>'30-'40</b>  | <b>Bal</b>     | <b>2010</b>    | <b>2011</b>    | <b>2012</b>    |
| <b>Sources Belonging to/Programmed by MTA Board</b> |  |                      |                      |                |                 |                 |                 |                |                |                |                |
| <b>Local</b>  |  |                      |                      |                |                 |                 |                 |                |                |                |                |
| 1   | Proposition A (without 25% Local Return)               | 29,010.3             | \$ 29,092.0          | 15.0%          | 5,644.6         | 9,124.3         | 14,241.4        | 81.7           | 431.4          | 455.1          | 483.8          |
| 2   | Proposition C (without 20% Local Return)               | 30,553.4             | 30,885.5             | 16.0%          | 5,944.8         | 9,609.7         | 14,998.9        | 332.0          | 454.3          | 479.3          | 509.5          |
| 3   | Measure R (without 15% Local Return)                   | 30,750.8             | 30,750.8             | 15.9%          | 6,292.1         | 10,198.3        | 14,260.4        | -              | 470.0          | 503.9          | 540.7          |
| 4   | TDA (gross)  | 19,184.4             | 19,493.4             | 10.1%          | 3,732.7         | 6,033.9         | 9,417.8         | 309.0          | 285.3          | 301.0          | 319.9          |
| 5   | Fare Revenues - MTA Bus and Rail                       | 19,884.4             | 19,884.4             | 10.3%          | 4,042.7         | 6,468.1         | 9,373.6         | -              | 313.3          | 334.3          | 332.1          |
| 6   | Lease and Leaseback Revenues                           | 455.1                | 573.1                | 0.3%           | 173.3           | 136.7           | 145.1           | 118.0          | 16.5           | 16.2           | 16.2           |
| 7   | Financing: Highways (Prop C 25%) (net)                 | 4,266.2              | 4,266.2              | 2.2%           | 1,753.9         | 2,052.3         | 460.0           | -              | -              | 154.5          | 210.1          |
| 8   | Financing: Rail Capital (Prop A 35%) (net)             | 7,193.6              | 7,235.0              | 3.7%           | 835.5           | 2,991.9         | 3,366.2         | 41.4           | 9.5            | 68.4           | 73.1           |
| 9   | Financing: Rail Capital (Prop C 40%) (net)             | 2,767.3              | 2,767.3              | 1.4%           | 356.9           | 730.4           | 1,680.0         | -              | -              | -              | -              |
| 10  | Financing: Bus Facilities Cap (Prop C 40%) (net)       | 600.0                | 600.0                | 0.3%           | 130.0           | 450.0           | 20.0            | -              | -              | -              | -              |
| 11  | Financing: Additional Prop C 40% (net)                 | -                    | -                    | 0.0%           | -               | -               | -               | -              | -              | -              | -              |
| 12  | Financing: Commuter Rail Cap (Prop C 10%) (net)        | 955.9                | 955.9                | 0.5%           | 238.1           | 520.0           | 197.9           | -              | -              | 35.8           | 6.7            |
| 13  | Financing: Measure R 35% (net)                         | -                    | -                    | 0.0%           | -               | -               | -               | -              | -              | -              | -              |
| 14  | Net Financing: Rail Capital Measure R 35% Bonds        | 179.4                | 179.4                | 0.1%           | 179.4           | -               | -               | -              | -              | 179.4          | -              |
| 15  | Net Financing: Rail Capital 35% BABs (Measure R)       | 570.6                | 570.6                | 0.3%           | 570.6           | -               | -               | -              | -              | 570.6          | -              |
| 16  | Net Financing: Rail Capital QTIBs (Measure R)          | 5,757.2              | 5,757.2              | 3.0%           | 5,757.2         | -               | -               | -              | -              | -              | -              |
| 17  | Net Financing: Rail Capital TIFIA Loan (Measure R)     | 1,186.7              | 1,186.7              | 0.6%           | 1,123.2         | 63.5            | -               | -              | -              | -              | -              |
| 18  | Net Financing: Rail Capital Measure R 35% Comm Paper   | 305.0                | 305.0                | 0.2%           | 305.0           | -               | -               | -              | -              | -              | -              |
| 19  | Net Financing: Highway Capital (Measure R 20%)         | 928.2                | 928.2                | 0.5%           | 373.5           | 554.7           | -               | -              | -              | -              | 43.0           |
| 20  | Net Financing: Measure R 2% Commercial Paper           | 158.7                | 158.7                | 0.1%           | 69.9            | 88.9            | -               | -              | -              | -              | -              |
| 21  | Financing: Capital Grant Receipt Revenue Bonds         | 1,133.7              | 1,133.7              | 0.6%           | 1,060.9         | 72.8            | -               | -              | -              | -              | -              |
| 22  | Other - General, Advertising, Other Misc.              | 1,296.4              | 1,368.2              | 0.7%           | 341.3           | 407.0           | 548.1           | 71.8           | 35.7           | 28.0           | 32.9           |
| 23  | HOV Violation Fund (no revenue sheet)                  | 15.5                 | 15.5                 | 0.0%           | 5.0             | 5.0             | 5.5             | -              | 0.5            | 0.5            | 0.5            |
| 24  | Interest Earnings on Prop A funds                      | 138.6                | 138.6                | 0.1%           | 65.1            | 35.0            | 38.5            | -              | 33.6           | 3.5            | 3.5            |
| 25  | Interest Earnings on Prop C funds                      | 369.5                | 369.5                | 0.2%           | 119.2           | 119.2           | 131.1           | -              | 11.9           | 11.9           | 11.9           |
| 26  | Interest Earnings on TDA funds                         | 83.9                 | 83.9                 | 0.0%           | 24.4            | 26.8            | 32.7            | -              | 2.4            | 2.4            | 2.4            |
| 27  | Interest Earnings on Measure R 35% funds               | 431.1                | 431.1                | 0.2%           | 116.3           | 53.8            | 261.0           | -              | -              | 2.2            | 11.2           |
| 28  | Interest Earnings on STA-Op Rev Share funds            | 10.8                 | 10.8                 | 0.0%           | 2.4             | 4.0             | 4.4             | -              | -              | -              | -              |
| 29  | Transit Corridor Bridge Loan Proceeds                  | (66.3)               | (66.3)               | 0.0%           | (66.3)          | -               | -               | -              | (66.3)         | -              | -              |
| 30  | Prop A Lapsed transferred to Prop C 40%                | -                    | -                    | 0.0%           | -               | -               | -               | -              | -              | -              | -              |
| 31  | Reimbursemt fr Gr Line LAX, S Bay Gr Line, & systemwid | 170.0                | 170.0                | 0.1%           | 86.1            | 83.9            | -               | -              | -              | -              | -              |
| 32  | State repayment of capital proj loans (fund 3562)      | 11.4                 | 344.9                | 0.2%           | 11.4            | -               | -               | 333.5          | 11.4           | -              | -              |
| 33  | <b>Total MTA Local Revenue Sources</b>                 | <b>158,301.8</b>     | <b>159,589.1</b>     | <b>82.4%</b>   | <b>39,289.2</b> | <b>49,830.2</b> | <b>69,182.4</b> | <b>1,287.4</b> | <b>2,009.4</b> | <b>3,147.0</b> | <b>2,597.5</b> |
| <b>State</b>  |  |                      |                      |                |                 |                 |                 |                |                |                |                |
| 34  | Air Quality Vehicle Registration Fee (AB 2766)         | 18.0                 | 18.0                 | 0.0%           | 4.0             | 6.0             | 8.0             | -              | -              | -              | -              |
| 35  | Misc. State Grants-Admin (no revenue sheet)            | -                    | -                    | 0.0%           | -               | -               | -               | -              | -              | -              | -              |
| 36  | Other State (no revenue sheet)                         | -                    | -                    | 0.0%           | -               | -               | -               | -              | -              | -              | -              |
| 37  | Regional Improvement Program Funds (RIP)               | 4,136.7              | 4,721.3              | 2.4%           | 986.7           | 1,500.0         | 1,650.0         | 584.6          | 6.9            | 91.4           | 177.6          |
| 38  | STA - Operator Revenue Share                           | 1,759.5              | 1,759.5              | 0.9%           | 483.8           | 574.3           | 701.3           | -              | -              | 62.3           | 51.7           |
| 39  | STA - Population Share                                 | 1,513.3              | 1,513.3              | 0.8%           | 415.6           | 494.2           | 603.6           | -              | -              | 52.8           | 44.5           |
| 40  | State Hwy Acct-Fwy Serv Patrol (no revenue sheet)      | 221.9                | 221.9                | 0.1%           | 64.9            | 69.1            | 87.9            | -              | 10.2           | 5.9            | 5.9            |
| 41  | State Prop 1B Bonds (CMIA, Secur, SLPP)                | 1,485.7              | 1,485.7              | 0.8%           | 1,485.7         | -               | -               | -              | 80.3           | 145.3          | 607.8          |
| 42  | Proposition 1B Bonds - PTMISEA                         | 708.4                | 811.2                | 0.4%           | 708.4           | -               | -               | 102.9          | 88.4           | 442.1          | 106.5          |
| 43  | High Speed Rail Bonds voted 11-4-08                    | 114.9                | 114.9                | 0.1%           | 114.9           | -               | -               | -              | -              | -              | -              |
| 44  | Traffic Congestion Relief Program Allocations          | 167.8                | 167.8                | 0.1%           | 167.8           | -               | -               | -              | 76.1           | 0.1            | 2.4            |
| 45  | <b>Total MTA State Revenue Sources</b>                 | <b>10,126.1</b>      | <b>10,813.5</b>      | <b>5.6%</b>    | <b>4,431.7</b>  | <b>2,643.6</b>  | <b>3,050.8</b>  | <b>687.4</b>   | <b>261.9</b>   | <b>799.8</b>   | <b>996.4</b>   |

**LACMTA Financial Forecasting Model**

**Revenue Sources**

| 30-10 8/19/11<br>(\$ in millions)                           | Total '05-'10<br>w/o Beg Bal | Total '05-'10<br>with Beg Bal | Alloc %       | Years<br>'10-'19   | Years<br>'20-'29   | Years<br>'30-'40   | Beg<br>Bal     | 2009<br>2010   | 2010<br>2011   | 2011<br>2012   |
|---|------------------------------|-------------------------------|---------------|--------------------|--------------------|--------------------|----------------|----------------|----------------|----------------|
| <b>46 Federal</b>   |                              |                               |               |                    |                    |                    |                |                |                |                |
| 47 American Recovery and Reinvestment Act (ARRA)            | 463.8                        | 463.8                         | 0.2%          | 463.8              | -                  | -                  |                | 222.7          | 241.1          | -              |
| 48 ARRA -Caltrans share (no rev sheet)                      | 108.4                        | 108.4                         | 0.1%          | 108.4              | -                  | -                  |                | 108.4          | -              | -              |
| 49 CMAQ (Congestion Mitigation & Air Quality)               | 2,635.5                      | 2,747.6                       | 1.4%          | 1,255.5            | 720.0              | 660.0              | 112.1          | 200.0          | 135.2          | 137.6          |
| 50 Homeland Security Grants (Metro)                         | 64.5                         | 64.5                          | 0.0%          | 22.5               | 20.0               | 22.0               | -              | 2.0            | 2.0            | 4.5            |
| 51 ITS-Bus Pref. Signl. Syst. (no rev sheet)                | -                            | -                             | 0.0%          | -                  | -                  | -                  | -              | -              | -              | -              |
| 52 Misc. Fed. Grants-Metro Admin (no rev sheet)             | -                            | -                             | 0.0%          | -                  | -                  | -                  | -              | -              | -              | -              |
| 53 RSTP (Regional Surface Transportation Prog) w/o STPL     | 3,240.1                      | 3,295.8                       | 1.7%          | 856.2              | 1,024.6            | 1,359.3            | 55.6           | 82.5           | 79.0           | 81.0           |
| 54 Section 5307 (excluding Other UZAs)                      | 8,512.0                      | 8,512.0                       | 4.4%          | 2,356.5            | 2,708.0            | 3,447.5            | -              | 221.2          | 224.3          | 227.4          |
| 55 Section 5309 Bus and Bus-Related Facilities (earmarks)   | 239.6                        | 239.6                         | 0.1%          | 134.6              | 50.0               | 55.0               | -              | 85.5           | 1.4            | 8.9            |
| 56 Section 5309 Fixed Guideway Modernization                | 1,542.5                      | 1,542.5                       | 0.8%          | 425.7              | 491.3              | 625.5              | -              | 38.2           | 40.7           | 41.3           |
| 57 Section 5309 New Starts                                  | 5,344.8                      | 5,344.8                       | 2.8%          | 1,785.8            | 1,559.0            | 2,000.0            | -              | 74.0           | -              | -              |
| 58 Section 5309 Small Starts and Very Small Starts          | 42.3                         | 42.3                          | 0.0%          | 42.3               | -                  | -                  | -              | 0.9            | 17.6           | 20.4           |
| 59 Section 5316 JARC  | 48.0                         | 48.0                          | 0.0%          | 48.0               | -                  | -                  | -              | 8.0            | 8.0            | 8.0            |
| 60 Section 5317 New Freedom                                 | 21.0                         | 21.0                          | -             | 21.0               | -                  | -                  | -              | 3.5            | 3.5            | 3.5            |
| 61 Section 5340 Growing States and High Density             | 248.0                        | 248.0                         | 0.1%          | 68.7               | 78.9               | 100.4              | -              | 6.4            | 6.5            | 6.6            |
| 62 TE-Transportation Enhancements                           | 488.0                        | 488.0                         | 0.3%          | 138.8              | 155.0              | 194.2              | -              | 15.7           | 3.5            | 18.8           |
| <b>63 Total MTA Federal Revenue Sources</b>                 | <b>22,998.4</b>              | <b>23,166.2</b>               | <b>12.0%</b>  | <b>7,727.7</b>     | <b>6,806.8</b>     | <b>8,464.0</b>     | <b>167.7</b>   | <b>1,069.0</b> | <b>762.8</b>   | <b>558.0</b>   |
| <b>64 Total MTA Revenue Sources</b>                         | <b>191,426.3</b>             | <b>\$ 193,568.9</b>           | <b>100.0%</b> | <b>\$ 51,448.6</b> | <b>\$ 59,280.5</b> | <b>\$ 80,697.2</b> | <b>2,142.5</b> | <b>3,340.3</b> | <b>4,709.6</b> | <b>4,151.9</b> |
| <b>65 Sources Belonging to/Programmed by Other Agencies</b> |                              |                               |               |                    |                    |                    |                |                |                |                |
| <b>66 Local</b>   |                              |                               |               |                    |                    |                    |                |                |                |                |
| 67 Proposition A 25% Local Return                           | 9,036.0                      | 9,036.0                       | 10.5%         | 1,758.2            | 2,842.0            | 4,435.8            |                | 134.4          | 141.8          | 150.7          |
| 68 Proposition C 20% Local Return                           | 7,495.7                      | 7,495.7                       | 8.7%          | 1,458.4            | 2,357.5            | 3,679.7            |                | 111.5          | 117.6          | 125.0          |
| 69 Measure R 15% Local Return                               | 5,331.1                      | 5,331.1                       | 6.2%          | 1,090.8            | 1,768.0            | 2,472.3            |                | 81.5           | 87.4           | 93.7           |
| 70 Fare Revenues - non-Metro bus                            | 4,105.2                      | 4,105.2                       | 4.8%          | 1,037.7            | 1,307.2            | 1,760.2            |                | 91.9           | 93.9           | 96.3           |
| 71 Fare Revenues - Metrolink                                | 1,926.8                      | 1,926.8                       | 2.2%          | 488.7              | 612.8              | 825.2              |                | 42.0           | 43.5           | 45.0           |
| 72 Advertising, Other Misc.                                 | 192.1                        | 253.5                         | 0.3%          | 49.6               | 60.8               | 81.8               | 61.4           | 4.5            | 4.6            | 4.7            |
| 73 Local Agency Call for Projects Match                     | 12.6                         | 12.6                          | 0.0%          | 12.6               | -                  | -                  |                | 0.4            | 1.2            | 2.1            |
| 74 Local Agency/Public Private Joint Venture (Transit)      | 479.5                        | 479.5                         | 0.6%          | 479.5              | -                  | -                  |                | 1.1            | 15.3           | 26.8           |
| 75 Local Agency Street and Road Funds (no rev sheet)        | 37.2                         | 37.2                          | 0.0%          | 12.0               | 12.0               | 13.2               |                | 1.2            | 1.2            | 1.2            |
| 76 Tolls/PPP  | 9,370.0                      | 9,370.0                       | 10.9%         | 2,375.0            | 4,809.0            | 2,186.0            |                | -              | -              | -              |
| 77 Railroads  | 20.0                         | 20.0                          | 0.0%          | 20.0               | -                  | -                  |                | -              | 2.0            | 5.0            |
| 78 Container Fees   | 360.0                        | 360.0                         | 0.4%          | 240.0              | 120.0              | -                  |                | -              | -              | -              |
| <b>79 Total Other Agencies' Local Revenue Sources</b>       | <b>38,366.1</b>              | <b>38,427.5</b>               | <b>33.3%</b>  | <b>6,387.5</b>     | <b>8,960.4</b>     | <b>13,268.2</b>    | <b>61.4</b>    | <b>468.4</b>   | <b>508.5</b>   | <b>550.5</b>   |
| <b>80 State</b>   |                              |                               |               |                    |                    |                    |                |                |                |                |
| 81 Environmental Enhancement & Mitigation                   | 31.0                         | 31.0                          | 0.0%          | 10.0               | 10.0               | 11.0               |                | 1.0            | 1.0            | 1.0            |
| 82 Interregional Improvement Program Funds (IIP)            | 153.8                        | 153.8                         | 0.2%          | 153.8              | -                  | -                  |                | 40.3           | 5.7            | 14.4           |
| 83 Excise tax replacement for Prop 42 (no revenue sheet)    | 5,987.0                      | 5,987.0                       | 7.0%          | 1,544.5            | 1,893.2            | 2,549.2            |                | 140.7          | 142.4          | 145.3          |
| 84 SAFE   | 224.5                        | 251.8                         | 0.3%          | 77.5               | 70.0               | 77.0               | 27.3           | 9.2            | 9.0            | 7.9            |
| 85 SHOPP  | 5,178.0                      | 5,178.0                       | 6.0%          | 1,618.0            | 1,690.0            | 1,870.0            |                | 160.0          | 160.0          | 160.0          |
| 86 Proposition 1B Bonds (non-PTMISEA)                       | 1,710.6                      | 1,710.6                       | 2.0%          | 1,710.6            | -                  | -                  |                | 360.0          | 373.6          | 350.0          |
| 87 Proposition 1B Bonds - PTMISEA                           | 97.1                         | 97.1                          | 0.1%          | 97.1               | -                  | -                  |                | 15.2           | 15.6           | 15.6           |
| 88 High Speed Rail Bonds                                    | 63.6                         | 63.6                          | 0.1%          | 63.6               | -                  | -                  |                | -              | 18.0           | -              |
| 89 TCRP - Highway projects                                  | 285.7                        | 285.7                         | 0.3%          | 285.7              | -                  | -                  |                | 19.5           | 25.2           | 27.8           |
| 90 State Gas Tax Subventions to Cities (no rev sheet)       | 8,177.8                      | 8,177.8                       | 9.5%          | 2,638.0            | 2,638.0            | 2,901.8            |                | 263.8          | 263.8          | 263.8          |
| 91 State Highway Account-Caltrans Ops (no revenue sheet)    | 7,910.9                      | 7,910.9                       | 9.2%          | 1,926.7            | 2,466.3            | 3,517.8            |                | 172.0          | 176.3          | 180.7          |
| 92 High Speed Rail Bonds (grade seps)                       | 200.0                        | 200.0                         | 0.2%          | 135.0              | 65.0               | -                  |                | -              | 15.0           | 15.0           |
| 93 Public Utilities Commission                              | 5.0                          | 5.0                           | 0.0%          | 5.0                | -                  | -                  |                | -              | 3.0            | -              |
| 94 State Programs   | 2,353.0                      | 2,353.0                       | 2.7%          | 376.8              | 1,333.5            | 642.7              |                | -              | -              | -              |
| 95 SHOPP (Additional)                                       | 51.0                         | 51.0                          | 0.1%          | -                  | 26.0               | 25.0               |                | -              | -              | -              |
| <b>96 Total Other Agencies' State Revenue Sources</b>       | <b>32,429.0</b>              | <b>32,456.2</b>               | <b>34.7%</b>  | <b>10,125.5</b>    | <b>8,767.6</b>     | <b>10,926.9</b>    | <b>27.3</b>    | <b>1,181.7</b> | <b>1,208.7</b> | <b>1,181.4</b> |

**LACMTA Financial Forecasting Model**

**Revenue Sources**

| <b>30-10 8/19/11</b>                                       | <b>Total '05-'40</b> | <b>Total '05-'40</b> |                | <b>Years</b>       | <b>Years</b>       | <b>Years</b>        | <b>Beg</b>        | <b>2009</b>       | <b>2010</b>       | <b>2011</b>       |
|--|----------------------|----------------------|----------------|--------------------|--------------------|---------------------|-------------------|-------------------|-------------------|-------------------|
| <b>(\$ in millions)</b>                                    | <b>w/o Beg Bal</b>   | <b>with Beg Bal</b>  | <b>Alloc %</b> | <b>'10-'19</b>     | <b>'20-'29</b>     | <b>'30-'40</b>      | <b>Bal</b>        | <b>2010</b>       | <b>2011</b>       | <b>2012</b>       |
| 97 <b>Federal</b>  |                      |                      |                |                    |                    |                     |                   |                   |                   |                   |
| 98 American Recovery and Reinvestment Act (ARRA)           | 330.0                | 330.0                | 0.4%           | 330.0              | -                  | -                   |                   | 330.0             | -                 | -                 |
| 99 Federal- Other (no rev sheet)                           | -                    | -                    | 0.0%           | -                  | -                  | -                   |                   | -                 | -                 | -                 |
| 100 Other Federal Funds-Highway Earmarks                   | 109.2                | 109.2                | 0.1%           | 109.2              | -                  | -                   |                   | 41.0              | 31.0              | 16.0              |
| 101 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)    | -                    | -                    | 0.0%           | -                  | -                  | -                   |                   | -                 | -                 | -                 |
| 102 RSTP - STP-L   | 982.7                | 982.7                | 1.1%           | 317.0              | 317.0              | 348.7               |                   | 31.7              | 31.7              | 31.7              |
| 103 Section 5309 Bus and Bus-Related Facilities (earmarks) | -                    | -                    | 0.0%           | -                  | -                  | -                   |                   | -                 | -                 | -                 |
| 104 Section 5307 (Other UZAs)                              | 393.3                | 393.3                | 0.5%           | 108.9              | 125.1              | 159.3               |                   | 10.2              | 10.4              | 10.5              |
| 105 Section 5310 Elderly/Disabled (cap) (no rev sheet)     | 12.4                 | 12.4                 | 0.0%           | 4.0                | 4.0                | 4.4                 |                   | 0.4               | 0.4               | 0.4               |
| 106 Section 5340 Growing States and High Density           | 13.5                 | 13.5                 | 0.0%           | 3.7                | 4.3                | 5.5                 |                   | 0.4               | 0.4               | 0.4               |
| 107 Safe Routes to Schools                                 | 11.2                 | 11.2                 | 0.0%           | 11.2               | 0.0                | 0.0                 |                   | 3.0               | 6.3               | 1.9               |
| 108 Cap and Trade  | 190.0                | 190.0                | 0.2%           | 130.0              | 60.0               | 0.0                 |                   | -                 | -                 | -                 |
| 109 Federal Railroad Administration                        | 2.0                  | 2.0                  | 0.0%           | 2.0                | 0.0                | 0.0                 |                   | -                 | -                 | -                 |
| 110 Federal Formula Funds (Additional)                     | 3,370.9              | 3,370.9              | 3.9%           | 723.1              | 2,116.8            | 531.0               |                   | -                 | -                 | -                 |
| 111 Federal HPP Earmarks                                   | 2,406.0              | 2,406.0              | 2.8%           | 1,410.2            | 795.8              | 200.0               |                   | 32.2              | 100.6             | 110.0             |
| 112 Metropolitan Mobility and Access Program               | 1,636.0              | 1,636.0              | 1.9%           | 1,074.0            | 336.0              | 226.0               |                   | -                 | 169.0             | 177.0             |
| 113 Freight Program  | 2,758.0              | 2,758.0              | 3.2%           | 1,511.9            | 896.1              | 350.0               |                   | -                 | 89.0              | 89.0              |
| 114 Federal High Speed Rail assumed (no rev sheet)         | 3,000.0              | 3,000.0              | 3.5%           | 2,850.0            | 150.0              | 0.0                 |                   | -                 | 75.0              | 150.0             |
| 115 <b>Total Other Agencies' Federal Revenue Sources</b>   | <b>15,215.2</b>      | <b>15,215.2</b>      | <b>2.2%</b>    | <b>884.0</b>       | <b>450.4</b>       | <b>517.8</b>        | <b>-</b>          | <b>448.9</b>      | <b>513.7</b>      | <b>586.9</b>      |
| 116 <b>Total Other Agencies' Revenue Sources</b>           | <b>86,010.2</b>      | <b>\$ 86,098.9</b>   | <b>70.1%</b>   | <b>17,397.1</b>    | <b>18,178.4</b>    | <b>24,712.9</b>     | <b>88.7</b>       | <b>\$ 2,099.0</b> | <b>\$ 2,230.9</b> | <b>\$ 2,318.8</b> |
| 117 <b>GRAND TOTAL REVENUE SOURCES</b>                     | <b>277,436.6</b>     | <b>\$ 279,667.8</b>  |                | <b>\$ 68,845.7</b> | <b>\$ 77,458.9</b> | <b>\$ 105,410.1</b> | <b>\$ 2,231.2</b> | <b>5,439.4</b>    | <b>6,940.4</b>    | <b>6,470.7</b>    |

**LACMTA Financial Forecasting Model**

**Revenue Sources**

| <b>30-10 8/19/11</b>                                |   | <b>2012</b>    | <b>2013</b>    | <b>2014</b>    | <b>2015</b>    | <b>2016</b>    | <b>2017</b>    | <b>2018</b>    | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    |
|---|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>(\$ in millions)</b>                             |   | <b>2013</b>    | <b>2014</b>    | <b>2015</b>    | <b>2016</b>    | <b>2017</b>    | <b>2018</b>    | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    |
| <b>Sources Belonging to/Programmed by MTA Board</b> |   |                |                |                |                |                |                |                |                |                |                |
| <b>Local</b>  |   |                |                |                |                |                |                |                |                |                |                |
| 1   | Proposition A (without 25% Local Return)                | 512.4          | 542.4          | 575.0          | 609.4          | 643.7          | 678.1          | 713.3          | 749.6          | 787.6          | 821.4          |
| 2   | Proposition C (without 20% Local Return)                | 539.6          | 571.2          | 605.6          | 641.8          | 677.9          | 714.2          | 751.3          | 789.5          | 829.5          | 865.1          |
| 3   | Measure R (without 15% Local Return)                    | 572.7          | 606.2          | 642.7          | 681.1          | 719.5          | 757.9          | 797.3          | 837.9          | 880.3          | 918.0          |
| 4   | TDA (gross)   | 338.8          | 358.7          | 380.3          | 403.0          | 425.7          | 448.4          | 471.7          | 495.7          | 520.8          | 543.2          |
| 5   | Fare Revenues - MTA Bus and Rail                        | 344.9          | 390.1          | 401.7          | 453.1          | 460.1          | 496.2          | 517.1          | 545.3          | 566.9          | 609.5          |
| 6   | Lease and Leaseback Revenues                            | 16.6           | 17.0           | 17.4           | 17.8           | 18.2           | 18.6           | 19.0           | 19.3           | 19.7           | 20.1           |
| 7   | Financing: Highways (Prop C 25%) (net)                  | 498.3          | 356.6          | 184.1          | 64.7           | 27.9           | 212.7          | 45.0           | 147.0          | 155.8          | 114.3          |
| 8   | Financing: Rail Capital (Prop A 35%) (net)              | 335.5          | 118.7          | 133.7          | 89.9           | -              | -              | 6.7            | 336.0          | 296.1          | 318.0          |
| 9   | Financing: Rail Capital (Prop C 40%) (net)              | -              | -              | -              | 0.8            | -              | 223.4          | 132.7          | 60.4           | 30.0           | 80.0           |
| 10  | Financing: Bus Facilities Cap (Prop C 40%) (net)        | 10.0           | 20.0           | -              | 20.0           | 20.0           | 40.0           | 20.0           | 50.0           | 50.0           | 50.0           |
| 11  | Financing: Additional Prop C 40% (net)                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 12  | Financing: Commuter Rail Cap (Prop C 10%) (net)         | 16.2           | 42.9           | 43.4           | 35.2           | 25.0           | 17.7           | 15.4           | 64.7           | 65.9           | 71.1           |
| 13  | Financing: Measure R 35% (net)                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 14  | Net Financing: Rail Capital Measure R 35% Bonds         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 15  | Net Financing: Rail Capital 35% BABs (Measure R)        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 16  | Net Financing: Rail Capital QTIBs (Measure R)           | 989.3          | -              | 3,175.1        | -              | 1,105.1        | -              | 487.8          | -              | -              | -              |
| 17  | Net Financing: Rail Capital TIFIA Loan (Measure R)      | -              | -              | -              | 125.5          | 554.4          | 329.7          | 113.6          | 63.5           | -              | -              |
| 18  | Net Financing: Rail Capital Measure R 35% Comm Paper    | -              | 86.9           | 218.1          | -              | -              | -              | -              | -              | -              | -              |
| 19  | Net Financing: Highway Capital (Measure R 20%)          | 79.5           | 62.0           | 101.0          | 64.0           | 24.0           | -              | -              | -              | 46.5           | 104.4          |
| 20  | Net Financing: Measure R 2% Commercial Paper            | -              | -              | -              | -              | 25.1           | 44.8           | -              | 53.2           | 21.1           | 14.7           |
| 21  | Financing: Capital Grant Receipt Revenue Bonds          | 202.3          | 506.4          | 42.6           | 73.8           | 28.5           | 207.5          | -              | 72.8           | -              | -              |
| 22  | Other - General, Advertising, Other Misc.               | 34.3           | 34.3           | 34.3           | 34.3           | 35.1           | 35.9           | 36.6           | 37.3           | 38.0           | 38.8           |
| 23  | HOV Violation Fund (no revenue sheet)                   | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| 24  | Interest Earnings on Prop A funds                       | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            |
| 25  | Interest Earnings on Prop C funds                       | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           |
| 26  | Interest Earnings on TDA funds                          | 2.4            | 2.4            | 2.4            | 2.5            | 2.5            | 2.5            | 2.5            | 2.6            | 2.6            | 2.6            |
| 27  | Interest Earnings on Measure R 35% funds                | 13.4           | 16.3           | 22.3           | 21.5           | 11.0           | 10.6           | 7.9            | 6.8            | 5.9            | 4.8            |
| 28  | Interest Earnings on STA-Op Rev Share funds             | -              | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 29  | Transit Corridor Bridge Loan Proceeds                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 30  | Prop A Lapsed transferred to Prop C 40%                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 31  | Reimbursemnt fr Gr Line LAX, S Bay Gr Line, & systemwid | -              | -              | -              | -              | -              | 19.0           | 67.1           | -              | -              | -              |
| 32  | State repayment of capital proj loans (fund 3562)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 33  | <b>Total MTA Local Revenue Sources</b>                  | <b>4,521.9</b> | <b>3,748.3</b> | <b>6,596.1</b> | <b>3,354.6</b> | <b>4,819.8</b> | <b>4,273.5</b> | <b>4,221.2</b> | <b>4,347.9</b> | <b>4,333.0</b> | <b>4,592.2</b> |
| <b>State</b>  |   |                |                |                |                |                |                |                |                |                |                |
| 35  | Air Quality Vehicle Registration Fee (AB 2766)          | -              | -              | 2.0            | -              | -              | 2.0            | -              | -              | 2.0            | -              |
| 36  | Misc. State Grants-Admin (no revenue sheet)             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 37  | Other State (no revenue sheet)                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 37  | Regional Improvement Program Funds (RIP)                | 60.1           | 53.9           | 113.6          | 129.6          | 53.6           | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          |
| 38  | STA - Operator Revenue Share                            | 51.7           | 51.7           | 52.2           | 52.7           | 53.3           | 53.8           | 54.3           | 54.9           | 55.4           | 56.0           |
| 39  | STA - Population Share                                  | 44.5           | 44.5           | 44.9           | 45.4           | 45.8           | 46.3           | 46.8           | 47.2           | 47.7           | 48.2           |
| 40  | State Hwy Acct-Fwy Serv Patrol (no revenue sheet)       | 5.9            | 6.0            | 6.0            | 6.1            | 6.2            | 6.3            | 6.4            | 6.5            | 6.6            | 6.7            |
| 41  | State Prop 1B Bonds (CMIA, Secur, SLPP)                 | 434.1          | 94.2           | 39.8           | 38.0           | 40.8           | 5.5            | -              | -              | -              | -              |
| 42  | Proposition 1B Bonds - PTMISEA                          | 106.5          | (15.6)         | (15.5)         | (4.0)          | -              | -              | -              | -              | -              | -              |
| 43  | High Speed Rail Bonds voted 11-4-08                     | -              | 10.5           | 34.4           | 70.0           | -              | -              | -              | -              | -              | -              |
| 44  | Traffic Congestion Relief Program Allocations           | -              | 8.9            | 25.8           | 54.5           | -              | -              | -              | -              | -              | -              |
| 45  | <b>Total MTA State Revenue Sources</b>                  | <b>702.7</b>   | <b>254.1</b>   | <b>303.4</b>   | <b>392.4</b>   | <b>199.7</b>   | <b>263.9</b>   | <b>257.5</b>   | <b>258.6</b>   | <b>261.7</b>   | <b>260.8</b>   |

**LACMTA Financial Forecasting Model**

**Revenue Sources**

| <b>30-10 8/19/11</b>  | <b>2012</b>    | <b>2013</b>    | <b>2014</b>    | <b>2015</b>    | <b>2016</b>    | <b>2017</b>    | <b>2018</b>    | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>(\$ in millions)</b>                                     | <b>2013</b>    | <b>2014</b>    | <b>2015</b>    | <b>2016</b>    | <b>2017</b>    | <b>2018</b>    | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    |
| <b>46 Federal</b>   |                |                |                |                |                |                |                |                |                |                |
| 47 American Recovery and Reinvestment Act (ARRA)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 48 ARRA -Caltrans share (no rev sheet)                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 49 CMAQ (Congestion Mitigation & Air Quality)               | 140.1          | 142.6          | 100.0          | 100.0          | 100.0          | 100.0          | 100.0          | 80.0           | 80.0           | 80.0           |
| 50 Homeland Security Grants (Metro)                         | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            |
| 51 ITS-Bus Pref. Signl. Syst. (no rev sheet)                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 52 Misc. Fed. Grants-Metro Admin (no rev sheet)             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 53 RSTP (Regional Surface Transportation Prog) w/o STPL     | 83.0           | 85.1           | 85.8           | 87.4           | 89.1           | 90.8           | 92.5           | 94.2           | 96.0           | 97.8           |
| 54 Section 5307 (excluding Other UZAs)                      | 230.6          | 233.8          | 237.1          | 240.4          | 243.8          | 247.2          | 250.7          | 254.2          | 257.7          | 261.3          |
| 55 Section 5309 Bus and Bus-Related Facilities (earnmarks)  | 30.0           | 8.8            | -              | -              | -              | -              | -              | 5.0            | 5.0            | 5.0            |
| 56 Section 5309 Fixed Guideway Modernization                | 41.8           | 42.4           | 43.0           | 43.6           | 44.2           | 44.9           | 45.5           | 46.1           | 46.8           | 47.4           |
| 57 Section 5309 New Starts                                  | 250.0          | 250.0          | 250.0          | 250.0          | 250.0          | 250.0          | 212.0          | 159.2          | 150.0          | 150.0          |
| 58 Section 5309 Small Starts and Very Small Starts          | -              | 3.4            | -              | -              | -              | -              | -              | -              | -              | -              |
| 59 Section 5316 JARC  | 8.0            | 8.0            | 8.0            | -              | -              | -              | -              | -              | -              | -              |
| 60 Section 5317 New Freedom                                 | 3.5            | 3.5            | 3.5            | -              | -              | -              | -              | -              | -              | -              |
| 61 Section 5340 Growing States and High Density             | 6.7            | 6.8            | 6.9            | 7.0            | 7.1            | 7.2            | 7.3            | 7.4            | 7.5            | 7.6            |
| 62 TE-Transportation Enhancements                           | 11.3           | 14.4           | 18.7           | 13.8           | 14.0           | 14.2           | 14.4           | 14.6           | 14.8           | 15.0           |
| <b>63 Total MTA Federal Revenue Sources</b>                 | <b>807.0</b>   | <b>800.9</b>   | <b>755.0</b>   | <b>744.2</b>   | <b>750.2</b>   | <b>756.2</b>   | <b>724.3</b>   | <b>662.7</b>   | <b>659.8</b>   | <b>666.1</b>   |
| <b>64 Total MTA Revenue Sources</b>                         | <b>6,031.6</b> | <b>4,803.2</b> | <b>7,654.5</b> | <b>4,491.2</b> | <b>5,769.7</b> | <b>5,293.6</b> | <b>5,203.0</b> | <b>5,269.2</b> | <b>5,254.5</b> | <b>5,519.2</b> |
| <b>65 Sources Belonging to/Programmed by Other Agencies</b> |                |                |                |                |                |                |                |                |                |                |
| <b>66 Local</b>   |                |                |                |                |                |                |                |                |                |                |
| 67 Proposition A 25% Local Return                           | 159.6          | 168.9          | 179.1          | 189.8          | 200.5          | 211.2          | 222.2          | 233.5          | 245.3          | 255.8          |
| 68 Proposition C 20% Local Return                           | 132.4          | 140.1          | 148.6          | 157.5          | 166.3          | 175.2          | 184.3          | 193.7          | 203.5          | 212.2          |
| 69 Measure R 15% Local Return                               | 99.3           | 105.1          | 111.4          | 118.1          | 124.7          | 131.4          | 138.2          | 145.3          | 152.6          | 159.2          |
| 70 Fare Revenues - non-Metro bus                            | 98.7           | 101.4          | 104.6          | 107.5          | 110.8          | 115.1          | 117.5          | 119.8          | 122.2          | 124.6          |
| 71 Fare Revenues - Metrolink                                | 46.6           | 48.2           | 49.9           | 51.6           | 52.8           | 54.0           | 55.1           | 56.2           | 57.3           | 58.4           |
| 72 Advertising, Other Misc.                                 | 4.8            | 4.9            | 5.0            | 5.1            | 5.2            | 5.4            | 5.5            | 5.6            | 5.7            | 5.8            |
| 73 Local Agency Call for Projects Match                     | 0.1            | 7.8            | 0.9            | -              | -              | -              | -              | -              | -              | -              |
| 74 Local Agency/Public Private Joint Venture (Transit)      | 2.8            | 27.8           | 19.9           | 125.5          | 61.2           | 56.8           | 142.2          | -              | -              | -              |
| 75 Local Agency Street and Road Funds (no rev sheet)        | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            |
| 76 Tolls/PPP  | -              | 53.0           | 119.0          | 479.0          | 546.0          | 617.0          | 561.0          | 502.0          | 439.0          | 546.0          |
| 77 Railroads  | 3.0            | -              | -              | -              | -              | 10.0           | -              | -              | -              | -              |
| 78 Container Fees   | -              | -              | -              | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | -              |
| <b>79 Total Other Agencies' Local Revenue Sources</b>       | <b>548.3</b>   | <b>658.5</b>   | <b>739.6</b>   | <b>1,295.3</b> | <b>1,328.8</b> | <b>1,437.3</b> | <b>1,487.2</b> | <b>1,317.2</b> | <b>1,286.8</b> | <b>1,363.2</b> |
| <b>80 State</b>   |                |                |                |                |                |                |                |                |                |                |
| 81 Environmental Enhancement & Mitigation                   | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 82 Interregional Improvement Program Funds (IIP)            | 81.4           | 7.1            | 4.9            | 0.0            | -              | -              | -              | -              | -              | -              |
| 83 Excise tax replacement for Prop 42 (no revenue sheet)    | 148.5          | 152.1          | 155.8          | 159.5          | 163.2          | 166.8          | 170.2          | 173.6          | 177.0          | 180.5          |
| 84 SAFE   | 7.7            | 7.6            | 7.5            | 7.4            | 7.2            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            |
| 85 SHOPP  | 160.0          | 162.0          | 162.0          | 162.0          | 162.0          | 165.0          | 165.0          | 165.0          | 165.0          | 170.0          |
| 86 Proposition 1B Bonds (non-PTMISEA)                       | 300.0          | 287.0          | 40.0           | -              | -              | -              | -              | -              | -              | -              |
| 87 Proposition 1B Bonds - PTMISEA                           | 15.6           | 15.6           | 15.5           | 4.0            | -              | -              | -              | -              | -              | -              |
| 88 High Speed Rail Bonds                                    | 15.0           | 15.0           | 15.6           | -              | -              | -              | -              | -              | -              | -              |
| 89 TCRP - Highway projects                                  | 27.8           | 53.7           | 48.4           | 54.5           | 28.6           | -              | -              | -              | -              | -              |
| 90 State Gas Tax Subventions to Cities (no rev sheet)       | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          |
| 91 State Highway Account-Caltrans Ops (no revenue sheet)    | 185.2          | 189.8          | 194.6          | 199.4          | 204.4          | 209.5          | 214.8          | 220.1          | 225.6          | 231.3          |
| 92 High Speed Rail Bonds (grade seps)                       | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 5.0            |
| 93 Public Utilities Commission                              | -              | -              | -              | -              | -              | 2.0            | -              | -              | -              | -              |
| 94 State Programs   | -              | -              | -              | 85.7           | 85.7           | 102.7          | 102.7          | 97.7           | 86.5           | 145.0          |
| 95 SHOPP (Additional)                                       | -              | -              | -              | -              | -              | -              | -              | 8.0            | 9.0            | 9.0            |
| <b>96 Total Other Agencies' State Revenue Sources</b>       | <b>1,221.0</b> | <b>1,169.8</b> | <b>924.0</b>   | <b>952.4</b>   | <b>931.0</b>   | <b>932.8</b>   | <b>939.5</b>   | <b>951.2</b>   | <b>949.9</b>   | <b>1,012.6</b> |

**LACMTA Financial Forecasting Model**

**Revenue Sources**

| <b>30-10 8/19/11</b>                                       | <b>2012</b>       | <b>2013</b>       | <b>2014</b>       | <b>2015</b>       | <b>2016</b>       | <b>2017</b>       | <b>2018</b>       | <b>2019</b>       | <b>2020</b>       | <b>2021</b>       |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>(\$ in millions)</b>                                    | <b>2013</b>       | <b>2014</b>       | <b>2015</b>       | <b>2016</b>       | <b>2017</b>       | <b>2018</b>       | <b>2019</b>       | <b>2020</b>       | <b>2021</b>       | <b>2022</b>       |
| 97 <b>Federal</b>  |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| 98 American Recovery and Reinvestment Act (ARRA)           | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 99 Federal- Other (no rev sheet)                           | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 100 Other Federal Funds-Highway Earmarks                   | 21.2              | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 101 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)    | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 102 RSTP - STP-L   | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              |
| 103 Section 5309 Bus and Bus-Related Facilities (earmarks) | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 104 Section 5307 (Other UZAs)                              | 10.7              | 10.8              | 11.0              | 11.1              | 11.3              | 11.4              | 11.6              | 11.7              | 11.9              | 12.1              |
| 105 Section 5310 Elderly/Disabled (cap) (no rev sheet)     | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               |
| 106 Section 5340 Growing States and High Density           | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               |
| 107 Safe Routes to Schools                                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 108 Cap and Trade  | -                 | -                 | -                 | 30.0              | 40.0              | 30.0              | 30.0              | 30.0              | 30.0              | -                 |
| 109 Federal Railroad Administration                        | -                 | 1.0               | -                 | -                 | -                 | 1.0               | -                 | -                 | -                 | -                 |
| 110 Federal Formula Funds (Additional)                     | -                 | 30.0              | 33.0              | 159.0             | 159.0             | 173.1             | 169.0             | 176.4             | 154.5             | 223.0             |
| 111 Federal HPP Earmarks                                   | 119.4             | 148.8             | 205.0             | 227.0             | 210.3             | 168.4             | 88.5              | 85.8              | 86.0              | 106.0             |
| 112 Metropolitan Mobility and Access Program               | 176.0             | 174.0             | 178.0             | 50.0              | 50.0              | 50.0              | 50.0              | 50.0              | 50.0              | 32.0              |
| 113 Freight Program  | 91.0              | 93.0              | 133.0             | 180.2             | 239.2             | 351.0             | 246.5             | 186.1             | 128.0             | 97.0              |
| 114 Federal High Speed Rail assumed (no rev sheet)         | 300.0             | 350.0             | 400.0             | 450.0             | 500.0             | 425.0             | 200.0             | 150.0             | -                 | -                 |
| 115 <b>Total Other Agencies' Federal Revenue Sources</b>   | <b>750.7</b>      | <b>840.1</b>      | <b>992.4</b>      | <b>1,139.8</b>    | <b>1,242.2</b>    | <b>1,242.4</b>    | <b>828.1</b>      | <b>722.5</b>      | <b>492.9</b>      | <b>502.6</b>      |
| 116 <b>Total Other Agencies' Revenue Sources</b>           | <b>\$ 2,520.1</b> | <b>\$ 2,668.4</b> | <b>\$ 2,656.1</b> | <b>\$ 3,387.5</b> | <b>\$ 3,502.1</b> | <b>\$ 3,612.5</b> | <b>\$ 3,254.7</b> | <b>\$ 2,991.0</b> | <b>\$ 2,729.6</b> | <b>\$ 2,878.4</b> |
| 117 <b>GRAND TOTAL REVENUE SOURCES</b>                     | <b>8,551.7</b>    | <b>7,471.6</b>    | <b>10,310.6</b>   | <b>7,878.7</b>    | <b>9,271.8</b>    | <b>8,906.1</b>    | <b>8,457.7</b>    | <b>8,260.2</b>    | <b>7,984.1</b>    | <b>8,397.6</b>    |

**LACMTA Financial Forecasting Model**  
**Revenue Sources**

| <b>30-10 8/19/11</b>                                      | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>2025</b>    | <b>2026</b>    | <b>2027</b>    | <b>2028</b>    | <b>2029</b>    | <b>2030</b>    | <b>2031</b>    |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)  | <b>2023</b>    | <b>2024</b>    | <b>2025</b>    | <b>2026</b>    | <b>2027</b>    | <b>2028</b>    | <b>2029</b>    | <b>2030</b>    | <b>2031</b>    | <b>2032</b>    |
| <b>Sources Belonging to/Programmed by MTA Board</b>       |                |                |                |                |                |                |                |                |                |                |
| <b>Local</b>  |                |                |                |                |                |                |                |                |                |                |
| 1 Proposition A (without 25% Local Return)                | 856.4          | 891.5          | 929.0          | 966.4          | 1,003.0        | 1,041.1        | 1,078.2        | 1,115.1        | 1,148.7        | 1,181.9        |
| 2 Proposition C (without 20% Local Return)                | 902.0          | 938.9          | 978.4          | 1,017.8        | 1,056.4        | 1,096.5        | 1,135.6        | 1,174.5        | 1,209.8        | 1,244.8        |
| 3 Measure R (without 15% Local Return)                    | 957.2          | 996.4          | 1,038.4        | 1,080.2        | 1,121.1        | 1,163.7        | 1,205.1        | 1,246.4        | 1,284.0        | 1,321.0        |
| 4 TDA (gross)   | 566.3          | 589.5          | 614.4          | 639.1          | 663.3          | 688.5          | 713.0          | 737.4          | 759.7          | 781.6          |
| 5 Fare Revenues - MTA Bus and Rail                        | 615.0          | 645.0          | 650.8          | 685.8          | 691.9          | 725.7          | 732.1          | 760.6          | 767.3          | 797.2          |
| 6 Lease and Leaseback Revenues                            | 10.5           | 10.7           | 10.9           | 11.1           | 11.3           | 11.5           | 11.7           | 12.0           | 12.2           | 12.4           |
| 7 Financing: Highways (Prop C 25%) (net)                  | 199.5          | 159.6          | 230.8          | 240.8          | 274.5          | 285.4          | 244.6          | 264.0          | 34.3           | 55.5           |
| 8 Financing: Rail Capital (Prop A 35%) (net)              | 168.3          | 334.9          | 407.7          | 243.8          | 271.8          | 302.4          | 313.0          | 157.3          | 299.1          | 362.7          |
| 9 Financing: Rail Capital (Prop C 40%) (net)              | 60.0           | -              | 200.0          | 100.0          | 60.0           | 80.0           | 60.0           | 50.0           | 110.0          | -              |
| 10 Financing: Bus Facilities Cap (Prop C 40%) (net)       | 120.0          | 20.0           | 30.0           | 50.0           | 30.0           | 30.0           | 20.0           | 20.0           | -              | -              |
| 11 Financing: Additional Prop C40% (net)                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 12 Financing: Commuter Rail Cap (Prop C 10%) (net)        | 52.7           | 48.1           | 46.2           | 49.2           | 49.0           | 41.1           | 32.2           | 47.3           | 35.4           | 27.1           |
| 13 Financing: Measure R 35% (net)                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 14 Net Financing: Rail Capital Measure R 35% Bonds        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 15 Net Financing: Rail Capital 35% BABs (Measure R)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 16 Net Financing: Rail Capital QTIBs (Measure R)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 17 Net Financing: Rail Capital TIFIA Loan (Measure R)     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 18 Net Financing: Rail Capital Measure R 35% Comm Paper   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 19 Net Financing: Highway Capital (Measure R 20%)         | 33.7           | 73.0           | 136.0          | 138.0          | 23.1           | -              | -              | -              | -              | -              |
| 20 Net Financing: Measure R 2% Commercial Paper           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 21 Financing: Capital Grant Receipt Revenue Bonds         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 22 Other - General, Advertising, Other Misc.              | 39.5           | 40.3           | 41.0           | 41.8           | 42.6           | 43.4           | 44.3           | 45.1           | 46.0           | 46.9           |
| 23 HOV Violation Fund (no revenue sheet)                  | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| 24 Interest Earnings on Prop A funds                      | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            |
| 25 Interest Earnings on Prop C funds                      | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           |
| 26 Interest Earnings on TDA funds                         | 2.6            | 2.7            | 2.7            | 2.7            | 2.7            | 2.8            | 2.8            | 2.8            | 2.9            | 2.9            |
| 27 Interest Earnings on Measure R 35% funds               | 4.8            | 3.8            | 3.1            | 4.1            | 5.3            | 6.8            | 8.4            | 10.9           | 14.0           | 17.1           |
| 28 Interest Earnings on STA-Op Rev Share funds            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 29 Transit Corridor Bridge Loan Proceeds                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 30 Prop A Lapsed transferred to Prop C 40%                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 31 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid | 83.9           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 32 State repayment of capital proj loans (fund 3562)      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>33 Total MTA Local Revenue Sources</b>                 | <b>4,688.8</b> | <b>4,770.7</b> | <b>5,335.6</b> | <b>5,287.0</b> | <b>5,322.2</b> | <b>5,535.2</b> | <b>5,617.4</b> | <b>5,659.7</b> | <b>5,739.5</b> | <b>5,867.3</b> |
| <b>State</b>  |                |                |                |                |                |                |                |                |                |                |
| 35 Air Quality Vehicle Registration Fee (AB 2766)         | -              | 2.0            | -              | -              | 2.0            | -              | -              | 2.0            | -              | -              |
| 36 Misc. State Grants-Admin (no revenue sheet)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 37 Other State (no revenue sheet)                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 37 Regional Improvement Program Funds (RIP)               | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          |
| 38 STA - Operator Revenue Share                           | 56.6           | 57.1           | 57.7           | 58.3           | 58.9           | 59.4           | 60.0           | 60.6           | 61.2           | 61.9           |
| 39 STA - Population Share                                 | 48.7           | 49.2           | 49.6           | 50.1           | 50.6           | 51.2           | 51.7           | 52.2           | 52.7           | 53.2           |
| 40 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)      | 6.8            | 6.9            | 6.9            | 7.0            | 7.1            | 7.2            | 7.3            | 7.4            | 7.6            | 7.7            |
| 41 State Prop 1B Bonds (CMIA, Secur, SLPP)                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 42 Proposition 1B Bonds - PTMISEA                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 43 High Speed Rail Bonds voted 11-4-08                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 44 Traffic Congestion Relief Program Allocations          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>45 Total MTA State Revenue Sources</b>                 | <b>262.0</b>   | <b>265.1</b>   | <b>264.3</b>   | <b>265.5</b>   | <b>268.6</b>   | <b>267.8</b>   | <b>269.0</b>   | <b>272.3</b>   | <b>271.5</b>   | <b>272.7</b>   |

**LACMTA Financial Forecasting Model**  
**Revenue Sources**

| <b>30-10 8/19/11</b>  | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>2025</b>    | <b>2026</b>    | <b>2027</b>    | <b>2028</b>    | <b>2029</b>    | <b>2030</b>    | <b>2031</b>    |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>(\$ in millions)</b>                                     | <b>2023</b>    | <b>2024</b>    | <b>2025</b>    | <b>2026</b>    | <b>2027</b>    | <b>2028</b>    | <b>2029</b>    | <b>2030</b>    | <b>2031</b>    | <b>2032</b>    |
| <b>46 Federal</b>   |                |                |                |                |                |                |                |                |                |                |
| 47 American Recovery and Reinvestment Act (ARRA)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 48 ARRA -Caltrans share (no rev sheet)                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 49 CMAQ (Congestion Mitigation & Air Quality)               | 80.0           | 80.0           | 80.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           |
| 50 Homeland Security Grants (Metro)                         | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            |
| 51 ITS-Bus Pref. Signl. Syst. (no rev sheet)                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 52 Misc. Fed. Grants-Metro Admin (no rev sheet)             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 53 RSTP (Regional Surface Transportation Prog) w/o STPL     | 99.6           | 101.4          | 103.3          | 105.2          | 107.1          | 109.0          | 111.0          | 113.0          | 115.0          | 117.1          |
| 54 Section 5307 (excluding Other UZAs)                      | 265.0          | 268.7          | 272.5          | 276.3          | 280.2          | 284.1          | 288.1          | 292.1          | 296.2          | 300.3          |
| 55 Section 5309 Bus and Bus-Related Facilities (earmarks)   | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            |
| 56 Section 5309 Fixed Guideway Modernization                | 48.1           | 48.8           | 49.4           | 50.1           | 50.8           | 51.5           | 52.3           | 53.0           | 53.7           | 54.5           |
| 57 Section 5309 New Starts                                  | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 200.0          | 200.0          | 200.0          | 200.0          |
| 58 Section 5309 Small Starts and Very Small Starts          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 59 Section 5316 JARC  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 60 Section 5317 New Freedom                                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 61 Section 5340 Growing States and High Density             | 7.7            | 7.8            | 7.9            | 8.0            | 8.2            | 8.3            | 8.4            | 8.5            | 8.6            | 8.7            |
| 62 TE-Transportation Enhancements                           | 15.2           | 15.4           | 15.6           | 15.8           | 16.0           | 16.2           | 16.4           | 16.6           | 16.8           | 17.0           |
| <b>63 Total MTA Federal Revenue Sources</b>                 | <b>672.6</b>   | <b>679.1</b>   | <b>685.7</b>   | <b>672.4</b>   | <b>679.2</b>   | <b>686.0</b>   | <b>743.1</b>   | <b>750.2</b>   | <b>757.3</b>   | <b>764.7</b>   |
| <b>64 Total MTA Revenue Sources</b>                         | <b>5,623.4</b> | <b>5,714.9</b> | <b>6,285.7</b> | <b>6,224.9</b> | <b>6,270.1</b> | <b>6,489.1</b> | <b>6,629.6</b> | <b>6,682.1</b> | <b>6,768.4</b> | <b>6,904.7</b> |
| <b>65 Sources Belonging to/Programmed by Other Agencies</b> |                |                |                |                |                |                |                |                |                |                |
| <b>66 Local</b>   |                |                |                |                |                |                |                |                |                |                |
| 67 Proposition A 25% Local Return                           | 266.8          | 277.7          | 289.4          | 301.0          | 312.4          | 324.3          | 335.8          | 347.3          | 357.8          | 368.1          |
| 68 Proposition C 20% Local Return                           | 221.3          | 230.3          | 240.0          | 249.7          | 259.2          | 269.0          | 278.6          | 288.1          | 296.8          | 305.4          |
| 69 Measure R 15% Local Return                               | 166.0          | 172.7          | 180.0          | 187.3          | 194.4          | 201.7          | 208.9          | 216.1          | 222.6          | 229.0          |
| 70 Fare Revenues - non-Metro bus                            | 127.0          | 129.3          | 131.7          | 134.2          | 136.7          | 139.5          | 142.2          | 145.0          | 147.7          | 150.5          |
| 71 Fare Revenues - Metrolink                                | 59.5           | 60.6           | 61.7           | 62.9           | 64.1           | 65.4           | 66.7           | 68.0           | 69.3           | 70.6           |
| 72 Advertising, Other Misc.                                 | 5.9            | 6.0            | 6.1            | 6.2            | 6.4            | 6.5            | 6.6            | 6.7            | 6.9            | 7.0            |
| 73 Local Agency Call for Projects Match                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 74 Local Agency/Public Private Joint Venture (Transit)      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 75 Local Agency Street and Road Funds (no rev sheet)        | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            |
| 76 Tolls/PPP  | 546.0          | 546.0          | 546.0          | 546.0          | 546.0          | 296.0          | 296.0          | 225.0          | 225.0          | 225.0          |
| 77 Railroads  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 78 Container Fees   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>79 Total Other Agencies' Local Revenue Sources</b>       | <b>1,393.6</b> | <b>1,423.9</b> | <b>1,456.2</b> | <b>1,488.6</b> | <b>1,520.3</b> | <b>1,303.6</b> | <b>1,336.1</b> | <b>1,297.5</b> | <b>1,327.3</b> | <b>1,356.8</b> |
| <b>80 State</b>   |                |                |                |                |                |                |                |                |                |                |
| 81 Environmental Enhancement & Mitigation                   | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 82 Interregional Improvement Program Funds (IIP)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 83 Excise tax replacement for Prop 42 (no revenue sheet)    | 183.9          | 187.2          | 190.7          | 194.4          | 198.0          | 202.0          | 206.0          | 210.0          | 214.0          | 218.0          |
| 84 SAFE   | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            |
| 85 SHOPP  | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          |
| 86 Proposition 1B Bonds (non-PTMISEA)                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 87 Proposition 1B Bonds - PTMISEA                           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 88 High Speed Rail Bonds                                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 89 TCRP - Highway projects                                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 90 State Gas Tax Subventions to Cities (no rev sheet)       | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          |
| 91 State Highway Account-Caltrans Ops (no revenue sheet)    | 237.1          | 243.0          | 249.1          | 255.3          | 261.7          | 268.2          | 274.9          | 281.8          | 288.8          | 296.1          |
| 92 High Speed Rail Bonds (grade seps)                       | 5.0            | 5.0            | 10.0           | 10.0           | -              | -              | -              | -              | -              | -              |
| 93 Public Utilities Commission                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 94 State Programs   | 145.0          | 145.0          | 140.0          | 140.0          | 140.0          | 133.5          | 160.8          | 160.3          | 57.1           | 50.3           |
| 95 SHOPP (Additional)                                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>96 Total Other Agencies' State Revenue Sources</b>       | <b>1,012.8</b> | <b>1,022.0</b> | <b>1,031.6</b> | <b>1,041.5</b> | <b>1,041.5</b> | <b>1,045.5</b> | <b>1,083.5</b> | <b>1,093.9</b> | <b>1,001.7</b> | <b>1,006.2</b> |

**LACMTA Financial Forecasting Model**

**Revenue Sources**

| <b>30-10 8/19/11</b>                                       | <b>2022</b>       | <b>2023</b>       | <b>2024</b>       | <b>2025</b>       | <b>2026</b>       | <b>2027</b>       | <b>2028</b>       | <b>2029</b>       | <b>2030</b>       | <b>2031</b>       |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| <b>(\$ in millions)</b>                                    | <b>2023</b>       | <b>2024</b>       | <b>2025</b>       | <b>2026</b>       | <b>2027</b>       | <b>2028</b>       | <b>2029</b>       | <b>2030</b>       | <b>2031</b>       | <b>2032</b>       |
| <b>97 Federal</b>  |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
| 98 American Recovery and Reinvestment Act (ARRA)           | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 99 Federal- Other (no rev sheet)                           | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 100 Other Federal Funds-Highway Earmarks                   | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 101 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)    | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 102 RSTP - STP-L   | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              |
| 103 Section 5309 Bus and Bus-Related Facilities (earmarks) | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 104 Section 5307 (Other UZAs)                              | 12.2              | 12.4              | 12.6              | 12.8              | 12.9              | 13.1              | 13.3              | 13.5              | 13.7              | 13.9              |
| 105 Section 5310 Elderly/Disabled (cap) (no rev sheet)     | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               |
| 106 Section 5340 Growing States and High Density           | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.5               | 0.5               | 0.5               | 0.5               |
| 107 Safe Routes to Schools                                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 108 Cap and Trade  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 109 Federal Railroad Administration                        | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 110 Federal Formula Funds (Additional)                     | 223.0             | 223.0             | 223.0             | 223.0             | 223.0             | 224.0             | 223.9             | 53.0              | 53.0              | 53.0              |
| 111 Federal HPP Earmarks                                   | 106.0             | 106.0             | 106.0             | 100.0             | 100.0             | -                 | -                 | -                 | -                 | -                 |
| 112 Metropolitan Mobility and Access Program               | 32.0              | 32.0              | 32.0              | 32.0              | 32.0              | 22.0              | 22.0              | 22.0              | 22.0              | 22.0              |
| 113 Freight Program  | 97.0              | 97.0              | 97.0              | 97.0              | 97.0              | -                 | -                 | 11.0              | 22.0              | 33.0              |
| 114 Federal High Speed Rail assumed (no rev sheet)         | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| <b>115 Total Other Agencies' Federal Revenue Sources</b>   | <b>502.8</b>      | <b>502.9</b>      | <b>503.1</b>      | <b>497.3</b>      | <b>497.5</b>      | <b>291.7</b>      | <b>291.8</b>      | <b>132.1</b>      | <b>143.3</b>      | <b>154.5</b>      |
| <b>116 Total Other Agencies' Revenue Sources</b>           | <b>\$ 2,909.1</b> | <b>\$ 2,948.8</b> | <b>\$ 2,990.9</b> | <b>\$ 3,027.3</b> | <b>\$ 3,059.3</b> | <b>\$ 2,640.8</b> | <b>\$ 2,711.4</b> | <b>\$ 2,523.4</b> | <b>\$ 2,472.2</b> | <b>\$ 2,517.4</b> |
| <b>117 GRAND TOTAL REVENUE SOURCES</b>                     | <b>8,532.5</b>    | <b>8,663.8</b>    | <b>9,276.6</b>    | <b>9,252.2</b>    | <b>9,329.3</b>    | <b>9,129.9</b>    | <b>9,340.9</b>    | <b>9,205.5</b>    | <b>9,240.6</b>    | <b>9,422.1</b>    |

**LACMTA Financial Forecasting Model**  
**Revenue Sources**

| <b>30-10 8/19/11</b>                                      | <b>2032</b>    | <b>2033</b>    | <b>2034</b>    | <b>2035</b>    | <b>2036</b>    | <b>2037</b>    | <b>2038</b>    | <b>2039</b>    |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>(\$ in millions)</b>                                   | <b>2033</b>    | <b>2034</b>    | <b>2035</b>    | <b>2036</b>    | <b>2037</b>    | <b>2038</b>    | <b>2039</b>    | <b>2040</b>    |
| <b>Sources Belonging to/Programmed by MTA Board</b>       |                |                |                |                |                |                |                |                |
| <b>Local</b>  |                |                |                |                |                |                |                |                |
| 1 Proposition A (without 25% Local Return)                | 1,217.4        | 1,254.9        | 1,292.7        | 1,329.0        | 1,367.8        | 1,407.0        | 1,444.0        | 1,482.7        |
| 2 Proposition C (without 20% Local Return)                | 1,282.2        | 1,321.7        | 1,361.4        | 1,399.7        | 1,440.6        | 1,481.8        | 1,520.8        | 1,561.6        |
| 3 Measure R (without 15% Local Return)                    | 1,360.7        | 1,402.7        | 1,444.8        | 1,485.5        | 1,528.8        | 1,572.6        | 1,613.9        | -              |
| 4 TDA (gross)   | 805.1          | 829.9          | 854.8          | 878.9          | 904.5          | 930.4          | 954.9          | 980.5          |
| 5 Fare Revenues - MTA Bus and Rail                        | 804.2          | 835.5          | 843.0          | 875.8          | 883.6          | 918.0          | 926.2          | 962.3          |
| 6 Lease and Leaseback Revenues                            | 12.6           | 12.9           | 13.2           | 13.4           | 13.7           | 14.0           | 14.2           | 14.5           |
| 7 Financing: Highways (Prop C 25%) (net)                  | 43.1           | 61.2           | 1.9            | -              | -              | -              | -              | -              |
| 8 Financing: Rail Capital (Prop A 35%) (net)              | 500.0          | 337.0          | 535.1          | 248.9          | 237.1          | 189.0          | 300.0          | 200.0          |
| 9 Financing: Rail Capital (Prop C 40%) (net)              | 200.0          | 100.0          | 400.0          | 180.0          | 100.0          | -              | 300.0          | 240.0          |
| 10 Financing: Bus Facilities Cap (Prop C 40%) (net)       | -              | -              | -              | -              | -              | -              | -              | -              |
| 11 Financing: Additional Prop C 40% (net)                 | -              | -              | -              | -              | -              | -              | -              | -              |
| 12 Financing: Commuter Rail Cap (Prop C 10%) (net)        | 28.2           | 29.3           | 30.8           | -              | -              | -              | -              | -              |
| 13 Financing: Measure R 35% (net)                         | -              | -              | -              | -              | -              | -              | -              | -              |
| 14 Net Financing: Rail Capital Measure R 35% Bonds        | -              | -              | -              | -              | -              | -              | -              | -              |
| 15 Net Financing: Rail Capital 35% BABs (Measure R)       | -              | -              | -              | -              | -              | -              | -              | -              |
| 16 Net Financing: Rail Capital QTIBs (Measure R)          | -              | -              | -              | -              | -              | -              | -              | -              |
| 17 Net Financing: Rail Capital TIFIA Loan (Measure R)     | -              | -              | -              | -              | -              | -              | -              | -              |
| 18 Net Financing: Rail Capital Measure R 35% Comm Paper   | -              | -              | -              | -              | -              | -              | -              | -              |
| 19 Net Financing: Highway Capital (Measure R 20%)         | -              | -              | -              | -              | -              | -              | -              | -              |
| 20 Net Financing: Measure R 2% Commercial Paper           | -              | -              | -              | -              | -              | -              | -              | -              |
| 21 Financing: Capital Grant Receipt Revenue Bonds         | -              | -              | -              | -              | -              | -              | -              | -              |
| 22 Other - General, Advertising, Other Misc.              | 47.8           | 48.7           | 49.7           | 50.7           | 51.7           | 52.8           | 53.8           | 54.9           |
| 23 HOV Violation Fund (no revenue sheet)                  | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| 24 Interest Earnings on Prop A funds                      | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            |
| 25 Interest Earnings on Prop C funds                      | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           |
| 26 Interest Earnings on TDA funds                         | 2.9            | 2.9            | 3.0            | 3.0            | 3.0            | 3.1            | 3.1            | 3.1            |
| 27 Interest Earnings on Measure R 35% funds               | 20.3           | 23.5           | 28.3           | 34.9           | 39.6           | 43.3           | 29.2           | -              |
| 28 Interest Earnings on STA-Op Rev Share funds            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 29 Transit Corridor Bridge Loan Proceeds                  | -              | -              | -              | -              | -              | -              | -              | -              |
| 30 Prop A Lapsed transferred to Prop C 40%                | -              | -              | -              | -              | -              | -              | -              | -              |
| 31 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid | -              | -              | -              | -              | -              | -              | -              | -              |
| 32 State repayment of capital proj loans (fund 3562)      | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>33 Total MTA Local Revenue Sources</b>                 | <b>6,340.9</b> | <b>6,276.5</b> | <b>6,875.0</b> | <b>6,516.0</b> | <b>6,586.9</b> | <b>6,628.3</b> | <b>7,176.4</b> | <b>5,515.9</b> |
| <b>State</b>  |                |                |                |                |                |                |                |                |
| 34 Air Quality Vehicle Registration Fee (AB 2766)         | 2.0            | -              | -              | 2.0            | -              | -              | 2.0            | -              |
| 36 Misc. State Grants-Admin (no revenue sheet)            | -              | -              | -              | -              | -              | -              | -              | -              |
| 37 Other State (no revenue sheet)                         | -              | -              | -              | -              | -              | -              | -              | -              |
| 37 Regional Improvement Program Funds (RIP)               | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          |
| 38 STA - Operator Revenue Share                           | 62.5           | 63.1           | 63.7           | 64.4           | 65.0           | 65.7           | 66.3           | 67.0           |
| 39 STA - Population Share                                 | 53.8           | 54.3           | 54.8           | 55.4           | 55.9           | 56.5           | 57.1           | 57.6           |
| 40 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)      | 7.8            | 7.9            | 8.0            | 8.1            | 8.2            | 8.3            | 8.4            | 8.6            |
| 41 State Prop 1B Bonds (CMIA, Secur, SLPP)                | -              | -              | -              | -              | -              | -              | -              | -              |
| 42 Proposition 1B Bonds - PTMISEA                         | -              | -              | -              | -              | -              | -              | -              | -              |
| 43 High Speed Rail Bonds voted 11-4-08                    | -              | -              | -              | -              | -              | -              | -              | -              |
| 44 Traffic Congestion Relief Program Allocations          | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>45 Total MTA State Revenue Sources</b>                 | <b>276.0</b>   | <b>275.3</b>   | <b>276.6</b>   | <b>279.9</b>   | <b>279.2</b>   | <b>280.5</b>   | <b>283.8</b>   | <b>283.2</b>   |

**LACMTA Financial Forecasting Model**

**Revenue Sources**

| <b>30-10 8/19/11</b>  | <b>2032</b>    | <b>2033</b>    | <b>2034</b>    | <b>2035</b>    | <b>2036</b>    | <b>2037</b>    | <b>2038</b>    | <b>2039</b>    |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>(\$ in millions)</b>                                     | <b>2033</b>    | <b>2034</b>    | <b>2035</b>    | <b>2036</b>    | <b>2037</b>    | <b>2038</b>    | <b>2039</b>    | <b>2040</b>    |
| <b>46 Federal</b>   |                |                |                |                |                |                |                |                |
| 47 American Recovery and Reinvestment Act (ARRA)            | -              | -              | -              | -              | -              | -              | -              | -              |
| 48 ARRA -Caltrans share (no rev sheet)                      | -              | -              | -              | -              | -              | -              | -              | -              |
| 49 CMAQ (Congestion Mitigation & Air Quality)               | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           | 60.0           |
| 50 Homeland Security Grants (Metro)                         | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            |
| 51 ITS-Bus Pref. Signl. Syst. (no rev sheet)                | -              | -              | -              | -              | -              | -              | -              | -              |
| 52 Misc. Fed. Grants-Metro Admin (no rev sheet)             | -              | -              | -              | -              | -              | -              | -              | -              |
| 53 RSTP (Regional Surface Transportation Prog) w/o STPL     | 119.2          | 121.3          | 123.4          | 125.6          | 127.8          | 130.0          | 132.3          | 134.6          |
| 54 Section 5307 (excluding Other UZAs)                      | 304.5          | 308.8          | 313.1          | 317.5          | 321.9          | 326.4          | 331.0          | 335.6          |
| 55 Section 5309 Bus and Bus-Related Facilities (earmarks)   | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            |
| 56 Section 5309 Fixed Guideway Modernization                | 55.3           | 56.0           | 56.8           | 57.6           | 58.4           | 59.2           | 60.1           | 60.9           |
| 57 Section 5309 New Starts                                  | 200.0          | 200.0          | 200.0          | 200.0          | 200.0          | 200.0          | 200.0          | -              |
| 58 Section 5309 Small Starts and Very Small Starts          | -              | -              | -              | -              | -              | -              | -              | -              |
| 59 Section 5316 JARC  | -              | -              | -              | -              | -              | -              | -              | -              |
| 60 Section 5317 New Freedom                                 | -              | -              | -              | -              | -              | -              | -              | -              |
| 61 Section 5340 Growing States and High Density             | 8.9            | 9.0            | 9.1            | 9.2            | 9.4            | 9.5            | 9.6            | 9.8            |
| 62 TE-Transportation Enhancements                           | 17.2           | 17.4           | 17.6           | 17.8           | 18.0           | 18.3           | 18.6           | 18.9           |
| <b>63 Total MTA Federal Revenue Sources</b>                 | <b>772.0</b>   | <b>779.5</b>   | <b>787.0</b>   | <b>794.7</b>   | <b>802.5</b>   | <b>810.5</b>   | <b>818.6</b>   | <b>626.8</b>   |
| <b>64 Total MTA Revenue Sources</b>                         | <b>7,388.9</b> | <b>7,331.3</b> | <b>7,938.6</b> | <b>7,590.6</b> | <b>7,668.6</b> | <b>7,719.3</b> | <b>8,278.9</b> | <b>6,425.9</b> |
| <b>65 Sources Belonging to/Programmed by Other Agencies</b> |                |                |                |                |                |                |                |                |
| <b>66 Local</b>   |                |                |                |                |                |                |                |                |
| 67 Proposition A 25% Local Return                           | 379.2          | 390.9          | 402.6          | 414.0          | 426.0          | 438.2          | 449.8          | 461.8          |
| 68 Proposition C 20% Local Return                           | 314.6          | 324.3          | 334.0          | 343.4          | 353.4          | 363.5          | 373.1          | 383.1          |
| 69 Measure R 15% Local Return                               | 235.9          | 243.2          | 250.5          | 257.5          | 265.0          | 272.6          | 279.8          | 0.0            |
| 70 Fare Revenues - non-Metro bus                            | 153.4          | 156.4          | 159.6          | 162.8          | 166.1          | 169.6          | 172.9          | 176.2          |
| 71 Fare Revenues - Metrolink                                | 71.9           | 73.3           | 74.8           | 76.3           | 77.9           | 79.5           | 81.0           | 82.6           |
| 72 Advertising, Other Misc.                                 | 7.1            | 7.3            | 7.4            | 7.6            | 7.7            | 7.9            | 8.0            | 8.2            |
| 73 Local Agency Call for Projects Match                     | -              | -              | -              | -              | -              | -              | -              | -              |
| 74 Local Agency/Public Private Joint Venture (Transit)      | -              | -              | -              | -              | -              | -              | -              | -              |
| 75 Local Agency Street and Road Funds (no rev sheet)        | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            |
| 76 Tolls/PPP  | 228.0          | 385.0          | 454.0          | 216.0          | 111.0          | 58.0           | 59.0           | -              |
| 77 Railroads  | -              | -              | -              | -              | -              | -              | -              | -              |
| 78 Container Fees   | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>79 Total Other Agencies' Local Revenue Sources</b>       | <b>1,391.4</b> | <b>1,581.6</b> | <b>1,684.1</b> | <b>1,478.7</b> | <b>1,408.4</b> | <b>1,390.5</b> | <b>1,424.8</b> | <b>1,113.1</b> |
| <b>80 State</b>   |                |                |                |                |                |                |                |                |
| 81 Environmental Enhancement & Mitigation                   | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 82 Interregional Improvement Program Funds (IIP)            | -              | -              | -              | -              | -              | -              | -              | -              |
| 83 Excise tax replacement for Prop 42 (no revenue sheet)    | 222.2          | 226.6          | 231.1          | 235.8          | 240.6          | 245.6          | 250.4          | 255.2          |
| 84 SAFE   | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            |
| 85 SHOPP  | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          |
| 86 Proposition 1B Bonds (non-PTMISEA)                       | -              | -              | -              | -              | -              | -              | -              | -              |
| 87 Proposition 1B Bonds - PTMISEA                           | -              | -              | -              | -              | -              | -              | -              | -              |
| 88 High Speed Rail Bonds                                    | -              | -              | -              | -              | -              | -              | -              | -              |
| 89 TCRP - Highway projects                                  | -              | -              | -              | -              | -              | -              | -              | -              |
| 90 State Gas Tax Subventions to Cities (no rev sheet)       | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          |
| 91 State Highway Account-Caltrans Ops (no revenue sheet)    | 303.5          | 311.1          | 318.8          | 326.8          | 335.0          | 343.3          | 351.9          | 360.7          |
| 92 High Speed Rail Bonds (grade seps)                       | -              | -              | -              | -              | -              | -              | -              | -              |
| 93 Public Utilities Commission                              | -              | -              | -              | -              | -              | -              | -              | -              |
| 94 State Programs   | 75.0           | 100.0          | 109.6          | 90.4           | -              | -              | -              | -              |
| 95 SHOPP (Additional)                                       | 25.0           | -              | -              | -              | -              | -              | -              | -              |
| <b>96 Total Other Agencies' State Revenue Sources</b>       | <b>1,067.5</b> | <b>1,079.4</b> | <b>1,101.3</b> | <b>1,094.8</b> | <b>1,017.3</b> | <b>1,030.7</b> | <b>1,044.1</b> | <b>1,057.7</b> |

**LACMTA Financial Forecasting Model**  
**Revenue Sources**

| <b>30-10 8/19/11</b>                                       | <b>2032</b>       | <b>2033</b>       | <b>2034</b>       | <b>2035</b>       | <b>2036</b>       | <b>2037</b>       | <b>2038</b>       | <b>2039</b>       |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (\$ in millions)   | <b>2033</b>       | <b>2034</b>       | <b>2035</b>       | <b>2036</b>       | <b>2037</b>       | <b>2038</b>       | <b>2039</b>       | <b>2040</b>       |
| 97 <b>Federal</b>  |                   |                   |                   |                   |                   |                   |                   |                   |
| 98 American Recovery and Reinvestment Act (ARRA)           | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 99 Federal- Other (no rev sheet)                           | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 100 Other Federal Funds-Highway Earmarks                   | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 101 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)    | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 102 RSTP - STP-L   | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              | 31.7              |
| 103 Section 5309 Bus and Bus-Related Facilities (earmarks) | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 104 Section 5307 (Other UZAs)                              | 14.1              | 14.3              | 14.5              | 14.7              | 14.9              | 15.1              | 15.3              | 15.5              |
| 105 Section 5310 Elderly/Disabled (cap) (no rev sheet)     | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               | 0.4               |
| 106 Section 5340 Growing States and High Density           | 0.5               | 0.5               | 0.5               | 0.5               | 0.5               | 0.5               | 0.5               | 0.5               |
| 107 Safe Routes to Schools                                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 108 Cap and Trade  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 109 Federal Railroad Administration                        | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 110 Federal Formula Funds (Additional)                     | 55.0              | 52.8              | 142.6             | 52.8              | 52.8              | 7.2               | 8.8               | -                 |
| 111 Federal HPP Earmarks                                   | 100.0             | 16.7              | 16.7              | 16.7              | 16.7              | 16.6              | 16.6              | -                 |
| 112 Metropolitan Mobility and Access Program               | 25.0              | 22.5              | 81.7              | 22.5              | 8.3               | -                 | -                 | -                 |
| 113 Freight Program  | 84.0              | 33.3              | 33.3              | 33.3              | 33.3              | 33.3              | 33.5              | -                 |
| 114 Federal High Speed Rail assumed (no rev sheet)         | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                 |
| 115 <b>Total Other Agencies' Federal Revenue Sources</b>   | <b>310.7</b>      | <b>172.2</b>      | <b>321.4</b>      | <b>172.6</b>      | <b>158.6</b>      | <b>104.8</b>      | <b>106.8</b>      | <b>48.1</b>       |
| 116 <b>Total Other Agencies' Revenue Sources</b>           | <b>\$ 2,769.5</b> | <b>\$ 2,833.2</b> | <b>\$ 3,106.8</b> | <b>\$ 2,746.1</b> | <b>\$ 2,584.3</b> | <b>\$ 2,526.0</b> | <b>\$ 2,575.7</b> | <b>\$ 2,218.9</b> |
| 117 <b>GRAND TOTAL REVENUE SOURCES</b>                     | <b>10,158.4</b>   | <b>10,164.4</b>   | <b>11,045.4</b>   | <b>10,336.7</b>   | <b>10,252.9</b>   | <b>10,245.3</b>   | <b>10,854.6</b>   | <b>8,644.8</b>    |

LACMTA Financial Forecasting Model

MTA-Controlled Funds Uses

30-10 8/19/11

| (\$ in millions) |   | Plan            | Years           | Years           | Years           | 2009           | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           |
|------------------|---|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                  |   | Total           | '10-'19         | '20-'29         | '30-'40         | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           |
| 1                | Bus Ops - MTA   | \$ 44,651.5     | \$ 9,870.4      | \$ 13,785.0     | \$ 20,996.2     | \$ 922.5       | \$ 943.7       | \$ 929.0       | \$ 913.7       | \$ 941.1       | \$ 969.1       | \$ 1,005.7     |
| 2                | Bus Operations - Municipal Operators                        | 10,538.0        | 2,377.2         | 3,315.0         | 4,845.9         | 223.8          | 225.2          | 224.7          | 225.0          | 221.1          | 230.9          | 241.2          |
| 3                | Bus Operations - Other Eligible Operators                   | 917.5           | 250.4           | 284.3           | 382.9           | 21.1           | 27.4           | 27.9           | 28.6           | 22.8           | 23.4           | 24.0           |
| 4                | Paratransit (TDA Article 8)                                 | 1,014.1         | 195.7           | 319.0           | 499.4           | 14.9           | 14.6           | 17.5           | 17.8           | 18.8           | 20.0           | 21.2           |
| 5                | Paratransit (New Freedom)                                   | 21.0            | 21.0            | -               | -               | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | -              |
| 6                | Job Access transit (JARC)                                   | 48.0            | 48.0            | -               | -               | 8.0            | 8.0            | 8.0            | 8.0            | 8.0            | 8.0            | -              |
| 7                | Bus Operations - ADA (Access Services)                      | 4,125.1         | 1,062.9         | 1,304.3         | 1,757.8         | 88.5           | 99.6           | 106.1          | 102.3          | 104.7          | 107.3          | 109.9          |
| 8                | Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%) | 740.2           | 158.0           | 227.4           | 354.9           | 28.1           | 11.3           | 12.1           | 12.8           | 13.5           | 14.3           | 15.2           |
| 9                | <b>Subtotal Bus Operations</b>                              | <b>62,055.5</b> | <b>13,983.5</b> | <b>19,235.0</b> | <b>28,837.0</b> | <b>1,310.4</b> | <b>1,333.3</b> | <b>1,328.9</b> | <b>1,311.5</b> | <b>1,333.6</b> | <b>1,376.5</b> | <b>1,417.1</b> |
| 10               | Rail Operations - MTA                                       | 21,206.6        | 3,685.5         | 7,329.7         | 10,191.4        | 258.1          | 259.2          | 278.6          | 338.8          | 351.4          | 356.5          | 423.7          |
| 11               | Rail Operations - Metrolink                                 | 1,913.6         | 429.4           | 593.3           | 890.9           | 39.9           | 32.3           | 38.9           | 40.5           | 42.1           | 43.8           | 45.5           |
| 12               | <b>Subtotal Rail Operations</b>                             | <b>23,120.2</b> | <b>4,114.9</b>  | <b>7,923.0</b>  | <b>11,082.3</b> | <b>298.0</b>   | <b>291.4</b>   | <b>317.5</b>   | <b>379.3</b>   | <b>393.5</b>   | <b>400.3</b>   | <b>469.3</b>   |
| 13               | <b>Total MTA-Controlled Funds - Bus &amp; Rail Ops</b>      | <b>85,175.7</b> | <b>18,098.4</b> | <b>27,158.0</b> | <b>39,919.3</b> | <b>1,608.4</b> | <b>1,624.8</b> | <b>1,646.4</b> | <b>1,690.8</b> | <b>1,727.1</b> | <b>1,776.8</b> | <b>1,886.4</b> |
| 14               | Bus Capital - MTA   | 8,669.6         | 2,155.8         | 2,804.8         | 3,709.0         | 301.5          | 163.7          | 130.4          | 241.7          | 248.9          | 181.2          | 212.7          |
| 15               | Bus Capital - MTA CRD                                       | 251.8           | 251.8           | -               | -               | -              | 209.6          | 40.2           | 2.0            | -              | -              | -              |
| 16               | Bus Capital - Municipal Operators                           | 3,729.6         | 1,069.8         | 1,163.4         | 1,496.4         | 128.4          | 103.3          | 107.3          | 106.2          | 101.9          | 100.8          | 105.1          |
| 17               | Bus Capital - Paratransit (Access Services)                 | 1.6             | 0.5             | 0.5             | 0.6             | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            |
| 18               | Prop A 40% Debt Service                                     | 55.1            | 23.4            | 20.0            | 11.7            | 2.3            | 2.3            | 2.3            | 2.3            | 2.3            | 2.3            | 2.3            |
| 19               | Bus Cap Debt Serv-Prop C 40%                                | 923.0           | 40.0            | 425.8           | 457.2           | -              | -              | -              | 0.3            | 1.4            | 2.1            | 4.7            |
| 20               | <b>Subtotal Bus Capital</b>                                 | <b>13,630.6</b> | <b>3,541.3</b>  | <b>4,414.4</b>  | <b>5,674.9</b>  | <b>432.3</b>   | <b>479.0</b>   | <b>280.4</b>   | <b>352.7</b>   | <b>354.6</b>   | <b>286.5</b>   | <b>324.8</b>   |
| 21               | <b>Rail Capital - Major Projects</b>                        |                 |                 |                 |                 |                |                |                |                |                |                |                |
| 22               | Exposition LRT-Phase I to Venice/Robertson                  | 456.5           | 456.5           | -               | -               | 217.4          | 150.9          | 88.2           | -              | -              | -              | -              |
| 23               | Exposition LRT-Phase II to Santa Monica                     | 1,263.7         | 1,263.7         | -               | -               | 15.5           | 193.6          | 324.5          | 277.0          | 222.8          | 226.0          | 4.2            |
| 24               | Wilshire Metro Rapid Transitway                             | 115.3           | -               | 115.3           | -               | -              | -              | -              | -              | -              | -              | -              |
| 25               | San Fernando Valley North-South - Canoga                    | 216.0           | 216.0           | -               | -               | 3.0            | 7.4            | 78.7           | 94.3           | 32.7           | -              | -              |
| 26               | East San Fernando Valley North-South Corridor               | 163.2           | 163.2           | -               | -               | 0.5            | 0.1            | 3.2            | 9.7            | 19.7           | 50.1           | 54.5           |
| 27               | Gold Line Foothill Extension (from Pasadena)                | 810.6           | 810.6           | -               | -               | -              | 56.8           | 93.9           | 191.1          | 225.1          | 111.2          | 28.0           |
| 28               | Westside Subway Extension Segment 1                         | 4,995.6         | 4,452.8         | 542.8           | -               | 11.1           | 30.9           | 44.5           | 606.3          | 656.3          | 995.4          | 743.4          |
| 29               | Westside Subway Extension Segment 2                         | -               | -               | -               | -               | -              | -              | -              | -              | -              | -              | -              |
| 30               | Westside Subway Extension Segment 3                         | -               | -               | -               | -               | -              | -              | -              | -              | -              | -              | -              |
| 31               | Regional Connector  | 1,319.2         | 1,309.9         | 9.3             | -               | 9.7            | 14.3           | 39.1           | 124.6          | 180.5          | 248.4          | 239.8          |
| 32               | Crenshaw/LAX Transit Corridor                               | 1,652.8         | 1,646.3         | 6.5             | -               | 3.8            | 21.3           | 38.3           | 150.3          | 261.0          | 354.4          | 357.0          |
| 33               | Green Line Extension to LAX                                 | 234.1           | 234.1           | -               | -               | 0.1            | 1.8            | 5.0            | 20.1           | 40.0           | 60.0           | 46.3           |
| 34               | West Santa Ana Branch                                       | 280.7           | 273.9           | 6.8             | -               | 0.6            | 0.1            | 0.4            | 12.1           | 19.4           | 48.5           | 49.5           |
| 35               | Eastside Extension Phase II                                 | 1,478.5         | 1,469.7         | 8.8             | -               | 9.8            | 4.0            | 2.8            | 79.1           | 70.0           | 240.0          | 273.8          |
| 36               | South Bay Green Line Extension                              | 322.5           | 322.5           | -               | -               | -              | 1.5            | 3.6            | 29.3           | 40.0           | 60.0           | 70.0           |
| 37               | San Fernando Valley I-405 Corridor Connection               | 1,338.7         | 1,325.1         | 13.6            | -               | -              | -              | 1.0            | 38.8           | 135.8          | 232.8          | 242.8          |
| 38               | Balance of Westside Subway Extension for TBD                | 1,125.3         | -               | -               | 1,125.3         | -              | -              | -              | -              | -              | -              | -              |
| 39               | Subregional repayment for TBD from SFV N-S Canoga (\$182)   | 180.2           | -               | -               | 180.2           | -              | -              | -              | -              | -              | -              | -              |
| 40               | Subregional repayment for TBD from East San Fern. Val N-S   | 1.0             | -               | -               | 1.0             | -              | -              | -              | -              | -              | -              | -              |
| 41               | Subregional repayment for TBD from Expo Phase II            | 111.3           | -               | -               | 111.3           | -              | -              | -              | -              | -              | -              | -              |
| 42               | Rail Capital - Balance of Major Projects (Eastside LRT)     | 9.2             | 9.2             | -               | -               | 7.7            | -              | 1.5            | -              | -              | -              | -              |
| 43               | Rail Capital - Closeout of Prior Projects                   | 10.2            | 10.2            | -               | -               | 0.6            | 5.6            | 4.0            | -              | -              | -              | -              |
| 44               | Rail Capital - Misc. Red, Blue, Green & Gold Projects       | 164.5           | 85.5            | 79.0            | -               | 4.4            | 3.3            | 1.9            | -              | -              | 38.0           | 38.0           |
| 45               | Rail Capital - Eastside LRT Access                          | 30.0            | 30.0            | -               | -               | -              | 5.3            | 2.9            | 7.1            | 6.7            | 8.0            | -              |
| 46               | Rail Capital - System Improvements (ARRA)                   | 190.9           | 190.9           | -               | -               | 137.3          | 53.6           | -              | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**

**MTA-Controlled Funds Uses**

**30-10 8/19/11**

| (\$ in millions)  | Plan            | Years           | Years           | Years           | 2009         | 2010         | 2011           | 2012           | 2013           | 2014           | 2015           |
|---|-----------------|-----------------|-----------------|-----------------|--------------|--------------|----------------|----------------|----------------|----------------|----------------|
|   | Total           | '10-'19         | '20-'29         | '30-'40         | 2010         | 2011         | 2012           | 2013           | 2014           | 2015           | 2016           |
| 47 Rail Capital - System Improvements                                 | 32.3            | 32.3            | -               | -               | 17.3         | 12.3         | 2.7            | -              | -              | -              | -              |
| 48 Rail Capital - Red/Purple Line System Improvements                 | 626.8           | 277.9           | 298.3           | 50.7            | -            | -            | 0.5            | 0.2            | 0.4            | 5.6            | 29.9           |
| 49 Rail Capital - P2550 Light Rail Vehicles (not in project budgets)  | 28.8            | 28.8            | -               | -               | 11.3         | 17.4         | -              | -              | -              | -              | -              |
| 50 Rail Capital - P3010 Light Rail Vehicles (not in project budgets)  | 335.4           | 335.4           | -               | -               | 0.1          | 15.8         | 22.1           | 32.5           | 46.1           | 150.5          | 68.3           |
| 51 Rail Capital - Future Light Rail Vehicles (not in project budgets) | 1,296.5         | 250.5           | 591.4           | 454.6           | -            | -            | -              | -              | -              | 50.4           | 50.8           |
| 52 Rail Capital - Heavy Rail Vehicles (not in project budgets)        | 73.1            | -               | 73.1            | -               | -            | -            | -              | -              | -              | -              | -              |
| 53 Rail Capital - MTA Wayside Systems, Facilities & Vehicle Maint     | 1,435.5         | 219.4           | 589.7           | 626.3           | -            | -            | 70.9           | 25.0           | 15.0           | 13.9           | 15.0           |
| 54 Rail Capital - State of Good Repair - Existing Lines excl vehicles | 2,800.0         | 102.9           | 1,141.2         | 1,555.8         | 29.3         | 46.0         | 0.8            | 15.0           | 11.9           | -              | -              |
| 55 Rail Capital - State of Good Repair - Systemwide                   | 1,387.9         | -               | 1,387.9         | -               | -            | -            | -              | -              | -              | -              | -              |
| 56 Rail Capital - State of Good Repair - Future Lines                 | 4,077.5         | -               | 429.8           | 3,647.7         | -            | -            | -              | -              | -              | -              | -              |
| 57 Rail Capital - Light Rail Yards (not in project budgets)           | 334.5           | 334.5           | -               | -               | -            | 32.2         | 77.8           | 100.0          | 53.7           | 30.0           | 30.0           |
| 58 Rail Project Contingency for Rail Yards and Cars                   | 60.0            | -               | 60.0            | -               | -            | -            | -              | -              | -              | -              | -              |
| 59 Future Project Planning and Studies                                | 75.0            | -               | 75.0            | -               | -            | -            | -              | -              | -              | -              | -              |
| 60 Rail Capital - Metrolink   | 2,112.0         | 506.4           | 847.7           | 757.9           | 31.1         | 41.5         | 55.2           | 41.2           | 63.2           | 64.5           | 56.3           |
| 61 Rail Capital - Transit System Safety & Security Prop 1B            | 128.7           | 128.7           | -               | -               | 16.0         | 16.1         | 16.1           | 16.1           | 16.1           | 16.1           | 16.1           |
| 62 Miscellaneous  | -               | -               | -               | -               | -            | -            | -              | -              | -              | -              | -              |
| 63 Rail Capital Debt Service-Prop A 35% (incl commercial paper)       | 9,112.4         | 1,950.4         | 2,506.3         | 4,655.7         | 162.2        | 165.7        | 178.4          | 184.8          | 195.8          | 204.9          | 212.5          |
| 64 Rail Capital Debt Service-Prop C 40%                               | 3,104.3         | 730.8           | 900.9           | 1,472.6         | 63.6         | 70.4         | 70.3           | 70.2           | 72.2           | 71.7           | 71.5           |
| 65 Measure R 2% Commercial Paper Debt Service                         | 204.1           | 25.6            | 168.2           | 10.3            | -            | -            | 0.8            | 0.8            | 0.8            | 0.8            | 0.8            |
| 66 Measure R 35% 2010 Tax Exempt Debt Service                         | 200.9           | 179.0           | 21.9            | -               | -            | 3.6          | 21.9           | 21.9           | 21.9           | 21.9           | 21.9           |
| 67 Measure R 35% Tax Exempt Debt Service                              | -               | -               | -               | -               | -            | -            | -              | -              | -              | -              | -              |
| 68 Measure R 35% Commercial Paper Debt Service                        | 373.4           | 127.8           | 245.5           | 0.0             | -            | -            | -              | -              | 2.4            | 8.6            | 8.6            |
| 69 Measure R 35% BAB Debt Service                                     | 1,005.5         | 176.3           | 403.7           | 425.6           | -            | 11.2         | 20.6           | 20.6           | 20.6           | 20.6           | 20.6           |
| 70 Measure R QTIB Debt Service  | 6,111.0         | 1,123.3         | 2,493.8         | 2,493.8         | -            | -            | -              | 38.8           | 38.8           | 173.6          | 173.6          |
| 71 Measure R TIFIA Loan Debt Service                                  | 2,128.8         | -               | 635.1           | 1,493.7         | -            | -            | -              | -              | -              | -              | -              |
| 72 Capital Grant Receipt Revenue Bonds Debt Service                   | 1,608.1         | 300.5           | 1,307.6         | -               | -            | -            | -              | 8.2            | 28.6           | 30.3           | 33.3           |
| 73 Commuter Rail Debt Service-Prop C 10%                              | 1,381.6         | 203.7           | 445.1           | 732.9           | 11.9         | 12.9         | 15.5           | 16.2           | 18.6           | 21.5           | 24.3           |
| <b>74 Subtotal Rail Capital</b>                                       | <b>56,503.9</b> | <b>21,304.5</b> | <b>15,404.0</b> | <b>19,795.4</b> | <b>764.1</b> | <b>995.5</b> | <b>1,287.1</b> | <b>2,231.1</b> | <b>2,516.2</b> | <b>3,557.7</b> | <b>2,980.7</b> |
| <b>75 Highways</b>  |                 |                 |                 |                 |              |              |                |                |                |                |                |
| <b>76 Call for Projects</b>   |                 |                 |                 |                 |              |              |                |                |                |                |                |
| 77 Regional Surface Transp Improv (RSTI)                              | 517.2           | 423.8           | 93.4            | -               | 34.7         | 60.0         | 57.6           | 43.6           | 40.6           | 37.8           | 30.0           |
| 78 Transit Capital (including some Metrolink through CFP)             | 127.8           | 127.8           | -               | -               | 18.4         | 17.8         | 9.9            | 8.2            | 17.7           | 17.8           | 12.0           |
| 79 Signal Synchronization   | 232.2           | 175.1           | 57.1            | -               | 28.6         | 9.1          | 27.9           | 19.5           | 32.0           | -              | -              |
| 80 Bikeways & Pedestrian Improvements                                 | 78.7            | 78.7            | -               | -               | 13.3         | 6.8          | 10.0           | 10.0           | 10.0           | 10.0           | 10.0           |
| 81 Transportation Enhancements  | 75.2            | 75.2            | -               | -               | 16.8         | 5.1          | 19.0           | 11.5           | 6.7            | 16.1           | -              |
| 82 Transportation Demand Management (TDM)                             | 13.2            | 13.2            | -               | -               | 5.8          | 4.4          | 3.0            | -              | -              | -              | -              |
| 83 Regionally Significant   | 12.6            | 12.6            | -               | -               | 3.4          | 3.5          | 5.7            | -              | -              | -              | -              |
| 84 Future Call for Projects   | 3,260.0         | 281.5           | 2,751.1         | 227.3           | -            | -            | -              | -              | -              | -              | 45.1           |
| <b>85 Subtotal Call for Projects (CFP)</b>                            | <b>4,317.0</b>  | <b>1,188.0</b>  | <b>2,901.6</b>  | <b>227.3</b>    | <b>121.0</b> | <b>106.7</b> | <b>133.0</b>   | <b>92.8</b>    | <b>107.0</b>   | <b>81.7</b>    | <b>97.1</b>    |
| 86 Freeway  | 9,929.6         | 4,149.0         | 3,546.1         | 2,234.5         | 226.3        | 685.2        | 1,013.9        | 945.2          | 467.4          | 266.8          | 210.2          |
| 87 SR-138 Widening  | 344.7           | 294.7           | 50.0            | -               | 16.5         | 27.2         | 11.8           | 36.1           | 19.4           | 16.5           | 88.9           |
| 88 Alameda Corridor East  | 569.4           | 569.4           | -               | -               | 62.5         | 66.1         | 50.1           | 114.0          | 80.0           | 86.9           | 59.8           |
| 89 Measure R to be transferred to West Santa Ana Branch               | 194.8           | -               | 194.8           | -               | -            | -            | -              | -              | -              | -              | -              |
| 90 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)                     | 88.8            | -               | -               | 88.8            | -            | -            | -              | -              | -              | -              | -              |
| 91 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)        | 253.5           | -               | -               | 253.5           | -            | -            | -              | -              | -              | -              | -              |
| 92 I-5 Carmenita Interchange (\$106 to 710-South)                     | 133.0           | -               | -               | 133.0           | -            | -            | -              | -              | -              | -              | -              |

LACMTA Financial Forecasting Model

MTA-Controlled Funds Uses

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| (\$ in millions)  | Plan             | Years           | Years           | Years           | 2009           | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           |
|---|------------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | Total            | '10-'19         | '20-'29         | '30-'40         | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           |
| 93 BNSF   | 35.0             | 35.0            | -               | -               | 0.1            | -              | 3.9            | 3.0            | 3.0            | 8.0            | 8.0            |
| 94 Gerald Desmond Bridge  | 28.6             | 28.6            | -               | -               | -              | -              | 8.5            | 8.8            | 11.3           | -              | -              |
| 95 Retrofit Soundwalls  | 1,175.1          | 161.9           | 191.9           | 821.4           | 19.5           | 10.0           | 33.9           | 51.5           | 46.9           | -              | -              |
| 96 Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3) | 380.0            | 73.5            | 119.5           | 187.0           | 5.6            | 5.9            | 6.3            | 6.7            | 7.1            | 7.5            | 7.9            |
| 97 Rapid Bus Projects Subsidies                                     | 94.7             | 94.7            | -               | -               | 16.2           | 14.7           | 25.6           | -              | 18.0           | 13.3           | 7.0            |
| 98 Wilshire Bus Only Lane   | 30.1             | 30.1            | -               | -               | 1.2            | 12.5           | 16.5           | -              | -              | -              | -              |
| 99 Misc Projects  | 81.8             | 81.8            | -               | -               | -              | -              | -              | -              | 14.9           | 27.0           | 39.9           |
| 100 Expo Phase II Bikeway (in addition to prior Call funding)       | 17.0             | 17.0            | -               | -               | 0.1            | -              | 3.5            | 0.4            | 9.5            | 3.5            | -              |
| 101 Regional Intelligent Transportation Systems (ITS)               | 37.4             | 17.0            | 18.4            | 2.0             | 1.8            | 1.7            | 1.7            | 1.7            | 1.7            | 1.8            | 1.8            |
| 102 <b>Subtotal Highways Capital including CFP</b>                  | <b>17,710.5</b>  | <b>6,740.7</b>  | <b>7,022.3</b>  | <b>3,947.5</b>  | <b>470.8</b>   | <b>929.9</b>   | <b>1,308.7</b> | <b>1,260.2</b> | <b>786.2</b>   | <b>512.9</b>   | <b>520.7</b>   |
| 103 Freeway Service Patrol  | 870.1            | 235.6           | 273.1           | 361.4           | 26.8           | 23.4           | 21.7           | 22.0           | 22.5           | 22.9           | 23.4           |
| 104 Rideshare   | 527.5            | 102.6           | 182.1           | 242.8           | 6.7            | 6.7            | 7.9            | 8.7            | 8.9            | 8.9            | 12.4           |
| 105 Highway Project Development Support                             | 637.3            | 162.6           | 210.2           | 264.5           | 12.3           | 15.1           | 16.9           | 18.4           | 14.1           | 14.4           | 14.6           |
| 106 <b>Subtotal Highways Capital and Operations</b>                 | <b>19,745.3</b>  | <b>7,241.3</b>  | <b>7,687.7</b>  | <b>4,816.2</b>  | <b>516.6</b>   | <b>975.0</b>   | <b>1,355.1</b> | <b>1,309.2</b> | <b>831.7</b>   | <b>559.1</b>   | <b>571.2</b>   |
| 107 Highway Debt Serv-Prop C 25%                                    | 6,512.7          | 1,020.6         | 2,103.9         | 3,388.1         | 34.6           | 42.0           | 54.0           | 77.5           | 108.0          | 126.6          | 135.5          |
| 108 Highway Debt Serv-Measure R 20%                                 | 1,639.5          | 145.5           | 616.5           | 877.5           | -              | -              | 1.5            | 5.9            | 11.1           | 17.5           | 24.1           |
| 109 GARVEE Bond Debt Service & C of I                               | 41.4             | 41.4            | -               | -               | 6.9            | 6.9            | 6.9            | 6.9            | 6.9            | 6.9            | -              |
| 110 <b>Total MTA-Controlled Funds - Highway Uses</b>                | <b>27,938.9</b>  | <b>8,448.8</b>  | <b>10,408.1</b> | <b>9,081.9</b>  | <b>558.1</b>   | <b>1,023.9</b> | <b>1,417.5</b> | <b>1,399.4</b> | <b>957.7</b>   | <b>710.1</b>   | <b>730.8</b>   |
| 111 <b>Other</b>  |                  |                 |                 |                 |                |                |                |                |                |                |                |
| 112 ROW Security (Prop C 10%)                                       | 89.6             | 23.0            | 28.4            | 38.2            | 2.0            | 2.1            | 2.2            | 2.2            | 2.3            | 2.3            | 2.4            |
| 113 LOSSAN  | 1.0              | 0.4             | 0.3             | 0.3             | 0.1            | 0.2            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 114 Pomona Station Improvements                                     | 1.1              | 1.1             | -               | -               | -              | 1.1            | -              | -              | -              | -              | -              |
| 115 SCRRA relocation  | 0.5              | 0.5             | -               | -               | 0.5            | -              | -              | -              | -              | -              | -              |
| 116 Agency-wide Capital   | 666.5            | 156.3           | 210.2           | 300.1           | 14.0           | 11.9           | 15.7           | 15.9           | 16.1           | 15.8           | 16.2           |
| 117 Immediate Needs and General Relief Token Program                | 372.5            | 98.0            | 117.0           | 157.5           | 9.0            | 11.1           | 9.0            | 9.2            | 9.4            | 9.6            | 9.9            |
| 118 Admin Prop C 40% Debt Service                                   | 29.4             | 29.4            | -               | -               | 14.8           | 14.6           | -              | -              | -              | -              | -              |
| 119 Admin Overhead  | 3,733.8          | 834.1           | 1,170.2         | 1,729.5         | 67.7           | 66.5           | 78.0           | 81.7           | 84.8           | 86.8           | 85.7           |
| 120 <b>Total MTA-Controlled Funds - Other Uses</b>                  | <b>4,894.5</b>   | <b>1,142.9</b>  | <b>1,526.0</b>  | <b>2,225.6</b>  | <b>108.1</b>   | <b>107.6</b>   | <b>104.8</b>   | <b>109.0</b>   | <b>112.5</b>   | <b>114.6</b>   | <b>114.1</b>   |
| 121 Subtotal MTA Uses Surplus/(Deficit)                             | 0.0              | 0.1             | (0.0)           | 0.0             | 97.7           | (82.3)         | (9.0)          | (5.4)          | (0.9)          | 0.0            | 0.0            |
| 122 Unallocated Future Projects TBD                                 | 5,428.1          | 970.0           | 372.4           | 4,085.7         | 1,826.8        | 539.7          | (546.8)        | 244.4          | (865.9)        | 1,206.3        | (1,548.7)      |
| 123 <b>Total MTA-Controlled Funds Uses</b>                          | <b>193,571.7</b> | <b>53,506.0</b> | <b>59,282.8</b> | <b>80,782.8</b> | <b>5,395.5</b> | <b>4,688.1</b> | <b>4,180.4</b> | <b>6,021.9</b> | <b>4,801.3</b> | <b>7,652.0</b> | <b>4,488.0</b> |
| 124 <b>Uses Belonging to or Programmed by Other Agencies</b>        |                  |                 |                 |                 |                |                |                |                |                |                |                |
| 125 Bus Ops - Munis   | 10,475.3         | 2,269.1         | 3,310.6         | 4,895.6         | 185.5          | 192.8          | 201.5          | 210.3          | 219.7          | 230.0          | 240.6          |
| 126 Municipal Operators' Operations Balance                         | -                | -               | -               | -               | 27.2           | (27.2)         | (0.0)          | (0.0)          | -              | -              | -              |
| 127 Paratransit - Access Services Operations                        | 320.1            | 82.6            | 101.2           | 136.3           | 7.5            | 7.6            | 7.8            | 7.9            | 8.1            | 8.3            | 8.5            |
| 128 <b>Subtotal Bus Operations</b>                                  | <b>10,795.3</b>  | <b>2,351.6</b>  | <b>3,411.8</b>  | <b>5,031.9</b>  | <b>220.2</b>   | <b>173.3</b>   | <b>209.3</b>   | <b>218.2</b>   | <b>227.8</b>   | <b>238.4</b>   | <b>249.1</b>   |
| 129 Metrolink Rail Operations                                       | 1,926.8          | 488.7           | 612.8           | 825.2           | 42.0           | 43.5           | 45.0           | 46.6           | 48.2           | 49.9           | 51.6           |
| 130 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Ops</b>      | <b>12,722.1</b>  | <b>2,840.4</b>  | <b>4,024.6</b>  | <b>5,857.1</b>  | <b>262.2</b>   | <b>216.8</b>   | <b>254.3</b>   | <b>264.8</b>   | <b>276.0</b>   | <b>288.3</b>   | <b>300.7</b>   |
| 131 Rail Capital - Metrolink  | 129.6            | 129.6           | -               | -               | 31.9           | 32.5           | 3.9            | 18.9           | 18.9           | 19.5           | 4.0            |
| 132 Bus Capital - Munis   | 3,482.4          | 786.8           | 1,067.2         | 1,628.4         | 82.7           | 69.2           | 80.2           | 75.4           | 78.6           | 82.0           | 74.1           |
| 133 Municipal Operators' Capital Balance                            | -                | -               | -               | -               | 22.6           | (16.7)         | (5.8)          | -              | -              | -              | -              |
| 134 Bus Capital - Access Services                                   | 12.4             | 4.0             | 4.0             | 4.4             | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 135 Bus Capital - Paratransit - Other Operators                     | -                | -               | -               | -               | -              | -              | -              | -              | -              | -              | -              |
| 136 Rail Capital - Major New Projects                               | 484.6            | 484.6           | -               | -               | 5.8            | 15.8           | 26.8           | 2.8            | 27.8           | 19.9           | 125.5          |
| 137 Rail Capital - Misc.  | 1.1              | 1.1             | -               | -               | 1.1            | -              | -              | -              | -              | -              | -              |
| 138 Rail Capital - Intercity Rail Prop 1B                           | 30.0             | 30.0            | -               | -               | 10.0           | 10.0           | 10.0           | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**

**MTA-Controlled Funds Uses**

**30-10 8/19/11**

|  | Plan             | Years           | Years           | Years            | 2009           | 2010           | 2011           | 2012           | 2013           | 2014            | 2015           |
|--|------------------|-----------------|-----------------|------------------|----------------|----------------|----------------|----------------|----------------|-----------------|----------------|
| (\$ in millions)   | Total            | '10-'19         | '20-'29         | '30-'40          | 2010           | 2011           | 2012           | 2013           | 2014           | 2015            | 2016           |
| 139 Rail Capital - High Speed Rail                                 | 3,000.0          | 2,850.0         | 150.0           | -                | -              | 75.0           | 150.0          | 300.0          | 350.0          | 400.0           | 450.0          |
| 140 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Capital</b> | <b>7,140.1</b>   | <b>4,286.1</b>  | <b>1,221.2</b>  | <b>1,632.8</b>   | <b>154.4</b>   | <b>186.2</b>   | <b>265.5</b>   | <b>397.5</b>   | <b>475.7</b>   | <b>521.9</b>    | <b>654.0</b>   |
| 141 <b>Highways</b>  |                  |                 |                 |                  |                |                |                |                |                |                 |                |
| 142 Regional Surface Transp Improv (RSTI)                          | 78.5             | 78.5            | -               | -                | 9.6            | 5.4            | 8.0            | 55.5           | -              | -               | -              |
| 143 SR-138 Widening  | 105.2            | 77.2            | 28.0            | -                | 23.2           | -              | -              | -              | -              | -               | -              |
| 144 Transit Capital  | -                | -               | -               | -                | -              | -              | -              | -              | -              | -               | -              |
| 145 Bikeways & Pedestrian Improvements                             | -                | -               | -               | -                | -              | -              | -              | -              | -              | -               | -              |
| 146 Transportation Enhancements                                    | 2.4              | 2.4             | -               | -                | 2.4            | -              | -              | -              | -              | -               | -              |
| 147 Freeways (incl contingency and highway funding strategy funds) | 21,382.4         | 7,856.5         | 9,482.2         | 4,043.7          | 201.2          | 368.4          | 379.5          | 412.6          | 515.0          | 680.6           | 1,262.4        |
| 148 Alameda Corridor East  | 400.1            | 400.1           | -               | -                | 15.5           | 63.6           | 50.0           | 50.0           | 50.0           | 39.0            | 30.0           |
| 149 Retrofit Soundwalls  | 1,197.0          | 132.0           | 948.0           | 117.0            | -              | -              | -              | -              | -              | -               | 33.0           |
| 150 SHOPP  | 5,178.0          | 1,618.0         | 1,690.0         | 1,870.0          | 160.0          | 160.0          | 160.0          | 160.0          | 162.0          | 162.0           | 162.0          |
| 151 Environmental Enhancement & Mitigation (EEM)                   | 31.0             | 10.0            | 10.0            | 11.0             | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0             | 1.0            |
| 152 Gerald Desmond Bridge  | 275.0            | 275.0           | -               | -                | -              | 50.0           | 150.0          | 75.0           | -              | -               | -              |
| 153 BNSF   | 235.0            | 135.0           | 100.0           | -                | -              | 15.0           | 15.0           | 15.0           | 15.0           | 15.0            | 15.0           |
| 154 Other Projects from Prop 1B Bonds                              | 822.0            | 822.0           | -               | -                | 220.0          | 170.0          | 70.0           | 150.0          | 212.0          | -               | -              |
| 155 Local Roads Rehabilitation- Prop 1B Bonds                      | 430.0            | 430.0           | -               | -                | 50.0           | 100.0          | 90.0           | 75.0           | 75.0           | 40.0            | -              |
| 156 Highway Safety- Prop 1B Bonds                                  | 128.0            | 128.0           | -               | -                | 68.0           | 30.0           | 30.0           | -              | -              | -               | -              |
| 157 Safe Routes to Schools Projects                                | 11.2             | 11.2            | -               | -                | 3.0            | 6.3            | 1.9            | -              | -              | -               | -              |
| 158 Freeway Service Patrol   | 46.5             | 15.0            | 15.0            | 16.5             | 1.5            | 1.5            | 1.5            | 1.5            | 1.5            | 1.5             | 1.5            |
| 159 SAFE Call Boxes  | 9.7              | 9.7             | -               | -                | 1.3            | 1.3            | 1.3            | 1.2            | 1.2            | 1.2             | 1.2            |
| Other SAFE   | 191.6            | 76.1            | 55.0            | 60.5             | -              | 8.3            | 11.2           | 8.9            | 8.7            | 8.2             | 8.0            |
| 160 Local Roads Rehabilitation                                     | 14,202.0         | 4,194.5         | 4,543.2         | 5,464.2          | 405.7          | 407.4          | 410.3          | 413.5          | 417.1          | 420.8           | 424.5          |
| 161 Local Roads (Props A and C Local Return) - not on Hwy Summar   | 7,052.1          | 1,372.1         | 2,218.0         | 3,461.9          | 104.9          | 110.6          | 117.6          | 124.5          | 131.8          | 139.8           | 148.1          |
| 162 Local Street Improvements - City and County ARRA               | 308.9            | 308.9           | -               | -                | 308.9          | -              | -              | -              | -              | -               | -              |
| 163 Measure R Local Return - Highway Assumed                       | 5,331.1          | 1,090.8         | 1,768.0         | 2,472.3          | 81.5           | 87.4           | 93.7           | 99.3           | 105.1          | 111.4           | 118.1          |
| 164 Caltrans L.A. County Operations and Administration             | 7,910.9          | 1,926.7         | 2,466.3         | 3,517.8          | 172.0          | 176.3          | 180.7          | 185.2          | 189.8          | 194.6           | 199.4          |
| 165 Local Return: STPL/FAS (RSTP)                                  | 1,001.2          | 335.5           | 317.0           | 348.7            | 31.7           | 37.9           | 37.9           | 37.8           | 31.7           | 31.7            | 31.7           |
| 166 GARVEE Bond Debt Service & C of I                              | 10.2             | 10.2            | -               | -                | 1.7            | 1.7            | 1.7            | 1.7            | 1.7            | 1.7             | -              |
| 167 <b>Total Non-MTA Controlled Funds - Highway Uses</b>           | <b>66,339.9</b>  | <b>21,315.4</b> | <b>23,640.8</b> | <b>21,383.7</b>  | <b>1,863.0</b> | <b>1,802.1</b> | <b>1,811.3</b> | <b>1,867.8</b> | <b>1,918.6</b> | <b>1,848.4</b>  | <b>2,436.0</b> |
| 168 <b>Total Other Agencies' Uses</b>                              | <b>86,202.1</b>  | <b>28,441.9</b> | <b>28,886.6</b> | <b>28,873.6</b>  | <b>2,279.7</b> | <b>2,205.0</b> | <b>2,331.0</b> | <b>2,530.0</b> | <b>2,670.3</b> | <b>2,658.6</b>  | <b>3,390.8</b> |
| 169 <b>GRAND TOTAL USES</b>  | <b>279,773.8</b> | <b>81,948.0</b> | <b>88,169.4</b> | <b>109,656.4</b> | <b>7,675.2</b> | <b>6,893.2</b> | <b>6,511.4</b> | <b>8,552.0</b> | <b>7,471.6</b> | <b>10,310.6</b> | <b>7,878.8</b> |

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30-10 8/19/11**

| (\$ in millions) |   | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           |
|------------------|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                  |   | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           |
| 1                | Bus Ops - MTA   | \$ 1,042.5     | \$ 1,079.0     | \$ 1,124.2     | \$ 1,152.9     | \$ 1,217.1     | \$ 1,248.4     | \$ 1,279.4     | \$ 1,331.8     | \$ 1,405.4     | \$ 1,474.1     | \$ 1,501.7     | \$ 1,566.9     |
| 2                | Bus Operations - Municipal Operators                        | 251.5          | 261.7          | 272.2          | 282.9          | 294.0          | 304.2          | 314.7          | 325.2          | 336.3          | 347.5          | 358.6          | 370.1          |
| 3                | Bus Operations - Other Eligible Operators                   | 24.5           | 25.0           | 25.6           | 26.1           | 26.6           | 27.1           | 27.6           | 28.1           | 28.6           | 29.2           | 29.7           | 30.3           |
| 4                | Paratransit (TDA Article 8)                                 | 22.4           | 23.6           | 24.9           | 26.2           | 27.5           | 28.7           | 29.9           | 31.2           | 32.5           | 33.8           | 35.1           | 36.4           |
| 5                | Paratransit (New Freedom)                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 6                | Job Access transit (JARC)                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 7                | Bus Operations - ADA (Access Services)                      | 112.4          | 114.9          | 117.2          | 119.5          | 121.9          | 124.3          | 126.7          | 129.0          | 131.4          | 133.9          | 136.4          | 139.2          |
| 8                | Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%) | 16.0           | 16.9           | 17.8           | 18.7           | 19.6           | 20.5           | 21.3           | 22.2           | 23.1           | 24.1           | 25.0           | 25.9           |
| 9                | <b>Subtotal Bus Operations</b>                              | <b>1,469.3</b> | <b>1,521.1</b> | <b>1,581.8</b> | <b>1,626.2</b> | <b>1,706.6</b> | <b>1,753.2</b> | <b>1,799.6</b> | <b>1,867.4</b> | <b>1,957.4</b> | <b>2,042.6</b> | <b>2,086.6</b> | <b>2,169.0</b> |
| 10               | Rail Operations - MTA                                       | 439.0          | 448.4          | 531.8          | 558.6          | 634.3          | 713.7          | 727.1          | 742.6          | 754.2          | 768.7          | 793.4          | 811.9          |
| 11               | Rail Operations - Metrolink                                 | 47.4           | 48.8           | 50.2           | 51.8           | 53.3           | 54.9           | 56.6           | 58.3           | 60.0           | 61.8           | 63.7           | 65.6           |
| 12               | <b>Subtotal Rail Operations</b>                             | <b>486.3</b>   | <b>497.2</b>   | <b>582.1</b>   | <b>610.4</b>   | <b>687.6</b>   | <b>768.6</b>   | <b>783.7</b>   | <b>800.8</b>   | <b>814.2</b>   | <b>830.5</b>   | <b>857.1</b>   | <b>877.4</b>   |
| 13               | <b>Total MTA-Controlled Funds - Bus &amp; Rail Ops</b>      | <b>1,955.7</b> | <b>2,018.3</b> | <b>2,163.8</b> | <b>2,236.6</b> | <b>2,394.2</b> | <b>2,521.8</b> | <b>2,583.3</b> | <b>2,668.3</b> | <b>2,771.7</b> | <b>2,873.1</b> | <b>2,943.7</b> | <b>3,046.5</b> |
| 14               | Bus Capital - MTA   | 189.8          | 263.1          | 222.8          | 262.3          | 253.9          | 217.1          | 373.9          | 239.5          | 274.3          | 301.7          | 307.2          | 289.4          |
| 15               | Bus Capital - MTA CRD                                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 16               | Bus Capital - Municipal Operators                           | 104.1          | 106.8          | 105.8          | 110.0          | 109.1          | 113.3          | 112.4          | 116.7          | 115.8          | 120.1          | 119.3          | 123.7          |
| 17               | Bus Capital - Paratransit (Access Services)                 | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            |
| 18               | Prop A 40% Debt Service                                     | 2.3            | 2.3            | 2.3            | 2.3            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            |
| 19               | Bus Cap Debt Serv-Prop C 40%                                | 7.2            | 10.5           | 13.8           | 18.4           | 22.9           | 25.9           | 40.0           | 42.2           | 47.0           | 53.6           | 57.6           | 59.0           |
| 20               | <b>Subtotal Bus Capital</b>                                 | <b>303.5</b>   | <b>382.8</b>   | <b>344.8</b>   | <b>393.1</b>   | <b>387.8</b>   | <b>358.4</b>   | <b>528.3</b>   | <b>400.4</b>   | <b>439.0</b>   | <b>477.4</b>   | <b>486.1</b>   | <b>474.2</b>   |
| 21               | <b>Rail Capital - Major Projects</b>                        |                |                |                |                |                |                |                |                |                |                |                |                |
| 22               | Exposition LRT-Phase I to Venice/Robertson                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 23               | Exposition LRT-Phase II to Santa Monica                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 24               | Wilshire Metro Rapid Transitway                             | -              | -              | -              | 30.0           | 50.3           | 20.0           | 15.0           | -              | -              | -              | -              | -              |
| 25               | San Fernando Valley North-South - Canoga                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 26               | East San Fernando Valley North-South Corridor               | 17.4           | 8.2            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 27               | Gold Line Foothill Extension (from Pasadena)                | 26.0           | 44.1           | 34.5           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 28               | Westside Subway Extension Segment 1                         | 460.5          | 539.5          | 365.1          | 343.4          | 132.8          | 66.5           | -              | -              | -              | -              | -              | -              |
| 29               | Westside Subway Extension Segment 2                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 30               | Westside Subway Extension Segment 3                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 31               | Regional Connector  | 193.3          | 207.9          | 52.2           | 9.3            | -              | -              | -              | -              | -              | -              | -              | -              |
| 32               | Crenshaw/LAX Transit Corridor                               | 287.4          | 148.8          | 24.0           | 6.5            | -              | -              | -              | -              | -              | -              | -              | -              |
| 33               | Green Line Extension to LAX                                 | 35.5           | 17.3           | 8.0            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 34               | West Santa Ana Branch                                       | 58.2           | 60.8           | 24.3           | 6.8            | -              | -              | -              | -              | -              | -              | -              | -              |
| 35               | Eastside Extension Phase II                                 | 296.6          | 271.1          | 222.4          | 8.8            | -              | -              | -              | -              | -              | -              | -              | -              |
| 36               | South Bay Green Line Extension                              | 58.4           | 52.0           | 7.6            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 37               | San Fernando Valley I-405 Corridor Connection               | 283.9          | 281.6          | 108.4          | 13.6           | -              | -              | -              | -              | -              | -              | -              | -              |
| 38               | Balance of Westside Subway Extension for TBD                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 39               | Subregional repayment for TBD from SFV N-S Canoga (\$182)   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 40               | Subregional repayment for TBD from East San Fern. Val N-S   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 41               | Subregional repayment for TBD from Expo Phase II            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 42               | Rail Capital - Balance of Major Projects (Eastside LRT)     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 43               | Rail Capital - Closeout of Prior Projects                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 44               | Rail Capital - Misc. Red, Blue, Green & Gold Projects       | -              | -              | -              | -              | -              | -              | 19.8           | 19.8           | 19.8           | 19.8           | -              | -              |
| 45               | Rail Capital - Eastside LRT Access                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 46               | Rail Capital - System Improvements (ARRA)                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**

**MTA-Controlled Funds Uses**

**30-10 8/19/11**

| (\$ in millions)  | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           |
| 47 Rail Capital - System Improvements                                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 48 Rail Capital - Red/Purple Line System Improvements                 | 67.7           | 82.4           | 91.4           | 73.9           | 34.9           | 28.5           | 83.9           | -              | -              | -              | 31.7           | 9.9            |
| 49 Rail Capital - P2550 Light Rail Vehicles (not in project budgets)  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 50 Rail Capital - P3010 Light Rail Vehicles (not in project budgets)  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 51 Rail Capital - Future Light Rail Vehicles (not in project budgets) | 46.9           | 97.9           | 4.5            | 73.6           | 52.1           | 34.1           | 34.6           | 61.3           | 64.3           | 50.4           | 46.8           | 109.4          |
| 52 Rail Capital - Heavy Rail Vehicles (not in project budgets)        | -              | -              | -              | 10.2           | 31.2           | 31.7           | -              | -              | -              | -              | -              | -              |
| 53 Rail Capital - MTA Wayside Systems, Facilities & Vehicle Maint     | 20.5           | 30.2           | 28.9           | 54.1           | 55.1           | 56.2           | 57.3           | 58.3           | 59.4           | 60.5           | 61.7           | 62.9           |
| 54 Rail Capital - State of Good Repair - Existing Lines excl vehicles | -              | -              | -              | 133.0          | 97.3           | 200.7          | 113.1          | 85.4           | 330.7          | 64.8           | 7.8            | 34.8           |
| 55 Rail Capital - State of Good Repair - Systemwide                   | -              | -              | -              | 150.0          | 150.0          | 150.0          | 66.1           | 150.0          | 150.0          | 150.0          | 150.0          | 150.0          |
| 56 Rail Capital - State of Good Repair - Future Lines                 | -              | -              | -              | 7.0            | 9.1            | 15.0           | 18.7           | 26.1           | 34.8           | 47.3           | 71.8           | 84.6           |
| 57 Rail Capital - Light Rail Yards (not in project budgets)           | 10.8           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 58 Rail Project Contingency for Rail Yards and Cars                   | -              | -              | -              | 60.0           | -              | -              | -              | -              | -              | -              | -              | -              |
| 59 Future Project Planning and Studies                                | -              | -              | -              | 15.0           | 10.0           | -              | -              | -              | 14.6           | 13.2           | 14.9           | 7.3            |
| 60 Rail Capital - Metrolink   | 49.4           | 42.5           | 61.5           | 91.2           | 93.7           | 97.8           | 77.6           | 79.9           | 82.5           | 85.2           | 87.8           | 79.7           |
| 61 Rail Capital - Transit System Safety & Security Prop 1B            | 16.1           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 62 Miscellaneous  |                |                |                |                |                |                |                |                |                |                |                |                |
| 63 Rail Capital Debt Service-Prop A 35% (incl commercial paper)       | 215.4          | 215.5          | 215.4          | 227.2          | 250.2          | 270.6          | 190.6          | 209.2          | 236.8          | 261.0          | 280.0          | 285.6          |
| 64 Rail Capital Debt Service-Prop C 40%                               | 71.2           | 78.8           | 91.1           | 96.3           | 95.7           | 99.8           | 105.5          | 72.0           | 80.5           | 79.0           | 88.0           | 93.2           |
| 65 Measure R 2% Commercial Paper Debt Service                         | 1.5            | 2.0            | 18.4           | 3.4            | 6.5            | 7.3            | 22.1           | 23.1           | 24.0           | 25.0           | 26.0           | 17.0           |
| 66 Measure R 35% 2010 Tax Exempt Debt Service                         | 21.9           | 21.9           | 21.9           | 21.9           | -              | -              | -              | -              | -              | -              | -              | -              |
| 67 Measure R 35% Tax Exempt Debt Service                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 68 Measure R 35% Commercial Paper Debt Service                        | 8.6            | 8.6            | 91.0           | 77.7           | 42.3           | 3.8            | 3.8            | 108.8          | 9.1            | 0.0            | 0.0            | 0.0            |
| 69 Measure R 35% BAB Debt Service                                     | 20.6           | 20.6           | 20.6           | 20.6           | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           |
| 70 Measure R QTIB Debt Service  | 224.6          | 224.6          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          |
| 71 Measure R TIFIA Loan Debt Service                                  | -              | -              | -              | -              | 17.6           | 38.2           | 52.3           | 55.0           | 63.7           | 79.0           | 94.1           | 109.9          |
| 72 Capital Grant Receipt Revenue Bonds Debt Service                   | 34.5           | 42.9           | 122.7          | 42.6           | 114.7          | 123.2          | 186.4          | 180.3          | 174.2          | 168.1          | 162.1          | 156.0          |
| 73 Commuter Rail Debt Service-Prop C 10%                              | 26.3           | 27.8           | 28.9           | 31.6           | 35.6           | 40.7           | 45.5           | 42.7           | 44.2           | 47.7           | 49.2           | 52.6           |
| <b>74 Subtotal Rail Capital</b>                                       | <b>2,553.2</b> | <b>2,526.8</b> | <b>1,892.1</b> | <b>1,857.1</b> | <b>1,571.1</b> | <b>1,576.1</b> | <b>1,384.0</b> | <b>1,463.8</b> | <b>1,680.7</b> | <b>1,442.9</b> | <b>1,463.6</b> | <b>1,544.9</b> |
| <b>75 Highways</b>  |                |                |                |                |                |                |                |                |                |                |                |                |
| <b>76 Call for Projects</b>   |                |                |                |                |                |                |                |                |                |                |                |                |
| 77 Regional Surface Transp Improv (RSTI)                              | 32.2           | 42.9           | 44.4           | 34.1           | 28.0           | 31.3           | -              | -              | -              | -              | -              | -              |
| 78 Transit Capital (including some Metrolink through CFP)             | 14.0           | 12.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 79 Signal Synchronization   | -              | 25.1           | 33.0           | 20.0           | 15.0           | 22.1           | -              | -              | -              | -              | -              | -              |
| 80 Bikeways & Pedestrian Improvements                                 | 8.6            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 81 Transportation Enhancements  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 82 Transportation Demand Management (TDM)                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 83 Regionally Significant   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 84 Future Call for Projects   | 56.9           | 81.8           | 97.7           | 298.6          | 298.8          | 282.4          | 274.3          | 266.4          | 264.8          | 263.3          | 271.8          | 267.2          |
| <b>85 Subtotal Call for Projects (CFP)</b>                            | <b>111.7</b>   | <b>161.8</b>   | <b>175.1</b>   | <b>352.7</b>   | <b>341.8</b>   | <b>335.8</b>   | <b>274.3</b>   | <b>266.4</b>   | <b>264.8</b>   | <b>263.3</b>   | <b>271.8</b>   | <b>267.2</b>   |
| 86 Freeway  | 151.7          | 105.6          | 76.7           | 147.5          | 185.9          | 192.8          | 255.8          | 406.5          | 552.5          | 555.1          | 463.6          | 428.6          |
| 87 SR-138 Widening  | 32.3           | 13.0           | 33.0           | 50.0           | -              | -              | -              | -              | -              | -              | -              | -              |
| 88 Alameda Corridor East  | 50.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 89 Measure R to be transferred to West Santa Ana Branch               | -              | -              | -              | 15.8           | 23.7           | 83.6           | 61.5           | -              | 3.6            | 3.9            | 2.8            | -              |
| 90 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 91 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 92 I-5 Carmentita Interchange (\$106 to 710-South)                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30-10 8/19/11**

|   | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)  | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           |
| 93 BNSF   | 9.0            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 94 Gerald Desmond Bridge  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 95 Retrofit Soundwalls  | -              | -              | -              | 70.7           | 58.0           | 23.2           | 20.0           | 20.0           | -              | -              | -              | -              |
| 96 Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3) | 8.4            | 8.8            | 9.3            | 9.8            | 10.3           | 10.7           | 11.2           | 11.7           | 12.2           | 12.7           | 13.1           | 13.6           |
| 97 Rapid Bus Projects Subsidies                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 98 Wilshire Bus Only Lane   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 99 Misc Projects  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 100 Expo Phase II Bikeway (in addition to prior Call funding)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 101 Regional Intelligent Transportation Systems (ITS)               | 1.6            | 1.6            | 1.7            | 1.7            | 1.7            | 1.8            | 1.8            | 1.8            | 1.9            | 1.9            | 1.9            | 2.0            |
| <b>Subtotal Highways Capital Including CFP</b>                      | <b>364.7</b>   | <b>290.8</b>   | <b>295.8</b>   | <b>648.1</b>   | <b>621.4</b>   | <b>647.9</b>   | <b>624.5</b>   | <b>706.3</b>   | <b>834.9</b>   | <b>836.8</b>   | <b>753.3</b>   | <b>711.4</b>   |
| 103 Freeway Service Patrol  | 23.9           | 24.3           | 24.8           | 25.2           | 25.7           | 26.1           | 26.6           | 27.0           | 27.5           | 28.0           | 28.5           | 29.0           |
| 104 Rideshare   | 13.0           | 15.1           | 14.2           | 14.8           | 15.4           | 16.0           | 18.5           | 17.4           | 18.1           | 18.8           | 19.6           | 22.3           |
| 105 Highway Project Development Support                             | 17.8           | 19.4           | 19.7           | 19.9           | 20.1           | 20.4           | 20.6           | 20.9           | 21.1           | 21.4           | 21.6           | 21.9           |
| <b>Subtotal Highways Capital and Operations</b>                     | <b>419.4</b>   | <b>349.7</b>   | <b>354.4</b>   | <b>708.0</b>   | <b>682.6</b>   | <b>710.5</b>   | <b>690.3</b>   | <b>771.6</b>   | <b>901.6</b>   | <b>905.0</b>   | <b>823.0</b>   | <b>784.6</b>   |
| 107 Highway Debt Serv-Prop C 25%                                    | 138.8          | 147.3          | 156.5          | 162.9          | 173.8          | 184.0          | 195.8          | 190.3          | 204.9          | 218.1          | 237.6          | 258.6          |
| 108 Highway Debt Serv-Measure R 20%                                 | 27.8           | 28.8           | 28.8           | 28.8           | 31.1           | 38.7           | 45.9           | 51.8           | 64.0           | 80.7           | 90.8           | 92.4           |
| 109 GARVEE Bond Debt Service & C of I                               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>Total MTA-Controlled Funds - Highway Uses</b>                    | <b>585.9</b>   | <b>525.8</b>   | <b>539.7</b>   | <b>899.6</b>   | <b>887.5</b>   | <b>933.2</b>   | <b>932.0</b>   | <b>1,013.7</b> | <b>1,170.5</b> | <b>1,203.7</b> | <b>1,151.4</b> | <b>1,135.6</b> |
| <b>Other</b>  |                |                |                |                |                |                |                |                |                |                |                |                |
| 112 ROW Security (Prop C 10%)                                       | 2.4            | 2.5            | 2.6            | 2.6            | 2.7            | 2.7            | 2.8            | 2.8            | 2.9            | 2.9            | 3.0            | 3.0            |
| 113 LOSSAN  | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 114 Pomona Station Improvements                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 115 SCRRRA relocation   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 116 Agency-wide Capital   | 16.5           | 16.9           | 17.3           | 17.6           | 18.0           | 18.4           | 18.7           | 19.1           | 22.9           | 23.3           | 23.6           | 24.1           |
| 117 Immediate Needs and General Relief Token Program                | 10.1           | 10.3           | 10.5           | 10.7           | 10.9           | 11.2           | 11.4           | 11.6           | 11.8           | 12.0           | 12.2           | 12.5           |
| 118 Admin Prop C 40% Debt Service                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 119 Admin Overhead  | 92.1           | 96.0           | 94.9           | 98.9           | 103.1          | 106.9          | 110.8          | 114.7          | 118.9          | 123.0          | 127.1          | 131.3          |
| <b>Total MTA-Controlled Funds - Other Uses</b>                      | <b>121.2</b>   | <b>125.7</b>   | <b>125.2</b>   | <b>129.9</b>   | <b>134.7</b>   | <b>139.1</b>   | <b>143.7</b>   | <b>148.2</b>   | <b>156.4</b>   | <b>161.2</b>   | <b>166.0</b>   | <b>170.9</b>   |
| 121 Subtotal MTA Uses Surplus/(Deficit)                             | 0.0            | (0.0)          | 0.0            | (0.0)          | (0.0)          | 0.0            | 0.0            | (0.0)          | (0.0)          | 0.0            | 0.0            | 0.0            |
| 122 Unallocated Future Projects TBD                                 | 247.0          | (289.1)        | 156.4          | (246.1)        | (120.6)        | (9.3)          | 52.2           | 20.5           | 67.4           | 66.5           | 59.3           | 117.2          |
| <b>Total MTA-Controlled Funds Uses</b>                              | <b>5,766.4</b> | <b>5,290.3</b> | <b>5,222.2</b> | <b>5,270.2</b> | <b>5,254.7</b> | <b>5,519.2</b> | <b>5,623.4</b> | <b>5,714.9</b> | <b>6,285.7</b> | <b>6,224.9</b> | <b>6,270.1</b> | <b>6,489.2</b> |
| <b>Uses Belonging to or Programmed by Other Agencies</b>            |                |                |                |                |                |                |                |                |                |                |                |                |
| 125 Bus Ops - Munis   | 251.5          | 263.5          | 273.7          | 284.0          | 294.8          | 304.7          | 314.9          | 325.0          | 335.7          | 346.5          | 357.2          | 368.4          |
| 126 Municipal Operators' Operations Balance                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 127 Paratransit - Access Services Operations                        | 8.7            | 8.9            | 9.1            | 9.3            | 9.5            | 9.6            | 9.8            | 10.0           | 10.2           | 10.4           | 10.6           | 10.8           |
| <b>Subtotal Bus Operations</b>                                      | <b>260.3</b>   | <b>272.4</b>   | <b>282.8</b>   | <b>293.3</b>   | <b>304.3</b>   | <b>314.4</b>   | <b>324.7</b>   | <b>335.0</b>   | <b>345.9</b>   | <b>356.9</b>   | <b>367.7</b>   | <b>379.2</b>   |
| 129 Metrolink Rail Operations                                       | 52.8           | 54.0           | 55.1           | 56.2           | 57.3           | 58.4           | 59.5           | 60.6           | 61.7           | 62.9           | 64.1           | 65.4           |
| <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Ops</b>          | <b>313.1</b>   | <b>326.4</b>   | <b>337.8</b>   | <b>349.5</b>   | <b>361.6</b>   | <b>372.8</b>   | <b>384.2</b>   | <b>395.6</b>   | <b>407.7</b>   | <b>419.9</b>   | <b>431.8</b>   | <b>444.6</b>   |
| 131 Rail Capital - Metrolink  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 132 Bus Capital - Munis   | 77.8           | 81.5           | 85.3           | 89.2           | 93.3           | 96.9           | 100.7          | 104.5          | 108.5          | 112.5          | 116.5          | 120.6          |
| 133 Municipal Operators' Capital Balance                            | 0.0            | (0.0)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 134 Bus Capital - Access Services                                   | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 135 Bus Capital - Paratransit - Other Operators                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 136 Rail Capital - Major New Projects                               | 61.2           | 56.8           | 142.2          | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 137 Rail Capital - Misc.  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 138 Rail Capital - Intercity Rail Prop 1B                           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30-10 8/19/11**

|  | 2016           | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)   | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           |
| 139 Rail Capital - High Speed Rail                                 | 500.0          | 425.0          | 200.0          | 150.0          | -              | -              | -              | -              | -              | -              | -              | -              |
| 140 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Capital</b> | <b>639.4</b>   | <b>563.7</b>   | <b>427.9</b>   | <b>239.6</b>   | <b>93.7</b>    | <b>97.3</b>    | <b>101.1</b>   | <b>104.9</b>   | <b>108.9</b>   | <b>112.9</b>   | <b>116.9</b>   | <b>121.0</b>   |
| 141 <b>Highways</b>  |                |                |                |                |                |                |                |                |                |                |                |                |
| 142 Regional Surface Transp Improv (RSTI)                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 143 SR-138 Widening  | -              | 27.0           | 27.0           | 28.0           | -              | -              | -              | -              | -              | -              | -              | -              |
| 144 Transit Capital  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 145 Bikeways & Pedestrian Improvements                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 146 Transportation Enhancements                                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 147 Freeways (incl contingency and highway funding strategy funds) | 1,363.8        | 1,425.2        | 1,247.7        | 1,134.0        | 1,009.0        | 1,038.0        | 1,029.0        | 1,029.0        | 1,029.0        | 1,028.0        | 1,028.0        | 565.5          |
| 148 Alameda Corridor East  | 22.0           | 80.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 149 Retrofit Soundwalls  | 33.0           | 33.0           | 33.0           | 34.0           | 34.0           | 110.0          | 110.0          | 110.0          | 110.0          | 110.0          | 110.0          | 110.0          |
| 150 SHOPP  | 162.0          | 165.0          | 165.0          | 165.0          | 165.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          |
| 151 Environmental Enhancement & Mitigation (EEM)                   | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 152 Gerald Desmond Bridge  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 153 BNSF   | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 10.0           | -              | -              |
| 154 Other Projects from Prop 1B Bonds                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 155 Local Roads Rehabilitation- Prop 1B Bonds                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 156 Highway Safety- Prop 1B Bonds                                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 157 Safe Routes to Schools Projects                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 158 Freeway Service Patrol   | 1.5            | 1.5            | 1.5            | 1.5            | 1.5            | 1.5            | 1.5            | 1.5            | 1.5            | 1.5            | 1.5            | 1.5            |
| 159 SAFE Call Boxes  | 1.2            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| Other SAFE   | 8.0            | 9.2            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            |
| 160 Local Roads Rehabilitation                                     | 428.2          | 431.8          | 435.2          | 438.6          | 442.0          | 445.5          | 448.9          | 452.2          | 455.7          | 459.4          | 463.0          | 467.0          |
| 161 Local Roads (Props A and C Local Return) - not on Hwy Summar   | 156.5          | 164.8          | 173.4          | 182.2          | 191.5          | 199.7          | 208.2          | 216.7          | 225.8          | 234.9          | 243.8          | 253.1          |
| 162 Local Street Improvements - City and County ARRA               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 163 Measure R Local Return - Highway Assumed                       | 124.7          | 131.4          | 138.2          | 145.3          | 152.6          | 159.2          | 166.0          | 172.7          | 180.0          | 187.3          | 194.4          | 201.7          |
| 164 Caltrans L.A. County Operations and Administration             | 204.4          | 209.5          | 214.8          | 220.1          | 225.6          | 231.3          | 237.1          | 243.0          | 249.1          | 255.3          | 261.7          | 268.2          |
| 165 Local Return: STPL/FAS (RSTP)                                  | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           |
| 166 GARVEE Bond Debt Service & C of I                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 167 <b>Total Non-MTA Controlled Funds - Highway Uses</b>           | <b>2,553.1</b> | <b>2,726.1</b> | <b>2,489.0</b> | <b>2,401.9</b> | <b>2,274.4</b> | <b>2,408.3</b> | <b>2,423.8</b> | <b>2,448.4</b> | <b>2,474.4</b> | <b>2,494.6</b> | <b>2,510.6</b> | <b>2,075.3</b> |
| 168 <b>Total Other Agencies' Uses</b>                              | <b>3,505.6</b> | <b>3,616.1</b> | <b>3,254.7</b> | <b>2,991.0</b> | <b>2,729.6</b> | <b>2,878.4</b> | <b>2,909.1</b> | <b>2,948.8</b> | <b>2,990.9</b> | <b>3,027.3</b> | <b>3,059.3</b> | <b>2,640.8</b> |
| 169 <b>GRAND TOTAL USES</b>  | <b>9,271.9</b> | <b>8,906.4</b> | <b>8,476.9</b> | <b>8,261.1</b> | <b>7,984.3</b> | <b>8,397.6</b> | <b>8,532.5</b> | <b>8,663.8</b> | <b>9,276.6</b> | <b>9,252.2</b> | <b>9,329.4</b> | <b>9,130.0</b> |

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
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| (\$ in millions)  | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| 1 Bus Ops - MTA   | \$ 1,607.3     | \$ 1,675.5     | \$ 1,717.5     | \$ 1,760.4     | \$ 1,805.4     | \$ 1,852.1     | \$ 1,900.4     | \$ 1,950.7     | \$ 2,002.9     | \$ 2,057.0     | \$ 2,110.2     | \$ 2,164.1     |
| 2 Bus Operations - Municipal Operators                        | 381.5          | 392.8          | 403.4          | 413.9          | 425.1          | 436.8          | 448.7          | 460.3          | 472.7          | 485.1          | 497.1          | 409.9          |
| 3 Bus Operations - Other Eligible Operators                   | 30.9           | 31.5           | 32.1           | 32.7           | 33.4           | 34.0           | 34.7           | 35.4           | 36.1           | 36.9           | 37.6           | 38.3           |
| 4 Paratransit (TDA Article 8)                                 | 37.8           | 39.1           | 40.2           | 41.4           | 42.7           | 44.0           | 45.3           | 46.6           | 48.0           | 49.4           | 50.7           | 52.0           |
| 5 Paratransit (New Freedom)                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 6 Job Access transit (JARC)                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 7 Bus Operations - ADA (Access Services)                      | 141.9          | 144.7          | 147.4          | 150.2          | 153.0          | 156.1          | 159.1          | 162.3          | 165.7          | 169.1          | 172.5          | 177.8          |
| 8 Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%) | 26.9           | 27.8           | 28.6           | 29.5           | 30.3           | 31.3           | 32.2           | 33.1           | 34.1           | 35.1           | 36.0           | 36.9           |
| 9 <b>Subtotal Bus Operations</b>                              | <b>2,226.3</b> | <b>2,311.4</b> | <b>2,369.2</b> | <b>2,428.1</b> | <b>2,489.9</b> | <b>2,554.3</b> | <b>2,620.5</b> | <b>2,688.5</b> | <b>2,759.4</b> | <b>2,832.6</b> | <b>2,904.0</b> | <b>2,879.1</b> |
| 10 Rail Operations - MTA                                      | 825.3          | 841.3          | 857.2          | 876.1          | 886.7          | 904.1          | 922.1          | 943.6          | 960.0          | 979.9          | 999.0          | 1,021.3        |
| 11 Rail Operations - Metrolink                                | 67.5           | 69.6           | 71.6           | 73.8           | 76.0           | 78.3           | 80.6           | 83.1           | 85.5           | 88.1           | 90.8           | 93.5           |
| 12 <b>Subtotal Rail Operations</b>                            | <b>892.8</b>   | <b>910.9</b>   | <b>928.9</b>   | <b>949.9</b>   | <b>962.7</b>   | <b>982.4</b>   | <b>1,002.7</b> | <b>1,026.7</b> | <b>1,045.5</b> | <b>1,068.0</b> | <b>1,089.8</b> | <b>1,114.8</b> |
| 13 <b>Total MTA-Controlled Funds - Bus &amp; Rail Ops</b>     | <b>3,119.1</b> | <b>3,222.2</b> | <b>3,298.1</b> | <b>3,378.0</b> | <b>3,452.6</b> | <b>3,536.7</b> | <b>3,623.3</b> | <b>3,715.2</b> | <b>3,805.0</b> | <b>3,900.5</b> | <b>3,993.7</b> | <b>3,993.9</b> |
| 14 Bus Capital - MTA  | 285.6          | 297.9          | 348.9          | 294.9          | 327.3          | 286.6          | 279.2          | 433.0          | 304.1          | 377.3          | 376.3          | 383.5          |
| 15 Bus Capital - MTA CRD                                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 16 Bus Capital - Municipal Operators                          | 123.0          | 127.5          | 126.8          | 131.3          | 130.6          | 135.2          | 134.7          | 139.3          | 138.9          | 143.6          | 143.2          | 145.4          |
| 17 Bus Capital - Paratransit (Access Services)                | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            |
| 18 Prop A 40% Debt Service                                    | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | -              | -              | -              | -              | -              |
| 19 Bus Cap Debt Serv-Prop C 40%                               | 59.1           | 59.2           | 56.6           | 52.7           | 50.1           | 50.1           | 39.4           | 39.4           | 35.4           | 28.7           | 24.7           | 20.7           |
| 20 <b>Subtotal Bus Capital</b>                                | <b>469.7</b>   | <b>486.6</b>   | <b>534.3</b>   | <b>480.9</b>   | <b>510.0</b>   | <b>473.9</b>   | <b>455.3</b>   | <b>611.8</b>   | <b>478.4</b>   | <b>549.8</b>   | <b>544.3</b>   | <b>549.7</b>   |
| 21 <b>Rail Capital - Major Projects</b>                       |                |                |                |                |                |                |                |                |                |                |                |                |
| 22 Exposition LRT-Phase I to Venice/Robertson                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 23 Exposition LRT-Phase II to Santa Monica                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 24 Wilshire Metro Rapid Transitway                            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 25 San Fernando Valley North-South - Canoga                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 26 East San Fernando Valley North-South Corridor              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 27 Gold Line Foothill Extension (from Pasadena)               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 28 Westside Subway Extension Segment 1                        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 29 Westside Subway Extension Segment 2                        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 30 Westside Subway Extension Segment 3                        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 31 Regional Connector   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 32 Crenshaw/LAX Transit Corridor                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 33 Green Line Extension to LAX                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 34 West Santa Ana Branch                                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 35 Eastside Extension Phase II                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 36 South Bay Green Line Extension                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 37 San Fernando Valley I-405 Corridor Connection              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 38 Balance of Westside Subway Extension for TBD               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | 1,125.3        | -              |
| 39 Subregional repayment for TBD from SFV N-S Canoga (\$182)  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | 180.2          | -              |
| 40 Subregional repayment for TBD from East San Fern. Val N-S  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | 1.0            | -              |
| 41 Subregional repayment for TBD from Expo Phase II           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | 111.3          | -              |
| 42 Rail Capital - Balance of Major Projects (Eastside LRT)    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 43 Rail Capital - Closeout of Prior Projects                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 44 Rail Capital - Misc. Red, Blue, Green & Gold Projects      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 45 Rail Capital - Eastside LRT Access                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 46 Rail Capital - System Improvements (ARRA)                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**

**MTA-Controlled Funds Uses**

**30-10 8/19/11**

| (\$ in millions)  | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| 47 Rail Capital - System Improvements                                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 48 Rail Capital - Red/Purple Line System Improvements                 | 35.4           | 28.7           | 22.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 49 Rail Capital - P2550 Light Rail Vehicles (not in project budgets)  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 50 Rail Capital - P3010 Light Rail Vehicles (not in project budgets)  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 51 Rail Capital - Future Light Rail Vehicles (not in project budgets) | 64.8           | 64.7           | 87.5           | 70.1           | 1.8            | 42.3           | 42.5           | 48.9           | 44.5           | 46.4           | 5.5            | 0.4            |
| 52 Rail Capital - Heavy Rail Vehicles (not in project budgets)        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 53 Rail Capital - MTA Wayside Systems, Facilities & Vehicle Maint     | 64.2           | 65.4           | 66.6           | 67.9           | 69.2           | 70.6           | 72.0           | 47.5           | 36.2           | 36.6           | 13.9           | 80.4           |
| 54 Rail Capital - State of Good Repair - Existing Lines excl vehicles | 73.6           | 21.8           | 109.5          | 47.5           | 270.3          | 50.1           | 532.2          | 61.4           | 0.0            | 15.1           | 140.0          | 307.9          |
| 55 Rail Capital - State of Good Repair - Systemwide                   | 121.8          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 56 Rail Capital - State of Good Repair - Future Lines                 | 115.4          | 108.6          | 224.0          | 275.3          | 460.5          | 370.3          | 371.4          | 327.6          | 323.6          | 254.4          | 395.4          | 536.6          |
| 57 Rail Capital - Light Rail Yards (not in project budgets)           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 58 Rail Project Contingency for Rail Yards and Cars                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 59 Future Project Planning and Studies                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 60 Rail Capital - Metrolink   | 72.3           | 89.7           | 93.2           | 85.9           | 88.7           | 91.5           | 93.8           | 51.5           | 53.0           | 54.5           | 56.0           | -              |
| 61 Rail Capital - Transit System Safety & Security Prop 1B            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 62 Miscellaneous  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 63 Rail Capital Debt Service-Prop A 35% (incl commercial paper)       | 295.0          | 303.6          | 320.7          | 345.5          | 374.2          | 405.6          | 438.3          | 467.6          | 474.3          | 490.3          | 508.6          | 527.0          |
| 64 Rail Capital Debt Service-Prop C 40%                               | 90.9           | 92.8           | 91.1           | 95.2           | 99.9           | 111.1          | 130.3          | 151.2          | 161.7          | 165.4          | 176.7          | 197.1          |
| 65 Measure R 2% Commercial Paper Debt Service                         | 13.9           | 10.3           | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | -              |
| 66 Measure R 35% 2010 Tax Exempt Debt Service                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 67 Measure R 35% Tax Exempt Debt Service                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 68 Measure R 35% Commercial Paper Debt Service                        | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | -              |
| 69 Measure R 35% BAB Debt Service                                     | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           | 42.6           | -              |
| 70 Measure R QTIB Debt Service  | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | 249.4          | -              |
| 71 Measure R TIFIA Loan Debt Service                                  | 125.3          | 91.0           | 108.1          | 125.1          | 143.2          | 162.3          | 48.1           | 68.1           | 237.6          | 207.6          | 302.6          | -              |
| 72 Capital Grant Receipt Revenue Bonds Debt Service                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 73 Commuter Rail Debt Service-Prop C 10%                              | 55.3           | 57.1           | 60.2           | 62.5           | 64.6           | 66.8           | 70.0           | 70.2           | 70.2           | 70.2           | 70.2           | 71.0           |
| <b>74 Subtotal Rail Capital</b>                                       | <b>1,419.7</b> | <b>1,225.7</b> | <b>1,474.9</b> | <b>1,467.0</b> | <b>1,864.4</b> | <b>1,662.5</b> | <b>2,090.4</b> | <b>1,586.0</b> | <b>1,693.0</b> | <b>1,632.4</b> | <b>3,378.6</b> | <b>1,720.5</b> |
| <b>75 Highways</b>  |                |                |                |                |                |                |                |                |                |                |                |                |
| <b>76 Call for Projects</b>   |                |                |                |                |                |                |                |                |                |                |                |                |
| 77 Regional Surface Transp Improv (RSTI)                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 78 Transit Capital (including some Metrolink through CFP)             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 79 Signal Synchronization   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 80 Bikeways & Pedestrian Improvements                                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 81 Transportation Enhancements  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 82 Transportation Demand Management (TDM)                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 83 Regionally Significant   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 84 Future Call for Projects   | 263.7          | 227.3          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>85 Subtotal Call for Projects (CFP)</b>                            | <b>263.7</b>   | <b>227.3</b>   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 86 Freeway  | 357.8          | 454.0          | 357.9          | 338.2          | 264.5          | 278.8          | 153.6          | 105.7          | 91.9           | 95.8           | 94.1           | -              |
| 87 SR-138 Widening  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 88 Alameda Corridor East  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 89 Measure R to be transferred to West Santa Ana Branch               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 90 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)                     | -              | -              | -              | -              | -              | 88.8           | -              | -              | -              | -              | -              | -              |
| 91 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)        | -              | -              | -              | -              | -              | -              | -              | -              | -              | 184.9          | 68.6           | -              |
| 92 I-5 Carmenita Interchange (\$106 to 710-South)                     | -              | -              | -              | -              | -              | -              | -              | 133.0          | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30-10 8/19/11**

| (\$ in millions)  | 2028           | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| 93 BNSF   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 94 Gerald Desmond Bridge  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 95 Retrofit Soundwalls  | -              | 35.0           | 134.0          | 127.0          | 130.0          | 30.0           | 85.9           | 128.3          | 120.5          | 30.7           | -              | -              |
| 96 Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3) | 14.1           | 14.6           | 15.1           | 15.5           | 16.0           | 16.5           | 17.0           | 17.5           | 18.0           | 18.5           | 19.0           | 19.5           |
| 97 Rapid Bus Projects Subsidies                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 98 Wilshire Bus Only Lane   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 99 Misc Projects  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 100 Expo Phase II Bikeway (in addition to prior Call funding)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 101 Regional Intelligent Transportation Systems (ITS)               | 2.0            | 2.0            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 102 <b>Subtotal Highways Capital including CFP</b>                  | <b>637.6</b>   | <b>733.0</b>   | <b>507.0</b>   | <b>480.7</b>   | <b>410.5</b>   | <b>414.1</b>   | <b>256.5</b>   | <b>384.5</b>   | <b>230.4</b>   | <b>329.8</b>   | <b>181.7</b>   | <b>19.5</b>    |
| 103 Freeway Service Patrol  | 29.5           | 30.0           | 30.5           | 31.1           | 31.6           | 32.2           | 32.8           | 33.4           | 34.0           | 34.6           | 35.3           | 35.9           |
| 104 Rideshare   | 21.3           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           |
| 105 Highway Project Development Support                             | 22.2           | 22.5           | 22.8           | 23.1           | 23.4           | 23.7           | 24.0           | 24.3           | 24.7           | 25.0           | 25.4           | 25.7           |
| 106 <b>Subtotal Highways Capital and Operations</b>                 | <b>710.6</b>   | <b>807.6</b>   | <b>582.3</b>   | <b>556.9</b>   | <b>487.5</b>   | <b>492.1</b>   | <b>335.3</b>   | <b>464.2</b>   | <b>311.1</b>   | <b>411.6</b>   | <b>264.4</b>   | <b>103.2</b>   |
| 107 Highway Debt Serv-Prop C 25%                                    | 278.0          | 296.9          | 305.3          | 308.6          | 312.3          | 316.3          | 308.1          | 308.1          | 308.1          | 308.1          | 308.1          | 308.1          |
| 108 Highway Debt Serv-Measure R 20%                                 | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 46.2           | -              |
| 109 GARVEE Bond Debt Service & C of I                               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 110 <b>Total MTA-Controlled Funds - Highway Uses</b>                | <b>1,081.0</b> | <b>1,196.8</b> | <b>980.0</b>   | <b>957.9</b>   | <b>892.3</b>   | <b>900.7</b>   | <b>735.8</b>   | <b>864.8</b>   | <b>711.6</b>   | <b>812.1</b>   | <b>618.7</b>   | <b>411.2</b>   |
| 111 <b>Other</b>  |                |                |                |                |                |                |                |                |                |                |                |                |
| 112 ROW Security (Prop C 10%)                                       | 3.1            | 3.1            | 3.2            | 3.3            | 3.3            | 3.4            | 3.5            | 3.5            | 3.6            | 3.7            | 3.8            | 3.8            |
| 113 LOSSAN  | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 114 Pomona Station Improvements                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 115 SCRRA relocation  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 116 Agency-wide Capital   | 24.5           | 24.9           | 25.4           | 25.8           | 26.2           | 26.7           | 27.2           | 27.7           | 28.2           | 28.8           | 29.3           | 29.8           |
| 117 Immediate Needs and General Relief Token Program                | 12.7           | 13.0           | 13.2           | 13.5           | 13.7           | 14.0           | 14.3           | 14.6           | 14.9           | 15.2           | 15.5           | 15.8           |
| 118 Admin Prop C 40% Debt Service                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 119 Admin Overhead  | 135.5          | 139.6          | 143.4          | 147.2          | 151.2          | 155.4          | 159.6          | 163.7          | 168.1          | 172.6          | 176.8          | 152.0          |
| 120 <b>Total MTA-Controlled Funds - Other Uses</b>                  | <b>175.8</b>   | <b>180.7</b>   | <b>185.2</b>   | <b>189.7</b>   | <b>194.5</b>   | <b>199.5</b>   | <b>204.6</b>   | <b>209.6</b>   | <b>214.9</b>   | <b>220.2</b>   | <b>225.3</b>   | <b>201.4</b>   |
| 121 Subtotal MTA Uses Surplus/(Deficit)                             | 0.0            | 0.0            | (0.0)          | 0.0            | 0.0            | (0.0)          | 0.0            | (0.0)          | 0.0            | (0.0)          | 0.0            | 0.0            |
| 122 Unallocated Future Projects TBD                                 | 365.2          | 371.4          | 296.7          | 431.4          | 476.1          | 560.7          | 835.9          | 614.3          | 781.6          | 624.8          | (456.4)        | (450.9)        |
| 123 <b>Total MTA-Controlled Funds Uses</b>                          | <b>6,630.5</b> | <b>6,683.6</b> | <b>6,769.2</b> | <b>6,905.0</b> | <b>7,389.9</b> | <b>7,334.0</b> | <b>7,945.2</b> | <b>7,601.6</b> | <b>7,684.4</b> | <b>7,739.8</b> | <b>8,304.2</b> | <b>6,425.9</b> |
| 124 <b>Uses Belonging to or Programmed by Other Agencies</b>        |                |                |                |                |                |                |                |                |                |                |                |                |
| 125 Bus Ops - Munis   | 379.3          | 390.3          | 400.5          | 410.6          | 421.4          | 432.7          | 444.2          | 455.4          | 467.4          | 479.5          | 491.0          | 502.8          |
| 126 Municipal Operators' Operations Balance                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 127 Paratransit - Access Services Operations                        | 11.0           | 11.2           | 11.4           | 11.7           | 11.9           | 12.1           | 12.4           | 12.6           | 12.9           | 13.1           | 13.4           | 13.6           |
| 128 <b>Subtotal Bus Operations</b>                                  | <b>390.4</b>   | <b>401.5</b>   | <b>411.9</b>   | <b>422.3</b>   | <b>433.3</b>   | <b>444.8</b>   | <b>456.5</b>   | <b>468.0</b>   | <b>480.2</b>   | <b>492.6</b>   | <b>504.3</b>   | <b>516.5</b>   |
| 129 Metrolink Rail Operations                                       | 66.7           | 68.0           | 69.3           | 70.6           | 71.9           | 73.3           | 74.8           | 76.3           | 77.9           | 79.5           | 81.0           | 82.6           |
| 130 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Ops</b>      | <b>457.0</b>   | <b>469.5</b>   | <b>481.2</b>   | <b>492.8</b>   | <b>505.2</b>   | <b>518.2</b>   | <b>531.3</b>   | <b>544.3</b>   | <b>558.1</b>   | <b>572.1</b>   | <b>585.4</b>   | <b>599.1</b>   |
| 131 Rail Capital - Metrolink  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 132 Bus Capital - Munis   | 124.6          | 128.6          | 132.2          | 135.8          | 139.7          | 143.7          | 147.8          | 151.8          | 156.0          | 160.2          | 164.2          | 168.4          |
| 133 Municipal Operators' Capital Balance                            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 134 Bus Capital - Access Services                                   | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            | 0.4            |
| 135 Bus Capital - Paratransit - Other Operators                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 136 Rail Capital - Major New Projects                               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 137 Rail Capital - Misc.  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 138 Rail Capital - Intercity Rail Prop 1B                           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30-10 8/19/11**

| (\$ In millions)   | 2028           | 2029           | 2030           | 2031           | 2032            | 2033            | 2034            | 2035            | 2036            | 2037            | 2038            | 2039           |
|--|----------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|
|  | 2029           | 2030           | 2031           | 2032           | 2033            | 2034            | 2035            | 2036            | 2037            | 2038            | 2039            | 2040           |
| 139 Rail Capital - High Speed Rail                                 | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 140 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Capital</b> | <b>125.0</b>   | <b>129.0</b>   | <b>132.6</b>   | <b>136.2</b>   | <b>140.1</b>    | <b>144.1</b>    | <b>148.2</b>    | <b>152.2</b>    | <b>156.4</b>    | <b>160.6</b>    | <b>164.6</b>    | <b>168.8</b>   |
| 141 <b>Highways</b>  |                |                |                |                |                 |                 |                 |                 |                 |                 |                 |                |
| 142 Regional Surface Transp Improv (RSTI)                          | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 143 SR-138 Widening  | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 144 Transit Capital  | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 145 Bikeways & Pedestrian Improvements                             | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 146 Transportation Enhancements                                    | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 147 Freeways (incl contingency and highway funding strategy funds) | 592.7          | 361.3          | 372.1          | 383.3          | 592.0           | 610.3           | 837.9           | 431.7           | 222.1           | 115.1           | 117.9           | -              |
| 148 Alameda Corridor East  | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 149 Retrofit Soundwalls  | 110.0          | 110.0          | 7.0            | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 150 SHOPP  | 170.0          | 170.0          | 170.0          | 170.0          | 170.0           | 170.0           | 170.0           | 170.0           | 170.0           | 170.0           | 170.0           | 170.0          |
| 151 Environmental Enhancement & Mitigation (EEM)                   | 1.0            | 1.0            | 1.0            | 1.0            | 1.0             | 1.0             | 1.0             | 1.0             | 1.0             | 1.0             | 1.0             | 1.0            |
| 152 Gerald Desmond Bridge  | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 153 BNSF   | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 154 Other Projects from Prop 1B Bonds                              | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 155 Local Roads Rehabilitation- Prop 1B Bonds                      | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 156 Highway Safety- Prop 1B Bonds                                  | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 157 Safe Routes to Schools Projects                                | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 158 Freeway Service Patrol   | 1.5            | 1.5            | 1.5            | 1.5            | 1.5             | 1.5             | 1.5             | 1.5             | 1.5             | 1.5             | 1.5             | 1.5            |
| 159 SAFE Call Boxes  | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| Other SAFE   | 5.5            | 5.5            | 5.5            | 5.5            | 5.5             | 5.5             | 5.5             | 5.5             | 5.5             | 5.5             | 5.5             | 5.5            |
| 160 Local Roads Rehabilitation                                     | 471.0          | 475.0          | 479.0          | 483.0          | 487.2           | 491.6           | 496.1           | 500.8           | 505.6           | 510.6           | 515.4           | 520.2          |
| 161 Local Roads (Props A and C Local Return) - not on Hwy Summa    | 262.1          | 271.1          | 279.2          | 287.3          | 295.9           | 305.1           | 314.2           | 323.1           | 332.5           | 342.0           | 351.0           | 360.4          |
| 162 Local Street Improvements - City and County ARRA               | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 163 Measure R Local Return - Highway Assumed                       | 208.9          | 216.1          | 222.6          | 229.0          | 235.9           | 243.2           | 250.5           | 257.5           | 265.0           | 272.6           | 279.8           | -              |
| 164 Caltrans L.A. County Operations and Administration             | 274.9          | 281.8          | 288.8          | 296.1          | 303.5           | 311.1           | 318.8           | 326.8           | 335.0           | 343.3           | 351.9           | 360.7          |
| 165 Local Return: STPL/FAS (RSTP)                                  | 31.7           | 31.7           | 31.7           | 31.7           | 31.7            | 31.7            | 31.7            | 31.7            | 31.7            | 31.7            | 31.7            | 31.7           |
| 166 GARVEE Bond Debt Service & C of I                              | -              | -              | -              | -              | -               | -               | -               | -               | -               | -               | -               | -              |
| 167 <b>Total Non-MTA Controlled Funds - Highway Uses</b>           | <b>2,129.3</b> | <b>1,924.9</b> | <b>1,858.4</b> | <b>1,888.4</b> | <b>2,124.2</b>  | <b>2,170.9</b>  | <b>2,427.2</b>  | <b>2,049.5</b>  | <b>1,869.9</b>  | <b>1,793.4</b>  | <b>1,825.7</b>  | <b>1,451.0</b> |
| 168 <b>Total Other Agencies' Uses</b>                              | <b>2,711.4</b> | <b>2,523.4</b> | <b>2,472.2</b> | <b>2,517.4</b> | <b>2,769.5</b>  | <b>2,833.2</b>  | <b>3,106.8</b>  | <b>2,746.1</b>  | <b>2,584.4</b>  | <b>2,526.0</b>  | <b>2,575.7</b>  | <b>2,218.9</b> |
| 169 <b>GRAND TOTAL USES</b>  | <b>9,341.8</b> | <b>9,207.0</b> | <b>9,241.4</b> | <b>9,422.4</b> | <b>10,159.4</b> | <b>10,167.2</b> | <b>11,051.9</b> | <b>10,347.7</b> | <b>10,268.8</b> | <b>10,265.9</b> | <b>10,879.9</b> | <b>8,644.8</b> |

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| (\$ in millions)  | Total                 | Years               | Years                 | Years                 | 2009       | 2010           | 2011           | 2012               | 2013               | 2014           | 2015               | 2016               | 2017                | 2018                | 2019       |
|---|-----------------------|---------------------|-----------------------|-----------------------|------------|----------------|----------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------------|---------------------|------------|
|   |                       | '10-'19             | '20-'29               | '30-'40               | 2010       | 2011           | 2012           | 2013               | 2014               | 2015           | 2016               | 2017               | 2018                | 2019                |            |
| Rail, Proposition A 35% Gross                                 | 7,835.9               | 905.2               | 3,260.6               | 3,670.1               | 10.4       | 74.0           | 79.1           | 362.8              | 128.9              | 145.2          | 97.6               | -                  | -                   | -                   | 7.3        |
| <b>Rail, Proposition A 35% Net</b>                            | <b>7,193.6</b>        | <b>835.5</b>        | <b>2,991.9</b>        | <b>3,366.2</b>        | <b>9.5</b> | <b>68.4</b>    | <b>73.1</b>    | <b>335.5</b>       | <b>118.7</b>       | <b>133.7</b>   | <b>89.9</b>        | -                  | -                   | -                   | <b>6.7</b> |
| Rail, Proposition C 10% Gross                                 | 1,040.6               | 258.3               | 566.6                 | 215.7                 | -          | 38.7           | 7.2            | 17.5               | 46.5               | 47.1           | 38.2               | 27.1               | 19.2                | 16.7                |            |
| <b>Rail, Proposition C 10% Net</b>                            | <b>955.9</b>          | <b>238.1</b>        | <b>520.0</b>          | <b>197.9</b>          | -          | <b>35.8</b>    | <b>6.7</b>     | <b>16.2</b>        | <b>42.9</b>        | <b>43.4</b>    | <b>35.2</b>        | <b>25.0</b>        | <b>17.7</b>         | <b>15.4</b>         |            |
| Rail, Proposition C 40% Gross                                 | 3,015.3               | 387.5               | 796.1                 | 1,831.7               | -          | -              | -              | -                  | -                  | -              | 0.9                | -                  | 242.6               | 144.1               |            |
| <b>Rail, Proposition C 40% Net</b>                            | <b>2,767.3</b>        | <b>356.9</b>        | <b>730.4</b>          | <b>1,680.0</b>        | -          | -              | -              | -                  | -                  | -              | <b>0.8</b>         | -                  | <b>223.4</b>        | <b>132.7</b>        |            |
| 12-yr Bus, Proposition C 40% Gross                            | 447.8                 | 91.6                | 333.2                 | 23.0                  | -          | -              | -              | -                  | -                  | -              | 22.9               | 22.9               | 22.9                | 22.9                |            |
| <b>Bus, Proposition C 40% Net</b>                             | <b>390.0</b>          | <b>80.0</b>         | <b>290.0</b>          | <b>20.0</b>           | -          | -              | -              | -                  | -                  | -              | 20.0               | 20.0               | 20.0                | 20.0                |            |
| 30-yr Bus, Proposition C 40% Gross                            | 228.6                 | 54.2                | 174.4                 | -                     | -          | -              | -              | 10.8               | 21.7               | -              | -                  | -                  | 21.7                | -                   |            |
| <b>Bus, Proposition C 40% Net</b>                             | <b>210.0</b>          | <b>50.0</b>         | <b>160.0</b>          | -                     | -          | -              | -              | 10.0               | 20.0               | -              | -                  | -                  | 20.0                | -                   |            |
| Subtotal Bus, Proposition C 40% Gross                         | 676.4                 | 145.9               | 507.6                 | 23.0                  | -          | -              | -              | 10.8               | 21.7               | -              | 22.9               | 22.9               | 44.6                | 22.9                |            |
| <b>Subtotal Bus, Proposition C 40% Net</b>                    | <b>600.0</b>          | <b>130.0</b>        | <b>450.0</b>          | <b>20.0</b>           | -          | -              | -              | <b>10.0</b>        | <b>20.0</b>        | -              | <b>20.0</b>        | <b>20.0</b>        | <b>40.0</b>         | <b>20.0</b>         |            |
| <i>Subtotal Proposition C 40% Gross - Bus &amp; Rail</i>      | <i>3,691.7</i>        | <i>533.4</i>        | <i>1,303.6</i>        | <i>1,854.7</i>        | -          | -              | -              | <i>10.8</i>        | <i>21.7</i>        | -              | <i>23.8</i>        | <i>22.9</i>        | <i>287.2</i>        | <i>167.0</i>        |            |
| <b><i>Subtotal Proposition C 40% Net - Bus &amp; Rail</i></b> | <b><i>3,367.3</i></b> | <b><i>486.9</i></b> | <b><i>1,180.4</i></b> | <b><i>1,700.0</i></b> | -          | -              | -              | <b><i>10.0</i></b> | <b><i>20.0</i></b> | -              | <b><i>20.8</i></b> | <b><i>20.0</i></b> | <b><i>263.4</i></b> | <b><i>152.7</i></b> |            |
| Hwy, Proposition C 25% Gross                                  | 4,639.2               | 1,900.8             | 2,237.0               | 501.4                 | -          | 167.1          | 227.3          | 538.9              | 387.2              | 199.9          | 70.3               | 30.3               | 230.9               | 48.9                |            |
| <b>Hwy, Proposition C 25% Net</b>                             | <b>4,266.2</b>        | <b>1,753.9</b>      | <b>2,052.3</b>        | <b>460.0</b>          | -          | <b>154.5</b>   | <b>210.1</b>   | <b>498.3</b>       | <b>356.6</b>       | <b>184.1</b>   | <b>64.7</b>        | <b>27.9</b>        | <b>212.7</b>        | <b>45.0</b>         |            |
| Rail, Measure R 35% Gross                                     | 750.0                 | 750.0               | -                     | -                     | -          | 750.0          | -              | -                  | -                  | -              | -                  | -                  | -                   | -                   |            |
| <b>Rail, Measure R 35% Bonds Net</b>                          | <b>750.0</b>          | <b>750.0</b>        | -                     | -                     | -          | <b>750.0</b>   | -              | -                  | -                  | -              | -                  | -                  | -                   | -                   |            |
| Measure R 20% Bonds Gross                                     | 1,035.1               | 408.0               | 627.1                 | -                     | -          | -              | 46.7           | 86.4               | 67.8               | 110.6          | 70.2               | 26.4               | -                   | -                   |            |
| <b>Measure R 20% Bonds Net</b>                                | <b>928.2</b>          | <b>373.5</b>        | <b>554.7</b>          | -                     | -          | -              | <b>43.0</b>    | <b>79.5</b>        | <b>62.0</b>        | <b>101.0</b>   | <b>64.0</b>        | <b>24.0</b>        | -                   | -                   |            |
| Measure R 35% Commercial Paper                                | 305.0                 | 305.0               | -                     | -                     | -          | -              | -              | -                  | 86.9               | 218.1          | -                  | -                  | -                   | -                   |            |
| <b>Measure R 2% Commercial Paper</b>                          | <b>158.7</b>          | <b>69.9</b>         | <b>88.9</b>           | -                     | -          | -              | -              | -                  | -                  | -              | -                  | <b>25.1</b>        | <b>44.8</b>         | -                   |            |
| <b>Total Net New Financing, Annual</b>                        | <b>17,620.0</b>       | <b>4,507.8</b>      | <b>7,388.1</b>        | <b>5,724.0</b>        | <b>9.5</b> | <b>1,008.7</b> | <b>332.9</b>   | <b>939.5</b>       | <b>600.1</b>       | <b>462.2</b>   | <b>274.6</b>       | <b>122.0</b>       | <b>538.6</b>        | <b>219.8</b>        |            |
| <b>Total Net New Financing, Cumulative</b>                    |                       | <b>4,507.8</b>      | <b>11,896.0</b>       | <b>17,620.0</b>       | <b>9.5</b> | <b>1,018.2</b> | <b>1,351.1</b> | <b>2,290.6</b>     | <b>2,890.7</b>     | <b>3,352.9</b> | <b>3,627.5</b>     | <b>3,749.5</b>     | <b>4,288.0</b>      | <b>4,507.8</b>      |            |

**Bond Interest Rate for long-term bonds**

4.50% 4.50% 4.50% 5.00% 5.00% 5.00% 5.00% 5.00%

1. Net represents projected issuance amounts net of reserve fund and issuance fees.

2. Figures represent bond issuance amounts and do not reflect annual debt service payments.

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|  | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026            | 2027            | 2028            | 2029            |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|
| (\$ in millions)   | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027            | 2028            | 2029            | 2030            |
| Rail, Proposition A 35% Gross                            | 364.8          | 322.8          | 346.7          | 183.5          | 365.1          | 444.5          | 265.8          | 296.3           | 329.7           | 341.2           | 171.5           |
| <b>Rail, Proposition A 35% Net</b>                       | <b>336.0</b>   | <b>296.1</b>   | <b>318.0</b>   | <b>168.3</b>   | <b>334.9</b>   | <b>407.7</b>   | <b>243.8</b>   | <b>271.8</b>    | <b>302.4</b>    | <b>313.0</b>    | <b>157.3</b>    |
| Rail, Proposition C 10% Gross                            | 70.2           | 71.8           | 77.5           | 57.5           | 52.4           | 50.4           | 53.6           | 53.4            | 44.8            | 35.1            | 51.5            |
| <b>Rail, Proposition C 10% Net</b>                       | <b>64.7</b>    | <b>65.9</b>    | <b>71.1</b>    | <b>52.7</b>    | <b>48.1</b>    | <b>46.2</b>    | <b>49.2</b>    | <b>49.0</b>     | <b>41.1</b>     | <b>32.2</b>     | <b>47.3</b>     |
| Rail, Proposition C 40% Gross                            | 65.6           | 32.7           | 87.2           | 65.4           | -              | 218.1          | 109.0          | 65.4            | 87.2            | 65.4            | 54.5            |
| <b>Rail, Proposition C 40% Net</b>                       | <b>60.4</b>    | <b>30.0</b>    | <b>80.0</b>    | <b>60.0</b>    | <b>-</b>       | <b>200.0</b>   | <b>100.0</b>   | <b>60.0</b>     | <b>80.0</b>     | <b>60.0</b>     | <b>50.0</b>     |
| 12-yr Bus, Proposition C 40% Gross                       | 34.4           | 23.0           | -              | 92.0           | -              | 34.5           | 57.5           | 34.5            | 34.5            | 23.0            | 23.0            |
| <b>Bus, Proposition C 40% Net</b>                        | <b>30.0</b>    | <b>20.0</b>    | <b>-</b>       | <b>80.0</b>    | <b>-</b>       | <b>30.0</b>    | <b>50.0</b>    | <b>30.0</b>     | <b>30.0</b>     | <b>20.0</b>     | <b>20.0</b>     |
| 30-yr Bus, Proposition C 40% Gross                       | 21.7           | 32.7           | 54.5           | 43.6           | 21.8           | -              | -              | -               | -               | -               | -               |
| <b>Bus, Proposition C 40% Net</b>                        | <b>20.0</b>    | <b>30.0</b>    | <b>50.0</b>    | <b>40.0</b>    | <b>20.0</b>    | <b>-</b>       | <b>-</b>       | <b>-</b>        | <b>-</b>        | <b>-</b>        | <b>-</b>        |
| Subtotal Bus, Proposition C 40% Gross                    | 56.1           | 55.7           | 54.5           | 135.6          | 21.8           | 34.5           | 57.5           | 34.5            | 34.5            | 23.0            | 23.0            |
| <b>Subtotal Bus, Proposition C 40% Net</b>               | <b>50.0</b>    | <b>50.0</b>    | <b>50.0</b>    | <b>120.0</b>   | <b>20.0</b>    | <b>30.0</b>    | <b>50.0</b>    | <b>30.0</b>     | <b>30.0</b>     | <b>20.0</b>     | <b>20.0</b>     |
| <i>Subtotal Proposition C 40% Gross - Bus &amp; Rail</i> | <i>121.7</i>   | <i>88.4</i>    | <i>141.7</i>   | <i>201.0</i>   | <i>21.8</i>    | <i>252.5</i>   | <i>166.5</i>   | <i>99.9</i>     | <i>121.7</i>    | <i>88.4</i>     | <i>77.5</i>     |
| <b>Subtotal Proposition C 40% Net - Bus &amp; Rail</b>   | <b>110.4</b>   | <b>80.0</b>    | <b>130.0</b>   | <b>180.0</b>   | <b>20.0</b>    | <b>230.0</b>   | <b>150.0</b>   | <b>90.0</b>     | <b>110.0</b>    | <b>80.0</b>     | <b>70.0</b>     |
| Hwy, Proposition C 25% Gross                             | 159.6          | 169.9          | 124.6          | 217.5          | 174.0          | 251.6          | 262.6          | 299.3           | 311.2           | 266.7           | 287.8           |
| <b>Hwy, Proposition C 25% Net</b>                        | <b>147.0</b>   | <b>155.8</b>   | <b>114.3</b>   | <b>199.5</b>   | <b>159.6</b>   | <b>230.8</b>   | <b>240.8</b>   | <b>274.5</b>    | <b>285.4</b>    | <b>244.6</b>    | <b>264.0</b>    |
| Rail, Measure R 35% Gross                                | -              | -              | -              | -              | -              | -              | -              | -               | -               | -               | -               |
| <b>Rail, Measure R 35% Bonds Net</b>                     | <b>-</b>        | <b>-</b>        | <b>-</b>        | <b>-</b>        |
| Measure R 20% Bonds Gross                                | -              | 51.8           | 116.8          | 37.8           | 82.4           | 154.2          | 157.5          | 26.6            | -               | -               | -               |
| <b>Measure R 20% Bonds Net</b>                           | <b>-</b>       | <b>46.5</b>    | <b>104.4</b>   | <b>33.7</b>    | <b>73.0</b>    | <b>136.0</b>   | <b>138.0</b>   | <b>23.1</b>     | <b>-</b>        | <b>-</b>        | <b>-</b>        |
| Measure R 35% Commercial Paper                           | -              | -              | -              | -              | -              | -              | -              | -               | -               | -               | -               |
| <b>Measure R 2% Commercial Paper</b>                     | <b>53.2</b>    | <b>21.1</b>    | <b>14.7</b>    | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>        | <b>-</b>        | <b>-</b>        | <b>-</b>        |
| <b>Total Net New Financing, Annual</b>                   | <b>711.2</b>   | <b>665.3</b>   | <b>752.4</b>   | <b>634.2</b>   | <b>635.6</b>   | <b>1,050.7</b> | <b>821.8</b>   | <b>708.3</b>    | <b>738.9</b>    | <b>669.7</b>    | <b>538.6</b>    |
| <b>Total Net New Financing, Cumulative</b>               | <b>5,219.0</b> | <b>5,884.3</b> | <b>6,636.7</b> | <b>7,270.9</b> | <b>7,906.5</b> | <b>8,957.2</b> | <b>9,779.0</b> | <b>10,487.3</b> | <b>11,226.2</b> | <b>11,896.0</b> | <b>12,434.5</b> |
| <b>Bond Interest Rate for long-term bonds</b>            | <b>5.00%</b>   | <b>5.50%</b>    | <b>5.50%</b>    | <b>5.50%</b>    | <b>5.50%</b>    |

1. Net represents projected issuance amounts net of reserve fund and issuance fees.
2. Figures represent bond issuance amounts and do not reflect annual debt service payments.

LACMTA Financial Forecasting Model

**New Debt Financing**

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|  | 2030            | 2031            | 2032            | 2033            | 2034            | 2035            | 2036            | 2037            | 2038            | 2039            |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| (\$ in millions)   | 2031            | 2032            | 2033            | 2034            | 2035            | 2036            | 2037            | 2038            | 2039            | 2040            |
| Rail, Proposition A 35% Gross                            | 326.1           | 395.4           | 545.1           | 367.4           | 583.4           | 271.4           | 258.5           | 206.1           | 327.1           | 218.1           |
| <b>Rail, Proposition A 35% Net</b>                       | <b>299.1</b>    | <b>362.7</b>    | <b>500.0</b>    | <b>337.0</b>    | <b>535.1</b>    | <b>248.9</b>    | <b>237.1</b>    | <b>189.0</b>    | <b>300.0</b>    | <b>200.0</b>    |
| Rail, Proposition C 10% Gross                            | 38.5            | 29.5            | 30.7            | 31.9            | 33.5            | -               | -               | -               | -               | -               |
| <b>Rail, Proposition C 10% Net</b>                       | <b>35.4</b>     | <b>27.1</b>     | <b>28.2</b>     | <b>29.3</b>     | <b>30.8</b>     | -               | -               | -               | -               | -               |
| Rail, Proposition C 40% Gross                            | 119.9           | -               | 218.1           | 109.0           | 436.1           | 196.3           | 109.0           | -               | 327.1           | 261.7           |
| <b>Rail, Proposition C 40% Net</b>                       | <b>110.0</b>    | -               | <b>200.0</b>    | <b>100.0</b>    | <b>400.0</b>    | <b>180.0</b>    | <b>100.0</b>    | -               | <b>300.0</b>    | <b>240.0</b>    |
| 12-yr Bus, Proposition C 40% Gross                       | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| <b>Bus, Proposition C 40% Net</b>                        | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| 30-yr Bus, Proposition C 40% Gross                       | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| <b>Bus, Proposition C 40% Net</b>                        | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| Subtotal Bus, Proposition C 40% Gross                    | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| <b>Subtotal Bus, Proposition C 40% Net</b>               | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| <i>Subtotal Proposition C 40% Gross - Bus &amp; Rail</i> | <i>119.9</i>    | -               | <i>218.1</i>    | <i>109.0</i>    | <i>436.1</i>    | <i>196.3</i>    | <i>109.0</i>    | -               | <i>327.1</i>    | <i>261.7</i>    |
| <b>Subtotal Proposition C 40% Net - Bus &amp; Rail</b>   | <b>110.0</b>    | -               | <b>200.0</b>    | <b>100.0</b>    | <b>400.0</b>    | <b>180.0</b>    | <b>100.0</b>    | -               | <b>300.0</b>    | <b>240.0</b>    |
| Hwy, Proposition C 25% Gross                             | 37.4            | 60.5            | 47.0            | 66.7            | 2.0             | -               | -               | -               | -               | -               |
| <b>Hwy, Proposition C 25% Net</b>                        | <b>34.3</b>     | <b>55.5</b>     | <b>43.1</b>     | <b>61.2</b>     | <b>1.9</b>      | -               | -               | -               | -               | -               |
| Rail, Measure R 35% Gross                                | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| <b>Rail, Measure R 35% Bonds Net</b>                     | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| Measure R 20% Bonds Gross                                | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| <b>Measure R 20% Bonds Net</b>                           | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| <b>Measure R 35% Commercial Paper</b>                    | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| <b>Measure R 2% Commercial Paper</b>                     | -               | -               | -               | -               | -               | -               | -               | -               | -               | -               |
| <b>Total Net New Financing, Annual</b>                   | <b>478.7</b>    | <b>445.3</b>    | <b>771.3</b>    | <b>527.5</b>    | <b>967.8</b>    | <b>428.9</b>    | <b>337.1</b>    | <b>189.0</b>    | <b>600.0</b>    | <b>440.0</b>    |
| <b>Total Net New Financing, Cumulative</b>               | <b>12,913.2</b> | <b>13,358.5</b> | <b>14,129.8</b> | <b>14,657.2</b> | <b>15,625.0</b> | <b>16,053.9</b> | <b>16,391.0</b> | <b>16,580.0</b> | <b>17,180.0</b> | <b>17,620.0</b> |
| <b>Bond Interest Rate for long-term bonds</b>            | 5.50%           | 5.50%           | 5.50%           | 5.50%           | 5.50%           | 5.50%           | 5.50%           | 5.50%           | 5.50%           | 5.50%           |

1. Net represents projected issuance amounts net of reserve fund and issuance fees.
2. Figures represent bond issuance amounts and do not reflect annual debt service payments.

LACMTA Financial Forecasting Model  
**New Debt Innovative Financing**

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| (\$ in millions)                                     | Total          | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015   | 2015<br>2016   | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 | 2019<br>2020 | 2020<br>2021 |
|--|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|
| <b>Built America Bonds (BAB) Proceeds (Nov 2010)</b> | <b>570.6</b>   | <b>570.6</b>     | -                | -                | -            | 570.6        | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| Expo Phase II  | 262.3          | 262.3            | -                | -                | -            | 128.0        | 134.3        | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| Gold Line Foothill                                   | 308.3          | 308.3            | -                | -                | -            | -            | 68.3         | 159.8        | 80.3         | -              | -              | -            | -            | -            | -            | -            |
| <b>Total BABs Uses</b>                               | <b>570.6</b>   | <b>570.6</b>     | -                | -                | -            | <b>128.0</b> | <b>202.5</b> | <b>159.8</b> | <b>80.3</b>  | -              | -              | -            | -            | -            | -            | -            |
| <b>Qualified Transportation Improvement</b>          |                |                  |                  |                  |              |              |              |              |              |                |                |              |              |              |              |              |
| <b>Bonds Proceeds (QTIB)</b>                         | <b>5,757.2</b> | <b>5,757.2</b>   | -                | -                | -            | -            | -            | 989.3        | -            | 3,175.1        | -              | 1,105.1      | -            | 487.8        | -            | -            |
| Green Line LAX                                       | 193.1          | 193.1            | -                | -                | -            | -            | -            | 20.1         | 40.0         | 60.0           | 46.3           | 26.7         | -            | -            | -            | -            |
| South Bay Green Line                                 | 272.0          | 272.0            | -                | -                | -            | -            | -            | 29.3         | 40.0         | 60.0           | 70.0           | 58.4         | 14.3         | -            | -            | -            |
| Crenshaw/LAX Transit Corridor                        | 646.2          | 646.2            | -                | -                | -            | -            | -            | -            | 246.3        | 271.5          | 107.8          | 15.0         | 1.1          | 4.5          | -            | -            |
| Westside Subway Extension                            | 1,981.6        | 1,871.0          | 110.6            | -                | -            | -            | -            | 228.5        | 28.6         | 833.2          | 553.0          | 34.5         | 11.6         | 181.6        | 55.7         | 54.9         |
| West Santa Ana Branch                                | 240.0          | 240.0            | -                | -                | -            | -            | -            | 12.1         | 19.4         | 48.5           | 49.5           | 58.2         | 52.3         | -            | -            | -            |
| SFV I-405  | 1,000.0        | 1,000.0          | -                | -                | -            | -            | -            | 38.8         | 135.8        | 232.8          | 242.0          | 283.9        | 66.7         | -            | -            | -            |
| Gold Line Foothill - not eligible                    | -              | -                | -                | -                | -            | -            | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| Expo II - not eligible                               | -              | -                | -                | -                | -            | -            | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| Eastside Extension Phase II                          | 1,264.3        | 1,264.3          | -                | -                | -            | -            | -            | 79.1         | 70.0         | 240.0          | 273.8          | 296.6        | 113.8        | 191.1        | -            | -            |
| Regional Connector                                   | 160.0          | 160.0            | -                | -                | -            | -            | -            | -            | 1.2          | 48.0           | 38.7           | 42.6         | 29.5         | -            | -            | -            |
| East San Fernando Valley North-South                 | -              | -                | -                | -                | -            | -            | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| <b>Total QTIBs Uses</b>                              | <b>5,757.2</b> | <b>5,646.6</b>   | <b>110.6</b>     | -                | -            | -            | -            | <b>407.8</b> | <b>581.3</b> | <b>1,794.0</b> | <b>1,381.0</b> | <b>815.8</b> | <b>289.2</b> | <b>377.2</b> | <b>55.7</b>  | <b>54.9</b>  |
| <b>TIFIA Loan Proceeds</b>                           |                |                  |                  |                  |              |              |              |              |              |                |                |              |              |              |              |              |
| SFV I-405  | -              | -                | -                | -                | -            | -            | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| Eastside Extension Phase II                          | -              | -                | -                | -                | -            | -            | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| Crenshaw/LAX Transit Corridor                        | 545.9          | 545.9            | -                | -                | -            | -            | -            | -            | -            | -              | 125.5          | 272.4        | 147.7        | 0.3          | -            | -            |
| SFV East N-S   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| Regional Connector                                   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| Westside Subway Extension                            | 640.8          | 577.3            | 63.5             | -                | -            | -            | -            | -            | -            | -              | -              | 282.0        | 182.0        | 113.3        | 63.5         | -            |
| West Santa Ana Branch                                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| South Bay Green Line                                 | -              | -                | -                | -                | -            | -            | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| Green Line LAX                                       | -              | -                | -                | -                | -            | -            | -            | -            | -            | -              | -              | -            | -            | -            | -            | -            |
| <b>Total TIFIA Uses</b>                              | <b>1,186.7</b> | <b>1,123.2</b>   | <b>63.5</b>      | -                | -            | -            | -            | -            | -            | -              | <b>125.5</b>   | <b>554.4</b> | <b>329.7</b> | <b>113.6</b> | <b>63.5</b>  | -            |
| <b>5309 Capital Grant Rcpt Rev Bonds Proceeds</b>    | <b>1,133.7</b> | <b>1,060.9</b>   | <b>72.8</b>      | -                | -            | -            | -            | <b>202.3</b> | <b>506.4</b> | <b>42.6</b>    | <b>73.8</b>    | <b>28.5</b>  | <b>207.5</b> | -            | <b>72.8</b>  | -            |
| Westside Subway Extension - Segment 1                | 1,133.7        | 1,060.9          | 72.8             | -                | -            | -            | -            | 202.3        | 506.4        | 42.6           | 73.8           | 28.5         | 207.5        | -            | 72.8         | -            |
| Capital Grant Receipt Revenue Bonds interest rate    | 4.00%          |                  |                  |                  |              |              |              |              |              |                |                |              |              |              |              |              |

1. Represents projected issuance amounts net of reserve fund and issuance fees.
2. Does not reflect annual debt service payments.

**LACMTA Financial Forecasting Model**

**Debt Policy Conformance**

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|   | Years        | Years          | Years          | Plan           | 2009         | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         |
|---|--------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|   | '10-'19      | '20-'29        | '30-'40        | Total          | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         |
| <b>Proposition A 35%</b>                          |              |                |                |                |              |              |              |              |              |              |              |              |              |              |
| Projected Revenues                                | 2,461.4      | 3,978.8        | 6,210.2        | 12,650.4       | 188.1        | 198.5        | 211.0        | 223.4        | 236.5        | 250.8        | 265.7        | 280.7        | 295.7        | 311.1        |
| Policy Maximum                                    | 87.0%        | 87.0%          | 87.0%          | 87.0%          | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        |
| Maximum Available for Debt Service                | 2,141.4      | 3,461.6        | 5,402.9        | 11,005.9       | 163.7        | 172.7        | 183.5        | 194.4        | 205.8        | 218.2        | 231.2        | 244.2        | 257.3        | 270.6        |
| Less: Existing Debt Service (not incl CP or fees) | 1,486.5      | 763.4          | 92.3           | 2,342.2        | 151.6        | 149.9        | 157.8        | 150.6        | 146.3        | 146.5        | 146.2        | 145.9        | 146.0        | 145.7        |
| Available for Future Issuance                     | 654.9        | 2,698.2        | 5,310.6        | 8,663.6        | 12.0         | 22.7         | 25.8         | 43.8         | 59.5         | 71.6         | 85.0         | 98.3         | 111.3        | 124.9        |
| Less: Projected Payment (Model) (not incl CP)     | 337.7        | 1,682.2        | 4,537.5        | 6,557.3        | 0.4          | 3.0          | 7.7          | 21.2         | 36.6         | 45.5         | 53.4         | 56.6         | 56.6         | 56.8         |
| <b>Available DS Capacity (Overutilization)</b>    | <b>317.2</b> | <b>1,016.0</b> | <b>773.1</b>   | <b>1,789.1</b> | <b>11.7</b>  | <b>19.8</b>  | <b>18.1</b>  | <b>22.5</b>  | <b>22.9</b>  | <b>26.1</b>  | <b>31.6</b>  | <b>41.7</b>  | <b>54.7</b>  | <b>68.1</b>  |
| <b>Annual DSCR: Minimum 1.15</b>                  |              |                |                |                | <b>1.24</b>  | <b>1.30</b>  | <b>1.28</b>  | <b>1.30</b>  | <b>1.29</b>  | <b>1.31</b>  | <b>1.33</b>  | <b>1.39</b>  | <b>1.46</b>  | <b>1.54</b>  |
| <b>Annual Debt Service % of Rev (87% max)</b>     |              |                |                |                | <b>80.8%</b> | <b>77.0%</b> | <b>78.4%</b> | <b>76.9%</b> | <b>77.3%</b> | <b>76.6%</b> | <b>75.1%</b> | <b>72.1%</b> | <b>68.5%</b> | <b>65.1%</b> |
| <b>Proposition C 25%</b>                          |              |                |                |                |              |              |              |              |              |              |              |              |              |              |
| Projected Revenues                                | 1,823.1      | 2,946.9        | 4,599.6        | 9,369.6        | 139.3        | 147.0        | 156.3        | 165.5        | 175.2        | 185.7        | 196.8        | 207.9        | 219.0        | 230.4        |
| Policy Maximum                                    | 85.0%        | 85.0%          | 85.0%          | 85.0%          | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        |
| Maximum Available for Debt Service                | 1,549.6      | 2,504.9        | 3,909.7        | 7,964.2        | 118.4        | 124.9        | 132.8        | 140.7        | 148.9        | 157.9        | 167.3        | 176.7        | 186.2        | 195.8        |
| Less: Existing Debt Service (Treasury)            | 371.0        | 242.2          | 56.5           | 669.7          | 34.6         | 36.2         | 36.7         | 36.7         | 38.1         | 37.6         | 37.7         | 37.7         | 37.8         | 37.9         |
| Available for Future Issuance                     | 1,178.6      | 2,262.7        | 3,853.2        | 7,294.4        | 83.8         | 88.7         | 96.1         | 104.0        | 110.8        | 120.2        | 129.6        | 139.0        | 148.4        | 158.0        |
| Less: Projected Payment (Financial Model)         | 649.0        | 1,861.7        | 3,331.7        | 5,842.3        | 0.0          | 5.1          | 17.2         | 40.8         | 69.9         | 89.0         | 97.8         | 101.0        | 109.5        | 118.6        |
| <b>Available DS Capacity (Overutilization)</b>    | <b>529.6</b> | <b>401.0</b>   | <b>521.5</b>   | <b>1,452.1</b> | <b>83.8</b>  | <b>83.6</b>  | <b>78.9</b>  | <b>63.2</b>  | <b>40.9</b>  | <b>31.2</b>  | <b>31.8</b>  | <b>37.9</b>  | <b>38.8</b>  | <b>39.3</b>  |
| <b>Annual DSCR: Minimum 1.176</b>                 |              |                |                |                | <b>4.03</b>  | <b>3.55</b>  | <b>2.90</b>  | <b>2.14</b>  | <b>1.62</b>  | <b>1.47</b>  | <b>1.45</b>  | <b>1.50</b>  | <b>1.49</b>  | <b>1.47</b>  |
| <b>Annual Debt Service % of Rev (85% max)</b>     |              |                |                |                | <b>24.8%</b> | <b>28.1%</b> | <b>34.5%</b> | <b>46.8%</b> | <b>61.6%</b> | <b>68.2%</b> | <b>68.8%</b> | <b>66.7%</b> | <b>67.3%</b> | <b>67.9%</b> |
| <b>Proposition C 40%</b>                          |              |                |                |                |              |              |              |              |              |              |              |              |              |              |
| Projected Revenues                                | 2,916.9      | 4,715.1        | 7,359.4        | 14,991.3       | 222.9        | 235.2        | 250.0        | 264.8        | 280.3        | 297.2        | 314.9        | 332.6        | 350.4        | 368.6        |
| Policy Maximum                                    | 40.0%        | 40.0%          | 40.0%          | 40.0%          | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        |
| Maximum Available for Debt Service                | 1,166.8      | 1,886.0        | 2,943.7        | 5,996.5        | 89.2         | 94.1         | 100.0        | 105.9        | 112.1        | 118.9        | 126.0        | 133.1        | 140.2        | 147.4        |
| Less: Existing Debt Service (not incl CP or fees) | 684.9        | 375.3          | 11.8           | 1,072.0        | 62.2         | 68.7         | 68.5         | 68.4         | 70.4         | 69.9         | 69.7         | 69.4         | 69.1         | 68.8         |
| Less: Pending Debt Service (Treasury)             | -            | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Available for Future Issuance                     | 481.9        | 1,510.8        | 2,931.9        | 4,924.6        | 27.0         | 25.4         | 31.5         | 37.5         | 41.7         | 49.0         | 56.3         | 63.7         | 71.1         | 78.7         |
| Less: Projected Payment (Financial Model)         | -            | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Rail Capital                                      | 28.6         | 502.3          | 1,451.0        | 1,981.9        | -            | -            | -            | -            | -            | -            | 0.0          | 0.1          | 7.9          | 20.5         |
| Bus Capital                                       | 40.0         | 425.8          | 457.2          | 923.0          | -            | -            | -            | 0.3          | 1.4          | 2.1          | 4.7          | 7.2          | 10.5         | 13.8         |
| Administration/Agencywide                         | -            | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Available DS Capacity (Overutilization)</b>    | <b>413.3</b> | <b>582.7</b>   | <b>1,023.7</b> | <b>2,019.7</b> | <b>27.0</b>  | <b>25.4</b>  | <b>31.5</b>  | <b>37.2</b>  | <b>40.3</b>  | <b>46.9</b>  | <b>51.6</b>  | <b>56.4</b>  | <b>52.6</b>  | <b>44.3</b>  |
| <b>Annual DSCR: Minimum 2.50</b>                  |              |                |                |                | <b>3.58</b>  | <b>3.42</b>  | <b>3.65</b>  | <b>3.85</b>  | <b>3.91</b>  | <b>4.13</b>  | <b>4.23</b>  | <b>4.34</b>  | <b>4.00</b>  | <b>3.57</b>  |
| <b>Annual Debt Service % of Rev (40% max)</b>     |              |                |                |                | <b>27.9%</b> | <b>29.2%</b> | <b>27.4%</b> | <b>26.0%</b> | <b>25.6%</b> | <b>24.2%</b> | <b>23.6%</b> | <b>23.0%</b> | <b>25.0%</b> | <b>28.0%</b> |
| <b>Proposition C 10%</b>                          |              |                |                |                |              |              |              |              |              |              |              |              |              |              |
| Projected Revenues                                | 729.2        | 1,178.8        | 1,839.8        | 3,747.8        | 55.7         | 58.8         | 62.5         | 66.2         | 70.1         | 74.3         | 78.7         | 83.2         | 87.6         | 92.2         |
| Policy Maximum                                    | 50.0%        | 50.0%          | 50.0%          | 50.0%          | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        |
| Maximum Available for Debt Service                | 364.6        | 589.4          | 919.9          | 1,873.9        | 27.9         | 29.4         | 31.3         | 33.1         | 35.0         | 37.1         | 39.4         | 41.6         | 43.8         | 46.1         |
| Less: Existing Debt Service (Treasury)            | 127.3        | 64.9           | 2.2            | 194.4          | 11.9         | 11.7         | 12.9         | 12.9         | 13.2         | 13.1         | 13.0         | 13.0         | 12.9         | 12.8         |
| Available for Future Issuance                     | 237.3        | 524.4          | 917.7          | 1,679.5        | 16.0         | 17.7         | 18.4         | 20.2         | 21.8         | 24.1         | 26.3         | 28.6         | 30.9         | 33.3         |
| Less: Projected Payment (Financial Model)         | 76.5         | 380.1          | 730.7          | 1,187.3        | 0.0          | 1.2          | 2.6          | 3.4          | 5.4          | 8.5          | 11.2         | 13.4         | 14.9         | 16.0         |
| <b>Available DS Capacity (Overutilization)</b>    | <b>160.9</b> | <b>144.3</b>   | <b>187.1</b>   | <b>492.3</b>   | <b>16.0</b>  | <b>16.5</b>  | <b>15.8</b>  | <b>16.9</b>  | <b>16.4</b>  | <b>15.6</b>  | <b>15.1</b>  | <b>15.3</b>  | <b>16.1</b>  | <b>17.2</b>  |
| <b>Annual DSCR: Minimum 2.00</b>                  |              |                |                |                | <b>4.69</b>  | <b>4.57</b>  | <b>4.04</b>  | <b>4.08</b>  | <b>3.76</b>  | <b>3.45</b>  | <b>3.24</b>  | <b>3.16</b>  | <b>3.16</b>  | <b>3.19</b>  |
| <b>Annual Debt Service % of Rev (50% max)</b>     |              |                |                |                | <b>21.3%</b> | <b>21.9%</b> | <b>24.8%</b> | <b>24.5%</b> | <b>26.6%</b> | <b>29.0%</b> | <b>30.8%</b> | <b>31.6%</b> | <b>31.7%</b> | <b>31.3%</b> |

**LACMTA Financial Forecasting Model**

**Debt Policy Conformance**

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|   | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------|
|   | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |      |
| <b>Proposition A 35%</b>                          |              |              |              |              |              |              |              |              |              |              |      |
| Projected Revenues                                | 326.9        | 343.4        | 358.2        | 373.5        | 388.7        | 405.1        | 421.4        | 437.4        | 454.0        | 470.2        |      |
| Policy Maximum                                    | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        |      |
| Maximum Available for Debt Service                | 284.4        | 298.8        | 311.6        | 324.9        | 338.2        | 352.4        | 366.6        | 380.5        | 395.0        | 409.1        |      |
| Less: Existing Debt Service (not incl CP or fees) | 145.4        | 145.4        | 142.9        | 54.2         | 53.9         | 53.7         | 53.4         | 53.1         | 37.1         | 24.3         |      |
| Available for Future Issuance                     | 139.0        | 153.4        | 168.8        | 270.8        | 284.3        | 298.8        | 313.2        | 327.5        | 357.9        | 384.7        |      |
| Less: Projected Payment (Model) (not incl CP)     | 68.9         | 91.9         | 114.9        | 133.1        | 152.0        | 179.9        | 204.3        | 223.7        | 245.2        | 268.3        |      |
| <b>Available DS Capacity (Overutilization)</b>    | <b>70.1</b>  | <b>61.5</b>  | <b>53.8</b>  | <b>137.6</b> | <b>132.3</b> | <b>118.9</b> | <b>108.9</b> | <b>103.8</b> | <b>112.7</b> | <b>116.4</b> |      |
| <b>Annual DSCR: Minimum 1.15</b>                  | <b>1.53</b>  | <b>1.45</b>  | <b>1.39</b>  | <b>1.99</b>  | <b>1.89</b>  | <b>1.73</b>  | <b>1.64</b>  | <b>1.58</b>  | <b>1.61</b>  | <b>1.61</b>  |      |
| <b>Annual Debt Service % of Rev (87% max)</b>     | <b>65.6%</b> | <b>69.1%</b> | <b>72.0%</b> | <b>50.2%</b> | <b>53.0%</b> | <b>57.6%</b> | <b>61.2%</b> | <b>63.3%</b> | <b>62.2%</b> | <b>62.2%</b> |      |
| <b>Proposition C 25%</b>                          |              |              |              |              |              |              |              |              |              |              |      |
| Projected Revenues                                | 242.1        | 254.4        | 265.3        | 276.6        | 287.9        | 300.0        | 312.1        | 324.0        | 336.3        | 348.2        |      |
| Policy Maximum                                    | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        |      |
| Maximum Available for Debt Service                | 205.8        | 216.2        | 225.5        | 235.1        | 244.7        | 255.0        | 265.3        | 275.4        | 285.8        | 296.0        |      |
| Less: Existing Debt Service (Treasury)            | 37.4         | 37.4         | 37.4         | 37.4         | 18.5         | 18.4         | 13.9         | 14.1         | 14.1         | 13.6         |      |
| Available for Future Issuance                     | 168.4        | 178.9        | 188.1        | 197.7        | 226.3        | 236.6        | 251.4        | 261.3        | 271.7        | 282.4        |      |
| Less: Projected Payment (Financial Model)         | 125.4        | 136.5        | 146.6        | 158.4        | 171.8        | 186.5        | 204.2        | 223.5        | 244.5        | 264.4        |      |
| <b>Available DS Capacity (Overutilization)</b>    | <b>42.9</b>  | <b>42.4</b>  | <b>41.5</b>  | <b>39.3</b>  | <b>54.4</b>  | <b>50.1</b>  | <b>47.2</b>  | <b>37.8</b>  | <b>27.2</b>  | <b>18.0</b>  |      |
| <b>Annual DSCR: Minimum 1.176</b>                 | <b>1.49</b>  | <b>1.46</b>  | <b>1.44</b>  | <b>1.41</b>  | <b>1.51</b>  | <b>1.46</b>  | <b>1.43</b>  | <b>1.36</b>  | <b>1.30</b>  | <b>1.25</b>  |      |
| <b>Annual Debt Service % of Rev (85% max)</b>     | <b>67.3%</b> | <b>68.3%</b> | <b>69.4%</b> | <b>70.8%</b> | <b>66.1%</b> | <b>68.3%</b> | <b>69.9%</b> | <b>73.3%</b> | <b>76.9%</b> | <b>79.8%</b> |      |
| <b>Proposition C 40%</b>                          |              |              |              |              |              |              |              |              |              |              |      |
| Projected Revenues                                | 387.4        | 407.0        | 424.4        | 442.6        | 460.7        | 480.1        | 499.4        | 518.3        | 538.0        | 557.2        |      |
| Policy Maximum                                    | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        |      |
| Maximum Available for Debt Service                | 155.0        | 162.8        | 169.8        | 177.0        | 184.3        | 192.0        | 199.8        | 207.3        | 215.2        | 222.9        |      |
| Less: Existing Debt Service (not incl CP or fees) | 67.2         | 63.3         | 63.3         | 63.7         | 28.0         | 27.9         | 15.2         | 18.1         | 18.1         | 10.5         |      |
| Less: Pending Debt Service (Treasury)             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| Available for Future Issuance                     | 87.8         | 99.5         | 106.5        | 113.3        | 156.3        | 164.2        | 184.6        | 189.2        | 197.1        | 212.4        |      |
| Less: Projected Payment (Financial Model)         |              |              |              |              |              |              |              |              |              |              |      |
| Rail Capital                                      | 27.3         | 30.6         | 34.7         | 40.0         | 42.2         | 49.7         | 61.0         | 67.0         | 72.2         | 77.5         |      |
| Bus Capital                                       | 18.4         | 22.9         | 25.9         | 40.0         | 42.2         | 47.0         | 53.6         | 57.6         | 59.0         | 59.1         |      |
| Administration/Agencywide                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| <b>Available DS Capacity (Overutilization)</b>    | <b>42.0</b>  | <b>45.9</b>  | <b>45.8</b>  | <b>33.4</b>  | <b>71.9</b>  | <b>67.5</b>  | <b>70.0</b>  | <b>64.6</b>  | <b>65.8</b>  | <b>75.8</b>  |      |
| <b>Annual DSCR: Minimum 2.50</b>                  | <b>3.43</b>  | <b>3.48</b>  | <b>3.42</b>  | <b>3.08</b>  | <b>4.10</b>  | <b>3.85</b>  | <b>3.85</b>  | <b>3.63</b>  | <b>3.60</b>  | <b>3.79</b>  |      |
| <b>Annual Debt Service % of Rev (40% max)</b>     | <b>29.2%</b> | <b>28.7%</b> | <b>29.2%</b> | <b>32.5%</b> | <b>24.4%</b> | <b>25.9%</b> | <b>26.0%</b> | <b>27.5%</b> | <b>27.8%</b> | <b>26.4%</b> |      |
| <b>Proposition C 10%</b>                          |              |              |              |              |              |              |              |              |              |              |      |
| Projected Revenues                                | 96.8         | 101.7        | 106.1        | 110.6        | 115.2        | 120.0        | 124.8        | 129.6        | 134.5        | 139.3        |      |
| Policy Maximum                                    | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        |      |
| Maximum Available for Debt Service                | 48.4         | 50.9         | 53.1         | 55.3         | 57.6         | 60.0         | 62.4         | 64.8         | 67.3         | 69.6         |      |
| Less: Existing Debt Service (Treasury)            | 12.7         | 12.0         | 12.0         | 12.1         | 5.5          | 3.5          | 3.4          | 1.2          | 1.2          | 1.2          |      |
| Available for Future Issuance                     | 35.7         | 38.9         | 41.1         | 43.2         | 52.1         | 56.5         | 59.0         | 63.6         | 66.0         | 68.4         |      |
| Less: Projected Payment (Financial Model)         | 18.9         | 23.6         | 28.7         | 33.4         | 37.2         | 40.7         | 44.3         | 48.0         | 51.3         | 54.1         |      |
| <b>Available DS Capacity (Overutilization)</b>    | <b>16.8</b>  | <b>15.3</b>  | <b>12.3</b>  | <b>9.8</b>   | <b>14.9</b>  | <b>15.6</b>  | <b>14.7</b>  | <b>15.6</b>  | <b>14.7</b>  | <b>14.8</b>  |      |
| <b>Annual DSCR: Minimum 2.00</b>                  | <b>3.06</b>  | <b>2.86</b>  | <b>2.61</b>  | <b>2.43</b>  | <b>2.70</b>  | <b>2.71</b>  | <b>2.62</b>  | <b>2.63</b>  | <b>2.56</b>  | <b>2.52</b>  |      |
| <b>Annual Debt Service % of Rev (50% max)</b>     | <b>32.6%</b> | <b>35.0%</b> | <b>38.4%</b> | <b>41.1%</b> | <b>37.1%</b> | <b>36.9%</b> | <b>38.2%</b> | <b>38.0%</b> | <b>39.1%</b> | <b>39.7%</b> |      |

**LACMTA Financial Forecasting Model**

**Debt Policy Conformance**

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|   | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|   | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>Proposition A 35%</b>                          |              |              |              |              |              |              |              |              |              |              |              |
| Projected Revenues                                | 486.3        | 500.9        | 515.4        | 530.9        | 547.2        | 563.7        | 579.5        | 596.5        | 613.5        | 629.7        | 646.6        |
| Policy Maximum                                    | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        | 87.0%        |
| Maximum Available for Debt Service                | 423.1        | 435.8        | 448.4        | 461.9        | 476.1        | 490.4        | 504.2        | 518.9        | 533.8        | 547.8        | 562.5        |
| Less: Existing Debt Service (not incl CP or fees) | 15.3         | 15.3         | 15.2         | 11.7         | 11.6         | 11.6         | 11.5         | 0.0          | 0.0          | 0.0          | 0.0          |
| Available for Future Issuance                     | 407.7        | 420.5        | 433.2        | 450.2        | 464.5        | 478.8        | 492.7        | 518.9        | 533.8        | 547.8        | 562.5        |
| Less: Projected Payment (Model) (not incl CP)     | 285.9        | 303.0        | 327.9        | 360.2        | 391.6        | 424.3        | 453.7        | 472.0        | 487.9        | 506.3        | 524.7        |
| <b>Available DS Capacity (Overutilization)</b>    | <b>121.8</b> | <b>117.5</b> | <b>105.3</b> | <b>90.0</b>  | <b>72.9</b>  | <b>54.5</b>  | <b>38.9</b>  | <b>47.0</b>  | <b>45.8</b>  | <b>41.5</b>  | <b>37.8</b>  |
| <b>Annual DSCR: Minimum 1.15</b>                  | <b>1.61</b>  | <b>1.57</b>  | <b>1.50</b>  | <b>1.43</b>  | <b>1.36</b>  | <b>1.29</b>  | <b>1.25</b>  | <b>1.26</b>  | <b>1.26</b>  | <b>1.24</b>  | <b>1.23</b>  |
| <b>Annual Debt Service % of Rev (87% max)</b>     | <b>62.0%</b> | <b>63.5%</b> | <b>66.6%</b> | <b>70.1%</b> | <b>73.7%</b> | <b>77.3%</b> | <b>80.3%</b> | <b>79.1%</b> | <b>79.5%</b> | <b>80.4%</b> | <b>81.1%</b> |
| <b>Proposition C 25%</b>                          |              |              |              |              |              |              |              |              |              |              |              |
| Projected Revenues                                | 360.2        | 371.0        | 381.7        | 393.2        | 405.3        | 417.5        | 429.2        | 441.8        | 454.4        | 466.4        | 478.9        |
| Policy Maximum                                    | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        | 85.0%        |
| Maximum Available for Debt Service                | 306.1        | 315.4        | 324.5        | 334.2        | 344.5        | 354.9        | 364.9        | 375.5        | 386.3        | 396.4        | 407.0        |
| Less: Existing Debt Service (Treasury)            | 13.5         | 10.6         | 10.6         | 10.6         | 10.6         | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.0          |
| Available for Future Issuance                     | 292.7        | 304.7        | 313.8        | 323.6        | 333.9        | 354.8        | 364.8        | 375.4        | 386.2        | 396.3        | 407.0        |
| Less: Projected Payment (Financial Model)         | 283.5        | 294.6        | 298.0        | 301.7        | 305.6        | 308.0        | 308.1        | 308.1        | 308.1        | 308.1        | 308.1        |
| <b>Available DS Capacity (Overutilization)</b>    | <b>9.2</b>   | <b>10.1</b>  | <b>15.8</b>  | <b>21.9</b>  | <b>28.3</b>  | <b>46.8</b>  | <b>56.7</b>  | <b>67.4</b>  | <b>78.1</b>  | <b>88.3</b>  | <b>99.0</b>  |
| <b>Annual DSCR: Minimum 1.176</b>                 | <b>1.21</b>  | <b>1.22</b>  | <b>1.24</b>  | <b>1.26</b>  | <b>1.28</b>  | <b>1.36</b>  | <b>1.39</b>  | <b>1.43</b>  | <b>1.47</b>  | <b>1.51</b>  | <b>1.55</b>  |
| <b>Annual Debt Service % of Rev (85% max)</b>     | <b>82.4%</b> | <b>82.3%</b> | <b>80.9%</b> | <b>79.4%</b> | <b>78.0%</b> | <b>73.8%</b> | <b>71.8%</b> | <b>69.8%</b> | <b>67.8%</b> | <b>66.1%</b> | <b>64.3%</b> |
| <b>Proposition C 40%</b>                          |              |              |              |              |              |              |              |              |              |              |              |
| Projected Revenues                                | 576.3        | 593.6        | 610.8        | 629.1        | 648.5        | 668.0        | 686.8        | 706.8        | 727.1        | 746.2        | 766.2        |
| Policy Maximum                                    | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        | 40.0%        |
| Maximum Available for Debt Service                | 230.5        | 237.4        | 244.3        | 251.6        | 259.4        | 267.2        | 274.7        | 282.7        | 290.8        | 298.5        | 306.5        |
| Less: Existing Debt Service (not incl CP or fees) | 8.3          | 0.7          | 0.6          | 0.6          | 0.6          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.0          |
| Less: Pending Debt Service (Treasury)             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Available for Future Issuance                     | 222.2        | 236.8        | 243.7        | 251.0        | 258.8        | 267.0        | 274.5        | 282.6        | 290.7        | 298.3        | 306.5        |
| Less: Projected Payment (Financial Model)         |              |              |              |              |              |              |              |              |              |              |              |
| Rail Capital                                      | 81.6         | 87.6         | 91.7         | 99.2         | 110.5        | 129.2        | 151.0        | 161.5        | 165.3        | 176.5        | 196.8        |
| Bus Capital                                       | 59.2         | 56.6         | 52.7         | 50.1         | 50.1         | 39.4         | 39.4         | 35.4         | 28.7         | 24.7         | 20.7         |
| Administration/Agencywide                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Available DS Capacity (Overutilization)</b>    | <b>81.3</b>  | <b>92.6</b>  | <b>99.2</b>  | <b>101.7</b> | <b>98.2</b>  | <b>98.4</b>  | <b>84.1</b>  | <b>85.6</b>  | <b>96.7</b>  | <b>97.0</b>  | <b>89.0</b>  |
| <b>Annual DSCR: Minimum 2.50</b>                  | <b>3.86</b>  | <b>4.10</b>  | <b>4.21</b>  | <b>4.19</b>  | <b>4.02</b>  | <b>3.96</b>  | <b>3.60</b>  | <b>3.59</b>  | <b>3.74</b>  | <b>3.70</b>  | <b>3.52</b>  |
| <b>Annual Debt Service % of Rev (40% max)</b>     | <b>25.9%</b> | <b>24.4%</b> | <b>23.8%</b> | <b>23.8%</b> | <b>24.9%</b> | <b>25.3%</b> | <b>27.8%</b> | <b>27.9%</b> | <b>26.7%</b> | <b>27.0%</b> | <b>28.4%</b> |
| <b>Proposition C 10%</b>                          |              |              |              |              |              |              |              |              |              |              |              |
| Projected Revenues                                | 144.1        | 148.4        | 152.7        | 157.3        | 162.1        | 167.0        | 171.7        | 176.7        | 181.8        | 186.5        | 191.6        |
| Policy Maximum                                    | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        | 50.0%        |
| Maximum Available for Debt Service                | 72.0         | 74.2         | 76.3         | 78.6         | 81.1         | 83.5         | 85.8         | 88.4         | 90.9         | 93.3         | 95.8         |
| Less: Existing Debt Service (Treasury)            | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 1.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.9          |
| Available for Future Issuance                     | 72.0         | 74.2         | 76.3         | 78.6         | 81.0         | 82.5         | 85.8         | 88.3         | 90.9         | 93.2         | 94.9         |
| Less: Projected Payment (Financial Model)         | 57.1         | 60.2         | 62.5         | 64.6         | 66.7         | 69.0         | 70.1         | 70.1         | 70.1         | 70.1         | 70.1         |
| <b>Available DS Capacity (Overutilization)</b>    | <b>14.9</b>  | <b>14.0</b>  | <b>13.8</b>  | <b>14.0</b>  | <b>14.3</b>  | <b>13.6</b>  | <b>15.7</b>  | <b>18.2</b>  | <b>20.7</b>  | <b>23.1</b>  | <b>24.7</b>  |
| <b>Annual DSCR: Minimum 2.00</b>                  | <b>2.52</b>  | <b>2.47</b>  | <b>2.44</b>  | <b>2.43</b>  | <b>2.43</b>  | <b>2.39</b>  | <b>2.45</b>  | <b>2.52</b>  | <b>2.59</b>  | <b>2.66</b>  | <b>2.70</b>  |
| <b>Annual Debt Service % of Rev (50% max)</b>     | <b>39.6%</b> | <b>40.6%</b> | <b>41.0%</b> | <b>41.1%</b> | <b>41.2%</b> | <b>41.9%</b> | <b>40.9%</b> | <b>39.7%</b> | <b>38.6%</b> | <b>37.6%</b> | <b>37.1%</b> |

LACMTA Financial Forecasting Model  
**Local Sales Tax Revenues**  
 30-10 8/19/11

|   | Years<br>'10-'19                                  | Years<br>'20-'29 | Years<br>'30-'40 | Plan<br>Total | 2007<br>2008       | 2008<br>2009       | 2009<br>2010       | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 |
|---|---|------------------|------------------|---------------|--------------------|--------------------|--------------------|--------------|--------------|--------------|--------------|--------------|
| <b>Growth Rate:</b>   |   |                  |                  |               | Actual<br>per CAFR | Actual<br>per CAFR | Actual<br>per CAFR | 5.50%        | 6.30%        | 5.90%        | 5.86%        | 6.02%        |
| <b>Props A and C Combined</b>   | 14,806.0  | 23,933.6         | 37,355.8         | 76,095.4      | 1,366.9            | 1,241.7            | 1,131.5            | 1,193.8      | 1,269.0      | 1,343.9      | 1,422.7      | 1,508.3      |
| <b>Prop. A Forecast</b>   | 7,402.7   | 11,966.3         | 18,677.2         | 38,046.3      | 683.4              | 620.8              | 565.7              | 596.9        | 634.5        | 671.9        | 711.3        | 754.1        |
| <b>Prop. C Forecast</b>   | 7,403.3   | 11,967.2         | 18,678.6         | 38,049.1      | 683.5              | 620.9              | 565.8              | 596.9        | 634.5        | 672.0        | 711.4        | 754.2        |
| <b>Measure R Sales Tax</b>  | 7,382.9   | 11,966.3         | 16,732.7         | 36,081.9      |                    |                    | 551.5              | 591.3        | 634.5        | 671.9        | 711.3        | 754.1        |
| <b>Subtotal A, C, R</b>   | 22,188.9  | 35,899.9         | 54,088.5         | 112,177.4     | 1,366.9            | 1,241.7            | 1,683.0            | 1,785.0      | 1,903.5      | 2,015.9      | 2,134.0      | 2,262.5      |
| <b>TDA Forecast</b>   | 3,732.7   | 6,033.9          | 9,417.8          | 19,184.4      | 340.5              | 310.4              | 285.3              | 301.0        | 319.9        | 338.8        | 358.7        | 380.3        |
| <b>Total Sales Tax Forecast</b>   | 25,921.7  | 41,933.8         | 63,506.3         | 131,361.7     | 1,707.4            | 1,552.1            | 1,968.3            | 2,086.0      | 2,223.4      | 2,354.7      | 2,492.7      | 2,642.8      |
| <b>Total Actual Annual Change<br/>Prop A Annual Change</b>                          | Avg Annual Change:<br>5.70%      4.22%      2.98% |                  |                  |               |                    | -9.15%             | -8.87%             | 5.50%        | 6.30%        | 5.90%        | 5.86%        | 6.02%        |
| <b>Props A and C Compound Growth:<br/>from FY 10 to the year indicated-----&gt;</b> |   |                  |                  |               |                    |                    |                    | 7.21%        |              |              |              |              |
|   | from FY 10 to FY 30 (20 years)                    |                  |                  | 4.86%         |                    |                    |                    |              |              |              |              |              |
|   | from FY 10 to FY 40 (30 years)                    |                  |                  | 4.20%         |                    |                    |                    |              |              |              |              |              |

**Notes:**

- Growth rate derived by reducing the 7/10 UCLA Anderson Forecast real growth component by 5%.



LACMTA Financial Forecasting Model  
**Local Sales Tax Revenues**  
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|  | 2028    | 2029    | 2030    | 2031    | 2032    | 2033    | 2034    | 2035    | 2036    | 2037    | 2038    | 2039    |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|  | 2029    | 2030    | 2031    | 2032    | 2033    | 2034    | 2035    | 2036    | 2037    | 2038    | 2039    | 2040    |
| <b>Growth Rate:</b>  | 3.56%   | 3.42%   | 3.01%   | 2.89%   | 3.01%   | 3.08%   | 3.01%   | 2.81%   | 2.92%   | 2.86%   | 2.63%   | -26.62% |
| <b>Props A and C Combined</b>  | 2,828.3 | 2,925.1 | 3,013.2 | 3,100.2 | 3,193.4 | 3,291.8 | 3,390.8 | 3,486.1 | 3,587.9 | 3,690.6 | 3,787.6 | 3,889.2 |
| <b>Prop. A Forecast</b>  | 1,414.1 | 1,462.5 | 1,506.5 | 1,550.0 | 1,596.6 | 1,645.8 | 1,695.3 | 1,743.0 | 1,793.9 | 1,845.2 | 1,893.7 | 1,944.5 |
| <b>Prop. C Forecast</b>  | 1,414.2 | 1,462.6 | 1,506.7 | 1,550.2 | 1,596.7 | 1,646.0 | 1,695.5 | 1,743.1 | 1,794.0 | 1,845.4 | 1,893.9 | 1,944.7 |
| <b>Measure R Sales Tax</b>   | 1,414.1 | 1,462.5 | 1,506.5 | 1,550.0 | 1,596.6 | 1,645.8 | 1,695.3 | 1,743.0 | 1,793.9 | 1,845.2 | 1,893.7 |         |
| <b>Subtotal A, C, R</b>  | 4,242.3 | 4,387.6 | 4,519.7 | 4,650.2 | 4,790.0 | 4,937.6 | 5,086.1 | 5,229.1 | 5,381.7 | 5,535.9 | 5,681.4 | 3,889.2 |
| <b>TDA Forecast</b>  | 713.0   | 737.4   | 759.7   | 781.6   | 805.1   | 829.9   | 854.8   | 878.9   | 904.5   | 930.4   | 954.9   | 980.5   |
| <b>Total Sales Tax Forecast</b>  | 4,955.4 | 5,125.0 | 5,279.4 | 5,431.8 | 5,595.1 | 5,767.5 | 5,941.0 | 6,108.0 | 6,286.3 | 6,466.3 | 6,636.2 | 4,869.8 |
| <b>Total Actual Annual Change</b>  | 3.56%   | 3.42%   | 3.01%   | 2.89%   | 3.01%   | 3.08%   | 3.01%   | 2.81%   | 2.92%   | 2.86%   | 2.63%   | -26.62% |
| <b>Prop A Annual Change</b>  |         |         |         |         |         |         |         |         |         |         |         | 2.68%   |
| Props A and C Compound Growth:<br>from FY 10 to the year indicated-----> |         |         |         |         |         |         |         |         |         |         |         |         |
|  |         | 4.86%   |         |         |         |         |         |         |         |         |         | 4.20%   |

LACMTA Financial Forecasting Model

Proposition A

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| One-half cent permanent countywide sales tax.       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Plan<br>Total   | %             | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 |
|---|------------------|------------------|------------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenue Pool</b>                           | 7,402.7          | 11,966.3         | 18,677.2         | 38,046.3        |               | 565.7        | 596.9        | 634.5        | 671.9        | 711.3        | 754.1        | 799.2        |
| Admin Carry-In Balance                              | 7.0              | -                | -                | 7.0             |               | 7.0          |              |              |              |              |              |              |
| Less: MTA Admin Charge (5%)                         | 370.1            | 598.3            | 933.9            | 1,902.3         |               | 28.3         | 29.8         | 31.7         | 33.6         | 35.6         | 37.7         | 40.0         |
| <b>Amount Available (not incl carry in)</b>         | <b>7,032.6</b>   | <b>11,368.0</b>  | <b>17,743.4</b>  | <b>36,144.0</b> |               | <b>537.5</b> | <b>567.0</b> | <b>602.8</b> | <b>638.3</b> | <b>675.7</b> | <b>716.4</b> | <b>759.3</b> |
| <b>Ordinance Allocation</b>                         |                  |                  |                  |                 |               | 49.3         | 4.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| <b>Rail Development Account (35%)</b>               |                  |                  |                  |                 |               |              |              |              |              |              |              |              |
| Carry-In Balance                                    | 57.3             | -                | -                | 57.3            |               | 57.3         |              |              |              |              |              |              |
| Rail Capital  | 2,161.6          | 2,781.1          | 4,844.2          | 9,786.8         | 27.1%         | 204.5        | 171.6        | 187.3        | 194.4        | 207.1        | 216.4        | 223.7        |
| Rail Operations                                     | 357.2            | 1,197.7          | 1,366.0          | 2,920.9         | 8.1%          | 41.0         | 26.8         | 23.7         | 29.0         | 29.4         | 34.3         | 42.0         |
| <b>Total Rail Development Account</b>               | <b>2,518.8</b>   | <b>3,978.8</b>   | <b>6,210.2</b>   | <b>12,707.8</b> | <b>35.2%</b>  | <b>245.5</b> | <b>198.5</b> | <b>211.0</b> | <b>223.4</b> | <b>236.5</b> | <b>250.8</b> | <b>265.7</b> |
| <b>Discretionary Account (40%)</b>                  |                  |                  |                  |                 |               | OK           |
| Plus: Interest                                      | 65.1             | 35.0             | 38.5             | 138.6           | 0.4%          | 33.6         | 3.5          | 3.5          | 3.5          | 3.5          | 3.5          | 3.5          |
| Bus Operations (95% of 40%)                         | -                | -                | -                | -               |               |              |              |              |              |              |              |              |
| MTA Operations                                      | 1,583.6          | 1,901.8          | 2,554.8          | 6,040.2         | 16.3%         | 166.2        | 146.1        | 147.5        | 149.7        | 153.3        | 156.9        | 160.6        |
| Municipal Operators                                 | 551.3            | 670.3            | 900.0            | 2,121.6         | 5.9%          | 55.9         | 48.3         | 50.7         | 52.8         | 54.1         | 55.3         | 56.7         |
| MTA Expansion                                       | -                | -                | -                | -               | 0.0%          | -            | -            | -            | -            | -            | -            | -            |
| Municipal Operators Expansion                       | -                | -                | -                | -               | 0.0%          | -            | -            | -            | -            | -            | -            | -            |
| Alloc. to Other Eligible Operators (no proj sh)     | 250.4            | 284.3            | 382.9            | 917.5           | 2.5%          | 21.1         | 27.4         | 27.9         | 28.6         | 22.8         | 23.4         | 24.0         |
| Growth above CPI                                    | 352.2            | 1,498.3          | 2,943.3          | 4,793.9         | 13.3%         | (5.5)        | (2.8)        | 6.4          | 15.0         | 30.1         | 40.1         | 50.8         |
| Less - Prop A 40% Debt Service                      | 23.4             | 20.0             | 11.7             | 55.1            | 0.2%          | 2.3          | 2.3          | 2.3          | 2.3          | 2.3          | 2.3          | 2.3          |
| Growth above CPI (Transfer to Prop C 40%)           | 328.9            | 1,478.4          | 2,931.6          | 4,738.8         | 13.1%         | (7.8)        | (5.1)        | 4.1          | 12.7         | 27.8         | 37.8         | 48.4         |
| <b>Subtotal Bus Operations</b>                      | <b>2,737.4</b>   | <b>4,354.9</b>   | <b>6,781.0</b>   | <b>13,873.3</b> | <b>38.0%</b>  | <b>237.8</b> | <b>219.0</b> | <b>232.5</b> | <b>246.1</b> | <b>260.3</b> | <b>275.7</b> | <b>292.0</b> |
| <b>Bus Incentive Program (5% of 40%)</b>            |                  |                  |                  |                 |               |              |              |              |              |              |              |              |
| Incentive Program Carry-in Balance                  | 17.3             | -                | -                | 17.3            |               | 17.3         |              |              |              |              |              |              |
| Bus Incentive Program (5% of Prop C 40%)            | 158.0            | 227.4            | 354.9            | 740.2           | 2.0%          | 28.1         | 11.3         | 12.1         | 12.8         | 13.5         | 14.3         | 15.2         |
| <b>Total Discretionary Account</b>                  | <b>2,895.4</b>   | <b>4,582.2</b>   | <b>7,135.9</b>   | <b>14,613.5</b> | <b>40.0%</b>  | <b>265.9</b> | <b>230.3</b> | <b>244.6</b> | <b>258.8</b> | <b>273.8</b> | <b>290.1</b> | <b>307.2</b> |
| <b>Local Return Account (25%)</b>                   |                  |                  |                  |                 |               |              |              |              |              |              |              |              |
| Local Return - Cities/County Highway                | 263.7            | 426.3            | 665.4            | 1,355.4         | 3.8%          | 20.2         | 21.3         | 22.6         | 23.9         | 25.3         | 26.9         | 28.5         |
| Local Return - Muni Bus Capital                     | 373.6            | 603.9            | 942.6            | 1,920.2         | 5.3%          | 28.6         | 30.1         | 32.0         | 33.9         | 35.9         | 38.1         | 40.3         |
| Local Return - Muni Bus Operations                  | 1,120.8          | 1,811.8          | 2,827.9          | 5,760.5         | 15.9%         | 85.7         | 90.4         | 96.1         | 101.7        | 107.7        | 114.2        | 121.0        |
| <b>Total Local Return Account</b>                   | <b>1,758.2</b>   | <b>2,842.0</b>   | <b>4,435.8</b>   | <b>9,036.0</b>  | <b>25.0%</b>  | <b>134.4</b> | <b>141.8</b> | <b>150.7</b> | <b>159.6</b> | <b>168.9</b> | <b>179.1</b> | <b>189.8</b> |
| <b>Total Prop A Without Local Return-OTHER)</b>     | <b>5,414.2</b>   | <b>8,561.0</b>   | <b>13,346.0</b>  | <b>27,321.3</b> |               | <b>511.3</b> | <b>428.8</b> | <b>455.6</b> | <b>482.3</b> | <b>510.3</b> | <b>540.8</b> | <b>572.9</b> |
| <b>Modal Allocation</b>                             |                  |                  |                  |                 |               |              |              |              |              |              |              |              |
| Rail Capital  | 2,161.6          | 2,781.1          | 4,844.2          | 9,786.8         | 28.0%         | 204.5        | 171.6        | 187.3        | 194.4        | 207.1        | 216.4        | 223.7        |
| Rail Operations                                     | 357.2            | 1,197.7          | 1,366.0          | 2,920.9         | 8.3%          | 41.0         | 26.8         | 23.7         | 29.0         | 29.4         | 34.3         | 42.0         |
| Bus Capital   | 373.6            | 603.9            | 942.6            | 1,920.2         | 5.5%          | 28.6         | 30.1         | 32.0         | 33.9         | 35.9         | 38.1         | 40.3         |
| Bus Operations                                      | 3,858.3          | 6,166.6          | 9,608.8          | 19,633.7        | 56.1%         | 323.4        | 309.3        | 328.6        | 347.8        | 368.0        | 389.9        | 413.0        |
| Bus Incentive Program                               | 158.0            | 227.4            | 354.9            | 740.2           | 2.1%          | 28.1         | 11.3         | 12.1         | 12.8         | 13.5         | 14.3         | 15.2         |
| <b>Total Prop. A (w/o Other Local Return/Admin)</b> | <b>6,908.6</b>   | <b>10,976.7</b>  | <b>17,116.5</b>  | <b>35,001.9</b> | <b>100.0%</b> | <b>625.5</b> | <b>549.3</b> | <b>583.7</b> | <b>617.9</b> | <b>653.9</b> | <b>693.1</b> | <b>734.3</b> |

**LACMTA Financial Forecasting Model**  
**Proposition A**  
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| One-half cent permanent countywide sales tax.       | 2016         | 2017         | 2018         | 2019         | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           |
|---|--------------|--------------|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2017         | 2018         | 2019         | 2020         | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           |
| <b>Total Revenue Pool</b>                           | <b>844.2</b> | <b>889.3</b> | <b>935.5</b> | <b>983.1</b> | <b>1,032.9</b> | <b>1,077.2</b> | <b>1,123.2</b> | <b>1,169.2</b> | <b>1,218.4</b> | <b>1,267.4</b> | <b>1,315.5</b> | <b>1,365.4</b> | <b>1,414.1</b> |
| Admin Carry-In Balance                              |              |              |              |              |                |                |                |                |                |                |                |                |                |
| Less: MTA Admin Charge (5%)                         | 42.2         | 44.5         | 46.8         | 49.2         | 51.6           | 53.9           | 56.2           | 58.5           | 60.9           | 63.4           | 65.8           | 68.3           | 70.7           |
| <b>Amount Available (not incl carry in)</b>         | <b>802.0</b> | <b>844.9</b> | <b>888.7</b> | <b>934.0</b> | <b>981.3</b>   | <b>1,023.3</b> | <b>1,067.0</b> | <b>1,110.7</b> | <b>1,157.5</b> | <b>1,204.0</b> | <b>1,249.7</b> | <b>1,297.2</b> | <b>1,343.4</b> |
| <b>Ordinance Allocation</b>                         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| <b>Rail Development Account (35%)</b>               |              |              |              |              |                |                |                |                |                |                |                |                |                |
| Carry-In Balance                                    |              |              |              |              |                |                |                |                |                |                |                |                |                |
| Rail Capital  | 229.2        | 262.7        | 264.6        | 259.5        | 275.4          | 296.9          | 223.5          | 238.7          | 268.1          | 285.4          | 305.4          | 311.0          | 317.2          |
| Rail Operations                                     | 51.5         | 33.0         | 46.5         | 67.4         | 68.0           | 61.3           | 150.0          | 150.0          | 137.0          | 136.0          | 132.0          | 143.0          | 153.0          |
| <b>Total Rail Development Account</b>               | <b>280.7</b> | <b>295.7</b> | <b>311.1</b> | <b>326.9</b> | <b>343.4</b>   | <b>358.2</b>   | <b>373.5</b>   | <b>388.7</b>   | <b>405.1</b>   | <b>421.4</b>   | <b>437.4</b>   | <b>454.0</b>   | <b>470.2</b>   |
| <b>Discretionary Account (40%)</b>                  | OK           | OK           | OK           | OK           | OK             | OK             | OK             | OK             | OK             | OK             | OK             | OK             | OK             |
| <b>Plus: Interest</b>                               | <b>3.5</b>   | <b>3.5</b>   | <b>3.5</b>   | <b>3.5</b>   | <b>3.5</b>     | <b>3.5</b>     | <b>3.5</b>     | <b>3.5</b>     | <b>3.5</b>     | <b>3.5</b>     | <b>3.5</b>     | <b>3.5</b>     | <b>3.5</b>     |
| Bus Operations (95% of 40%)                         |              |              |              |              |                |                |                |                |                |                |                |                |                |
| MTA Operations                                      | 164.3        | 167.8        | 171.2        | 174.5        | 177.9          | 181.4          | 184.8          | 188.1          | 191.6          | 195.2          | 198.8          | 202.8          | 206.7          |
| Municipal Operators                                 | 57.9         | 59.2         | 60.4         | 61.5         | 62.7           | 64.0           | 65.1           | 66.3           | 67.5           | 68.8           | 70.1           | 71.5           | 72.8           |
| MTA Expansion                                       | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| Municipal Operators Expansion                       | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| Alloc. to Other Eligible Operators (no proj she     | 24.5         | 25.0         | 25.6         | 26.1         | 26.6           | 27.1           | 27.6           | 28.1           | 28.6           | 29.2           | 29.7           | 30.3           | 30.9           |
| <b>Growth above CPI</b>                             | <b>61.5</b>  | <b>72.5</b>  | <b>84.1</b>  | <b>96.3</b>  | <b>109.1</b>   | <b>119.9</b>   | <b>131.4</b>   | <b>143.0</b>   | <b>155.6</b>   | <b>167.8</b>   | <b>179.8</b>   | <b>191.9</b>   | <b>203.5</b>   |
| <b>Less - Prop A 40% Debt Service</b>               | <b>2.3</b>   | <b>2.3</b>   | <b>2.3</b>   | <b>2.3</b>   | <b>2.0</b>     |
| <b>Growth above CPI (Transfer to Prop C 40%)</b>    | <b>59.1</b>  | <b>70.2</b>  | <b>81.7</b>  | <b>93.9</b>  | <b>107.2</b>   | <b>117.9</b>   | <b>129.5</b>   | <b>141.1</b>   | <b>153.6</b>   | <b>165.9</b>   | <b>177.8</b>   | <b>189.9</b>   | <b>201.5</b>   |
| <b>Subtotal Bus Operations</b>                      | <b>308.3</b> | <b>324.5</b> | <b>341.2</b> | <b>358.4</b> | <b>376.4</b>   | <b>392.4</b>   | <b>409.0</b>   | <b>425.6</b>   | <b>443.3</b>   | <b>461.0</b>   | <b>478.4</b>   | <b>496.4</b>   | <b>514.0</b>   |
| <b>Bus Incentive Program (5% of 40%)</b>            |              |              |              |              |                |                |                |                |                |                |                |                |                |
| Incentive Program Carry-in Balance                  |              |              |              |              |                |                |                |                |                |                |                |                |                |
| Bus Incentive Program (5% of Prop C 40%)            | 16.0         | 16.9         | 17.8         | 18.7         | 19.6           | 20.5           | 21.3           | 22.2           | 23.1           | 24.1           | 25.0           | 25.9           | 26.9           |
| <b>Total Discretionary Account</b>                  | <b>324.3</b> | <b>341.4</b> | <b>359.0</b> | <b>377.1</b> | <b>396.0</b>   | <b>412.8</b>   | <b>430.3</b>   | <b>447.8</b>   | <b>466.5</b>   | <b>485.1</b>   | <b>503.4</b>   | <b>522.4</b>   | <b>540.8</b>   |
| <b>Local Return Account (25%)</b>                   |              |              |              |              |                |                |                |                |                |                |                |                |                |
| Local Return - Cities/County Highway                | 30.1         | 31.7         | 33.3         | 35.0         | 36.8           | 38.4           | 40.0           | 41.7           | 43.4           | 45.2           | 46.9           | 48.6           | 50.4           |
| Local Return - Muni Bus Capital                     | 42.6         | 44.9         | 47.2         | 49.6         | 52.1           | 54.4           | 56.7           | 59.0           | 61.5           | 64.0           | 66.4           | 68.9           | 71.4           |
| Local Return - Muni Bus Operations                  | 127.8        | 134.7        | 141.6        | 148.9        | 156.4          | 163.1          | 170.1          | 177.0          | 184.5          | 191.9          | 199.2          | 206.7          | 214.1          |
| <b>Total Local Return Account</b>                   | <b>200.5</b> | <b>211.2</b> | <b>222.2</b> | <b>233.5</b> | <b>245.3</b>   | <b>255.8</b>   | <b>266.8</b>   | <b>277.7</b>   | <b>289.4</b>   | <b>301.0</b>   | <b>312.4</b>   | <b>324.3</b>   | <b>335.8</b>   |
| <b>Total Prop A Without Local Return-OTHER)</b>     | <b>605.0</b> | <b>637.2</b> | <b>670.0</b> | <b>704.0</b> | <b>739.4</b>   | <b>771.0</b>   | <b>803.8</b>   | <b>836.5</b>   | <b>871.6</b>   | <b>906.5</b>   | <b>940.8</b>   | <b>976.4</b>   | <b>1,011.0</b> |
| <b>Modal Allocation</b>                             |              |              |              |              |                |                |                |                |                |                |                |                |                |
| Rail Capital  | 229.2        | 262.7        | 264.6        | 259.5        | 275.4          | 296.9          | 223.5          | 238.7          | 268.1          | 285.4          | 305.4          | 311.0          | 317.2          |
| Rail Operations                                     | 51.5         | 33.0         | 46.5         | 67.4         | 68.0           | 61.3           | 150.0          | 150.0          | 137.0          | 136.0          | 132.0          | 143.0          | 153.0          |
| Bus Capital   | 42.6         | 44.9         | 47.2         | 49.6         | 52.1           | 54.4           | 56.7           | 59.0           | 61.5           | 64.0           | 66.4           | 68.9           | 71.4           |
| Bus Operations                                      | 436.1        | 459.2        | 482.9        | 507.3        | 532.8          | 555.5          | 579.0          | 602.6          | 627.8          | 652.9          | 677.6          | 703.2          | 728.1          |
| Bus Incentive Program                               | 16.0         | 16.9         | 17.8         | 18.7         | 19.6           | 20.5           | 21.3           | 22.2           | 23.1           | 24.1           | 25.0           | 25.9           | 26.9           |
| <b>Total Prop. A (w/o Other Local Return/Admin)</b> | <b>775.4</b> | <b>816.7</b> | <b>858.9</b> | <b>902.5</b> | <b>948.0</b>   | <b>988.5</b>   | <b>1,030.5</b> | <b>1,072.6</b> | <b>1,117.6</b> | <b>1,162.4</b> | <b>1,206.3</b> | <b>1,252.0</b> | <b>1,296.5</b> |

**LACMTA Financial Forecasting Model**  
**Proposition A**  
**30-10 8/19/11**

| One-half cent permanent countywide sales tax.       | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| <b>Total Revenue Pool</b>                           | 1,462.5        | 1,506.5        | 1,550.0        | 1,596.6        | 1,645.8        | 1,695.3        | 1,743.0        | 1,793.9        | 1,845.2        | 1,893.7        | 1,944.5        |
| Admin Carry-In Balance                              |                |                |                |                |                |                |                |                |                |                |                |
| Less: MTA Admin Charge (5%)                         | 73.1           | 75.3           | 77.5           | 79.8           | 82.3           | 84.8           | 87.1           | 89.7           | 92.3           | 94.7           | 97.2           |
| <b>Amount Available (not incl carry in)</b>         | <b>1,389.4</b> | <b>1,431.2</b> | <b>1,472.5</b> | <b>1,516.8</b> | <b>1,563.5</b> | <b>1,610.6</b> | <b>1,655.8</b> | <b>1,704.2</b> | <b>1,753.0</b> | <b>1,799.1</b> | <b>1,847.3</b> |
| <b>Ordinance Allocation</b>                         | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 268.2          | 0.0            |
| <b>Rail Development Account (35%)</b>               |                |                |                |                |                |                |                |                |                |                |                |
| Carry-In Balance                                    |                |                |                |                |                |                |                |                |                |                |                |
| Rail Capital  | 330.3          | 350.9          | 373.4          | 392.9          | 412.2          | 448.7          | 474.5          | 481.5          | 503.5          | 527.7          | 548.6          |
| Rail Operations                                     | 156.0          | 150.0          | 142.0          | 138.0          | 135.0          | 115.0          | 105.0          | 115.0          | 110.0          | 102.0          | 98.0           |
| <b>Total Rail Development Account</b>               | <b>486.3</b>   | <b>500.9</b>   | <b>515.4</b>   | <b>530.9</b>   | <b>547.2</b>   | <b>563.7</b>   | <b>579.5</b>   | <b>596.5</b>   | <b>613.5</b>   | <b>629.7</b>   | <b>646.6</b>   |
| <b>Discretionary Account (40%)</b>                  | OK             |
| <b>Plus: Interest</b>                               | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            | 3.5            |
| Bus Operations (95% of 40%)                         |                |                |                |                |                |                |                |                |                |                |                |
| MTA Operations                                      | 210.7          | 214.6          | 218.6          | 222.8          | 227.1          | 231.6          | 236.2          | 241.0          | 246.0          | 250.7          | 255.5          |
| Municipal Operators                                 | 74.2           | 75.6           | 77.0           | 78.5           | 80.0           | 81.6           | 83.2           | 84.9           | 86.6           | 88.3           | 90.0           |
| MTA Expansion                                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| Municipal Operators Expansion                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| Alloc. to Other Eligible Operators (no proj sh)     | 31.5           | 32.1           | 32.7           | 33.4           | 34.0           | 34.7           | 35.4           | 36.1           | 36.9           | 37.6           | 38.3           |
| Growth above CPI                                    | 215.0          | 225.0          | 234.7          | 245.2          | 256.5          | 267.6          | 277.9          | 289.1          | 300.2          | 310.5          | 321.7          |
| Less - Prop A 40% Debt Service                      | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | 2.0            | -              | -              | -              | -              | -              |
| Growth above CPI (Transfer to Prop C 40%)           | 213.1          | 223.0          | 232.7          | 243.3          | 254.5          | 265.7          | 277.9          | 289.1          | 300.2          | 310.5          | 321.7          |
| <b>Subtotal Bus Operations</b>                      | <b>531.5</b>   | <b>547.4</b>   | <b>563.1</b>   | <b>579.9</b>   | <b>597.6</b>   | <b>615.5</b>   | <b>632.7</b>   | <b>651.1</b>   | <b>669.6</b>   | <b>687.1</b>   | <b>705.5</b>   |
| <b>Bus Incentive Program (5% of 40%)</b>            |                |                |                |                |                |                |                |                |                |                |                |
| Incentive Program Carry-in Balance                  |                |                |                |                |                |                |                |                |                |                |                |
| Bus Incentive Program (5% of Prop C 40%)            | 27.8           | 28.6           | 29.5           | 30.3           | 31.3           | 32.2           | 33.1           | 34.1           | 35.1           | 36.0           | 36.9           |
| <b>Total Discretionary Account</b>                  | <b>559.2</b>   | <b>576.0</b>   | <b>592.5</b>   | <b>610.2</b>   | <b>628.9</b>   | <b>647.7</b>   | <b>665.8</b>   | <b>685.2</b>   | <b>704.7</b>   | <b>723.1</b>   | <b>742.4</b>   |
| <b>Local Return Account (25%)</b>                   |                |                |                |                |                |                |                |                |                |                |                |
| Local Return - Cities/County Highway                | 52.1           | 53.7           | 55.2           | 56.9           | 58.6           | 60.4           | 62.1           | 63.9           | 65.7           | 67.5           | 69.3           |
| Local Return - Muni Bus Capital                     | 73.8           | 76.0           | 78.2           | 80.6           | 83.1           | 85.6           | 88.0           | 90.5           | 93.1           | 95.6           | 98.1           |
| Local Return - Muni Bus Operations                  | 221.4          | 228.1          | 234.7          | 241.7          | 249.2          | 256.7          | 263.9          | 271.6          | 279.4          | 286.7          | 294.4          |
| <b>Total Local Return Account</b>                   | <b>347.3</b>   | <b>357.8</b>   | <b>368.1</b>   | <b>379.2</b>   | <b>390.9</b>   | <b>402.6</b>   | <b>414.0</b>   | <b>426.0</b>   | <b>438.2</b>   | <b>449.8</b>   | <b>461.8</b>   |
| <b>Total Prop A Without Local Return-OTHER)</b>     | <b>1,045.5</b> | <b>1,076.9</b> | <b>1,107.9</b> | <b>1,141.1</b> | <b>1,176.2</b> | <b>1,211.4</b> | <b>1,245.4</b> | <b>1,281.6</b> | <b>1,318.2</b> | <b>1,352.8</b> | <b>1,389.0</b> |
| <b>Modal Allocation</b>                             |                |                |                |                |                |                |                |                |                |                |                |
| Rail Capital  | 330.3          | 350.9          | 373.4          | 392.9          | 412.2          | 448.7          | 474.5          | 481.5          | 503.5          | 527.7          | 548.6          |
| Rail Operations                                     | 156.0          | 150.0          | 142.0          | 138.0          | 135.0          | 115.0          | 105.0          | 115.0          | 110.0          | 102.0          | 98.0           |
| Bus Capital   | 73.8           | 76.0           | 78.2           | 80.6           | 83.1           | 85.6           | 88.0           | 90.5           | 93.1           | 95.6           | 98.1           |
| Bus Operations                                      | 752.9          | 775.5          | 797.8          | 821.6          | 846.8          | 872.2          | 896.6          | 922.7          | 949.0          | 973.9          | 999.9          |
| Bus Incentive Program                               | 27.8           | 28.6           | 29.5           | 30.3           | 31.3           | 32.2           | 33.1           | 34.1           | 35.1           | 36.0           | 36.9           |
| <b>Total Prop. A (w/o Other Local Return/Admin)</b> | <b>1,340.8</b> | <b>1,381.0</b> | <b>1,420.8</b> | <b>1,463.4</b> | <b>1,508.4</b> | <b>1,553.7</b> | <b>1,597.2</b> | <b>1,643.8</b> | <b>1,690.7</b> | <b>1,735.1</b> | <b>1,781.5</b> |

LACMTA Financial Forecasting Model

Proposition C

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| One-half cent permanent countywide sales tax for trans | Years   | Years    | Years    | Plan     | %      | 2009   | 2010  | 2011  | 2012  | 2013  | 2014  | 2015  | 2016  | 2017  | 2018  |
|--|---------|----------|----------|----------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|  | '10-'19 | '20-'29  | '30-'40  |          |        | Total  | 2010  | 2011  | 2012  | 2013  | 2014  | 2015  | 2016  | 2017  | 2018  |
| 1 Total Revenue Pool                                   | 7,403.3 | 11,967.2 | 18,678.6 | 38,049.1 | -      | 565.8  | 596.9 | 634.5 | 672.0 | 711.4 | 754.2 | 799.3 | 844.3 | 889.4 | 935.6 |
| 2 Admin. Carry-In Balance                              | 1.0     |          |          | 1.0      |        | 1.0    |       |       |       |       |       |       |       |       |       |
| 3 Less: Metro Admin Charge (1.5%)                      | 111.0   | 179.5    | 280.2    | 570.7    | -      | 8.5    | 9.0   | 9.5   | 10.1  | 10.7  | 11.3  | 12.0  | 12.7  | 13.3  | 14.0  |
| 4 Amount Available                                     | 7,292.2 | 11,787.7 | 18,398.4 | 37,478.4 | -      | 557.3  | 588.0 | 625.0 | 661.9 | 700.7 | 742.9 | 787.3 | 831.6 | 876.1 | 921.5 |
| 5  |         |          |          |          |        |        |       |       |       |       |       |       |       |       |       |
| 6 Ordinance Allocation                                 |         |          |          |          |        |        |       |       |       |       |       |       |       |       |       |
| 7  |         |          |          |          |        |        |       |       |       |       |       |       |       |       |       |
| 8 Local Return (20%)                                   |         |          |          |          |        | OK     | OK    | OK    | OK    | OK    | OK    | OK    | OK    | OK    | OK    |
| 9 Local Return - Muni Bus Operations                   | 143.5   | 232.0    | 362.1    | 737.6    | 2.0%   | 11.0   | 11.6  | 12.3  | 13.0  | 13.8  | 14.6  | 15.5  | 16.4  | 17.2  | 18.1  |
| 10 Local Return - Muni Bus Capital                     | 206.5   | 333.8    | 521.0    | 1,061.4  | 2.8%   | 15.8   | 16.7  | 17.7  | 18.7  | 19.8  | 21.0  | 22.3  | 23.6  | 24.8  | 26.1  |
| 11 Local Return - Highway                              | 1,108.4 | 1,791.7  | 2,796.6  | 5,696.7  | 15.2%  | 84.7   | 89.4  | 95.0  | 100.6 | 106.5 | 112.9 | 119.7 | 126.4 | 133.2 | 140.1 |
| 12 Subtotal Local Return                               | 1,458.4 | 2,357.5  | 3,679.7  | 7,495.7  | 20.0%  | 111.5  | 117.6 | 125.0 | 132.4 | 140.1 | 148.6 | 157.5 | 166.3 | 175.2 | 184.3 |
| 13 Commuter (10%)                                      | 0.0     |          |          | 0.0      |        |        |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 14 Revenue - 10% of Amount Available                   | 729.2   | 1,178.8  | 1,839.8  | 3,747.8  |        | 55.7   | 58.8  | 62.5  | 66.2  | 70.1  | 74.3  | 78.7  | 83.2  | 87.6  | 92.2  |
| 15 Rail Cap: Prior Year Metrolink Obligations          | 34.0    | 0.0      | 0.0      | 34.0     | 0.1%   | 23.4   | 10.6  |       |       |       |       |       |       |       |       |
| 16 Prop C 10% Debt Service                             | 203.7   | 445.1    | 732.9    | 1,381.6  | 3.7%   | 11.9   | 12.9  | 15.5  | 16.2  | 18.6  | 21.5  | 24.3  | 26.3  | 27.8  | 28.9  |
| 17 LOSSAN  | 0.4     | 0.3      | 0.3      | 1.0      | 0.003% | 0.1    | 0.2   | 0.01  | 0.01  | 0.01  | 0.01  | 0.01  | 0.01  | 0.01  | 0.01  |
| 18 Rail Cap: Westlake/MacArthur Joint Devel (401001)   | 6.7     | 0.0      | 0.0      | 6.7      | 0.018% | 2.8    | 3.3   | 0.7   | -     | -     | -     | -     | -     | -     | -     |
| 19 Rail Cap: Eastside LRT Enhancements                 | 4.4     | 0.0      | 0.0      | 4.4      | 0.012% | 3.8    | 0.6   | -     | -     | -     | -     | -     | -     | -     | -     |
| 20 SCRRRA relocation                                   | 0.5     | 0.0      | 0.0      | 0.5      | 0.001% | 0.5    |       |       |       |       |       |       |       |       |       |
| 21 ROW Security contract w/SCRRRA (no sheet) (405533)  | 23.0    | 28.4     | 38.2     | 89.6     | 0.2%   | 2.0    | 2.1   | 2.2   | 2.2   | 2.3   | 2.3   | 2.4   | 2.4   | 2.5   | 2.6   |
| 22 Pomona Station Improvements (CRD Project)           | 1.1     | 0.0      | 0.0      | 1.1      | 0.003% | -      | 1.1   | -     | -     | -     | -     | -     | -     | -     | -     |
| 22 Metrolink - Operations                              | 429.4   | 593.3    | 890.9    | 1,913.6  | 5.1%   | 39.9   | 32.3  | 38.9  | 40.5  | 42.1  | 43.8  | 45.5  | 47.4  | 48.8  | 50.2  |
| 23 Subtotal Cash Commitments                           | 703.3   | 1,067.0  | 1,662.2  | 3,432.6  | 9.1%   | 84.4   | 63.0  | 57.3  | 58.9  | 63.0  | 67.7  | 72.2  | 76.1  | 79.0  | 81.7  |
| 24 Cash Commitments % of PC 10% Revenue                |         |          |          |          |        | 109.5% | 89.1% | 91.7% | 89.0% | 89.9% | 91.1% | 91.7% | 91.6% | 90.2% | 88.6% |
| 25 Prop C 10% Cash Available                           | 25.9    | 111.8    | 177.6    | 315.3    |        | (28.6) | (4.2) | 5.2   | 7.3   | 7.1   | 6.6   | 6.5   | 7.0   | 8.6   | 10.5  |
| 26 Bond Proceeds (new, net)                            | 238.1   | 520.0    | 197.9    | 955.9    |        | -      | 35.8  | 6.7   | 16.2  | 42.9  | 43.4  | 35.2  | 25.0  | 17.7  | 15.4  |
| 27 2009 & Prior CFP Park & Ride/Transit Capital, etc.  | 38.6    | 0.0      | 0.0      | 38.6     |        | 11.0   | 4.0   | 3.9   | 2.2   | 7.7   | 7.8   | 2.0   | -     | -     | -     |
| 28 Future Call for Projects                            | 34.5    | 137.6    | 15.0     | 187.1    |        | -      | -     | -     | -     | -     | -     | 7.0   | 7.5   | 10.0  | 10.0  |
| 29 Local Transportation Projects                       | 0.0     | 0.0      | 0.0      | 0.0      |        | -      | -     | -     | -     | -     | -     | -     | -     | -     | -     |
| 30 Metrolink - Capital and Rehab                       | 254.3   | 494.1    | 263.4    | 1,011.8  |        | 23.8   | 27.5  | 8.0   | 21.3  | 42.2  | 42.2  | 32.7  | 24.5  | 16.2  | 15.9  |
| 31 Subtotal Bond Eligible Commitments                  | 327.3   | 631.7    | 278.4    | 1,237.4  |        | 34.7   | 31.5  | 11.9  | 23.5  | 49.9  | 50.0  | 41.7  | 32.0  | 26.2  | 25.9  |
| 32 Beginning Balance                                   | 63.4    | 0.0      | 0.0      | 63.4     |        | 63.4   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 33 Annual Surplus/(Shortfall)                          | (63.3)  | 0.0      | 97.1     | 33.8     |        | (63.4) | 0.0   | (0.0) | 0.0   | 0.0   | 0.0   | (0.0) | 0.0   | 0.0   | (0.0) |
| 34 Ending Balance                                      | 0.0     | 0.0      | 97.1     | 97.1     |        | 0.0    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| 35   |         |          |          |          |        |        |       |       |       |       |       |       |       |       |       |
| 36 Security (5%)                                       |         |          |          |          |        | OK     | OK    | OK    | OK    | OK    | OK    | OK    | OK    | OK    | OK    |
| 37 Carry-in Balance                                    |         |          |          | 0.0      |        | -      | -     | -     | -     | -     | -     | -     | -     | -     | -     |
| 38 Municipal Operators Security (Calderon Bill)        | 62.0    | 100.3    | 156.5    | 318.8    | 0.9%   | 4.7    | 5.0   | 5.3   | 5.6   | 6.0   | 6.3   | 6.7   | 7.1   | 7.5   | 7.8   |
| 39 MTA Bus Security                                    | 284.3   | 371.0    | 499.5    | 1,154.7  | 3.1%   | 23.1   | 24.4  | 20.4  | 27.5  | 29.1  | 30.5  | 31.3  | 32.0  | 32.7  | 33.3  |
| 40 MTA Rail Security                                   | 18.3    | 118.2    | 263.9    | 400.4    | 1.1%   | -      | -     | 5.5   | -     | -     | 0.3   | 1.4   | 2.5   | 3.7   | 4.9   |
| 41 MTA Other Security Costs                            | -       | -        | -        | 0.0      | 0.0%   | -      | -     | -     | -     | -     | -     | -     | -     | -     | -     |
| 42   | 364.6   | 589.4    | 919.9    | 1,873.9  | 5.0%   | 27.9   | 29.4  | 31.3  | 33.1  | 35.0  | 37.1  | 39.4  | 41.6  | 43.8  | 46.1  |
| 43   |         |          |          |          |        |        |       |       |       |       |       |       |       |       |       |
| 44 Transit-Related Hwy Improv (25%) (see sep pg)       | 1,823.1 | 2,946.9  | 4,599.6  | 9,369.6  | 25.0%  | 139.3  | 147.0 | 156.3 | 165.5 | 175.2 | 185.7 | 196.8 | 207.9 | 219.0 | 230.4 |
| 45   |         |          |          |          |        |        |       |       |       |       |       | 0.0   | 0.0   | 0.0   | 0.0   |

LACMTA Financial Forecasting Model

Proposition C

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| One-half cent permanent countywide sales tax for trans | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Plan<br>Total   | %            | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>46 Discretionary (40%)</b>                          |                  |                  |                  |                 |              |              |              |              |              |              |              |              |              |              |              |
| 47 Plus: Prop A 40% Growth over CPI transferred in     | 328.9            | 1,478.4          | 2,931.6          | 4,738.8         | 11.1%        | (7.8)        | (5.1)        | 4.1          | 12.7         | 27.8         | 37.8         | 48.4         | 59.1         | 70.2         | 81.7         |
| 48 Plus LONP Reimbursement Fund Loan                   | -                | -                | -                | 0.0             | 0.0%         | 39.9         | -            | 27.0         | -            | -            | (27.0)       | (39.9)       | -            | -            | -            |
| 49 <u>Plus: Interest Earnings</u>                      | <u>119.2</u>     | <u>119.2</u>     | <u>131.1</u>     | <u>369.5</u>    | <u>0.9%</u>  | <u>11.9</u>  |
| 50 Agencywide Administration and Capital               | 235.6            | 266.9            | 416.8            | 919.3           | 2.2%         | 27.8         | 28.1         | 22.8         | 29.6         | 34.4         | 34.3         | 12.3         | 15.2         | 15.5         | 15.8         |
| 51 Rapid Bus Phase II Subsidy Projects                 | 24.5             | -                | -                | 24.5            | 0.1%         | 14.2         | -            | 3.3          | -            | -            | -            | 7.0          | -            | -            | -            |
| 52 CRDP Local Match                                    | 13.0             | -                | -                | 13.0            | 0.0%         | -            | 13.0         | -            | -            | -            | -            | -            | -            | -            | -            |
| 53 Rail Capital - MTA Debt Service                     | 730.8            | 900.9            | 1,472.6          | 3,104.3         | 7.3%         | 63.6         | 70.4         | 70.3         | 70.2         | 72.2         | 71.7         | 71.5         | 71.2         | 78.8         | 91.1         |
| 54 Rail Capital - Specific Projects (see detail below) | 52.6             | 115.3            | -                | 167.9           | 0.4%         | 12.2         | -            | 1.5          | -            | -            | -            | -            | -            | 37.7         | 1.1          |
| 55 Rail Capital - General Improvements (no proj sheet) | 113.8            | 113.7            | 259.3            | 486.7           | 1.1%         | -            | 14.3         | 35.9         | 10.9         | 3.9          | 4.8          | 13.7         | 17.5         | 4.8          | 8.0          |
| 56 Rail Operations                                     | 295.2            | 1,751.7          | 2,771.6          | 4,818.6         | 11.3%        | 78.3         | -            | 14.5         | 19.1         | 11.3         | 15.1         | 20.5         | 20.5         | 36.0         | 80.1         |
| 57 Bus Capital - MTA Debt Service                      | 40.0             | 425.8            | 457.2            | 923.0           | 2.2%         | -            | -            | -            | 0.3          | 1.4          | 2.1          | 4.7          | 7.2          | 10.5         | 13.8         |
| 58 Bus Capital - MTA Bus Fleet Acquisition             | 184.1            | 144.4            | 513.0            | 841.4           | 2.0%         | 3.9          | -            | 3.0          | 18.7         | 18.9         | 15.2         | 32.4         | 39.7         | 15.6         | 36.7         |
| 59 Bus Capital - MTA Facilities and Repair             | 82.8             | 61.2             | 232.2            | 376.3           | 0.9%         | 3.3          | 5.0          | 2.0          | 14.1         | 16.1         | 3.4          | 4.0          | 6.0          | 20.3         | 8.7          |
| 60 Muni Bus Capital Prop 1B Bond Mitigation Allocation | 33.9             | -                | -                | 33.9            | 0.1%         | 8.3          | 8.5          | 8.5          | 8.5          | -            | -            | -            | -            | -            | -            |
| 61 Muni Security Capital Prop 1B Bond Mitigation Alloc | 11.8             | -                | -                | 11.8            | 0.0%         | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | -            | -            |
| 62 Bus Ops: TSE, Base Bus (Munis)                      | 93.8             | 115.0            | 154.9            | 363.8           | 0.9%         | 8.5          | 8.7          | 8.8          | 9.0          | 9.2          | 9.5          | 9.7          | 9.9          | 10.1         | 10.3         |
| 63 Bus: ADA/Paratransit (Access Services)              | 466.2            | 572.5            | 772.9            | 1,811.7         | 4.3%         | 34.2         | 44.5         | 50.0         | 44.9         | 46.0         | 47.1         | 48.2         | 49.4         | 50.4         | 51.5         |
| 64 Bus Operations                                      | 805.6            | 1,490.4          | 3,542.8          | 5,838.8         | 13.7%        | 88.1         | 76.2         | 81.0         | 81.7         | 72.8         | 74.1         | 78.9         | 88.7         | 69.6         | 94.6         |
| 65 Labor Negotiations/Regional Activities              | -                | -                | -                | 0.0             | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 66 MTA Security Shortfall                              | 18.4             | -                | -                | 18.4            | 0.0%         | 4.4          | 3.5          | 8.1          | 1.6          | 0.7          | -            | -            | -            | -            | -            |
| 67 Municipal Operators (MOSIP and interest alloc)      | 254.2            | 329.1            | 479.6            | 1,062.9         | 2.5%         | 22.6         | 23.2         | 23.8         | 24.4         | 25.0         | 25.7         | 26.3         | 27.0         | 27.7         | 28.4         |
| 68 MTA bus operations (mostly interest alloc)          | 70.5             | 67.7             | 70.7             | 208.9           | 0.5%         | 7.2          | 7.1          | 7.1          | 7.1          | 7.1          | 7.0          | 7.0          | 7.0          | 6.9          | 6.9          |
| 69 MTA bus ops (MOSIP and gap filling)                 | 146.2            | 702.1            | 2,465.4          | 3,313.6         | 7.8%         | 27.8         | 12.9         | 12.0         | 17.8         | 8.5          | 9.1          | 12.5         | 21.0         | 0.4          | 24.0         |
| 70 Municipal Operators - Shuttles                      | 58.5             | 71.7             | 96.5             | 226.7           | 0.5%         | 5.3          | 5.4          | 5.5          | 5.6          | 5.8          | 5.9          | 6.0          | 6.2          | 6.3          | 6.4          |
| 71 Bus Service Improvement Program (BSIP) - MTA        | 115.2            | 142.1            | 191.4            | 448.7           | 1.1%         | 9.8          | 10.7         | 10.9         | 11.1         | 11.4         | 11.7         | 12.0         | 12.3         | 12.5         | 12.8         |
| 72 Bus Service Improvement Program (BSIP) - Munis      | 36.9             | 45.3             | 61.0             | 143.3           | 0.3%         | 3.3          | 3.4          | 3.5          | 3.6          | 3.6          | 3.7          | 3.8          | 3.9          | 4.0          | 4.1          |
| 73 Foothill Mitigation - MTA                           | 80.9             | 101.8            | 137.1            | 319.8           | 0.8%         | 5.4          | 7.7          | 7.8          | 8.0          | 8.2          | 8.4          | 8.6          | 8.8          | 9.0          | 9.2          |
| 74 Foothill Mitigation - Munis                         | 24.9             | 30.5             | 41.1             | 96.5            | 0.2%         | 2.3          | 2.3          | 2.3          | 2.4          | 2.5          | 2.5          | 2.6          | 2.6          | 2.7          | 2.7          |
| 75 Carry-In Balance                                    | 143.7            | -                | -                | 143.7           | -            | 143.7        | 66.8         | 38.6         | 28.5         | 9.4          | 41.7         | 82.9         | 114.0        | 191.1        | 274.3        |
| 76 Contingency Fund/Unallocated                        | 324.8            | 354.8            | (171.2)          | 508.4           | -            | 66.8         | 38.6         | 28.5         | 9.4          | 41.7         | 82.9         | 114.0        | 191.1        | 274.3        | 324.8        |
| 77 <b>Less: Prop C 40% Balance Carryover</b>           | <b>(0.0)</b>     | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>      | <b>0.0%</b>  | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>0.0</b>   | <b>0.0</b>   | <b>(0.0)</b> | <b>0.0</b>   |
| 78 <b>Total</b>  | <b>3,508.7</b>   | <b>6,312.6</b>   | <b>10,422.1</b>  | <b>20,243.4</b> | <b>46.3%</b> | <b>410.7</b> | <b>308.8</b> | <b>331.6</b> | <b>317.9</b> | <b>329.4</b> | <b>361.6</b> | <b>418.3</b> | <b>517.8</b> | <b>623.6</b> | <b>736.5</b> |
| 79 Bus Operations - MTA                                | 431.1            | 1,013.7          | 2,864.6          | 4,309.4         | -            | -            | -            | 1.5          | -            | -            | -            | -            | -            | -            | -            |
| 80 Bus Operations - Municipal Operators                | 374.5            | 476.7            | 678.2            | 1,529.4         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 81 Total   | 805.6            | 1,490.4          | 3,542.8          | 5,838.8         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 82 <u>Rail Capital Project and Debt Service Detail</u> |                  |                  |                  |                 |              |              |              |              |              |              |              |              |              |              |              |
| 83 Wilshire BRT  | -                | 115.3            | -                | 115.3           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 84 Eastside LRT  | 1.5              | -                | -                | 1.5             | -            | -            | -            | 1.5          | -            | -            | -            | -            | -            | -            | -            |
| 85 Green Line to LAX                                   | -                | -                | -                | 0.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 86 Crenshaw/LAX  | -                | -                | -                | 0.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 87 South Bay Green Line                                | 38.8             | -                | -                | 38.8            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 37.7         | 1.1          |
| 88 West Santa Ana Branch                               | -                | -                | -                | 0.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 90 Rail System Improvements                            | 12.2             | -                | -                | 12.2            | -            | 12.2         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 91 Subtotal Projects                                   | 52.6             | 115.3            | -                | 167.9           | -            | 12.2         | -            | 1.5          | -            | -            | -            | -            | -            | 37.7         | 1.1          |
| 92 Existing Rail Capital Debt Service                  | 702.3            | 398.6            | 21.7             | 1,122.5         | -            | 63.6         | 70.4         | 70.3         | 70.2         | 72.2         | 71.7         | 71.4         | 71.1         | 70.8         | 70.5         |
| 93 New Rail Capital Debt Service                       | 28.6             | 502.3            | 1,451.0          | 1,981.9         | -            | -            | -            | -            | -            | -            | -            | 0.0          | 0.1          | 7.9          | 20.5         |
| 94 Subtotal Debt Service                               | 730.8            | 900.9            | 1,472.6          | 3,104.3         | -            | 63.6         | 70.4         | 70.3         | 70.2         | 72.2         | 71.7         | 71.5         | 71.2         | 78.8         | 91.1         |

**LACMTA Financial Forecasting Model**

**Proposition C**

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| One-half cent permanent countywide sales tax for trans  | 2019  | 2020    | 2021    | 2022    | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    | 2029    |
|---|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|   | 2020  | 2021    | 2022    | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    | 2029    | 2030    |
| 1 <b>Total Revenue Pool</b>                             | 983.2 | 1,033.0 | 1,077.3 | 1,123.3 | 1,169.2 | 1,218.5 | 1,267.5 | 1,315.6 | 1,365.5 | 1,414.2 | 1,462.6 |
| 2 Admin. Carry-In Balance                               |       |         |         |         |         |         |         |         |         |         |         |
| 3 Less: Metro Admin Charge (1.5%)                       | 14.7  | 15.5    | 16.2    | 16.8    | 17.5    | 18.3    | 19.0    | 19.7    | 20.5    | 21.2    | 21.9    |
| 4 <b>Amount Available</b>                               | 968.5 | 1,017.5 | 1,061.1 | 1,106.4 | 1,151.7 | 1,200.2 | 1,248.5 | 1,295.8 | 1,345.0 | 1,393.0 | 1,440.7 |
| 5   |       |         |         |         |         |         |         |         |         |         |         |
| 6 <b>Ordinance Allocation</b>                           |       |         |         |         |         |         |         |         |         |         |         |
| 7   |       |         |         |         |         |         |         |         |         |         |         |
| 8 <b>Local Return (20%)</b>                             | OK    | OK      | OK      | OK      | OK      | OK      | OK      | OK      | OK      | OK      | OK      |
| 9 Local Return - Muni Bus Operations                    | 19.1  | 20.0    | 20.9    | 21.8    | 22.7    | 23.6    | 24.6    | 25.5    | 26.5    | 27.4    | 28.4    |
| 10 Local Return - Muni Bus Capital                      | 27.4  | 28.8    | 30.1    | 31.3    | 32.6    | 34.0    | 35.4    | 36.7    | 38.1    | 39.4    | 40.8    |
| 11 Local Return - Highway                               | 147.2 | 154.7   | 161.3   | 168.2   | 175.1   | 182.4   | 189.8   | 197.0   | 204.4   | 211.7   | 219.0   |
| 12 <b>Subtotal Local Return</b>                         | 193.7 | 203.5   | 212.2   | 221.3   | 230.3   | 240.0   | 249.7   | 259.2   | 269.0   | 278.6   | 288.1   |
| 13 <b>Commuter (10%)</b>                                | 0.0   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| 14 <b>Revenue - 10% of Amount Available</b>             | 96.8  | 101.7   | 106.1   | 110.6   | 115.2   | 120.0   | 124.8   | 129.6   | 134.5   | 139.3   | 144.1   |
| 15 Rail Cap: Prior Year Metrolink Obligations           |       |         |         |         |         |         |         |         |         |         |         |
| 16 Prop C 10% Debt Service                              | 31.6  | 35.6    | 40.7    | 45.5    | 42.7    | 44.2    | 47.7    | 49.2    | 52.6    | 55.3    | 57.1    |
| 17 LOSSAN   | 0.03  | 0.03    | 0.03    | 0.03    | 0.03    | 0.03    | 0.03    | 0.03    | 0.03    | 0.03    | 0.03    |
| 18 Rail Cap: Westlake/MacArthur Joint Devel (401001)    | -     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 19 Rail Cap: Eastside LRT Enhancements                  |       |         |         |         |         |         |         |         |         |         |         |
| 20 SCRRA relocation                                     |       |         |         |         |         |         |         |         |         |         |         |
| 21 ROW Security contract w/SCRRA (no sheet) (405533)    | 2.6   | 2.7     | 2.7     | 2.8     | 2.8     | 2.9     | 2.9     | 3.0     | 3.0     | 3.1     | 3.1     |
| 22 Pomona Station Improvements (CRD Project)            | -     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 22 Metrolink - Operations                               | 51.8  | 53.3    | 54.9    | 56.6    | 58.3    | 60.0    | 61.8    | 63.7    | 65.6    | 67.5    | 69.6    |
| 23 Subtotal Cash Commitments                            | 86.0  | 91.6    | 98.4    | 104.8   | 103.8   | 107.1   | 112.4   | 115.8   | 121.2   | 125.9   | 129.8   |
| 24 <i>Cash Commitments % of PC 10% Revenue</i>          | 88.8% | 90.0%   | 92.7%   | 94.7%   | 90.1%   | 89.2%   | 90.1%   | 89.4%   | 90.1%   | 90.4%   | 90.1%   |
| 25 Prop C 10% Cash Available                            | 10.9  | 10.2    | 7.7     | 5.8     | 11.4    | 12.9    | 12.4    | 13.7    | 13.3    | 13.4    | 14.2    |
| 26 Bond Proceeds (new, net)                             | 64.7  | 65.9    | 71.1    | 52.7    | 48.1    | 46.2    | 49.2    | 49.0    | 41.1    | 32.2    | 47.3    |
| 27 2009 & Prior CFP Park & Ride/Transit Capital, etc.   | -     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 28 Future Call for Projects                             | 13.4  | 12.9    | 12.8    | 14.2    | 14.1    | 12.6    | 13.9    | 13.8    | 15.0    | 15.0    | 15.0    |
| 29 Local Transportation Projects                        | -     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 30 Metrolink - Capital and Rehab                        | 62.1  | 63.2    | 66.0    | 44.4    | 45.4    | 46.5    | 47.7    | 48.9    | 39.4    | 30.5    | 46.5    |
| 31 <b>Subtotal Bond Eligible Commitments</b>            | 75.5  | 76.1    | 78.8    | 58.6    | 59.5    | 59.1    | 61.6    | 62.7    | 54.4    | 45.5    | 61.5    |
| 32 Beginning Balance                                    | 0.0   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| 33 Annual Surplus/(Shortfall)                           | 0.0   | (0.0)   | (0.0)   | (0.0)   | 0.0     | 0.0     | 0.0     | (0.0)   | 0.0     | 0.0     | (0.0)   |
| 34 <b>Ending Balance</b>                                | 0.0   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| 35  |       |         |         |         |         |         |         |         |         |         |         |
| 36 <b>Security (5%)</b>                                 | OK    | OK      | OK      | OK      | OK      | OK      | OK      | OK      | OK      | OK      | OK      |
| 37 <u>Carry-in Balance</u>                              | -     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 38 Municipal Operators Security (Calderon Bill)         | 8.2   | 8.7     | 9.0     | 9.4     | 9.8     | 10.2    | 10.6    | 11.0    | 11.4    | 11.8    | 12.3    |
| 39 MTA Bus Security                                     | 34.0  | 34.7    | 35.4    | 36.0    | 36.7    | 37.4    | 38.1    | 38.8    | 39.6    | 40.4    | 41.1    |
| 40 MTA Rail Security                                    | 6.2   | 7.5     | 8.7     | 9.9     | 11.1    | 12.4    | 13.7    | 15.0    | 16.2    | 17.4    | 18.6    |
| 41 MTA Other Security Costs                             | -     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 42  | 48.4  | 50.9    | 53.1    | 55.3    | 57.6    | 60.0    | 62.4    | 64.8    | 67.3    | 69.6    | 72.0    |
| 43  |       |         |         |         |         |         |         |         |         |         |         |
| 44 <b>Transit-Related Hwy Improv (25%) (see sep pg)</b> | 242.1 | 254.4   | 265.3   | 276.6   | 287.9   | 300.0   | 312.1   | 324.0   | 336.3   | 348.2   | 360.2   |
| 45  | 0.0   | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |

LACMTA Financial Forecasting Model

Proposition C

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| One-half cent permanent countywide sales tax for trans | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024   | 2024<br>2025   | 2025<br>2026   | 2026<br>2027   | 2027<br>2028   | 2028<br>2029   | 2029<br>2030   |
|--|--------------|--------------|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 46 <b>Discretionary (40%)</b>                          |              |              |              |              |                |                |                |                |                |                |                |
| 47 Plus: Prop A 40% Growth over CPI transferred in     | 93.9         | 107.2        | 117.9        | 129.5        | 141.1          | 153.6          | 165.9          | 177.8          | 189.9          | 201.5          | 213.1          |
| 48 Plus LONP Reimbursement Fund Loan                   |              |              |              |              |                |                |                |                |                |                |                |
| 49 <u>Plus: Interest Earnings</u>                      | 11.9         | 11.9         | 11.9         | 11.9         | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           | 11.9           |
| 50 Agencywide Administration and Capital               | 16.1         | 16.5         | 16.8         | 27.1         | 27.5           | 31.5           | 32.0           | 32.5           | 33.1           | 33.7           | 34.3           |
| 51 Rapid Bus Phase II Subsidy Projects                 | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              |
| 52 CRDP Local Match                                    | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              |
| 53 Rail Capital - MTA Debt Service                     | 96.3         | 95.7         | 99.8         | 105.5        | 72.0           | 80.5           | 79.0           | 88.0           | 93.2           | 90.9           | 92.8           |
| 54 Rail Capital - Specific Projects (see detail below) | 30.0         | 50.3         | 20.0         | 15.0         | -              | -              | -              | -              | -              | -              | -              |
| 55 Rail Capital - General Improvements (no proj sheet) | 4.4          | 4.7          | 12.2         | 7.4          | 10.4           | 8.3            | 11.4           | 8.1            | 4.3            | 42.5           | 6.7            |
| 56 Rail Operations                                     | 85.7         | 155.8        | 228.0        | 136.1        | 165.0          | 191.4          | 188.7          | 209.1          | 198.6          | 193.4          | 190.3          |
| 57 Bus Capital - MTA Debt Service                      | 18.4         | 22.9         | 25.9         | 40.0         | 42.2           | 47.0           | 53.6           | 57.6           | 59.0           | 59.1           | 59.2           |
| 58 Bus Capital - MTA Bus Fleet Acquisition             | 3.5          | 4.4          | 1.4          | 31.1         | 2.9            | 18.7           | 34.1           | 23.2           | 12.0           | 13.1           | 30.1           |
| 59 Bus Capital - MTA Facilities and Repair             | 25.3         | 0.3          | 2.5          | 3.7          | 3.3            | 5.5            | 4.6            | 5.0            | 5.4            | 5.6            | 5.7            |
| 60 Muni Bus Capital Prop 1B Bond Mitigation Allocation |              |              |              |              |                |                |                |                |                |                |                |
| 61 Muni Security Capital Prop 1B Bond Mitigation Alloc |              |              |              |              |                |                |                |                |                |                |                |
| 62 Bus Ops: TSE, Base Bus (Munis)                      | 10.5         | 10.8         | 11.0         | 11.2         | 11.4           | 11.6           | 11.8           | 12.0           | 12.3           | 12.5           | 12.8           |
| 63 Bus: ADA/Paratransit (Access Services)              | 52.5         | 53.5         | 54.6         | 55.6         | 56.6           | 57.7           | 58.8           | 59.9           | 61.1           | 62.3           | 63.5           |
| 64 Bus Operations                                      | 86.2         | 107.0        | 76.1         | 105.6        | 113.5          | 159.5          | 178.9          | 215.0          | 215.0          | 233.6          | 239.3          |
| 65 Labor Negotiations/Regional Activities              | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              |
| 66 MTA Security Shortfall                              | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              |
| 67 Municipal Operators (MOSIP and interest alloc)      | 29.2         | 29.9         | 30.7         | 31.5         | 32.4           | 33.2           | 34.1           | 35.0           | 36.0           | 37.0           | 38.0           |
| 68 MTA bus operations (mostly interest alloc)          | 6.9          | 6.9          | 6.8          | 6.8          | 6.8            | 6.8            | 6.7            | 6.7            | 6.7            | 6.6            | 6.6            |
| 69 MTA bus ops (MOSIP and gap filling)                 | 14.2         | 33.6         | 1.2          | 29.2         | 35.6           | 80.0           | 97.9           | 132.4          | 130.6          | 147.4          | 151.3          |
| 70 Municipal Operators - Shuttles                      | 6.6          | 6.7          | 6.8          | 7.0          | 7.1            | 7.2            | 7.4            | 7.5            | 7.6            | 7.8            | 8.0            |
| 71 Bus Service Improvement Program (BSIP) - MTA        | 13.0         | 13.3         | 13.6         | 13.8         | 14.1           | 14.3           | 14.6           | 14.9           | 15.2           | 15.5           | 15.8           |
| 72 Bus Service Improvement Program (BSIP) - Munis      | 4.2          | 4.2          | 4.3          | 4.4          | 4.5            | 4.6            | 4.7            | 4.7            | 4.8            | 4.9            | 5.0            |
| 73 Foothill Mitigation - MTA                           | 9.3          | 9.5          | 9.7          | 9.9          | 10.1           | 10.3           | 10.5           | 10.6           | 10.9           | 11.1           | 11.3           |
| 74 Foothill Mitigation - Munis                         | 2.8          | 2.9          | 2.9          | 3.0          | 3.0            | 3.1            | 3.1            | 3.2            | 3.3            | 3.3            | 3.4            |
| 75 Carry-In Balance                                    | 324.8        | 389.0        | 393.3        | 399.5        | 445.2          | 554.0          | 588.1          | 612.2          | 609.8          | 655.6          | 679.6          |
| 76 Contingency Fund/Unallocated                        | 389.0        | 393.3        | 399.5        | 445.2        | 554.0          | 588.1          | 612.2          | 609.8          | 655.6          | 679.6          | 746.2          |
| 77 <b>Less: Prop C 40% Balance Carryover</b>           | <b>0.0</b>   | <b>0.0</b>   | <b>(0.0)</b> | <b>0.0</b>   | <b>(0.0)</b>   | <b>0.0</b>     | <b>0.0</b>     | <b>0.0</b>     | <b>(0.0)</b>   | <b>0.0</b>     | <b>0.0</b>     |
| 78   | <b>818.0</b> | <b>915.1</b> | <b>947.6</b> | <b>983.4</b> | <b>1,058.8</b> | <b>1,199.6</b> | <b>1,265.3</b> | <b>1,320.3</b> | <b>1,349.7</b> | <b>1,426.3</b> | <b>1,480.8</b> |
| 79 Bus Operations - MTA                                |              |              |              |              |                |                |                |                |                |                |                |
| 80 Bus Operations - Municipal Operators                |              |              |              |              |                |                |                |                |                |                |                |
| 81 Total   |              |              |              |              |                |                |                |                |                |                |                |
| 82 <u>Rail Capital Project and Debt Service Detail</u> |              |              |              |              |                |                |                |                |                |                |                |
| 83 Wilshire BRT  | 30.0         | 50.3         | 20.0         | 15.0         | -              | -              | -              | -              | -              | -              | -              |
| 84 Eastside LRT  | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              |
| 85 Green Line to LAX                                   | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              |
| 86 Crenshaw/LAX  | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              |
| 87 South Bay Green Line                                | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              |
| 88 West Santa Ana Branch                               | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              |
| 90 Rail System Improvements                            | -            | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              |
| 91 Subtotal Projects                                   | 30.0         | 50.3         | 20.0         | 15.0         | -              | -              | -              | -              | -              | -              | -              |
| 92 Existing Rail Capital Debt Service                  | 69.0         | 65.1         | 65.1         | 65.5         | 29.8           | 30.8           | 18.1           | 21.0           | 21.0           | 13.4           | 11.2           |
| 93 New Rail Capital Debt Service                       | 27.3         | 30.6         | 34.7         | 40.0         | 42.2           | 49.7           | 61.0           | 67.0           | 72.2           | 77.5           | 81.6           |
| 94 Subtotal Debt Service                               | 96.3         | 95.7         | 99.8         | 105.5        | 72.0           | 80.5           | 79.0           | 88.0           | 93.2           | 90.9           | 92.8           |

**LACMTA Financial Forecasting Model**

**Proposition C**

**30-10 8/19/11**

| One-half cent permanent countywide sales tax for trans  | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
|   | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |      |
| 1 <b>Total Revenue Pool</b>                             | 1,506.7        | 1,550.2        | 1,596.7        | 1,646.0        | 1,695.5        | 1,743.1        | 1,794.0        | 1,845.4        | 1,893.9        | 1,944.7        |      |
| 2 Admin. Carry-In Balance                               |                |                |                |                |                |                |                |                |                |                |      |
| 3 Less: Metro Admin Charge (1.5%)                       | 22.6           | 23.3           | 24.0           | 24.7           | 25.4           | 26.1           | 26.9           | 27.7           | 28.4           | 29.2           |      |
| 4 <b>Amount Available</b>                               | <b>1,484.1</b> | <b>1,526.9</b> | <b>1,572.8</b> | <b>1,621.3</b> | <b>1,670.0</b> | <b>1,717.0</b> | <b>1,767.1</b> | <b>1,817.7</b> | <b>1,865.5</b> | <b>1,915.5</b> |      |
| 5   |                |                |                |                |                |                |                |                |                |                |      |
| 6 <b>Ordinance Allocation</b>                           |                |                |                |                |                |                |                |                |                |                |      |
| 7   |                |                |                |                |                |                |                |                |                |                |      |
| 8 <b>Local Return (20%)</b>                             | OK             |      |
| 9 Local Return - Muni Bus Operations                    | 29.2           | 30.0           | 31.0           | 31.9           | 32.9           | 33.8           | 34.8           | 35.8           | 36.7           | 37.7           |      |
| 10 Local Return - Muni Bus Capital                      | 42.0           | 43.2           | 44.5           | 45.9           | 47.3           | 48.6           | 50.0           | 51.5           | 52.8           | 54.2           |      |
| 11 Local Return - Highway                               | 225.6          | 232.1          | 239.1          | 246.4          | 253.8          | 261.0          | 268.6          | 276.3          | 283.6          | 291.2          |      |
| 12 <b>Subtotal Local Return</b>                         | <b>296.8</b>   | <b>305.4</b>   | <b>314.6</b>   | <b>324.3</b>   | <b>334.0</b>   | <b>343.4</b>   | <b>353.4</b>   | <b>363.5</b>   | <b>373.1</b>   | <b>383.1</b>   |      |
| 13 <b>Commuter (10%)</b>                                | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 14.9           | 32.3           | 52.1           | 73.9           |      |
| 14 <b>Revenue - 10% of Amount Available</b>             | <b>148.4</b>   | <b>152.7</b>   | <b>157.3</b>   | <b>162.1</b>   | <b>167.0</b>   | <b>171.7</b>   | <b>176.7</b>   | <b>181.8</b>   | <b>186.5</b>   | <b>191.6</b>   |      |
| 15 Rail Cap: Prior Year Metrolink Obligations           |                |                |                |                |                |                |                |                |                |                |      |
| 16 Prop C 10% Debt Service                              | 60.2           | 62.5           | 64.6           | 66.8           | 70.0           | 70.2           | 70.2           | 70.2           | 70.2           | 71.0           |      |
| 17 LOSSAN   | 0.03           | 0.03           | 0.03           | 0.03           | 0.03           | 0.03           | 0.03           | 0.03           | 0.03           | 0.03           |      |
| 18 Rail Cap: Westlake/MacArthur Joint Devel (401001)    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 19 Rail Cap: Eastside LRT Enhancements                  |                |                |                |                |                |                |                |                |                |                |      |
| 20 SCRRA relocation                                     |                |                |                |                |                |                |                |                |                |                |      |
| 21 ROW Security contract w/SCRRA (no sheet) (405533)    | 3.2            | 3.3            | 3.3            | 3.4            | 3.5            | 3.5            | 3.6            | 3.7            | 3.8            | 3.8            |      |
| 22 Pomona Station Improvements (CRD Project)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 23 Metrolink - Operations                               | 71.6           | 73.8           | 76.0           | 78.3           | 80.6           | 83.1           | 85.5           | 88.1           | 90.8           | 93.5           |      |
| 24 <b>Subtotal Cash Commitments</b>                     | <b>135.1</b>   | <b>139.6</b>   | <b>144.0</b>   | <b>148.5</b>   | <b>154.1</b>   | <b>156.8</b>   | <b>159.3</b>   | <b>162.0</b>   | <b>164.7</b>   | <b>168.4</b>   |      |
| 25 <b>Cash Commitments % of PC 10% Revenue</b>          | <b>91.0%</b>   | <b>91.4%</b>   | <b>91.5%</b>   | <b>91.6%</b>   | <b>92.3%</b>   | <b>91.3%</b>   | <b>90.2%</b>   | <b>89.1%</b>   | <b>88.3%</b>   | <b>87.9%</b>   |      |
| 26 Prop C 10% Cash Available                            | 13.3           | 13.1           | 13.3           | 13.7           | 12.9           | 14.9           | 17.4           | 19.8           | 21.8           | 23.2           |      |
| 27 Bond Proceeds (new, net)                             | 35.4           | 27.1           | 28.2           | 29.3           | 30.8           | -              | -              | -              | -              | -              |      |
| 28 2009 & Prior CFP Park & Ride/Transit Capital, etc.   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 29 Future Call for Projects                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 30 Local Transportation Projects                        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 31 Metrolink - Capital and Rehab                        | 48.7           | 40.1           | 41.5           | 42.9           | 43.7           | -              | -              | -              | -              | -              |      |
| 32 <b>Subtotal Bond Eligible Commitments</b>            | <b>48.7</b>    | <b>40.1</b>    | <b>41.5</b>    | <b>42.9</b>    | <b>43.7</b>    | <b>0.0</b>     | <b>0.0</b>     | <b>0.0</b>     | <b>0.0</b>     | <b>0.0</b>     |      |
| 33 Beginning Balance                                    | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 14.9           | 32.3           | 52.1           | 73.9           |      |
| 34 Annual Surplus/(Shortfall)                           | (0.0)          | 0.0            | 0.0            | 0.0            | (0.0)          | 14.9           | 17.4           | 19.8           | 21.8           | 23.2           |      |
| 35 Ending Balance                                       | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 14.9           | 32.3           | 52.1           | 73.9           | 97.1           |      |
| 36 <b>Security (5%)</b>                                 | OK             |      |
| 37 <b>Carry-in Balance</b>                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 38 Municipal Operators Security (Calderon Bill)         | 12.6           | 13.0           | 13.4           | 13.8           | 14.2           | 14.6           | 15.0           | 15.5           | 15.9           | 16.3           |      |
| 39 MTA Bus Security                                     | 41.9           | 42.7           | 43.5           | 44.4           | 45.3           | 46.2           | 47.1           | 48.1           | 49.1           | 50.0           |      |
| 40 MTA Rail Security                                    | 19.7           | 20.6           | 21.7           | 22.9           | 24.0           | 25.1           | 26.2           | 27.3           | 28.4           | 29.5           |      |
| 41 MTA Other Security Costs                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 42 <b>Subtotal Security Commitments</b>                 | <b>74.2</b>    | <b>76.3</b>    | <b>78.6</b>    | <b>81.1</b>    | <b>83.5</b>    | <b>85.8</b>    | <b>88.4</b>    | <b>90.9</b>    | <b>93.3</b>    | <b>95.8</b>    |      |
| 43  |                |                |                |                |                |                |                |                |                |                |      |
| 44 <b>Transit-Related Hwy Improv (25%) (see sep pg)</b> | <b>371.0</b>   | <b>381.7</b>   | <b>393.2</b>   | <b>405.3</b>   | <b>417.5</b>   | <b>429.2</b>   | <b>441.8</b>   | <b>454.4</b>   | <b>466.4</b>   | <b>478.9</b>   |      |
| 45  | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 268.2          | 0.0            |      |

**LACMTA Financial Forecasting Model**  
**Proposition C**  
**30-10 8/19/11**

|  | 2030       | 2031       | 2032         | 2033       | 2034       | 2035       | 2036         | 2037       | 2038       | 2039         |
|--|------------|------------|--------------|------------|------------|------------|--------------|------------|------------|--------------|
|  | 2031       | 2032       | 2033         | 2034       | 2035       | 2036       | 2037         | 2038       | 2039       | 2040         |
| One-half cent permanent countywide sales tax for trans |            |            |              |            |            |            |              |            |            |              |
| <b>46 Discretionary (40%)</b>                          |            |            |              |            |            |            |              |            |            |              |
| 47 Plus: Prop A 40% Growth over CPI transferred in     | 223.0      | 232.7      | 243.3        | 254.5      | 265.7      | 277.9      | 289.1        | 300.2      | 310.5      | 321.7        |
| 48 Plus LONP Reimbursement Fund Loan                   |            |            |              |            |            |            |              |            |            |              |
| 49 <u>Plus: Interest Earnings</u>                      | 11.9       | 11.9       | 11.9         | 11.9       | 11.9       | 11.9       | 11.9         | 11.9       | 11.9       | 11.9         |
| 50 Agencywide Administration and Capital               | 34.9       | 35.6       | 36.3         | 37.0       | 37.8       | 38.6       | 39.4         | 40.2       | 41.0       | 41.8         |
| 51 Rapid Bus Phase II Subsidy Projects                 | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 52 CRDP Local Match                                    | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 53 Rail Capital - MTA Debt Service                     | 91.1       | 95.2       | 99.9         | 111.1      | 130.3      | 151.2      | 161.7        | 165.4      | 176.7      | 197.1        |
| 54 Rail Capital - Specific Projects (see detail below) | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 55 Rail Capital - General Improvements (no proj sheet) | 36.2       | 17.0       | 17.1         | 11.0       | 12.2       | 16.3       | 10.1         | 14.0       | 35.1       | 83.5         |
| 56 Rail Operations                                     | 203.8      | 214.4      | 220.2        | 223.1      | 251.8      | 265.3      | 262.0        | 267.8      | 285.3      | 387.6        |
| 57 Bus Capital - MTA Debt Service                      | 56.6       | 52.7       | 50.1         | 50.1       | 39.4       | 39.4       | 35.4         | 28.7       | 24.7       | 20.7         |
| 58 Bus Capital - MTA Bus Fleet Acquisition             | 51.6       | 19.1       | 21.3         | 5.9        | 2.2        | 95.3       | 5.1          | 23.4       | 74.7       | 184.3        |
| 59 Bus Capital - MTA Facilities and Repair             | 5.9        | 6.1        | 6.3          | 14.3       | 6.9        | 6.8        | 23.4         | 63.2       | 40.4       | 53.3         |
| 60 Muni Bus Capital Prop 1B Bond Mitigation Allocation |            |            |              |            |            |            |              |            |            |              |
| 61 Muni Security Capital Prop 1B Bond Mitigation Alloc |            |            |              |            |            |            |              |            |            |              |
| 62 Bus Ops: TSE, Base Bus (Munis)                      | 13.0       | 13.2       | 13.5         | 13.8       | 14.0       | 14.3       | 14.6         | 14.9       | 15.2       | 15.5         |
| 63 Bus: ADA/Paratransit (Access Services)              | 64.7       | 65.9       | 67.2         | 68.5       | 69.9       | 71.3       | 72.8         | 74.3       | 75.7       | 79.2         |
| 64 Bus Operations                                      | 308.0      | 275.0      | 321.7        | 278.5      | 302.5      | 352.6      | 322.0        | 329.4      | 322.4      | 491.5        |
| 65 Labor Negotiations/Regional Activities              | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 66 MTA Security Shortfall                              | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 67 Municipal Operators (MOSIP and interest alloc)      | 39.0       | 40.0       | 41.1         | 42.3       | 43.4       | 44.6       | 45.8         | 47.1       | 48.4       | 49.8         |
| 68 MTA bus operations (mostly interest alloc)          | 6.6        | 6.5        | 6.5          | 6.5        | 6.4        | 6.4        | 6.4          | 6.3        | 6.3        | 6.2          |
| 69 MTA bus ops (MOSIP and gap filling)                 | 218.2      | 183.3      | 228.1        | 182.9      | 204.8      | 252.8      | 220.0        | 225.2      | 215.9      | 382.8        |
| 70 Municipal Operators - Shuttles                      | 8.1        | 8.3        | 8.4          | 8.6        | 8.7        | 8.9        | 9.1          | 9.3        | 9.5        | 9.7          |
| 71 Bus Service Improvement Program (BSIP) - MTA        | 16.1       | 16.4       | 16.7         | 17.0       | 17.4       | 17.7       | 18.1         | 18.4       | 18.8       | 19.2         |
| 72 Bus Service Improvement Program (BSIP) - Munis      | 5.1        | 5.2        | 5.3          | 5.4        | 5.5        | 5.6        | 5.8          | 5.9        | 6.0        | 6.1          |
| 73 Foothill Mitigation - MTA                           | 11.5       | 11.7       | 12.0         | 12.2       | 12.4       | 12.7       | 12.9         | 13.2       | 13.5       | 13.7         |
| 74 Foothill Mitigation - Munis                         | 3.5        | 3.5        | 3.6          | 3.7        | 3.7        | 3.8        | 3.9          | 4.0        | 4.0        | 4.1          |
| 75 Carry-in Balance                                    | 746.2      | 708.8      | 770.0        | 800.9      | 902.4      | 981.1      | 906.6        | 968.0      | 985.8      | 963.2        |
| 76 Contingency Fund/Unallocated                        | 708.8      | 770.0      | 800.9        | 902.4      | 981.1      | 906.6      | 968.0        | 985.8      | 963.2      | 508.4        |
| 77 <b>Less: Prop C 40% Balance Carryover</b>           | <b>0.0</b> | <b>0.0</b> | <b>(0.0)</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>(0.0)</b> | <b>0.0</b> | <b>0.0</b> | <b>(0.0)</b> |
| 78   | 1,574.7    | 1,564.2    | 1,654.3      | 1,715.8    | 1,848.0    | 1,957.7    | 1,914.4      | 2,007.1    | 2,054.5    | 2,063.0      |
| 79 Bus Operations - MTA                                |            |            |              |            |            |            |              |            |            |              |
| 80 Bus Operations - Municipal Operators                |            |            |              |            |            |            |              |            |            |              |
| 81 Total   |            |            |              |            |            |            |              |            |            |              |
| 82 <u>Rail Capital Project and Debt Service Detail</u> |            |            |              |            |            |            |              |            |            |              |
| 83 Wilshire BRT  | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 84 Eastside LRT  | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 85 Green Line to LAX                                   | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 86 Crenshaw/LAX  | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 87 South Bay Green Line                                | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 88 West Santa Ana Branch                               | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 90 Rail System Improvements                            | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 91 Subtotal Projects                                   | -          | -          | -            | -          | -          | -          | -            | -          | -          | -            |
| 92 Existing Rail Capital Debt Service                  | 3.5        | 3.5        | 0.6          | 0.6        | 1.0        | 0.2        | 0.2          | 0.2        | 0.2        | 0.4          |
| 93 New Rail Capital Debt Service                       | 87.6       | 91.7       | 99.2         | 110.5      | 129.2      | 151.0      | 161.5        | 165.3      | 176.5      | 196.8        |
| 94 Subtotal Debt Service                               | 91.1       | 95.2       | 99.9         | 111.1      | 130.3      | 151.2      | 161.7        | 165.4      | 176.7      | 197.1        |

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

| (\$ in millions)   | Years          | Years          | Years          | Plan           | 2009         | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         |
|--|----------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|  | '10-'19        | '20-'29        | '30-'40        | Total          | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         |
| <b>Proposition 25% Direct (Less Metro Administration)</b>                | <b>1,823.1</b> | <b>2,946.9</b> | <b>4,599.6</b> | <b>9,369.6</b> | <b>139.3</b> | <b>147.0</b> | <b>156.3</b> | <b>165.5</b> | <b>175.2</b> | <b>185.7</b> | <b>196.8</b> | <b>207.9</b> | <b>219.0</b> |
| <b>Direct Cash Commitments</b>   |                |                |                |                |              |              |              |              |              |              |              |              |              |
| Freeway Service Patrol (300070) (Highway Operations)                     | 165.7          | 199.0          | 268.0          | 632.7          | 16.1         | 17.0         | 15.3         | 15.6         | 16.0         | 16.4         | 16.8         | 17.2         | 17.5         |
| Regional Administration (Hwy Planning 405522) (no project sheet)         | 66.7           | 87.4           | 117.6          | 271.7          | 2.7          | 5.8          | 6.7          | 6.9          | 7.0          | 7.2          | 7.4          | 7.5          | 7.7          |
| Regional Administration (Mobility/Air Quality 405544) (no project sheet) | 34.7           | 47.0           | 63.2           | 144.8          | 1.8          | 1.6          | 3.6          | 3.7          | 3.8          | 3.9          | 4.0          | 4.0          | 4.1          |
| MIS Studies (400020, 405519, 407001, 407004) (no project sheet)          | 1.0            | 0.8            | 1.1            | 2.9            | 0.33         | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          |
| Rideshare (405547)   | 102.6          | 182.1          | 242.8          | 527.5          | 6.7          | 6.7          | 7.9          | 8.7          | 8.9          | 8.9          | 12.4         | 13.0         | 15.1         |
| <b>Financing Payments:</b>   |                |                |                |                |              |              |              |              |              |              |              |              |              |
| Sr. Lien Bonds (Prop C 25%)  | 371.6          | 242.2          | 56.5           | 670.3          | 34.6         | 36.8         | 36.7         | 36.7         | 38.1         | 37.6         | 37.7         | 37.7         | 37.8         |
| Add'l Sr. Lien Bonds (from Model)  | 649.0          | 1,861.7        | 3,331.7        | 5,842.3        | -            | 5.1          | 17.2         | 40.8         | 69.9         | 89.0         | 97.8         | 101.0        | 109.5        |
| <b>Subtotal Financing Payments</b>                                       | <b>1,020.6</b> | <b>2,103.9</b> | <b>3,388.1</b> | <b>6,512.7</b> | <b>34.6</b>  | <b>42.0</b>  | <b>54.0</b>  | <b>77.5</b>  | <b>108.0</b> | <b>126.6</b> | <b>135.5</b> | <b>138.8</b> | <b>147.3</b> |
| <b>Subtotal Direct Commitments</b>                                       | <b>1,391.2</b> | <b>2,620.2</b> | <b>4,081.0</b> | <b>8,092.4</b> | <b>62.1</b>  | <b>73.1</b>  | <b>87.5</b>  | <b>112.4</b> | <b>143.7</b> | <b>163.0</b> | <b>176.0</b> | <b>180.6</b> | <b>191.9</b> |
| <b>Subtotal Prop C 25% Direct Available</b>                              | <b>431.9</b>   | <b>326.7</b>   | <b>518.7</b>   | <b>1,277.2</b> | <b>77.2</b>  | <b>73.9</b>  | <b>68.7</b>  | <b>53.1</b>  | <b>31.4</b>  | <b>22.7</b>  | <b>20.8</b>  | <b>27.3</b>  | <b>27.2</b>  |
| <b>Proposition C 25% Financing Revenues</b>                              |                |                |                |                |              |              |              |              |              |              |              |              |              |
| Sr. Lien Bonds (Actual Carry-in balance)                                 | -              | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Add'l Sr. Lien Bonds (Gross from Model)                                  | 1,900.8        | 2,237.0        | 501.4          | 4,639.2        | -            | 167.1        | 227.3        | 538.9        | 387.2        | 199.9        | 70.3         | 30.3         | 230.9        |
| Issuance Expense   | (26.5)         | (31.2)         | (6.9)          | (64.6)         | -            | (2.3)        | (3.2)        | (7.5)        | (5.4)        | (2.8)        | (1.0)        | (0.4)        | (3.2)        |
| Bond Reserve Fund  | (120.4)        | (153.5)        | (34.5)         | (308.4)        | -            | (10.3)       | (14.0)       | (33.1)       | (25.2)       | (13.0)       | (4.6)        | (2.0)        | (15.0)       |
| <b>Subtotal Net Financing Revenues</b>                                   | <b>1,753.9</b> | <b>2,052.3</b> | <b>460.0</b>   | <b>4,266.2</b> | <b>0.0</b>   | <b>154.5</b> | <b>210.1</b> | <b>498.3</b> | <b>356.6</b> | <b>184.1</b> | <b>64.7</b>  | <b>27.9</b>  | <b>212.7</b> |
| <b>Bond Eligible Commitments</b>   |                |                |                |                |              |              |              |              |              |              |              |              |              |
| Freeway Interchanges (410001)  | 97.1           | 322.6          | 383.9          | 803.6          | 0.6          | 45.7         | 15.9         | 26.4         | 4.4          | 4.2          | -            | -            | -            |
| HOV Lanes (410001)   | 711.4          | 190.1          | 131.1          | 1,032.6        | 59.6         | 62.3         | 26.0         | 306.5        | 138.0        | 88.3         | 26.0         | 4.7          | -            |
| Gap Closures (410001)  | -              | 206.2          | -              | 206.2          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Subtotal Freeway Projects (see detail below)                             | 808.5          | 718.9          | 515.0          | 2,042.4        | 60.2         | 108.0        | 41.9         | 332.9        | 142.3        | 92.5         | 26.0         | 4.7          | -            |
| CFP - Freeway Traffic System Management (410001)                         | 1.7            | -              | -              | 1.7            | 1.7          | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - RSTI-Regional Surface Transp. Improvements (410002)                | 348.4          | 93.4           | -              | 441.8          | 28.4         | 50.4         | 56.0         | 33.6         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         |
| CFP - RSTI SR-138 Widening (7 of 13 segments)                            | 1.1            | -              | -              | 1.1            | 1.1          | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - RSTI I-5/SR-126 Interchg Phases I & II (Magic Mtn Parkwa           | 2.4            | -              | -              | 2.4            | 1.2          | 1.0          | 0.1          | 0.1          | -            | -            | -            | -            | -            |
| CFP - Signal Synch. & Bus Speed Improvements (410007)                    | 167.0          | 57.1           | -              | 224.1          | 28.6         | 9.1          | 23.8         | 17.4         | 30.0         | -            | -            | -            | 25.1         |
| CFP - Transit Capital/Park & Ride (410010 & 33)                          | 6.7            | -              | -              | 6.7            | -            | 6.7          | -            | -            | -            | -            | -            | -            | -            |
| CFP - Regional Bikeways & Pedestrian Improvements (410008)               | 0.1            | -              | -              | 0.1            | 0.1          | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - Regionally Significant (420002 & 420004)                           | 12.6           | -              | -              | 12.6           | 3.4          | 3.5          | 5.7          | -            | -            | -            | -            | -            | -            |
| CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)                 | 5.9            | -              | -              | 5.9            | 0.1          | 3.0          | 2.8          | -            | -            | -            | -            | -            | -            |
| CFP - Future Call for Projects   | 64.0           | 1,402.3        | 163.9          | 1,630.2        | -            | -            | -            | -            | -            | -            | 9.3          | 18.9         | 25.9         |

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

| (\$ in millions)   | Years          | Years          | Years        | Plan           | 2009          | 2010          | 2011          | 2012          | 2013          | 2014          | 2015          | 2016          | 2017          |
|--|----------------|----------------|--------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
|  | '10-'19        | '20-'29        | '30-'40      | Total          | 2010          | 2011          | 2012          | 2013          | 2014          | 2015          | 2016          | 2017          | 2018          |
| Gerald Desmond Bridge  | 17.3           | -              | -            | 17.3           | -             | -             | 8.5           | 8.8           | -             | -             | -             | -             | -             |
| Alameda Corridor East  | 169.4          | -              | -            | 169.4          | 28.5          | 26.0          | 28.0          | 54.0          | 25.1          | 7.8           | -             | -             | -             |
| Retrofit Soundwalls (410040, 405516)                         | 144.9          | 88.9           | -            | 233.8          | 9.6           | 3.0           | 33.9          | 51.5          | 46.9          | -             | -             | -             | -             |
| Rapid Bus Subsidy Projects (405598)                          | 23.5           | -              | -            | 23.5           | 2.0           | 1.4           | 14.1          | -             | -             | 6.0           | -             | -             | -             |
| Wilshire Bus Only Lane                                       | 4.5            | -              | -            | 4.5            | 0.2           | 2.0           | 2.3           | -             | -             | -             | -             | -             | -             |
| MTA CRD Project  | 28.4           | -              | -            | 28.4           | -             | 1.8           | 26.5          | -             | -             | -             | -             | -             | -             |
| Rail Capital (see detail below)                              | 486.4          | -              | -            | 486.4          | 4.4           | 40.7          | 33.5          | 51.4          | 112.1         | 68.7          | 18.4          | -             | 157.4         |
| RIITS-Regional Integration of ITS (405526, No Project Sheet) | 17.0           | 18.4           | 2.0          | 37.4           | 1.8           | 1.7           | 1.7           | 1.7           | 1.7           | 1.8           | 1.8           | 1.6           | 1.6           |
| <b>Subtotal Bond Eligible Commitments</b>                    | <b>2,309.8</b> | <b>2,379.0</b> | <b>680.9</b> | <b>5,369.7</b> | <b>171.2</b>  | <b>258.3</b>  | <b>278.8</b>  | <b>551.4</b>  | <b>388.1</b>  | <b>206.8</b>  | <b>85.5</b>   | <b>55.2</b>   | <b>240.0</b>  |
| <b>Beginning Balance</b>                                     | 124.0          | 0.0            | 0.0          | 124.0          | 124.0         | 30.0          | 0.1           | 0.0           | 0.1           | 0.0           | 0.0           | 0.1           | 0.1           |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>                      | (124.0)        | 0.0            | 297.7        | 173.7          | (94.0)        | (29.9)        | (0.0)         | 0.0           | (0.0)         | 0.0           | 0.0           | 0.0           | (0.1)         |
| <b>Ending Balance</b>  | 0.0            | 0.0            | 297.7        | 297.7          | 30.0          | 0.1           | 0.0           | 0.1           | 0.0           | 0.0           | 0.1           | 0.1           | (0.0)         |
| Subtotal Call for Projects (CFP) Bond Eligible               | 2,162.8        | 1,588.3        | 1,030.0      | 4,781.1        | 184.9         | 289.7         | 172.1         | 717.0         | 344.6         | 215.1         | 82.0          | 39.4          | 55.1          |
| <b>Debt Service % of Revenue (85% maximum assumed)</b>       |                |                |              |                | <b>24.83%</b> | <b>28.56%</b> | <b>34.54%</b> | <b>46.81%</b> | <b>61.65%</b> | <b>68.18%</b> | <b>68.82%</b> | <b>66.75%</b> | <b>67.26%</b> |
| <b>Rail Capital Projects Detail:</b>                         |                |                |              |                |               |               |               |               |               |               |               |               |               |
| Expo Phase I   | 32.2           | -              | -            | 32.2           | 0.6           | 28.8          | 2.8           | -             | -             | -             | -             | -             | -             |
| Expo Phase II  | 115.3          | -              | -            | 115.3          | 2.7           | -             | 9.5           | 2.4           | 100.8         | -             | -             | -             | -             |
| Crenshaw/LAX   | 92.8           | -              | -            | 92.8           | -             | 3.6           | -             | -             | 2.2           | 68.7          | 18.4          | -             | -             |
| East SFV N-S   | 0.8            | -              | -            | 0.8            | -             | -             | 0.8           | -             | -             | -             | -             | -             | -             |
| Eastside Extension Phase II                                  | 157.4          | -              | -            | 157.4          | -             | -             | -             | -             | -             | -             | -             | -             | 157.4         |
| Gold Line Pasadena   | 1.5            | -              | -            | 1.5            | 0.6           | 0.9           | -             | -             | -             | -             | -             | -             | -             |
| Gold Line Foothill Extension                                 | -              | -              | -            | -              | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| SFV N-S Canoga   | 84.2           | -              | -            | 84.2           | -             | 7.4           | 18.8          | 49.0          | 9.1           | -             | -             | -             | -             |
| SFV I-405 Transit  | -              | -              | -            | -              | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Green Line to LAX  | -              | -              | -            | -              | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| South Bay Green Line   | -              | -              | -            | -              | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| West Santa Ana Branch Corridor                               | 1.1            | -              | -            | 1.1            | 0.6           | 0.1           | 0.4           | -             | -             | -             | -             | -             | -             |
| P3010 Light Rail Vehicles                                    | 0.1            | -              | -            | 0.1            | -             | 0.1           | -             | -             | -             | -             | -             | -             | -             |
| Lankershim Depot Restoration                                 | 1.2            | -              | -            | 1.2            | -             | -             | 1.2           | -             | -             | -             | -             | -             | -             |
| Other Rail Costs   | -              | -              | -            | -              | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| <b>Subtotal Rail Capital Projects</b>                        | <b>486.4</b>   | <b>-</b>       | <b>-</b>     | <b>486.4</b>   | <b>4.4</b>    | <b>40.7</b>   | <b>33.5</b>   | <b>51.4</b>   | <b>112.1</b>  | <b>68.7</b>   | <b>18.4</b>   | <b>-</b>      | <b>157.4</b>  |

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

| (\$ in millions)   | Years        | Years        | Years        | Plan           | 2009        | 2010         | 2011        | 2012         | 2013         | 2014        | 2015        | 2016       | 2017     |
|--|--------------|--------------|--------------|----------------|-------------|--------------|-------------|--------------|--------------|-------------|-------------|------------|----------|
|  | '10-'19      | '20-'29      | '30-'40      | Total          | 2010        | 2011         | 2012        | 2013         | 2014         | 2015        | 2016        | 2017       | 2018     |
| <b>Freeway Projects Detail:</b>                                      |              |              |              |                |             |              |             |              |              |             |             |            |          |
| Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 I-5/US-101) | 12.3         | -            | -            | 12.3           | -           | 12.3         | -           | -            | -            | -           | -           | -          | -        |
| Carpool Lanes from Waterford to I-10, SB Auxiliary La I-405          | 0.5          | -            | -            | 0.5            | 0.5         | -            | -           | -            | -            | -           | -           | -          | -        |
| Carpool Lanes from SR-90 to I-10 I-405                               | 0.2          | -            | -            | 0.2            | 0.1         | 0.1          | 0.04        | -            | -            | -           | -           | -          | -        |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 sound I-5)           | 77.3         | -            | -            | 77.3           | 10.0        | 6.0          | 1.5         | 40.8         | 19.0         | -           | -           | -          | -        |
| Carpool Lanes from Century Blvd to SR-90 I-405                       | 6.5          | -            | -            | 6.5            | -           | 6.5          | -           | -            | -            | -           | -           | -          | -        |
| Carpool Lanes from I-605 to Brea Canyon Rd. SR-60                    | 48.4         | -            | -            | 48.4           | 21.0        | 2.3          | 0.04        | 25.0         | -            | -           | -           | -          | -        |
| Carpool Lanes from SR-170 to SR-118 I-5                              | 19.9         | -            | -            | 19.9           | 6.0         | -            | -           | 13.9         | -            | -           | -           | -          | -        |
| Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North               | 213.9        | -            | -            | 213.9          | 5.0         | 5.5          | 1.5         | 104.3        | 65.6         | 32.0        | -           | -          | -        |
| Carmenita Road Interchange I-5                                       | 81.4         | -            | -            | 81.4           | -           | 32.8         | 15.0        | 25.0         | 4.4          | 4.2         | -           | -          | -        |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14             | 10.9         | -            | -            | 10.9           | 9.0         | 0.9          | 1.0         | -            | -            | -           | -           | -          | -        |
| Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South                | 265.7        | -            | -            | 265.7          | 5.2         | 39.3         | 15.0        | 116.5        | 53.4         | 36.3        | -           | -          | -        |
| Carpool Lanes from Citrus to SR-57 I-10                              | 50.7         | -            | -            | 50.7           | -           | -            | -           | -            | -            | 20.0        | 26.0        | 4.7        | -        |
| Carpool Lanes from Puente to Citrus I-10                             | -            | -            | -            | -              | -           | -            | -           | -            | -            | -           | -           | -          | -        |
| Gap from I-10 to Mission Blvd. SR-71                                 | -            | 104.2        | -            | 104.2          | -           | -            | -           | -            | -            | -           | -           | -          | -        |
| Gap from Mission Blvd. to Rio Rancho Rd. SR-71                       | -            | 102.0        | -            | 102.0          | -           | -            | -           | -            | -            | -           | -           | -          | -        |
| Carpool Lanes from I-10 to US-101 over Sepulveda Pk I-405            | 11.0         | -            | -            | 11.0           | -           | -            | 5.0         | 6.0          | -            | -           | -           | -          | -        |
| Mixed Flow Interchange SR-57 / SR-60                                 | -            | 47.1         | -            | 47.1           | -           | -            | -           | -            | -            | -           | -           | -          | -        |
| Carpool Lane Partial Connector I-5 / I-405                           | -            | 70.1         | -            | 70.1           | -           | -            | -           | -            | -            | -           | -           | -          | -        |
| Carpool Lane Ave P-8 to Ave L SR-14                                  | -            | 120.0        | -            | 120.0          | -           | -            | -           | -            | -            | -           | -           | -          | -        |
| Hollywood Way Interchange SR-134                                     | 2.7          | -            | -            | 2.7            | 0.6         | 0.6          | 0.1         | 1.4          | -            | -           | -           | -          | -        |
| Van Nuys Blvd. Off Ramps (Interchange) US-101                        | 0.8          | -            | -            | 0.8            | -           | -            | 0.8         | -            | -            | -           | -           | -          | -        |
| Carpool and Truck Lanes I-5 North                                    | -            | -            | -            | -              | -           | -            | -           | -            | -            | -           | -           | -          | -        |
| Improvement I-710 South  | 1.9          | -            | 131.1        | 133.0          | -           | -            | 1.9         | -            | -            | -           | -           | -          | -        |
| Operational Improvements - Las Virgenes/Malibu                       | -            | 43.1         | 35.2         | 78.3           | -           | -            | -           | -            | -            | -           | -           | -          | -        |
| South Bay Ramp and Interchange Improvements                          | -            | 89.4         | 268.9        | 358.3          | -           | -            | -           | -            | -            | -           | -           | -          | -        |
| Hot Spot Interchanges I-605  | -            | 143.0        | 79.8         | 222.8          | -           | -            | -           | -            | -            | -           | -           | -          | -        |
| Miscellaneous Project Balances (HOV)                                 | 4.5          | -            | -            | 4.5            | 2.8         | 1.7          | -           | -            | -            | -           | -           | -          | -        |
| <b>Subtotal Freeway Projects</b>                                     | <b>808.5</b> | <b>718.9</b> | <b>515.0</b> | <b>2,042.4</b> | <b>60.2</b> | <b>108.0</b> | <b>41.9</b> | <b>332.9</b> | <b>142.3</b> | <b>92.5</b> | <b>26.0</b> | <b>4.7</b> | <b>-</b> |

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

|  | 2018         | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)   | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>Proposition 25% Direct (Less Metro Administration)</b>                | <b>230.4</b> | <b>242.1</b> | <b>254.4</b> | <b>265.3</b> | <b>276.6</b> | <b>287.9</b> | <b>300.0</b> | <b>312.1</b> | <b>324.0</b> | <b>336.3</b> | <b>348.2</b> |
| <b>Direct Cash Commitments</b>   |              |              |              |              |              |              |              |              |              |              |              |
| Freeway Service Patrol (300070) (Highway Operations)                     | 17.9         | 18.2         | 18.6         | 19.0         | 19.3         | 19.7         | 20.1         | 20.4         | 20.8         | 21.2         | 21.7         |
| Regional Administration (Hwy Planning 405522) (no project sheet)         | 7.9          | 8.0          | 8.2          | 8.3          | 8.5          | 8.6          | 8.8          | 9.0          | 9.1          | 9.3          | 9.5          |
| Regional Administration (Mobility/Air Quality 405544) (no project sheet) | 4.2          | 4.3          | 4.4          | 4.5          | 4.6          | 4.6          | 4.7          | 4.8          | 4.9          | 5.0          | 5.1          |
| MIS Studies (400020, 405519, 407001, 407004) (no project sheet)          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          |
| Rideshare (405547)   | 14.2         | 14.8         | 15.4         | 16.0         | 18.5         | 17.4         | 18.1         | 18.8         | 19.6         | 22.3         | 21.3         |
| <b>Financing Payments:</b>   |              |              |              |              |              |              |              |              |              |              |              |
| Sr. Lien Bonds (Prop C 25%)  | 37.9         | 37.4         | 37.4         | 37.4         | 37.4         | 18.5         | 18.4         | 13.9         | 14.1         | 14.1         | 13.6         |
| Add'l Sr. Lien Bonds (from Model)  | 118.6        | 125.4        | 136.5        | 146.6        | 158.4        | 171.8        | 186.5        | 204.2        | 223.5        | 244.5        | 264.4        |
| <b>Subtotal Financing Payments</b>                                       | <b>156.5</b> | <b>162.9</b> | <b>173.8</b> | <b>184.0</b> | <b>195.8</b> | <b>190.3</b> | <b>204.9</b> | <b>218.1</b> | <b>237.6</b> | <b>258.6</b> | <b>278.0</b> |
| <b>Subtotal Direct Commitments</b>                                       | <b>200.7</b> | <b>208.3</b> | <b>220.5</b> | <b>231.9</b> | <b>246.8</b> | <b>240.7</b> | <b>256.7</b> | <b>271.2</b> | <b>292.1</b> | <b>316.5</b> | <b>335.6</b> |
| <b>Subtotal Prop C 25% Direct Available</b>                              | <b>29.6</b>  | <b>33.9</b>  | <b>33.9</b>  | <b>33.4</b>  | <b>29.9</b>  | <b>47.2</b>  | <b>43.3</b>  | <b>41.0</b>  | <b>31.8</b>  | <b>19.7</b>  | <b>12.6</b>  |
| <b>Proposition C 25% Financing Revenues</b>                              |              |              |              |              |              |              |              |              |              |              |              |
| Sr. Lien Bonds (Actual Carry-in balance)                                 | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Add'l Sr. Lien Bonds (Gross from Model)                                  | 48.9         | 159.6        | 169.9        | 124.6        | 217.5        | 174.0        | 251.6        | 262.6        | 299.3        | 311.2        | 266.7        |
| Issuance Expense   | (0.7)        | (2.2)        | (2.4)        | (1.7)        | (3.0)        | (2.4)        | (3.5)        | (3.7)        | (4.2)        | (4.4)        | (3.7)        |
| Bond Reserve Fund  | (3.2)        | (10.4)       | (11.7)       | (8.6)        | (15.0)       | (12.0)       | (17.3)       | (18.1)       | (20.6)       | (21.4)       | (18.4)       |
| <b>Subtotal Net Financing Revenues</b>                                   | <b>45.0</b>  | <b>147.0</b> | <b>155.8</b> | <b>114.3</b> | <b>199.5</b> | <b>159.6</b> | <b>230.8</b> | <b>240.8</b> | <b>274.5</b> | <b>285.4</b> | <b>244.6</b> |
| <b>Bond Eligible Commitments</b>   |              |              |              |              |              |              |              |              |              |              |              |
| Freeway Interchanges (410001)  | -            | -            | -            | -            | 5.5          | 17.0         | 27.3         | 29.9         | 62.5         | 85.6         | 94.9         |
| HOV Lanes (410001)   | -            | -            | -            | -            | -            | 15.0         | 40.0         | 35.0         | 60.0         | 34.7         | 5.4          |
| Gap Closures (410001)  | -            | -            | -            | 16.4         | 10.0         | 15.0         | 15.0         | 95.0         | 47.0         | 7.8          | -            |
| Subtotal Freeway Projects (see detail below)                             | -            | -            | -            | 16.4         | 15.5         | 47.0         | 82.3         | 159.9        | 169.5        | 128.1        | 100.3        |
| CFP - Freeway Traffic System Management (410001)                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - RSTI-Regional Surface Transp. Improvements (410002)                | 30.0         | 34.1         | 28.0         | 31.3         | -            | -            | -            | -            | -            | -            | -            |
| CFP - RSTI SR-138 Widening (7 of 13 segments)                            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - RSTI I-5/SR-126 Interchg Phases I & II (Magic Mtn Parkwa           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - Signal Synch. & Bus Speed Improvements (410007)                    | 33.0         | 20.0         | 15.0         | 22.1         | -            | -            | -            | -            | -            | -            | -            |
| CFP - Transit Capital/Park & Ride (410010 & 33)                          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - Regional Bikeways & Pedestrian Improvements (410008)               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - Regionally Significant (420002 & 420004)                           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)                 | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - Future Call for Projects   | 9.9          | 77.3         | 107.0        | 73.0         | 212.0        | 158.0        | 190.0        | 120.0        | 135.0        | 175.0        | 155.0        |

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

|  | 2018          | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          | 2025          | 2026          | 2027          | 2028          |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| (\$ in millions)   | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          | 2025          | 2026          | 2027          | 2028          | 2029          |
| Gerald Desmond Bridge  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Alameda Corridor East  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Retrofit Soundwalls (410040, 405516)                         | -             | 47.7          | 38.0          | 3.2           | -             | -             | -             | -             | -             | -             | -             |
| Rapid Bus Subsidy Projects (405598)                          | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Wilshire Bus Only Lane                                       | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| MTA CRD Project  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Rail Capital (see detail below)                              | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| RIITS-Regional Integration of ITS (405526, No Project Sheet) | 1.7           | 1.7           | 1.7           | 1.8           | 1.8           | 1.8           | 1.9           | 1.9           | 1.9           | 2.0           | 2.0           |
| <b>Subtotal Bond Eligible Commitments</b>                    | <b>74.6</b>   | <b>180.8</b>  | <b>189.7</b>  | <b>147.8</b>  | <b>229.3</b>  | <b>206.8</b>  | <b>274.1</b>  | <b>281.7</b>  | <b>306.4</b>  | <b>305.1</b>  | <b>257.3</b>  |
| <b>Beginning Balance</b>                                     | (0.0)         | 0.0           | 0.1           | 0.0           | 0.0           | 0.1           | 0.1           | 0.1           | 0.1           | 0.0           | 0.1           |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>                      | 0.0           | 0.1           | (0.0)         | (0.0)         | 0.1           | (0.0)         | 0.0           | 0.0           | (0.1)         | 0.1           | (0.1)         |
| <b>Ending Balance</b>  | 0.0           | 0.1           | 0.0           | 0.0           | 0.1           | 0.1           | 0.1           | 0.1           | 0.0           | 0.1           | 0.0           |
| Subtotal Call for Projects (CFP) Bond Eligible               | 63.0          | 54.1          | 43.0          | 86.2          | 31.0          | 94.0          | 164.5         | 319.7         | 339.0         | 256.2         | 200.6         |
| <b>Debt Service % of Revenue (85% maximum assumed)</b>       | <b>67.93%</b> | <b>67.27%</b> | <b>68.33%</b> | <b>69.35%</b> | <b>70.78%</b> | <b>66.10%</b> | <b>68.30%</b> | <b>69.86%</b> | <b>73.34%</b> | <b>76.90%</b> | <b>79.82%</b> |
| <u>Rail Capital Projects Detail:</u>                         |               |               |               |               |               |               |               |               |               |               |               |
| Expo Phase I   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Expo Phase II  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Crenshaw/LAX   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| East SFV N-S   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Eastside Extension Phase II                                  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Gold Line Pasadena   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Gold Line Foothill Extension                                 | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| SFV N-S Canoga   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| SFV I-405 Transit  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Green Line to LAX  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| South Bay Green Line   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| West Santa Ana Branch Corridor                               | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| P3010 Light Rail Vehicles                                    | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Lankershim Depot Restoration                                 | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Other Rail Costs   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| <b>Subtotal Rail Capital Projects</b>                        | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

| (\$ in millions)  | 2018 | 2019 | 2020 | 2021        | 2022        | 2023        | 2024        | 2025         | 2026         | 2027         | 2028         |   |
|---|------|------|------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|---|
|   | 2019 | 2020 | 2021 | 2022        | 2023        | 2024        | 2025        | 2026         | 2027         | 2028         | 2029         |   |
| <b>Freeway Projects Detail:</b>                               |      |      |      |             |             |             |             |              |              |              |              |   |
| Interchg SB-L.A. St. to Center St.(\$9.1 overpass/\$1.2 I-10) | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool Lanes from Waterford to I-10, SB Auxiliary La I-405   | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool Lanes from SR-90 to I-10 I-405                        | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 sound I-5     | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool Lanes from Century Blvd to SR-90 I-405                | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool Lanes from I-605 to Brea Canyon Rd. SR-60             | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool Lanes from SR-170 to SR-118 I-5                       | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North        | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carmenita Road Interchange I-5                                | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14      | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South         | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool Lanes from Citrus to SR-57 I-10                       | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool Lanes from Puente to Citrus I-10                      | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Gap from I-10 to Mission Blvd. SR-71                          | -    | -    | -    | 16.4        | 10.0        | 15.0        | 15.0        | 30.0         | 12.0         | 5.8          | -            | - |
| Gap from Mission Blvd. to Rio Rancho Rd. SR-71                | -    | -    | -    | -           | -           | -           | -           | 65.0         | 35.0         | 2.0          | -            | - |
| Carpool Lanes from I-10 to US-101 over Sepulveda Pk I-405     | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Mixed Flow Interchange SR-57 / SR-60                          | -    | -    | -    | -           | -           | -           | -           | -            | 47.1         | -            | -            | - |
| Carpool Lane Partial Connector I-5 / I-405                    | -    | -    | -    | -           | -           | -           | -           | -            | 30.0         | 34.7         | 5.4          | - |
| Carpool Lane Ave P-8 to Ave L SR-14                           | -    | -    | -    | -           | -           | 15.0        | 40.0        | 35.0         | 30.0         | -            | -            | - |
| Hollywood Way Interchange SR-134                              | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Van Nuys Blvd. Off Ramps (Interchange) US-101                 | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Carpool and Truck Lanes I-5 North                             | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Improvement I-710 South                                       | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| Operational Improvements - Las Virgenes/Malibu                | -    | -    | -    | -           | -           | 5.4         | 6.6         | 7.1          | 7.5          | 8.0          | 8.5          | - |
| South Bay Ramp and Interchange Improvements                   | -    | -    | -    | -           | 5.5         | 11.6        | 20.7        | 22.8         | 7.9          | 9.6          | 11.4         | - |
| Hot Spot Interchanges I-605                                   | -    | -    | -    | -           | -           | -           | -           | -            | -            | 68.0         | 75.0         | - |
| Miscellaneous Project Balances (HOV)                          | -    | -    | -    | -           | -           | -           | -           | -            | -            | -            | -            | - |
| <b>Subtotal Freeway Projects</b>                              | -    | -    | -    | <b>16.4</b> | <b>15.5</b> | <b>47.0</b> | <b>82.3</b> | <b>159.9</b> | <b>169.5</b> | <b>128.1</b> | <b>100.3</b> | - |

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

|  | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)   | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>Proposition 25% Direct (Less Metro Administration)</b>                | <b>360.2</b> | <b>371.0</b> | <b>381.7</b> | <b>393.2</b> | <b>405.3</b> | <b>417.5</b> | <b>429.2</b> | <b>441.8</b> | <b>454.4</b> | <b>466.4</b> | <b>478.9</b> |
| <b>Direct Cash Commitments</b>   |              |              |              |              |              |              |              |              |              |              |              |
| Freeway Service Patrol (300070) (Highway Operations)                     | 22.1         | 22.5         | 22.9         | 23.4         | 23.8         | 24.3         | 24.8         | 25.3         | 25.8         | 26.3         | 26.8         |
| Regional Administration (Hwy Planning 405522) (no project sheet)         | 9.7          | 9.9          | 10.1         | 10.3         | 10.5         | 10.7         | 10.9         | 11.1         | 11.3         | 11.6         | 11.8         |
| Regional Administration (Mobility/Air Quality 405544) (no project sheet) | 5.2          | 5.3          | 5.4          | 5.5          | 5.6          | 5.7          | 5.8          | 6.0          | 6.1          | 6.2          | 6.3          |
| MIS Studies (400020, 405519, 407001, 407004) (no project sheet)          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          |
| Rideshare (405547)   | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         |
| <b>Financing Payments:</b>   |              |              |              |              |              |              |              |              |              |              |              |
| Sr. Lien Bonds (Prop C 25%)  | 13.5         | 10.6         | 10.6         | 10.6         | 10.6         | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | -            |
| Add'l Sr. Lien Bonds (from Model)  | 283.5        | 294.6        | 298.0        | 301.7        | 305.6        | 308.0        | 308.1        | 308.1        | 308.1        | 308.1        | 308.1        |
| <b>Subtotal Financing Payments</b>                                       | <b>296.9</b> | <b>305.3</b> | <b>308.6</b> | <b>312.3</b> | <b>316.3</b> | <b>308.1</b> | <b>308.1</b> | <b>308.1</b> | <b>308.1</b> | <b>308.1</b> | <b>308.1</b> |
| <b>Subtotal Direct Commitments</b>                                       | <b>356.1</b> | <b>365.1</b> | <b>369.2</b> | <b>373.6</b> | <b>378.3</b> | <b>370.9</b> | <b>371.8</b> | <b>372.7</b> | <b>373.6</b> | <b>374.4</b> | <b>375.2</b> |
| <b>Subtotal Prop C 25% Direct Available</b>                              | <b>4.1</b>   | <b>5.9</b>   | <b>12.5</b>  | <b>19.6</b>  | <b>27.0</b>  | <b>46.6</b>  | <b>57.4</b>  | <b>69.1</b>  | <b>80.9</b>  | <b>92.0</b>  | <b>103.7</b> |
| <b>Proposition C 25% Financing Revenues</b>                              |              |              |              |              |              |              |              |              |              |              |              |
| Sr. Lien Bonds (Actual Carry-in balance)                                 | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Add'l Sr. Lien Bonds (Gross from Model)                                  | 287.8        | 37.4         | 60.5         | 47.0         | 66.7         | 2.0          | -            | -            | -            | -            | -            |
| Issuance Expense   | (4.0)        | (0.5)        | (0.8)        | (0.7)        | (0.9)        | -            | -            | -            | -            | -            | -            |
| Bond Reserve Fund  | (19.8)       | (2.6)        | (4.2)        | (3.2)        | (4.6)        | (0.1)        | -            | -            | -            | -            | -            |
| <b>Subtotal Net Financing Revenues</b>                                   | <b>264.0</b> | <b>34.3</b>  | <b>55.5</b>  | <b>43.1</b>  | <b>61.2</b>  | <b>1.9</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |
| <b>Bond Eligible Commitments</b>   |              |              |              |              |              |              |              |              |              |              |              |
| Freeway Interchanges (410001)  | 102.1        | 22.0         | 40.9         | 36.1         | 34.0         | 43.6         | 30.3         | 25.0         | 25.0         | 25.0         | -            |
| HOV Lanes (410001)   | -            | 18.2         | 27.2         | 26.5         | 54.3         | 4.9          | -            | -            | -            | -            | -            |
| Gap Closures (410001)  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Subtotal Freeway Projects (see detail below)                             | 102.1        | 40.2         | 68.1         | 62.6         | 88.2         | 48.5         | 30.3         | 25.0         | 25.0         | 25.0         | -            |
| CFP - Freeway Traffic System Management (410001)                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - RSTI-Regional Surface Transp. Improvements (410002)                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - RSTI SR-138 Widening (7 of 13 segments)                            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - RSTI I-5/SR-126 Interchg Phases I & II (Magic Mtn Parkwa           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - Signal Synch. & Bus Speed Improvements (410007)                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - Transit Capital/Park & Ride (410010 & 33)                          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - Regional Bikeways & Pedestrian Improvements (410008)               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - Regionally Significant (420002 & 420004)                           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)                 | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP - Future Call for Projects   | 163.9        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

|  | 2029          | 2030          | 2031          | 2032          | 2033          | 2034          | 2035          | 2036          | 2037          | 2038          | 2039          |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| (\$ in millions)   | 2030          | 2031          | 2032          | 2033          | 2034          | 2035          | 2036          | 2037          | 2038          | 2039          | 2040          |
| Gerald Desmond Bridge  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Alameda Corridor East  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Retrofit Soundwalls (410040, 405516)                         | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Rapid Bus Subsidy Projects (405598)                          | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Wilshire Bus Only Lane                                       | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| MTA CRD Project  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Rail Capital (see detail below)                              | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| RIITS-Regional Integration of ITS (405526, No Project Sheet) | 2.0           |               |               |               |               |               |               |               |               |               |               |
| <b>Subtotal Bond Eligible Commitments</b>                    | <b>268.0</b>  | <b>40.2</b>   | <b>68.1</b>   | <b>62.6</b>   | <b>88.2</b>   | <b>48.5</b>   | <b>30.3</b>   | <b>25.0</b>   | <b>25.0</b>   | <b>25.0</b>   | <b>0.0</b>    |
| <b>Beginning Balance</b>                                     | 0.0           | 0.1           | 0.1           | 0.0           | 0.1           | 0.0           | 0.0           | 27.1          | 71.2          | 127.1         | 194.0         |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>                      | 0.1           | 0.0           | (0.1)         | 0.1           | (0.0)         | (0.0)         | 27.1          | 44.1          | 55.9          | 67.0          | 103.7         |
| <b>Ending Balance</b>  | 0.1           | 0.1           | 0.0           | 0.1           | 0.0           | 0.0           | 27.1          | 71.2          | 127.1         | 194.0         | 297.7         |
| Subtotal Call for Projects (CFP) Bond Eligible               | 204.2         | 80.4          | 136.2         | 125.2         | 176.5         | 97.0          | 60.6          | 50.0          | 50.0          | 50.0          | 0.0           |
| <b>Debt Service % of Revenue (85% maximum assumed)</b>       | <b>82.44%</b> | <b>82.26%</b> | <b>80.86%</b> | <b>79.44%</b> | <b>78.03%</b> | <b>73.79%</b> | <b>71.79%</b> | <b>69.75%</b> | <b>67.81%</b> | <b>66.07%</b> | <b>64.33%</b> |
| <u>Rail Capital Projects Detail:</u>                         |               |               |               |               |               |               |               |               |               |               |               |
| Expo Phase I   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Expo Phase II  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Crenshaw/LAX   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| East SFV N-S   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Eastside Extension Phase II                                  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Gold Line Pasadena   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Gold Line Foothill Extension                                 | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| SFV N-S Canoga   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| SFV I-405 Transit  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Green Line to LAX  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| South Bay Green Line   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| West Santa Ana Branch Corridor                               | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| P3010 Light Rail Vehicles                                    | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Lankershim Depot Restoration                                 | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| Other Rail Costs   | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| <b>Subtotal Rail Capital Projects</b>                        | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

| (\$ in millions)   | 2029         | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039     |
|--|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------|
|  | 2030         | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039        | 2040     |
| <b>Freeway Projects Detail:</b>                                |              |             |             |             |             |             |             |             |             |             |          |
| Interchg SB-L.A. St. to Center St.(\$9.1 overpass/\$1.2 US-101 | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lanes from Waterford to I-10, SB Auxiliary La I-405    | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lanes from SR-90 to I-10 I-405                         | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 sound I-5      | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lanes from Century Blvd to SR-90 I-405                 | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lanes from I-605 to Brea Canyon Rd. SR-60              | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lanes from SR-170 to SR-118 I-5                        | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North         | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carmenita Road Interchange I-5                                 | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14       | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South          | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lanes from Citrus to SR-57 I-10                        | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lanes from Puente to Citrus I-10                       | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Gap from I-10 to Mission Blvd. SR-71                           | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Gap from Mission Blvd. to Rio Rancho Rd. SR-71                 | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lanes from I-10 to US-101 over Sepulveda Pk I-405      | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Mixed Flow Interchange SR-57 / SR-60                           | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lane Partial Connector I-5 / I-405                     | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool Lane Ave P-8 to Ave L SR-14                            | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Hollywood Way Interchange SR-134                               | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Van Nuys Blvd. Off Ramps (Interchange) US-101                  | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Carpool and Truck Lanes I-5 North                              | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Improvement I-710 South  | -            | 18.2        | 27.2        | 26.5        | 54.3        | 4.9         | -           | -           | -           | -           | -        |
| Operational Improvements - Las Virgenes/Malibu                 | 9.1          | 10.5        | 11.2        | 4.4         | -           | -           | -           | -           | -           | -           | -        |
| South Bay Ramp and Interchange Improvements                    | 13.2         | 11.5        | 29.7        | 31.7        | 34.0        | 43.6        | 30.3        | 25.0        | 25.0        | 25.0        | -        |
| Hot Spot Interchanges I-605                                    | 79.8         | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Miscellaneous Project Balances (HOV)                           | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| <b>Subtotal Freeway Projects</b>                               | <b>102.1</b> | <b>40.2</b> | <b>68.1</b> | <b>62.6</b> | <b>88.2</b> | <b>48.5</b> | <b>30.3</b> | <b>25.0</b> | <b>25.0</b> | <b>25.0</b> | <b>-</b> |

**LACMTA Financial Forecasting Model**  
**Measure R Sales Tax (FY 10-FY 39)**  
**30-10 8/19/11**

| 30-year 1/2 cent sales tax approved by voters on 11/4/08 |   | Years          | Years           | Years           | Plan            |              | 2009         | 2010         | 2011          | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         |
|--|---|----------------|-----------------|-----------------|-----------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|  |   | '10-'19        | '20-'29         | '30-'40         | Total           | %            | 2010         | 2011         | 2012          | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         |
| 1  | <b>Total Revenue Pool</b>                                       | <b>7,382.9</b> | <b>11,966.3</b> | <b>16,732.7</b> | <b>36,081.9</b> | -            | <b>551.5</b> | <b>591.3</b> | <b>634.5</b>  | <b>671.9</b> | <b>711.3</b> | <b>754.1</b> | <b>799.2</b> | <b>844.2</b> | <b>889.3</b> | <b>935.5</b> |
| 2  | Less: Metro Admin Charge (1.5%)                                 | 110.7          | 179.5           | 251.0           | 541.2           | -            | 8.3          | 8.9          | 9.5           | 10.1         | 10.7         | 11.3         | 12.0         | 12.7         | 13.3         | 14.0         |
| 3  | <b>Amount Available</b>   | <b>7,272.1</b> | <b>11,786.9</b> | <b>16,481.7</b> | <b>35,540.7</b> | -            | <b>543.2</b> | <b>582.4</b> | <b>625.0</b>  | <b>661.9</b> | <b>700.6</b> | <b>742.8</b> | <b>787.2</b> | <b>831.5</b> | <b>876.0</b> | <b>921.5</b> |
| 4  | <b>Ordinance Allocation</b>                                     |                |                 |                 |                 |              |              |              |               |              |              |              |              |              |              |              |
| 5  | Local Return (15%) - Highway assumed                            | 1,090.8        | 1,768.0         | 2,472.3         | 5,331.1         | 15.0%        | 81.5         | 87.4         | 93.7          | 99.3         | 105.1        | 111.4        | 118.1        | 124.7        | 131.4        | 138.2        |
| 6  |   |                |                 |                 |                 |              |              |              |               |              |              |              |              |              |              |              |
| 7  | <b>Metrolink (3%) gross rev (cap imprv in LA Cnty) (460064)</b> | <b>218.2</b>   | <b>353.6</b>    | <b>494.5</b>    | <b>1,066.2</b>  | <b>3.0%</b>  | <b>16.3</b>  | <b>17.5</b>  | <b>18.7</b>   | <b>19.9</b>  | <b>21.0</b>  | <b>22.3</b>  | <b>23.6</b>  | <b>24.9</b>  | <b>26.3</b>  | <b>27.6</b>  |
| 8  | Positive Train Control  | 20.0           | -               | -               | 20.0            | 0.1%         | -            | -            | 20.0          | -            | -            | -            | -            | -            | -            | -            |
| 9  | Doran Street  | 6.6            | -               | -               | 6.6             | 0.0%         | -            | -            | 6.6           | -            | -            | -            | -            | -            | -            | -            |
| 10   | Match for Van Nuys N. platform & Raymer-Bemson ARRA pro         | 0.6            | -               | -               | 0.6             | 0.0%         | -            | -            | 0.6           | -            | -            | -            | -            | -            | -            | -            |
| 11   | Rotem 20-car option (loan, repaid in 7 years)                   | -              | -               | -               | -               | 0.0%         | -            | -            | 18.0          | -            | -            | -            | -            | -            | -            | (18.0)       |
| 12   | <b>Annual balance avail-capital improv (PTC 1st priority)</b>   | <b>191.0</b>   | <b>353.6</b>    | <b>494.5</b>    | <b>1,039.0</b>  | <b>2.9%</b>  | <b>16.3</b>  | <b>17.5</b>  | <b>(26.4)</b> | <b>19.9</b>  | <b>21.0</b>  | <b>22.3</b>  | <b>23.6</b>  | <b>24.9</b>  | <b>26.3</b>  | <b>45.6</b>  |
| 13   | <b>Cumulative bal avail-capital improve (PTC 1st priority)</b>  | <b>191.0</b>   | <b>544.6</b>    | <b>1,039.0</b>  |                 |              | <b>16.3</b>  | <b>33.8</b>  | <b>7.3</b>    | <b>27.2</b>  | <b>48.2</b>  | <b>70.5</b>  | <b>94.1</b>  | <b>119.0</b> | <b>145.3</b> | <b>191.0</b> |
| 14   |   |                |                 |                 |                 |              |              |              |               |              |              |              |              |              |              |              |
| 15   | <b>Rail Capital - General Improvements (2%) Revenue</b>         | <b>145.4</b>   | <b>235.7</b>    | <b>329.6</b>    | <b>710.8</b>    | <b>2.0%</b>  | <b>10.9</b>  | <b>11.6</b>  | <b>12.5</b>   | <b>13.2</b>  | <b>14.0</b>  | <b>14.9</b>  | <b>15.7</b>  | <b>16.6</b>  | <b>17.5</b>  | <b>18.4</b>  |
| 16   | P3010 Rail Vehicles   | -              | -               | -               | -               | 0.0%         | -            | -            | -             | -            | -            | -            | -            | -            | -            | -            |
| 17   | Eastside Quad Gates Study and Installation                      | 10.4           | -               | -               | 10.4            | 0.0%         | 0.5          | 8.6          | 1.4           | -            | -            | -            | -            | -            | -            | -            |
| 18   | Buena Vista Yard Improvement (Midway Yard)                      | 0.3            | -               | -               | 0.3             | 0.0%         | -            | -            | 0.3           | -            | -            | -            | -            | -            | -            | -            |
| 19   | Light Rail Yards (not in project budgets)                       | 13.4           | -               | -               | 13.4            | 0.0%         | -            | -            | 13.4          | -            | -            | -            | -            | -            | -            | -            |
| 20   | Red/Purple Line System Improvements                             | 165.5          | 142.4           | 31.7            | 339.6           | 1.0%         | -            | -            | 1.4           | 0.2          | 0.4          | 5.6          | 29.9         | 67.7         | 60.4         | -            |
| 21   | Subtotal Uses   | 189.7          | 142.4           | 31.7            | 363.8           |              | 0.5          | 8.6          | 16.6          | 0.2          | 0.4          | 5.6          | 29.9         | 67.7         | 60.4         | -            |
| 22   | Rail 2% Annual Balance before commercial paper                  | (30.5)         | 93.3            | 297.9           | 360.7           |              | 10.4         | 3.1          | (4.1)         | 13.0         | 13.6         | 9.3          | (14.1)       | (51.0)       | (42.8)       | 18.4         |
| 23   | Rail 2% Cumulative Balance before commercial paper              | (30.5)         | 62.8            | 360.7           | 360.7           |              | 10.4         | 13.5         | 9.4           | 22.4         | 36.0         | 45.3         | 31.2         | (19.8)       | (62.6)       | (44.2)       |
| 24   | Measure R 2% Commercial Paper Proceeds/(Repayment)              | 53.6           | (44.4)          | (9.2)           | 0.0             |              | -            | -            | -             | -            | -            | -            | -            | 25.1         | 44.3         | (15.7)       |
| 25   | Financing Interest and Fees                                     | (9.3)          | (35.0)          | (1.1)           | (45.4)          |              | -            | -            | (0.8)         | (0.8)        | (0.8)        | (0.8)        | (0.8)        | (1.5)        | (1.5)        | (2.7)        |
| 26   | Rail 2% Annual Balance after commercial paper                   | 0.0            | 14.0            | 287.6           | 301.6           | 0.8%         | 10.4         | 3.1          | (4.9)         | 12.3         | 12.9         | 8.5          | (14.9)       | (27.4)       | (0.0)        | 0.0          |
| 27   | <b>Rail 2% Cumulative Balance after commercial paper</b>        | <b>0.0</b>     | <b>14.0</b>     | <b>301.6</b>    | <b>301.6</b>    | <b>0.8%</b>  | <b>10.4</b>  | <b>13.5</b>  | <b>8.6</b>    | <b>20.9</b>  | <b>33.8</b>  | <b>42.3</b>  | <b>27.5</b>  | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |
| 28   |   |                |                 |                 |                 |              |              |              |               |              |              |              |              |              |              |              |
| 29   | <b>Rail Operations (5%)</b>                                     | <b>363.6</b>   | <b>589.3</b>    | <b>824.1</b>    | <b>1,777.0</b>  | <b>5.0%</b>  | <b>27.2</b>  | <b>29.1</b>  | <b>31.2</b>   | <b>33.1</b>  | <b>35.0</b>  | <b>37.1</b>  | <b>39.4</b>  | <b>41.6</b>  | <b>43.8</b>  | <b>46.1</b>  |
| 30   |   |                |                 |                 |                 |              |              |              |               |              |              |              |              |              |              |              |
| 31   | <b>Bus Operations (20%)</b>                                     | <b>1,454.4</b> | <b>2,357.4</b>  | <b>3,296.3</b>  | <b>7,108.1</b>  | <b>20.0%</b> | <b>108.6</b> | <b>116.5</b> | <b>125.0</b>  | <b>132.4</b> | <b>140.1</b> | <b>148.6</b> | <b>157.4</b> | <b>166.3</b> | <b>175.2</b> | <b>184.3</b> |
| 32   | MTA bus operations  | 1,080.5        | 1,744.5         | 2,439.3         | 5,264.2         | 14.8%        | 82.5         | 87.7         | 93.1          | 98.0         | 103.7        | 109.9        | 116.5        | 123.1        | 129.6        | 136.4        |
| 33   | Municipal Operators   | 373.9          | 612.9           | 857.0           | 1,843.9         | 5.2%         | 26.1         | 28.8         | 31.9          | 34.4         | 36.4         | 38.6         | 40.9         | 43.2         | 45.6         | 47.9         |
| 34   |   |                |                 |                 |                 |              |              |              |               |              |              |              |              |              |              |              |
| 35   | <b>Transit Capital - (35%) Gross incl Bus Capital</b>           | <b>2,545.2</b> | <b>4,125.4</b>  | <b>5,768.6</b>  | <b>12,439.2</b> | <b>35.0%</b> | <b>190.1</b> | <b>203.8</b> | <b>218.7</b>  | <b>231.7</b> | <b>245.2</b> | <b>260.0</b> | <b>275.5</b> | <b>291.0</b> | <b>306.6</b> | <b>322.5</b> |
| 36   | <b>Bus Capital (\$150)</b>                                      | <b>50.0</b>    | <b>50.0</b>     | <b>50.0</b>     | <b>150.0</b>    | <b>0.4%</b>  | <b>6.4</b>   | <b>3.6</b>   | <b>5.6</b>    | <b>-</b>     | <b>14.4</b>  | <b>-</b>     | <b>10.0</b>  | <b>-</b>     | <b>10.0</b>  | <b>-</b>     |
| 37   | Bus Capital - MTA CRD Project                                   | 3.6            | -               | -               | 3.6             | 0.0%         | -            | 3.6          | -             | -            | -            | -            | -            | -            | -            | -            |
| 38   | Bus Capital - MTA balance of 75% estimate (460054)              | 33.4           | 37.0            | 37.0            | 107.4           | 0.3%         | 3.8          | -            | 3.0           | -            | 11.8         | -            | 7.4          | -            | 7.4          | -            |
| 39   | Bus Capital - Munis 25% estimate                                | 13.0           | 13.0            | 13.0            | 39.0            | 0.1%         | 2.6          | -            | 2.6           | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            |

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax (FY 10-FY 39)**

**30-10 8/19/11**

| 30-year 1/2 cent sales tax approved by voters on 11/4/08 |   | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Plan<br>Total    | %    | 2009<br>2010 | 2010<br>2011  | 2011<br>2012  | 2012<br>2013   | 2013<br>2014  | 2014<br>2015   | 2015<br>2016   | 2016<br>2017   | 2017<br>2018   | 2018<br>2019   |  |
|--|---|------------------|------------------|------------------|------------------|------|--------------|---------------|---------------|----------------|---------------|----------------|----------------|----------------|----------------|----------------|--|
| 40   | <b>Transit Capital - (35%) Net After Bus Capital</b>                    | <b>2,495.3</b>   | <b>4,075.4</b>   | <b>5,718.6</b>   | <b>12,289.3</b>  |      | <b>183.7</b> | <b>200.3</b>  | <b>213.1</b>  | <b>231.7</b>   | <b>230.8</b>  | <b>260.0</b>   | <b>265.5</b>   | <b>291.0</b>   | <b>296.6</b>   | <b>322.5</b>   |  |
| 41   | Measure R 35% 2010 Tax Exempt Debt Service                              | (179.0)          | (21.9)           | -                | (200.9)          |      | -            | (3.6)         | (21.9)        | (21.9)         | (21.9)        | (21.9)         | (21.9)         | (21.9)         | (21.9)         | (21.9)         |  |
| 42   | Measure R 35% Tax Exempt Debt Service                                   | -                | -                | -                | -                |      | -            | -             | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 43   | Measure R 35% 2010 BABs Debt Service Net of Subsidy                     | (176.3)          | (403.7)          | (425.6)          | (1,005.5)        |      | -            | (11.2)        | (20.6)        | (20.6)         | (20.6)        | (20.6)         | (20.6)         | (20.6)         | (20.6)         | (20.6)         |  |
| 44   | Measure R 35% - QTIB Debt Service                                       | (1,123.3)        | (2,493.8)        | (2,493.8)        | (6,111.0)        |      | -            | -             | -             | (38.8)         | (38.8)        | (173.6)        | (173.6)        | (224.6)        | (224.6)        | (249.4)        |  |
| 45   | TIFIA Loan Debt Service   | -                | (635.1)          | (1,493.7)        | (2,128.8)        |      | -            | -             | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 46   | TIFIA Future Loan Debt Service  | -                | -                | -                | -                |      | -            | -             | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 47   | Commercial Paper Debt Service   | (127.8)          | (245.5)          | (0.0)            | (373.4)          |      | -            | -             | -             | (2.4)          | (8.6)         | (8.6)          | (8.6)          | (8.6)          | (8.6)          | (91.0)         |  |
| 48   | <b>Subtotal Debt Service</b>  | <b>(1,606.5)</b> | <b>(3,800.0)</b> | <b>(4,413.1)</b> | <b>(9,819.6)</b> |      | <b>-</b>     | <b>(14.8)</b> | <b>(42.6)</b> | <b>(81.3)</b>  | <b>(83.8)</b> | <b>(224.7)</b> | <b>(224.7)</b> | <b>(275.8)</b> | <b>(275.8)</b> | <b>(382.9)</b> |  |
| 49   | Annual Balance net of Bus Capital After Debt Service                    | 888.8            | 275.4            | 1,305.5          | 2,469.7          |      | 183.7        | 185.4         | 170.6         | 150.3          | 147.1         | 35.3           | 40.8           | 15.2           | 20.8           | (60.4)         |  |
| 50   | <b>Cumulative Balance net of Bus Capital After Debt Service</b>         | <b>888.8</b>     | <b>1,164.2</b>   | <b>2,469.7</b>   |                  |      | <b>183.7</b> | <b>369.2</b>  | <b>539.7</b>  | <b>690.1</b>   | <b>837.1</b>  | <b>872.4</b>   | <b>913.2</b>   | <b>928.4</b>   | <b>949.2</b>   | <b>888.8</b>   |  |
| 51   | Eastside Light Rail Access (\$30) (FY10/FY13)                           | 30.0             | -                | -                | 30.0             | 0.1% | -            | 5.3           | 2.9           | 7.1            | 6.7           | 8.0            | -              | -              | -              | -              |  |
| 52   | Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15) | 813.7            | -                | -                | 813.7            | 2.3% | -            | 181.1         | 241.5         | 69.2           | 97.0          | 220.7          | 4.2            | -              | -              | -              |  |
| 53   | Subregional payback for TBD from Expo II (remainder from \$92           | -                | -                | 111.3            | 111.3            | 0.3% | -            | -             | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 54   | Regional Connector (\$160) FY14-16/FY23-25)                             | 160.0            | -                | -                | 160.0            | 0.5% | -            | -             | -             | 1.2            | 48.0          | 38.7           | 42.6           | 39.3           | (9.8)          |                |  |
| 55   | Crenshaw Transit Corridor (\$1207) (FY10-12/FY16-18)                    | 1,207.0          | -                | -                | 1,207.0          | 3.4% | 3.8          | 11.1          | -             | -              | 246.3         | 271.5          | 233.3          | 287.4          | 148.8          | 4.8            |  |
| 56   | Gold Line Eastside Extension (\$1,271) (FY22-24/FY33-35)                | 1,270.9          | -                | -                | 1,270.9          | 3.6% | 6.6          | -             | -             | 79.1           | 70.0          | 240.0          | 273.8          | 296.6          | 113.8          | 191.1          |  |
| 57   | Gold Line Foothill Exten. (\$735 incl cars) (FY10-12/FY15-17)           | 670.5            | -                | -                | 670.5            | 1.9% | -            | 49.7          | 87.9          | 180.5          | 196.7         | 98.8           | 28.0           | 26.0           | 2.0            | 1.0            |  |
| 58   | Gold Line Foothill Exten. P3010 Light Rail Vehicles                     | 64.5             | -                | -                | 64.5             | 0.2% | -            | -             | 7.1           | 6.0            | 10.6          | 28.4           | 12.4           | -              | -              | -              |  |
| 59   | Green Line Extension to LAX (\$200) (FY10-12/FY15-28)                   | 200.0            | -                | -                | 200.0            | 0.6% | 0.1          | 1.8           | 5.0           | 20.1           | 40.0          | 60.0           | 46.3           | 26.7           | -              | -              |  |
| 60   | Green Line Extension - South Bay (\$272) FY28-30/FY33-35)               | 272.0            | -                | -                | 272.0            | 0.8% | -            | -             | -             | 29.3           | 40.0          | 60.0           | 70.0           | 58.4           | 14.3           | -              |  |
| 61   | San Fern. Valley I-405 Corridor (\$1,000) (FY30-32/FY38-39)             | 1,000.0          | -                | -                | 1,000.0          | 2.8% | -            | -             | -             | 38.8           | 135.8         | 232.8          | 242.0          | 283.9          | 66.7           | -              |  |
| 62   | San Fernando Valley N-S Canoga (\$182) (FY10-12/FY14-16)                | 1.8              | -                | -                | 1.8              | 0.0% | -            | -             | 1.8           | -              | -             | -              | -              | -              | -              | -              |  |
| 63   | Subregional payback for TBD from San Fern. Val. N-S Canoga              | -                | -                | 180.2            | 180.2            | 0.5% | -            | -             | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 64   | East San Fernando Valley N-S (\$68.5)                                   | 67.5             | -                | -                | 67.5             | 0.2% | -            | -             | -             | 9.7            | 10.8          | 24.3           | -              | 14.6           | 8.2            | -              |  |
| 65   | Subregional payback for TBD from E. San Fernando Valley N-              | -                | -                | 1.0              | 1.0              | 0.0% | -            | -             | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 66   | West Santa Ana Branch Corridor (\$240) (FY15-17/FY25-27)                | 240.0            | -                | -                | 240.0            | 0.7% | -            | -             | -             | 12.1           | 19.4          | 48.5           | 49.5           | 58.2           | 52.3           | -              |  |
| 67   | Balance of Westside Subway Extension Minimum for TBD                    | -                | -                | 1,125.3          | 1,125.3          | 3.2% | -            | -             | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 68   | Westside Subway Extension Segment 1                                     | 2,522.4          | 426.3            | -                | 2,948.7          | 8.3% | -            | -             | -             | 228.5          | 28.6          | 833.2          | 553.0          | 316.5          | 224.9          | 337.8          |  |
| 69   | Westside Subway Extension Segment 2                                     | -                | -                | -                | -                | 0.0% | -            | -             | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 70   | Westside Subway Extension Seg 3 (\$4,074) (FY13-15/FY34-36)             | -                | -                | -                | -                | 0.0% | -            | -             | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 71   | <b>Subtotal Projects from Measure R Cash, Bonds, TIFIA</b>              | <b>8,520.3</b>   | <b>426.3</b>     | <b>1,417.8</b>   | <b>10,364.3</b>  |      | <b>10.5</b>  | <b>248.9</b>  | <b>346.1</b>  | <b>680.3</b>   | <b>903.1</b>  | <b>2,174.2</b> | <b>1,551.2</b> | <b>1,410.9</b> | <b>670.2</b>   | <b>524.9</b>   |  |
| 72   | Measure R 35% 2010 Tax Exempt Bond Proceeds                             | 179.4            | -                | -                | 179.4            |      | -            | 179.4         | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 73   | Measure R 35% Tax Exempt Bond Proceeds (net)                            | -                | -                | -                | -                |      | -            | -             | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 74   | Measure R 35% 2010 BABs Proceeds  | 570.6            | -                | -                | 570.6            |      | -            | 570.6         | -             | -              | -             | -              | -              | -              | -              | -              |  |
| 75   | Measure R 35% QTIB Proceeds   | 5,757.2          | -                | -                | 5,757.2          |      | -            | -             | -             | 989.3          | -             | 3,175.1        | -              | 1,105.1        | -              | 487.8          |  |
| 76   | TIFIA Loan Proceeds   | 1,123.2          | 63.5             | -                | 1,186.7          |      | -            | -             | -             | -              | -             | -              | 125.5          | 554.4          | 329.7          | 113.6          |  |
| 77   | Commercial Paper Proceeds   | 305.0            | -                | -                | 305.0            |      | -            | -             | -             | -              | 86.9          | 218.1          | -              | -              | -              | -              |  |
| 78   | <b>Subtotal Bond Proceeds</b>   | <b>7,935.5</b>   | <b>63.5</b>      | <b>-</b>         | <b>7,999.0</b>   |      | <b>-</b>     | <b>750.0</b>  | <b>-</b>      | <b>989.3</b>   | <b>86.9</b>   | <b>3,393.2</b> | <b>125.5</b>   | <b>1,659.5</b> | <b>329.7</b>   | <b>601.4</b>   |  |
| 79   | Annual Balance After Bonding  | 304.0            | (87.4)           | (112.3)          | 104.3            |      | 173.2        | 686.5         | (175.6)       | 459.3          | (669.2)       | 1,254.3        | (1,384.9)      | 263.9          | (319.7)        | 16.1           |  |
| 80   | <b>Cumulative Balance After Bonding</b>                                 | <b>304.0</b>     | <b>216.6</b>     | <b>104.3</b>     | <b>104.3</b>     |      | <b>173.2</b> | <b>859.8</b>  | <b>684.2</b>  | <b>1,143.5</b> | <b>474.3</b>  | <b>1,728.6</b> | <b>343.8</b>   | <b>607.6</b>   | <b>287.9</b>   | <b>304.0</b>   |  |
| 81   | Interest Earnings on average of beg and ending balances                 | 116.3            | 53.8             | 261.0            | 431.1            |      | -            | 2.2           | 11.2          | 13.4           | 16.3          | 22.3           | 21.5           | 11.0           | 10.6           | 7.9            |  |
| 82   | Annual Balance including interest earnings                              | 420.3            | (33.6)           | 148.7            | 535.3            |      | 173.2        | 688.7         | (164.4)       | 472.7          | (652.9)       | 1,276.6        | (1,363.4)      | 274.8          | (309.1)        | 24.0           |  |
| 83   | <b>Cumulative Balance including interest earnings</b>                   | <b>420.3</b>     | <b>386.7</b>     | <b>535.3</b>     | <b>535.3</b>     |      | <b>173.2</b> | <b>862.0</b>  | <b>697.6</b>  | <b>1,170.2</b> | <b>517.4</b>  | <b>1,794.0</b> | <b>430.6</b>   | <b>705.4</b>   | <b>396.3</b>   | <b>420.3</b>   |  |
| 84   | Contingency Gross   | (6,025.0)        | 3,649.1          | 4,300.8          | 1,924.9          |      | 173.2        | (48.7)        | (133.0)       | (448.6)        | (672.3)       | (1,914.2)      | (1,285.7)      | (1,119.8)      | (373.6)        | (202.4)        |  |
| 85   | Contingency Used (see line 84 for Contingency balance)                  | (6,445.3)        | 3,682.7          | 4,152.1          | 1,389.6          |      | -            | (737.4)       | 31.4          | (921.3)        | (19.4)        | (3,190.8)      | 77.8           | (1,394.7)      | (64.5)         | (226.3)        |  |
| 86   | *Per MR Expend Plan note, 1-5 South MR funds are transferred            |                  |                  |                  |                  |      |              |               |               |                |               |                |                |                |                |                |  |
| 87   | to West Santa Ana Branch, assuming Bd approval after 10 yrs.            |                  |                  |                  |                  |      |              |               |               |                |               |                |                |                |                |                |  |

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax (FY 10-FY 39)**

**30-10 8/19/11**

| 30-year 1/2 cent sales tax approved by voters on 11/4/08          | Years '10-'19  | Years '20-'29   | Years '30-'40   | Plan Total      | %             | 2009 2010    | 2010 2011    | 2011 2012    | 2012 2013    | 2013 2014    | 2014 2015    | 2015 2016    | 2016 2017    | 2017 2018    | 2018 2019    |
|---|----------------|-----------------|-----------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 88 <b>Highway Projects (20%)</b>                                  | <b>1,454.4</b> | <b>2,357.4</b>  | <b>3,296.3</b>  | <b>7,108.1</b>  | <b>20.0%</b>  | <b>108.6</b> | <b>116.5</b> | <b>125.0</b> | <b>132.4</b> | <b>140.1</b> | <b>148.6</b> | <b>157.4</b> | <b>166.3</b> | <b>175.2</b> | <b>184.3</b> |
| 89 Alameda Corridor East Grade Separations Phase II (\$400)       | 400.0          | -               | -               | 400.0           | 1.1%          | 34.0         | 40.1         | 22.1         | 60.0         | 54.9         | 79.1         | 59.8         | 50.0         | -            | -            |
| 90 BNSF Grade Separations in Gateway Cities (\$35)                | 35.0           | -               | -               | 35.0            | 0.1%          | 0.1          | -            | 3.9          | 3.0          | 3.0          | 8.0          | 8.0          | 9.0          | -            | -            |
| 91 Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250)   | 17.0           | 103.0           | 130.0           | 250.0           | 0.7%          | 10.0         | 7.0          | -            | -            | -            | -            | -            | -            | -            | -            |
| 92 High Desert Corridor environmental (\$33)                      | 33.0           | -               | -               | 33.0            | 0.1%          | 0.3          | 12.5         | 11.5         | 8.8          | -            | -            | -            | -            | -            | -            |
| 93 I-5/SR-14 Enhancements   | 2.0            | -               | -               | 2.0             | 0.0%          | -            | -            | 2.0          | -            | -            | -            | -            | -            | -            | -            |
| 94 I-5/SR-14 Capacity (\$90.8 incl enhancements) \$88.8 to TBD    | -              | -               | 88.8            | 88.8            | 0.2%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 95 I-5 S. from I-605 to OCL-Enhancements (\$264.8 incl enhance    | 70.0           | -               | -               | 70.0            | 0.2%          | -            | -            | -            | -            | -            | 0.3          | 20.2         | 25.0         | 24.5         | -            |
| 96 I-5 S. funds to be transferred to W. Santa Ana Branch above    | -              | 194.8           | -               | 194.8           | 0.5%          | -            | -            | -            | -            | -            | -            | -            | 9.0          | 9.0          | -            |
| 97 I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancement      | 18.0           | -               | -               | 18.0            | 0.1%          | -            | -            | -            | -            | -            | -            | -            | 9.0          | 9.0          | -            |
| 98 I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV)           | -              | -               | 253.5           | 253.5           | 0.7%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 99 I-5 Carmenita Interchange Enhancements (\$138 incl enhance     | 5.0            | -               | -               | 5.0             | 0.0%          | -            | -            | 5.0          | -            | -            | -            | -            | -            | -            | -            |
| 100 I-5 Carmenita Intchg (\$138 incl enhance) (\$133 to 710-South | -              | -               | 133.0           | 133.0           | 0.4%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 101 Operational Improvements in Arroyo Verdugo subregion (\$170)  | 57.0           | 86.1            | 27.0            | 170.0           | 0.5%          | -            | -            | 17.7         | 9.2          | 4.7          | 0.9          | 6.5          | 6.0          | 6.0          | 6.0          |
| 102 Operational Improvemrn in Las Virgenes/Malibu subregion (\$17 | 91.8           | 53.7            | 29.5            | 175.0           | 0.5%          | 0.1          | 18.0         | 17.7         | 14.0         | 10.8         | 13.0         | 18.2         | -            | -            | -            |
| 103 I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906) | 237.2          | 388.8           | 280.0           | 906.0           | 2.5%          | -            | 2.1          | 35.9         | 35.9         | 35.9         | 52.5         | 18.7         | 18.7         | 18.7         | 18.8         |
| 104 I-5 N. Capacity Enhance, SR-14-Kem Cty (Truck Lanes) (\$410)  | 139.1          | 270.9           | -               | 410.0           | 1.2%          | -            | 8.0          | 35.0         | 31.7         | 12.0         | 12.1         | 11.7         | 11.4         | 11.0         | 6.2          |
| 105 I-605 Corridor "Hot Spot" Interchanges (\$590)                | 165.0          | 324.0           | 101.0           | 590.0           | 1.7%          | 0.1          | 10.6         | 4.2          | 21.1         | 16.9         | 18.1         | 17.6         | 17.9         | 17.4         | 41.0         |
| 106 SR-710 North Extension (tunnel) (\$780)                       | 80.0           | 700.0           | -               | 780.0           | 2.2%          | 0.1          | 3.1          | 13.5         | 14.6         | 20.5         | 17.3         | 10.9         | -            | -            | -            |
| 107 I-710 South (\$590 incl I-710 Early Action projects)          | 14.9           | 108.4           | 339.7           | 463.0           | 1.3%          | -            | -            | -            | 14.9         | -            | -            | -            | -            | -            | -            |
| 108 I-710 Early Action Projects (\$590 incl I-710 South)          | 87.0           | 40.0            | -               | 127.0           | 0.4%          | 2.0          | 9.2          | 8.0          | 6.4          | 10.5         | 14.7         | 14.2         | 3.8          | 13.5         | 4.7          |
| 109 SR-138 Capacity Enhancements (\$200)                          | 150.0          | 50.0            | -               | 200.0           | 0.6%          | 0.1          | 18.0         | 0.1          | 27.4         | 19.4         | 13.0         | 13.0         | 13.0         | 13.0         | 33.0         |
| 110 Subtotal Highway Subfund Allocated                            | <b>1,601.8</b> | <b>2,319.6</b>  | <b>1,382.5</b>  | <b>5,303.9</b>  |               | <b>46.7</b>  | <b>128.6</b> | <b>176.5</b> | <b>247.0</b> | <b>188.6</b> | <b>229.0</b> | <b>198.8</b> | <b>163.8</b> | <b>113.1</b> | <b>109.7</b> |
| 111 Highway Cap Projs Annual Bal before bonding                   | (147.4)        | 37.7            | 1,913.8         | 1,804.2         |               | 61.9         | (12.1)       | (51.5)       | (114.6)      | (48.5)       | (80.4)       | (41.4)       | 2.5          | 62.1         | 74.6         |
| 112 Highway Capital Projects Cumulative Balance before bonding    | (147.4)        | (109.6)         | 1,804.2         | 1,804.2         |               | 61.9         | 49.9         | (1.7)        | (116.3)      | (164.8)      | (245.2)      | (286.6)      | (284.0)      | (221.9)      | (147.4)      |
| 113 Measure R 20% Long-term Bond Proceeds                         | 373.5          | 554.7           | -               | 928.2           |               | -            | -            | 43.0         | 79.5         | 62.0         | 101.0        | 64.0         | 24.0         | -            | -            |
| 114 Measure R 20% Debt Service                                    | (145.5)        | (616.5)         | (877.5)         | (1,639.5)       |               | -            | -            | (1.5)        | (5.9)        | (11.1)       | (17.5)       | (24.1)       | (27.8)       | (28.8)       | (28.8)       |
| 115 Hwy Capital Projects Annual Balance After Bonding             | 80.7           | (24.1)          | 1,036.3         | 1,092.9         |               | 61.9         | (12.1)       | (10.0)       | (41.0)       | 2.4          | 3.0          | (1.5)        | (1.2)        | 33.3         | 45.8         |
| 116 Hwy Cap Projs Cumulative Bal after Bonding (Contingency Bala  | 80.7           | 56.6            | 1,092.9         | 1,092.9         |               | 61.9         | 49.9         | 39.8         | (1.2)        | 1.2          | 4.2          | 2.7          | 1.5          | 34.8         | 80.7         |
| 117 Interest Earnings on average of beg and ending balances       | 3.0            | 2.3             | 85.6            | 90.9            |               | -            | 0.2          | 0.6          | 0.3          | 0.0          | 0.1          | 0.1          | 0.1          | 0.4          | 1.2          |
| 118 Annual Balance including interest earnings                    | 83.7           | (21.7)          | 1,121.9         | 1,183.9         |               | 61.9         | (11.8)       | (9.4)        | (40.7)       | 2.4          | 3.1          | (1.4)        | (1.2)        | 33.7         | 47.0         |
| 119 Cumulative Balance including interest earnings                | 83.7           | 61.9            | 1,183.9         | 1,183.9         |               | 61.9         | 50.1         | 40.7         | 0.0          | 2.4          | 5.5          | 4.1          | 2.9          | 36.7         | 83.7         |
| 120 Contingency Gross   | (147.4)        | 37.7            | 1,913.8         | 1,804.2         |               | 61.9         | (12.1)       | (51.5)       | (114.6)      | (48.5)       | (80.4)       | (41.4)       | 2.5          | 62.1         | 74.6         |
| 121 Contingency Used (see line 117 for Contingency balance)       | (228.0)        | 61.8            | 877.5           | 711.3           |               | -            | -            | (41.5)       | (73.6)       | (50.9)       | (83.5)       | (39.9)       | 3.8          | 28.8         | 28.8         |
| 122 <b>TOTAL MEASURE R ALLOCATION (net of administration)</b>     | <b>7,272.1</b> | <b>11,786.9</b> | <b>16,481.7</b> | <b>35,540.7</b> | <b>100.0%</b> | <b>543.2</b> | <b>582.4</b> | <b>625.0</b> | <b>661.9</b> | <b>700.6</b> | <b>742.8</b> | <b>787.2</b> | <b>831.5</b> | <b>876.0</b> | <b>921.5</b> |

\*Per note on pg 4 of Measure R Expenditure Plan, the I-5 South Measure R funds are transferred to the West Santa Ana Branch, assuming necessary Board approval after ten years.

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax (FY 10-FY 39)**

**30-10 8/19/11**

| 30-year 1/2 cent sales tax approved by voters on 11/4/08 |   | 2019         | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029 |
|--|---|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
|  |   | 2020         | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           |      |
| 1  | <b>Total Revenue Pool</b>                                       | 983.1        | 1,032.9        | 1,077.2        | 1,123.2        | 1,169.2        | 1,218.4        | 1,267.4        | 1,315.5        | 1,365.4        | 1,414.1        |      |
| 2  | Less: Metro Admin Charge (1.5%)                                 | 14.7         | 15.5           | 16.2           | 16.8           | 17.5           | 18.3           | 19.0           | 19.7           | 20.5           | 21.2           |      |
| 3  | <b>Amount Available</b>   | <b>968.4</b> | <b>1,017.4</b> | <b>1,061.0</b> | <b>1,106.3</b> | <b>1,151.6</b> | <b>1,200.1</b> | <b>1,248.4</b> | <b>1,295.7</b> | <b>1,344.9</b> | <b>1,392.9</b> |      |
| 4  | <b>Ordinance Allocation</b>                                     |              |                |                |                |                |                |                |                |                |                |      |
| 5  | <b>Local Return (15%) - Highway assumed</b>                     | 145.3        | 152.6          | 159.2          | 166.0          | 172.7          | 180.0          | 187.3          | 194.4          | 201.7          | 208.9          |      |
| 6  |   |              |                |                |                |                |                |                |                |                |                |      |
| 7  | <b>Metrolink (3%) gross rev (cap imprv in LA Cnty) (460064)</b> | 29.1         | 30.5           | 31.8           | 33.2           | 34.5           | 36.0           | 37.5           | 38.9           | 40.3           | 41.8           |      |
| 8  | Positive Train Control  |              |                |                |                |                |                |                |                |                |                |      |
| 9  | Doran Street  |              |                |                |                |                |                |                |                |                |                |      |
| 10   | Match for Van Nuys N. platform & Raymer-Bernson ARRA pro        |              |                |                |                |                |                |                |                |                |                |      |
| 11   | Rotem 20-car option (loan, repaid in 7 years)                   |              |                |                |                |                |                |                |                |                |                |      |
| 12   | <b>Annual balance avail-capital improv (PTC 1st priority)</b>   | 29.1         | 30.5           | 31.8           | 33.2           | 34.5           | 36.0           | 37.5           | 38.9           | 40.3           | 41.8           |      |
| 13   | <b>Cumulative bal avail-capital improve (PTC 1st priority)</b>  | 220.0        | 250.5          | 282.4          | 315.6          | 350.1          | 386.1          | 423.6          | 462.4          | 502.8          | 544.6          |      |
| 14   |   |              |                |                |                |                |                |                |                |                |                |      |
| 15   | <b>Rail Capital - General Improvements (2%) Revenue</b>         | 19.4         | 20.3           | 21.2           | 22.1           | 23.0           | 24.0           | 25.0           | 25.9           | 26.9           | 27.9           |      |
| 16   | P3010 Rail Vehicles   | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 17   | Eastside Quad Gates Study and Installation                      | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 18   | Buena Vista Yard Improvement (Midway Yard)                      | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 19   | Light Rail Yards (not in project budgets)                       | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 20   | Red/Purple Line System Improvements                             | 69.1         | 34.9           | 28.5           | -              | -              | -              | -              | -              | 9.9            | -              | -    |
| 21   | <b>Subtotal Uses</b>  | 69.1         | 34.9           | 28.5           | -              | -              | -              | -              | -              | 9.9            | -              | -    |
| 22   | Rail 2% Annual Balance before commercial paper                  | (49.8)       | (14.5)         | (7.3)          | 22.1           | 23.0           | 24.0           | 25.0           | 25.9           | 17.0           | 27.9           |      |
| 23   | Rail 2% Cumulative Balance before commercial paper              | (94.0)       | (108.5)        | (115.8)        | (93.7)         | (70.7)         | (46.6)         | (21.7)         | 4.2            | 21.2           | 49.1           |      |
| 24   | Measure R 2% Commercial Paper Proceeds/(Repayment)              | 52.0         | 18.8           | 12.2           | (16.8)         | (18.4)         | (19.9)         | (21.5)         | (23.2)         | (15.0)         | (12.4)         |      |
| 25   | Financing Interest and Fees                                     | (2.3)        | (4.2)          | (4.9)          | (5.3)          | (4.7)          | (4.1)          | (3.4)          | (2.7)          | (2.0)          | (1.5)          |      |
| 26   | Rail 2% Annual Balance after commercial paper                   | (0.0)        | (0.0)          | 0.0            | 0.0            | (0.0)          | 0.0            | 0.0            | (0.0)          | (0.0)          | 14.0           |      |
| 27   | Rail 2% Cumulative Balance after commercial paper               | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 14.0           |      |
| 28   |   |              |                |                |                |                |                |                |                |                |                |      |
| 29   | <b>Rail Operations (5%)</b>                                     | 48.4         | 50.9           | 53.1           | 55.3           | 57.6           | 60.0           | 62.4           | 64.8           | 67.2           | 69.6           |      |
| 30   |   |              |                |                |                |                |                |                |                |                |                |      |
| 31   | <b>Bus Operations (20%)</b>                                     | 193.7        | 203.5          | 212.2          | 221.3          | 230.3          | 240.0          | 249.7          | 259.1          | 269.0          | 278.6          |      |
| 32   | MTA bus operations  | 143.3        | 150.6          | 157.0          | 163.7          | 170.4          | 177.6          | 184.8          | 191.8          | 199.1          | 206.1          |      |
| 33   | Municipal Operators   | 50.4         | 52.9           | 55.2           | 57.5           | 59.9           | 62.4           | 64.9           | 67.4           | 69.9           | 72.4           |      |
| 34   |   |              |                |                |                |                |                |                |                |                |                |      |
| 35   | <b>Transit Capital - (35%) Gross incl Bus Capital</b>           | 338.9        | 356.1          | 371.4          | 387.2          | 403.1          | 420.0          | 436.9          | 453.5          | 470.7          | 487.5          |      |
| 36   | <b>Bus Capital (\$150)</b>                                      | 10.0         | -              | 10.0           | -              | 10.0           | -              | 10.0           | -              | 10.0           | -              |      |
| 37   | Bus Capital - MTA CRD Project                                   | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 38   | Bus Capital - MTA balance of 75% estimate (460054)              | 7.4          | -              | 7.4            | -              | 7.4            | -              | 7.4            | -              | 7.4            | -              |      |
| 39   | Bus Capital - Munis 25% estimate                                | 2.6          | -              | 2.6            | -              | 2.6            | -              | 2.6            | -              | 2.6            | -              |      |

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax (FY 10-FY 39)**

30-10 8/19/11

| 30-year 1/2 cent sales tax approved by voters on 11/4/08                   | 2019    | 2020    | 2021    | 2022    | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    | 2029 |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|
|  | 2020    | 2021    | 2022    | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    | 2029    |      |
| 40 Transit Capital - (35%) Net After Bus Capital                           | 328.9   | 356.1   | 361.4   | 387.2   | 393.1   | 420.0   | 426.9   | 453.5   | 460.7   | 487.5   |      |
| 41 Measure R 35% 2010 Tax Exempt Debt Service                              | (21.9)  |         |         |         |         |         |         |         |         |         |      |
| 42 Measure R 35% Tax Exempt Debt Service                                   | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 43 Measure R 35% 2010 BABs Debt Service Net of Subsidy                     | (20.6)  | (42.6)  | (42.6)  | (42.6)  | (42.6)  | (42.6)  | (42.6)  | (42.6)  | (42.6)  | (42.6)  |      |
| 44 Measure R 35% - QTIB Debt Service                                       | (249.4) | (249.4) | (249.4) | (249.4) | (249.4) | (249.4) | (249.4) | (249.4) | (249.4) | (249.4) |      |
| 45 TIFIA Loan Debt Service   | -       | (17.6)  | (38.2)  | (52.3)  | (55.0)  | (63.7)  | (79.0)  | (94.1)  | (109.9) | (125.3) |      |
| 46 TIFIA Future Loan Debt Service  |         |         |         |         |         |         |         |         |         |         |      |
| 47 Commercial Paper Debt Service   | (77.7)  | (42.3)  | (3.8)   | (3.8)   | (108.8) | (9.1)   | (0.0)   | (0.0)   | (0.0)   | (0.0)   |      |
| 48 Subtotal Debt Service   | (369.7) | (351.8) | (333.9) | (348.0) | (455.7) | (364.8) | (370.9) | (386.0) | (401.8) | (417.2) |      |
| 49 Annual Balance net of Bus Capital After Debt Service                    | (40.7)  | 4.3     | 27.4    | 39.2    | (62.7)  | 55.3    | 56.0    | 67.5    | 58.9    | 70.3    |      |
| 50 Cumulative Balance net of Bus Capital After Debt Service                | 848.1   | 852.4   | 879.8   | 919.0   | 856.3   | 911.6   | 967.6   | 1,035.0 | 1,093.9 | 1,164.2 |      |
| 51 Eastside Light Rail Access (\$30) (FY10/FY13)                           | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 52 Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15) | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 53 Subregional payback for TBD from Expo II (remainder from \$925)         | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 54 Regional Connector (\$160) (FY14-16/FY23-25)                            | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 55 Crenshaw Transit Corridor (\$1207) (FY10-12/FY16-18)                    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 56 Gold Line Eastside Extension (\$1,271) (FY22-24/FY33-35)                | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 57 Gold Line Foothill Exten. (\$735 incl cars) (FY10-12/FY15-17)           | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 58 Gold Line Foothill Exten. P3010 Light Rail Vehicles                     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 59 Green Line Extension to LAX (\$200) (FY10-12/FY15-28)                   | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 60 Green Line Extension - South Bay (\$272) (FY28-30/FY33-35)              | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 61 San Fern. Valley I-405 Corridor (\$1,000) (FY30-32/FY38-39)             | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 62 San Fernando Valley N-S Canoga (\$182) (FY10-12/FY14-16)                | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 63 Subregional payback for TBD from San Fern. Val. N-S Canoga              | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 64 East San Fernando Valley N-S (\$68.5)                                   | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 65 Subregional payback for TBD from E. San Fernando Valley N-S             | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 66 West Santa Ana Branch Corridor (\$240) (FY15-17/FY25-27)                | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 67 Balance of Westside Subway Extension Minimum for TBD                    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 68 Westside Subway Extension Segment 1                                     | 161.8   | 97.6    | 39.7    | 36.4    | 30.3    | 24.2    | 18.2    | 12.1    | 6.1     | -       |      |
| 69 Westside Subway Extension Segment 2                                     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 70 Westside Subway Extension Seg 3 (\$4,074) (FY13-15/FY34-36)             | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 71 Subtotal Projects from Measure R Cash, Bonds, TIFIA                     | 161.8   | 97.6    | 39.7    | 36.4    | 30.3    | 24.2    | 18.2    | 12.1    | 6.1     | -       |      |
| 72 Measure R 35% 2010 Tax Exempt Bond Proceeds                             | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 73 Measure R 35% Tax Exempt Bond Proceeds (net)                            | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 74 Measure R 35% 2010 BABs Proceeds  | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 75 Measure R 35% QTIB Proceeds   | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 76 TIFIA Loan Proceeds   | 63.5    | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 77 Commercial Paper Proceeds   | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 78 Subtotal Bond Proceeds  | 63.5    | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 79 Annual Balance After Bonding  | (139.0) | (93.3)  | (12.3)  | 2.8     | (93.0)  | 31.0    | 37.8    | 55.3    | 52.8    | 70.3    |      |
| 80 Cumulative Balance After Bonding  | 165.0   | 71.7    | 59.4    | 62.2    | (30.7)  | 0.3     | 38.1    | 93.5    | 146.3   | 216.6   |      |
| 81 Interest Earnings on average of beg and ending balances                 | 6.8     | 5.9     | 4.8     | 4.8     | 3.8     | 3.1     | 4.1     | 5.3     | 6.8     | 8.4     |      |
| 82 Annual Balance including interest earnings                              | (132.2) | (87.3)  | (7.5)   | 7.6     | (89.2)  | 34.1    | 41.9    | 60.6    | 59.6    | 78.7    |      |
| 83 Cumulative Balance including interest earnings                          | 288.1   | 200.7   | 193.2   | 200.9   | 111.7   | 145.8   | 187.7   | 248.4   | 308.0   | 386.7   |      |
| 84 Contingency Gross   | 167.1   | 258.5   | 321.6   | 350.9   | 362.8   | 395.8   | 408.8   | 441.4   | 454.7   | 487.5   |      |
| 85 Contingency Used (see line 84 for Contingency balance)                  | 299.3   | 345.9   | 329.1   | 343.2   | 451.9   | 361.7   | 366.9   | 380.7   | 395.1   | 408.8   |      |
| 86 *Per MR Expend Plan note, I-5 South MR funds are transferred            |         |         |         |         |         |         |         |         |         |         |      |
| 87 to West Santa Ana Branch, assuming Bd approval after 10 yrs.            |         |         |         |         |         |         |         |         |         |         |      |

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax (FY 10-FY 39)**

30-10 8/19/11

| 30-year 1/2 cent sales tax approved by voters on 11/4/08 |   | 2019         | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2028 |
|--|---|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
|  |   | 2020         | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2028           | 2029 |
| 88   | <b>Highway Projects (20%)</b>                                 | <b>193.7</b> | <b>203.5</b>   | <b>212.2</b>   | <b>221.3</b>   | <b>230.3</b>   | <b>240.0</b>   | <b>249.7</b>   | <b>259.1</b>   | <b>269.0</b>   | <b>278.6</b>   |      |
| 89   | Alameda Corridor East Grade Separations Phase II (\$400)      | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 90   | BNSF Grade Separations in Gateway Cities (\$35)               | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 91   | Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250)  | 23.0         | 20.0           | 20.0           | 20.0           | 20.0           | -              | -              | -              | -              | -              | -    |
| 92   | High Desert Corridor environmental (\$33)                     | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 93   | I-5/SR-14 Enhancements  | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 94   | I-5/SR-14 Capacity (\$90.8 incl enhancements) \$88.8 to TBD   | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 95   | I-5 S. from I-605 to OCL-Enhancements (\$264.8 incl enhance   | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 96   | I-5 S. funds to be transferred to W. Santa Ana Branch above   | 15.8         | 23.7           | 83.6           | 61.5           | -              | 3.6            | 3.9            | 2.8            | -              | -              | -    |
| 97   | I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancement     | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 98   | I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV)          | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 99   | I-5 Carmenta Interchange Enhancements (\$138 incl enhance     | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 100  | I-5 Carmenta Intchg (\$138 incl enhance) (\$133 to 710-South  | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 101  | Operational Improvements in Arroyo Verdugo subregion (\$170)  | 7.0          | 7.0            | 9.0            | 8.3            | 9.0            | 9.0            | 9.8            | 9.0            | 9.0            | 9.0            | 9.0  |
| 102  | Operational Improvemn in Las Virgenes/Malibu subregion (\$17  | -            | -              | -              | -              | 6.7            | 9.0            | 9.5            | 9.5            | 9.5            | 9.5            | 9.5  |
| 103  | I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906) | 3.8          | 35.0           | 35.0           | 35.0           | 35.0           | 35.0           | 35.0           | 35.0           | 70.0           | 70.0           | 70.0 |
| 104  | I-5 N. Capacity Enhance, SR-14-Kern Cty (Truck Lanes) (\$410) | 56.0         | 70.0           | 58.6           | 40.0           | 35.0           | 11.3           | -              | -              | -              | -              | -    |
| 105  | I-605 Corridor "Hot Spot" Interchanges (\$590)                | 45.0         | 45.0           | 45.0           | 45.0           | 45.0           | 45.0           | 40.0           | 14.0           | -              | -              | -    |
| 106  | SR-710 North Extension (tunnel) (\$780)                       | 22.2         | 15.8           | 15.4           | -              | 100.0          | 200.0          | 200.0          | 100.0          | 46.6           | -              | -    |
| 107  | I-710 South (\$590 incl I-710 Early Action projects)          | -            | -              | -              | -              | -              | -              | 8.4            | 20.0           | 30.0           | 50.0           | -    |
| 108  | I-710 Early Action Projects (\$590 incl I-710 South)          | 13.5         | 13.1           | 13.4           | -              | -              | -              | -              | -              | -              | -              | -    |
| 109  | SR-138 Capacity Enhancements (\$200)                          | 50.0         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 110  | <b>Subtotal Highway Subfund Allocated</b>                     | <b>236.3</b> | <b>229.6</b>   | <b>280.0</b>   | <b>209.8</b>   | <b>250.7</b>   | <b>312.9</b>   | <b>306.6</b>   | <b>190.3</b>   | <b>165.1</b>   | <b>138.5</b>   |      |
| 111  | Highway Cap Projs Annual Bal before bonding                   | (42.6)       | (26.1)         | (67.8)         | 11.5           | (20.3)         | (72.9)         | (56.9)         | 68.8           | 103.9          | 140.1          |      |
| 112  | Highway Capital Projects Cumulative Balance before bonding    | (189.9)      | (216.0)        | (283.8)        | (272.3)        | (292.6)        | (365.5)        | (422.4)        | (353.6)        | (249.7)        | (109.6)        |      |
| 113  | Measure R 20% Long-term Bond Proceeds                         | -            | 46.5           | 104.4          | 33.7           | 73.0           | 136.0          | 138.0          | 23.1           | -              | -              |      |
| 114  | Measure R 20% Debt Service                                    | (28.8)       | (31.1)         | (38.7)         | (45.9)         | (51.8)         | (64.0)         | (80.7)         | (90.8)         | (92.4)         | (92.4)         |      |
| 115  | Hwy Capital Projects Annual Balance After Bonding             | (71.3)       | (10.7)         | (2.1)          | (0.7)          | 0.8            | (0.9)          | 0.4            | 1.1            | 11.5           | 47.7           |      |
| 116  | Hwy Cap Projs Cumulative Bal after Bonding (Contingency Balat | 9.4          | (1.3)          | (3.4)          | (4.1)          | (3.3)          | (4.1)          | (3.7)          | (2.6)          | 8.9            | 56.6           |      |
| 117  | Interest Earnings on average of beg and ending balances       | 0.9          | 0.2            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.2            | 0.9            |      |
| 118  | Annual Balance including interest earnings                    | (70.4)       | (10.5)         | (2.1)          | (0.7)          | 0.9            | (0.8)          | 0.4            | 1.1            | 11.7           | 48.6           |      |
| 119  | <b>Cumulative Balance including interest earnings</b>         | <b>13.3</b>  | <b>2.8</b>     | <b>0.7</b>     | <b>0.0</b>     | <b>0.9</b>     | <b>0.0</b>     | <b>0.5</b>     | <b>1.6</b>     | <b>13.3</b>    | <b>61.9</b>    |      |
| 120  | Contingency Gross   | (42.6)       | (26.1)         | (67.8)         | 11.5           | (20.3)         | (72.9)         | (56.9)         | 68.8           | 103.9          | 140.1          |      |
| 121  | Contingency Used (see line 117 for Contingency balance)       | 28.8         | (15.4)         | (65.7)         | 12.2           | (21.2)         | (72.0)         | (57.3)         | 67.7           | 92.4           | 92.4           |      |
| 122  | <b>TOTAL MEASURE R ALLOCATION (net of administration)</b>     | <b>968.4</b> | <b>1,017.4</b> | <b>1,061.0</b> | <b>1,106.3</b> | <b>1,151.6</b> | <b>1,200.1</b> | <b>1,248.4</b> | <b>1,295.7</b> | <b>1,344.9</b> | <b>1,392.9</b> |      |

\*Per note on pg 4 of Measure R Expenditure Plan, the I-5 South Measure R funds are transferred to the West Santa Ana Branch, assuming necessary Board approval after ten years.

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax (FY 10-FY 39)**

**30-10 8/19/11**

|   | 2029    | 2030    | 2031    | 2032    | 2033    | 2034    | 2035    | 2036    | 2037    | 2038    | 2039 |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|
| 30-year 1/2 cent sales tax approved by voters on 11/4/08          | 2030    | 2031    | 2032    | 2033    | 2034    | 2035    | 2036    | 2037    | 2038    | 2039    | 2040 |
| 1 <b>Total Revenue Pool</b>                                       | 1,462.5 | 1,506.5 | 1,550.0 | 1,596.6 | 1,645.8 | 1,695.3 | 1,743.0 | 1,793.9 | 1,845.2 | 1,893.7 | 0.0  |
| 2 Less: Metro Admin Charge (1.5%)                                 | 21.9    | 22.6    | 23.3    | 23.9    | 24.7    | 25.4    | 26.1    | 26.9    | 27.7    | 28.4    | 0.0  |
| 3 <b>Amount Available</b>   | 1,440.5 | 1,483.9 | 1,526.8 | 1,572.7 | 1,621.1 | 1,669.9 | 1,716.8 | 1,767.0 | 1,817.6 | 1,865.3 | 0.0  |
| 4 <b>Ordinance Allocation</b>                                     |         |         |         |         |         |         |         |         |         |         |      |
| 5 <b>Local Return (15%) - Highway assumed</b>                     | 216.1   | 222.6   | 229.0   | 235.9   | 243.2   | 250.5   | 257.5   | 265.0   | 272.6   | 279.8   |      |
| 6   |         |         |         |         |         |         |         |         |         |         |      |
| 7 <b>Metrolink (3%) gross rev (cap imprv in LA Cnty) (460064)</b> | 43.2    | 44.5    | 45.8    | 47.2    | 48.6    | 50.1    | 51.5    | 53.0    | 54.5    | 56.0    |      |
| 8 Positive Train Control  |         |         |         |         |         |         |         |         |         |         |      |
| 9 Doran Street  |         |         |         |         |         |         |         |         |         |         |      |
| 10 Match for Van Nuys N. platform & Raymer-Bernson ARRA pro       |         |         |         |         |         |         |         |         |         |         |      |
| 11 Rotem 20-car option (loan, repaid in 7 years)                  |         |         |         |         |         |         |         |         |         |         |      |
| 12 <b>Annual balance avail-capital improv (PTC 1st priority)</b>  | 43.2    | 44.5    | 45.8    | 47.2    | 48.6    | 50.1    | 51.5    | 53.0    | 54.5    | 56.0    |      |
| 13 <b>Cumulative bal avail-capital improve (PTC 1st priority)</b> | 587.8   | 632.3   | 678.1   | 725.3   | 773.9   | 824.0   | 875.5   | 928.5   | 983.1   | 1,039.0 |      |
| 14  |         |         |         |         |         |         |         |         |         |         |      |
| 15 <b>Rail Capital - General Improvements (2%) Revenue</b>        | 28.8    | 29.7    | 30.5    | 31.5    | 32.4    | 33.4    | 34.3    | 35.3    | 36.4    | 37.3    |      |
| 16 P3010 Rail Vehicles  | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 17 Eastside Quad Gates Study and Installation                     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 18 Buena Vista Yard Improvement (Midway Yard)                     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 19 Light Rail Yards (not in project budgets)                      | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 20 Red/Purple Line System Improvements                            | 28.7    | 3.0     | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 21 Subtotal Uses  | 28.7    | 3.0     | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 22 Rail 2% Annual Balance before commercial paper                 | 0.1     | 26.7    | 30.5    | 31.5    | 32.4    | 33.4    | 34.3    | 35.3    | 36.4    | 37.3    |      |
| 23 Rail 2% Cumulative Balance before commercial paper             | 49.2    | 75.9    | 106.4   | 137.8   | 170.3   | 203.7   | 238.0   | 273.3   | 309.7   | 347.0   |      |
| 24 Measure R 2% Commercial Paper Proceeds/(Repayment)             | (9.2)   | (0.0)   | (0.0)   | (0.0)   | (0.0)   | (0.0)   | (0.0)   | (0.0)   | (0.0)   | -       |      |
| 25 Financing Interest and Fees                                    | (1.1)   | (0.0)   | (0.0)   | (0.0)   | (0.0)   | (0.0)   | -       | (0.0)   | (0.0)   | (0.0)   |      |
| 26 Rail 2% Annual Balance after commercial paper                  | (10.2)  | 26.7    | 30.5    | 31.5    | 32.4    | 33.4    | 34.3    | 35.3    | 36.4    | 37.3    |      |
| 27 <b>Rail 2% Cumulative Balance after commercial paper</b>       | 3.8     | 30.5    | 61.0    | 92.5    | 124.9   | 158.3   | 192.6   | 228.0   | 264.3   | 301.6   |      |
| 28  |         |         |         |         |         |         |         |         |         |         |      |
| 29 <b>Rail Operations (5%)</b>                                    | 72.0    | 74.2    | 76.3    | 78.6    | 81.1    | 83.5    | 85.8    | 88.3    | 90.9    | 93.3    |      |
| 30  |         |         |         |         |         |         |         |         |         |         |      |
| 31 <b>Bus Operations (20%)</b>                                    | 288.1   | 296.8   | 305.4   | 314.5   | 324.2   | 334.0   | 343.4   | 353.4   | 363.5   | 373.1   |      |
| 32 MTA bus operations   | 213.2   | 219.6   | 226.0   | 232.8   | 239.9   | 247.1   | 254.1   | 261.5   | 269.0   | 276.1   |      |
| 33 Municipal Operators  | 74.9    | 77.2    | 79.4    | 81.8    | 84.3    | 86.8    | 89.3    | 91.9    | 94.5    | 97.0    |      |
| 34  |         |         |         |         |         |         |         |         |         |         |      |
| 35 <b>Transit Capital - (35%) Gross incl Bus Capital</b>          | 504.2   | 519.4   | 534.4   | 550.4   | 567.4   | 584.5   | 600.9   | 618.4   | 636.1   | 652.9   |      |
| 36 <b>Bus Capital (\$150)</b>                                     | 10.0    | -       | 10.0    | -       | 10.0    | -       | 10.0    | -       | 10.0    | -       |      |
| 37 Bus Capital - MTA CRD Project                                  | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |      |
| 38 Bus Capital - MTA balance of 75% estimate (460054)             | 7.4     | -       | 7.4     | -       | 7.4     | -       | 7.4     | -       | 7.4     | -       |      |
| 39 Bus Capital - Munis 25% estimate                               | 2.6     | -       | 2.6     | -       | 2.6     | -       | 2.6     | -       | 2.6     | -       |      |

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax (FY 10-FY 39)**

**30-10 8/19/11**

| 30-year 1/2 cent sales tax approved by voters on 11/4/08 |   | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039 |
|--|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
|  |   | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040 |
| 40   | <b>Transit Capital - (35%) Net After Bus Capital</b>                    | 494.2          | 519.4          | 524.4          | 550.4          | 557.4          | 584.5          | 590.9          | 618.4          | 626.1          | 652.9          |      |
| 41   | Measure R 35% 2010 Tax Exempt Debt Service                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 42   | Measure R 35% Tax Exempt Debt Service                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 43   | Measure R 35% 2010 BABs Debt Service Net of Subsidy                     | (42.6)         | (42.6)         | (42.6)         | (42.6)         | (42.6)         | (42.6)         | (42.6)         | (42.6)         | (42.6)         | (42.6)         |      |
| 44   | Measure R 35% - QTIB Debt Service                                       | (249.4)        | (249.4)        | (249.4)        | (249.4)        | (249.4)        | (249.4)        | (249.4)        | (249.4)        | (249.4)        | (249.4)        |      |
| 45   | TIFIA Loan Debt Service   | (91.0)         | (108.1)        | (125.1)        | (143.2)        | (162.3)        | (48.1)         | (68.1)         | (237.6)        | (207.6)        | (302.6)        |      |
| 46   | TIFIA Future Loan Debt Service  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 47   | Commercial Paper Debt Service   | (0.0)          | (0.0)          | (0.0)          | (0.0)          | (0.0)          | (0.0)          | (0.0)          | (0.0)          | (0.0)          | (0.0)          |      |
| 48   | <b>Subtotal Debt Service</b>  | <b>(382.9)</b> | <b>(400.0)</b> | <b>(417.0)</b> | <b>(435.1)</b> | <b>(454.2)</b> | <b>(340.0)</b> | <b>(360.0)</b> | <b>(529.5)</b> | <b>(499.5)</b> | <b>(594.5)</b> |      |
| 49   | Annual Balance net of Bus Capital After Debt Service                    | 111.2          | 119.3          | 107.3          | 115.3          | 103.2          | 244.4          | 230.9          | 88.9           | 126.6          | 58.3           |      |
| 50   | <b>Cumulative Balance net of Bus Capital After Debt Service</b>         | <b>1,275.4</b> | <b>1,394.8</b> | <b>1,502.1</b> | <b>1,617.4</b> | <b>1,720.6</b> | <b>1,965.0</b> | <b>2,195.8</b> | <b>2,284.7</b> | <b>2,411.3</b> | <b>2,469.7</b> |      |
| 51   | Eastside Light Rail Access (\$30) (FY10/FY13)                           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 52   | Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15) | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 53   | Subregional payback for TBD from Expo II (remainder from \$92)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | 111.3          |      |
| 54   | Regional Connector (\$160) FY14-16/FY23-25)                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 55   | Crenshaw Transit Corridor (\$1207) (FY10-12/FY16-18)                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 56   | Gold Line Eastside Extension (\$1,271) (FY22-24/FY33-35)                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 57   | Gold Line Foothill Exten. (\$735 incl cars) (FY10-12/FY15-17)           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 58   | Gold Line Foothill Exten. P3010 Light Rail Vehicles                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 59   | Green Line Extension to LAX (\$200) (FY10-12/FY15-28)                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 60   | Green Line Extension - South Bay (\$272) FY28-30/FY33-35)               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 61   | San Fern. Valley I-405 Corridor (\$1,000) (FY30-32/FY38-39)             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 62   | San Fernando Valley N-S Canoga (\$182) (FY10-12/FY14-16)                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 63   | Subregional payback for TBD from San Fern. Val. N-S Canoga              | -              | -              | -              | -              | -              | -              | -              | -              | -              | 180.2          |      |
| 64   | East San Fernando Valley N-S (\$68.5)                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 65   | Subregional payback for TBD from E. San Fernando Valley N-              | -              | -              | -              | -              | -              | -              | -              | -              | -              | 1.0            |      |
| 66   | West Santa Ana Branch Corridor (\$240) (FY15-17/FY25-27)                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 67   | Balance of Westside Subway Extension Minimum for TBD                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | 1,125.3        |      |
| 68   | Westside Subway Extension Segment 1                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 69   | Westside Subway Extension Segment 2                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 70   | Westside Subway Extension Seg 3 (\$4,074) (FY13-15/FY34-3)              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 71   | <b>Subtotal Projects from Measure R Cash, Bonds, TIFIA</b>              | <b>-</b>       | <b>1,417.8</b> |      |
| 72   | Measure R 35% 2010 Tax Exempt Bond Proceeds                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 73   | Measure R 35% Tax Exempt Bond Proceeds (net)                            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 74   | Measure R 35% 2010 BABs Proceeds  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 75   | Measure R 35% QTIB Proceeds   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 76   | TIFIA Loan Proceeds   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 77   | Commercial Paper Proceeds   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 78   | <b>Subtotal Bond Proceeds</b>   | <b>-</b>       |      |
| 79   | Annual Balance After Bonding  | 111.2          | 119.3          | 107.3          | 115.3          | 103.2          | 244.4          | 230.9          | 88.9           | 126.6          | (1,359.4)      |      |
| 80   | <b>Cumulative Balance After Bonding</b>                                 | <b>327.8</b>   | <b>447.2</b>   | <b>554.5</b>   | <b>669.8</b>   | <b>773.0</b>   | <b>1,017.4</b> | <b>1,248.2</b> | <b>1,337.1</b> | <b>1,463.7</b> | <b>104.3</b>   |      |
| 81   | Interest Earnings on average of beg and ending balances                 | 10.9           | 14.0           | 17.1           | 20.3           | 23.5           | 28.3           | 34.9           | 39.6           | 43.3           | 29.2           |      |
| 82   | Annual Balance including interest earnings                              | 122.1          | 133.3          | 124.5          | 135.6          | 126.6          | 272.7          | 265.7          | 128.5          | 169.9          | (1,330.3)      |      |
| 83   | <b>Cumulative Balance including interest earnings</b>                   | <b>508.8</b>   | <b>642.1</b>   | <b>766.6</b>   | <b>902.1</b>   | <b>1,028.8</b> | <b>1,301.5</b> | <b>1,567.2</b> | <b>1,695.7</b> | <b>1,865.6</b> | <b>535.3</b>   |      |
| 84   | Contingency Gross   | 494.2          | 519.4          | 524.4          | 550.4          | 557.4          | 584.5          | 590.9          | 618.4          | 626.1          | (764.9)        |      |
| 85   | Contingency Used (see line 84 for Contingency balance)                  | 372.1          | 386.1          | 399.9          | 414.9          | 430.8          | 311.7          | 325.2          | 489.9          | 456.3          | 565.4          |      |
| 86   | *Per MR Expend Plan note, I-5 South MR funds are transferred            |                |                |                |                |                |                |                |                |                |                |      |
| 87   | to West Santa Ana Branch, assuming Bd approval after 10 yrs.            |                |                |                |                |                |                |                |                |                |                |      |

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax (FY 10-FY 39)**

**30-10 8/19/11**

| 30-year 1/2 cent sales tax approved by voters on 11/4/08          | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
|   | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040 |
| 88 <b>Highway Projects (20%)</b>                                  | <b>288.1</b>   | <b>296.8</b>   | <b>305.4</b>   | <b>314.5</b>   | <b>324.2</b>   | <b>334.0</b>   | <b>343.4</b>   | <b>353.4</b>   | <b>363.5</b>   | <b>373.1</b>   |      |
| 89 Alameda Corridor East Grade Separations Phase II (\$400)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 90 BNSF Grade Separations in Gateway Cities (\$35)                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 91 Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250)   | 35.0           | 35.0           | 30.0           | 30.0           | -              | -              | -              | -              | -              | -              | -    |
| 92 High Desert Corridor environmental (\$33)                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 93 I-5/SR-14 Enhancements   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 94 I-5/SR-14 Capacity (\$90.8 incl enhancements) \$88.8 to TBD    | -              | -              | -              | -              | 88.8           | -              | -              | -              | -              | -              | -    |
| 95 I-5 S. from I-605 to OCL-Enhancements (\$264.8 incl enhance    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 96 I-5 S. funds to be transferred to W. Santa Ana Branch above    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 97 I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancement      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 98 I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV)           | -              | -              | -              | -              | -              | -              | -              | -              | 184.9          | 68.6           | -    |
| 99 I-5 Carmenita Interchange Enhancements (\$138 incl enhance     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 100 I-5 Carmenita Intchg (\$138 incl enhance) (\$133 to 710-South | -              | -              | -              | -              | -              | -              | 133.0          | -              | -              | -              | -    |
| 101 Operational Improvements in Arroyo Verdugo subregion (\$170)  | 9.0            | 9.0            | 9.0            | -              | -              | -              | -              | -              | -              | -              | -    |
| 102 Operational Improvemn in Las Virgenes/Malibu subregion (\$17  | 9.3            | 9.0            | 9.0            | 2.2            | -              | -              | -              | -              | -              | -              | -    |
| 103 I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906) | 50.0           | 50.0           | 70.0           | 70.0           | 40.0           | -              | -              | -              | -              | -              | -    |
| 104 I-5 N. Capacity Enhance, SR-14-Kern Cty (Truck Lanes) (\$410) | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 105 I-605 Corridor "Hot Spot" Interchanges (\$590)                | 51.0           | 50.0           | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 106 SR-710 North Extension (tunnel) (\$780)                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 107 I-710 South (\$590 incl I-710 Early Action projects)          | 50.0           | 95.0           | 97.0           | 60.0           | 23.0           | 14.7           | -              | -              | -              | -              | -    |
| 108 I-710 Early Action Projects (\$590 incl I-710 South)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 109 SR-138 Capacity Enhancements (\$200)                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 110 <b>Subtotal Highway Subfund Allocated</b>                     | <b>204.3</b>   | <b>248.0</b>   | <b>215.0</b>   | <b>162.2</b>   | <b>151.8</b>   | <b>14.7</b>    | <b>133.0</b>   | <b>-</b>       | <b>184.9</b>   | <b>68.6</b>    |      |
| 111 Highway Cap Projs Annual Bal before bonding                   | 83.8           | 48.8           | 90.4           | 152.3          | 172.4          | 319.3          | 210.4          | 353.4          | 178.6          | 304.5          |      |
| 112 Highway Capital Projects Cumulative Balance before bonding    | (25.8)         | 23.0           | 113.3          | 265.7          | 438.1          | 757.4          | 967.7          | 1,321.1        | 1,499.7        | 1,804.2        |      |
| 113 Measure R 20% Long-term Bond Proceeds                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -    |
| 114 Measure R 20% Debt Service                                    | (92.4)         | (92.4)         | (92.4)         | (92.4)         | (92.4)         | (92.4)         | (92.4)         | (92.4)         | (92.4)         | (46.2)         |      |
| 115 Hwy Capital Projects Annual Balance After Bonding             | (8.6)          | (43.6)         | (2.0)          | 60.0           | 80.1           | 226.9          | 118.0          | 261.0          | 86.2           | 258.3          |      |
| 116 Hwy Cap Projs Cumulative Bal after Bonding (Contingency Balan | 48.1           | 4.5            | 2.5            | 62.4           | 142.5          | 369.4          | 487.4          | 748.4          | 834.6          | 1,092.9        |      |
| 117 Interest Earnings on average of beg and ending balances       | 1.4            | 0.8            | 0.3            | 1.0            | 2.7            | 6.6            | 11.0           | 15.9           | 20.6           | 25.3           |      |
| 118 Annual Balance including interest earnings                    | (7.1)          | (42.8)         | (1.7)          | 61.0           | 82.8           | 233.5          | 129.0          | 276.9          | 106.8          | 283.6          |      |
| 119 <b>Cumulative Balance including interest earnings</b>         | <b>54.8</b>    | <b>12.0</b>    | <b>10.3</b>    | <b>71.2</b>    | <b>154.0</b>   | <b>387.5</b>   | <b>516.5</b>   | <b>793.4</b>   | <b>900.3</b>   | <b>1,183.9</b> |      |
| 120 Contingency Gross   | 83.8           | 48.8           | 90.4           | 152.3          | 172.4          | 319.3          | 210.4          | 353.4          | 178.6          | 304.5          |      |
| 121 Contingency Used (see line 117 for Contingency balance)       | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 46.2           |      |
| 122 <b>TOTAL MEASURE R ALLOCATION (net of administration)</b>     | <b>1,440.5</b> | <b>1,483.9</b> | <b>1,526.8</b> | <b>1,572.7</b> | <b>1,621.1</b> | <b>1,669.9</b> | <b>1,716.8</b> | <b>1,767.0</b> | <b>1,817.6</b> | <b>1,865.3</b> |      |

\*Per note on pg 4 of Measure R Expenditure Plan, the I-5 South Measure R funds are transferred to the West Santa Ana Branch, assuming necessary Board approval after ten years.

**LACMTA Financial Forecasting Mode  
Transportation Development Act (TDA)**

30-10 8/19/11

| TDA is a statewide 1/4-cent retail sales tax.<br>(\$ in millions) | Plan<br>Total   | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010  | 2010<br>2011  | 2011<br>2012 | 2012<br>2013  | 2013<br>2014 | 2014<br>2015  | 2015<br>2016  | 2016<br>2017  | 2017<br>2018  | 2018<br>2019  |
|---|-----------------|---------------|------------------|------------------|------------------|---------------|---------------|--------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|
| <b>Total Revenue Pool</b>   | <b>19,184.4</b> |               | <b>3,732.7</b>   | <b>6,033.9</b>   | <b>9,417.8</b>   | <b>285.3</b>  | <b>301.0</b>  | <b>319.9</b> | <b>338.8</b>  | <b>358.7</b> | <b>380.3</b>  | <b>403.0</b>  | <b>425.7</b>  | <b>448.4</b>  | <b>471.7</b>  |
| Less: Metro Admin Charge  | 186.0           |               | 60.0             | 60.0             | 66.0             | 6.0           | 6.0           | 6.0          | 6.0           | 6.0          | 6.0           | 6.0           | 6.0           | 6.0           | 6.0           |
| <b>Amount Available</b>   | <b>18,998.4</b> |               | <b>3,672.7</b>   | <b>5,973.9</b>   | <b>9,351.8</b>   | <b>279.3</b>  | <b>295.0</b>  | <b>313.9</b> | <b>332.8</b>  | <b>352.7</b> | <b>374.3</b>  | <b>397.0</b>  | <b>419.7</b>  | <b>442.4</b>  | <b>465.7</b>  |
| <b>ALLOCATION OF FUNDS</b>  |                 |               |                  |                  |                  |               |               |              |               |              |               |               |               |               |               |
| <b>Article 3</b>  |                 |               |                  |                  |                  |               |               |              |               |              |               |               |               |               |               |
| Pedestrian & Bicycle Facilities (County & Cities)                 | 380.0           | 2.0%          | 73.5             | 119.5            | 187.0            | 5.6           | 5.9           | 6.3          | 6.7           | 7.1          | 7.5           | 7.9           | 8.4           | 8.8           | 9.3           |
| <b>Total Article 3</b>  | <b>380.0</b>    | <b>2.0%</b>   | <b>73.5</b>      | <b>119.5</b>     | <b>187.0</b>     | <b>5.6</b>    | <b>5.9</b>    | <b>6.3</b>   | <b>6.7</b>    | <b>7.1</b>   | <b>7.5</b>    | <b>7.9</b>    | <b>8.4</b>    | <b>8.8</b>    | <b>9.3</b>    |
| <b>Article 4</b>  |                 |               |                  |                  |                  |               |               |              |               |              |               |               |               |               |               |
| <b>Plus: Interest</b>   | <b>83.9</b>     | <b>0.4%</b>   | <b>24.4</b>      | <b>26.8</b>      | <b>32.7</b>      | <b>2.4</b>    | <b>2.4</b>    | <b>2.4</b>   | <b>2.4</b>    | <b>2.4</b>   | <b>2.4</b>    | <b>2.5</b>    | <b>2.5</b>    | <b>2.5</b>    | <b>2.5</b>    |
| <b>Bus Operations</b>   |                 |               |                  |                  |                  |               |               |              |               |              |               |               |               |               |               |
| MTA Operations  | 9,417.6         | 49.4%         | 1,746.1          | 2,616.6          | 5,054.9          | 191.8         | 169.4         | 137.2        | 165.0         | 159.9        | 168.7         | 171.7         | 183.1         | 192.7         | 206.6         |
| Municipal Operators   | 3,011.1         | 15.8%         | 563.6            | 909.1            | 1,538.4          | 49.7          | 45.3          | 66.3         | 59.5          | 49.8         | 52.7          | 56.5          | 59.2          | 59.9          | 64.6          |
| Municipal Operators - Expansion                                   | 828.9           | 4.3%          | 171.2            | 280.3            | 377.4            | 10.9          | 12.2          | 13.3         | 14.1          | 15.2         | 17.0          | 18.1          | 20.4          | 24.7          | 25.2          |
| <b>Subtotal Bus Operations</b>                                    | <b>13,257.6</b> | <b>69.5%</b>  | <b>2,480.9</b>   | <b>3,806.0</b>   | <b>6,970.7</b>   | <b>252.5</b>  | <b>226.9</b>  | <b>216.9</b> | <b>238.6</b>  | <b>224.9</b> | <b>238.4</b>  | <b>246.3</b>  | <b>262.7</b>  | <b>277.3</b>  | <b>296.4</b>  |
| <b>Bus Capital</b>  |                 |               |                  |                  |                  |               |               |              |               |              |               |               |               |               |               |
| MTA Bus Fleet   | 656.4           | 3.4%          | 253.4            | 353.4            | 49.6             | 13.9          | -             | -            | 5.1           | 4.6          | 20.4          | 48.5          | 16.0          | 106.8         | 38.1          |
| MTA Facilities  | 3,229.5         | 16.9%         | 751.5            | 1,164.1          | 1,313.9          | 48.7          | 46.0          | 43.0         | 71.9          | 79.1         | 98.3          | 92.8          | 100.6         | 68.6          | 102.4         |
| Municipal Operators   | 811.9           | 4.3%          | 209.5            | 256.8            | 345.7            | 19.1          | 19.3          | 19.7         | 20.1          | 20.6         | 21.1          | 21.6          | 22.1          | 22.6          | 23.1          |
| <b>Subtotal Bus Capital</b>                                       | <b>4,697.8</b>  | <b>24.6%</b>  | <b>1,214.3</b>   | <b>1,774.2</b>   | <b>1,709.3</b>   | <b>81.7</b>   | <b>65.3</b>   | <b>62.7</b>  | <b>97.1</b>   | <b>104.3</b> | <b>139.8</b>  | <b>163.0</b>  | <b>138.8</b>  | <b>198.0</b>  | <b>163.6</b>  |
| <b>Rail Operations</b>  |                 |               |                  |                  |                  |               |               |              |               |              |               |               |               |               |               |
| Rail Operations   | -               | 0.0%          | -                | -                | -                | -             | -             | -            | -             | -            | -             | -             | -             | -             | -             |
| <b>Subtotal Rail Operations</b>                                   | <b>-</b>        | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      |
| <b>Rail Capital</b>   |                 |               |                  |                  |                  |               |               |              |               |              |               |               |               |               |               |
| Westside Subway Extension   | -               | 0.0%          | -                | -                | -                | -             | -             | -            | -             | -            | -             | -             | -             | -             | -             |
| Rehab and Replacement   | -               | 0.0%          | -                | -                | -                | -             | -             | -            | -             | -            | -             | -             | -             | -             | -             |
| <b>Subtotal Rail Capital</b>                                      | <b>-</b>        | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      |
| <b>Agency-wide Capital</b>  |                 |               |                  |                  |                  |               |               |              |               |              |               |               |               |               |               |
| Agency-wide Capital   | 41.8            | 0.2%          | 10.7             | 12.9             | 18.1             | 5.4           | -             | -            | -             | -            | 1.0           | 1.0           | 1.1           | 1.1           | 1.1           |
| <b>Subtotal Agency-wide Capital</b>                               | <b>41.8</b>     | <b>0.2%</b>   | <b>10.7</b>      | <b>12.9</b>      | <b>18.1</b>      | <b>5.4</b>    | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>1.0</b>    | <b>1.0</b>    | <b>1.1</b>    | <b>1.1</b>    | <b>1.1</b>    |
| <b>Subtotal Article 4</b>   | <b>17,997.1</b> | <b>94.7%</b>  | <b>3,705.9</b>   | <b>5,593.2</b>   | <b>8,698.0</b>   | <b>339.5</b>  | <b>292.3</b>  | <b>279.6</b> | <b>335.8</b>  | <b>329.2</b> | <b>379.2</b>  | <b>410.3</b>  | <b>402.5</b>  | <b>476.5</b>  | <b>461.1</b>  |
| <b>Article 4.5</b>  |                 |               |                  |                  |                  |               |               |              |               |              |               |               |               |               |               |
| Access Services   | -               | 0.0%          | -                | -                | -                | -             | -             | -            | -             | -            | -             | -             | -             | -             | -             |
| <b>Total Article 4.5</b>  | <b>-</b>        | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      |
| <b>Article 8</b>  |                 |               |                  |                  |                  |               |               |              |               |              |               |               |               |               |               |
| Transit & Paratransit   | 1,014.1         | 5.3%          | 195.7            | 319.0            | 499.4            | 14.9          | 14.6          | 17.5         | 17.8          | 18.8         | 20.0          | 21.2          | 22.4          | 23.6          | 24.9          |
| <b>Total Article 8</b>  | <b>1,014.1</b>  | <b>5.3%</b>   | <b>195.7</b>     | <b>319.0</b>     | <b>499.4</b>     | <b>14.9</b>   | <b>14.6</b>   | <b>17.5</b>  | <b>17.8</b>   | <b>18.8</b>  | <b>20.0</b>   | <b>21.2</b>   | <b>22.4</b>   | <b>23.6</b>   | <b>24.9</b>   |
| <b>Total TDA Allocated</b>  | <b>19,391.2</b> | <b>100.0%</b> | <b>3,975.1</b>   | <b>6,031.6</b>   | <b>9,384.5</b>   | <b>360.0</b>  | <b>312.8</b>  | <b>303.4</b> | <b>360.2</b>  | <b>355.1</b> | <b>406.7</b>  | <b>439.5</b>  | <b>433.3</b>  | <b>508.9</b>  | <b>495.2</b>  |
| <b>Beginning Balance</b>  | <b>309.0</b>    |               | <b>309.0</b>     | <b>31.0</b>      | <b>0.0</b>       | <b>309.0</b>  | <b>230.6</b>  | <b>215.2</b> | <b>228.1</b>  | <b>203.1</b> | <b>203.1</b>  | <b>173.1</b>  | <b>133.1</b>  | <b>122.0</b>  | <b>58.0</b>   |
| <b>Interest Income</b>  | <b>83.9</b>     |               | <b>24.4</b>      | <b>26.8</b>      | <b>32.7</b>      | <b>2.4</b>    | <b>2.4</b>    | <b>2.4</b>   | <b>2.4</b>    | <b>2.4</b>   | <b>2.4</b>    | <b>2.5</b>    | <b>2.5</b>    | <b>2.5</b>    | <b>2.5</b>    |
| <b>Annual Surplus/(Shortfall)</b>                                 | <b>(309.0)</b>  |               | <b>(278.0)</b>   | <b>(31.0)</b>    | <b>-</b>         | <b>(78.4)</b> | <b>(15.4)</b> | <b>13.0</b>  | <b>(25.0)</b> | <b>-</b>     | <b>(30.0)</b> | <b>(40.0)</b> | <b>(11.1)</b> | <b>(64.0)</b> | <b>(27.0)</b> |
| <b>Cumulative Ending Balance</b>                                  | <b>0.0</b>      |               | <b>31.0</b>      | <b>0.0</b>       | <b>0.0</b>       | <b>230.6</b>  | <b>215.2</b>  | <b>228.1</b> | <b>203.1</b>  | <b>203.1</b> | <b>173.1</b>  | <b>133.1</b>  | <b>122.0</b>  | <b>58.0</b>   | <b>31.0</b>   |

NOTES:

**LACMTA Financial Forecasting Mode**  
**Transportation Development Act (TDA)**  
**30-10 8/19/11**

| TDA is a statewide 1/4-cent retail sales tax.<br>(\$ in millions) | Plan<br>Total   | 2019<br>2020  | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|---|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenue Pool</b>   | <b>19,184.4</b> | <b>495.7</b>  | <b>520.8</b> | <b>543.2</b> | <b>566.3</b> | <b>589.5</b> | <b>614.4</b> | <b>639.1</b> | <b>663.3</b> | <b>688.5</b> | <b>713.0</b> |
| Less: Metro Admin Charge  | 186.0           | 6.0           | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          |
| <b>Amount Available</b>   | <b>18,998.4</b> | <b>489.7</b>  | <b>514.8</b> | <b>537.2</b> | <b>560.3</b> | <b>583.5</b> | <b>608.4</b> | <b>633.1</b> | <b>657.3</b> | <b>682.5</b> | <b>707.0</b> |
| <b>ALLOCATION OF FUNDS</b>  |                 |               |              |              |              |              |              |              |              |              |              |
| <b>Article 3</b>  |                 |               |              |              |              |              |              |              |              |              |              |
| Pedestrian & Bicycle Facilities (County & Cities)                 | 380.0           | 9.8           | 10.3         | 10.7         | 11.2         | 11.7         | 12.2         | 12.7         | 13.1         | 13.6         | 14.1         |
| <b>Total Article 3</b>  | <b>380.0</b>    | <b>9.8</b>    | <b>10.3</b>  | <b>10.7</b>  | <b>11.2</b>  | <b>11.7</b>  | <b>12.2</b>  | <b>12.7</b>  | <b>13.1</b>  | <b>13.6</b>  | <b>14.1</b>  |
| <b>Article 4</b>  |                 |               |              |              |              |              |              |              |              |              |              |
| <b>Plus: Interest</b>   | <b>83.9</b>     | <b>2.6</b>    | <b>2.6</b>   | <b>2.6</b>   | <b>2.6</b>   | <b>2.7</b>   | <b>2.7</b>   | <b>2.7</b>   | <b>2.7</b>   | <b>2.8</b>   | <b>2.8</b>   |
| <b>Bus Operations</b>   |                 |               |              |              |              |              |              |              |              |              |              |
| MTA Operations  | 9,417.6         | 205.7         | 188.2        | 254.7        | 205.2        | 233.4        | 259.8        | 303.2        | 301.2        | 317.1        | 348.1        |
| Municipal Operators   | 3,011.1         | 69.4          | 74.5         | 78.9         | 83.5         | 88.2         | 93.2         | 98.1         | 102.9        | 107.8        | 112.6        |
| Municipal Operators - Expansion                                   | 828.9           | 25.7          | 26.2         | 26.7         | 27.2         | 27.7         | 28.2         | 28.8         | 29.3         | 29.9         | 30.5         |
| <b>Subtotal Bus Operations</b>                                    | <b>13,257.6</b> | <b>300.8</b>  | <b>288.9</b> | <b>360.3</b> | <b>315.9</b> | <b>349.3</b> | <b>381.2</b> | <b>430.1</b> | <b>433.4</b> | <b>454.9</b> | <b>491.2</b> |
| <b>Bus Capital</b>  |                 |               |              |              |              |              |              |              |              |              |              |
| MTA Bus Fleet   | 656.4           | 83.9          | 55.3         | -            | 64.4         | 57.3         | 44.0         | 4.7          | 21.2         | 20.2         | 2.4          |
| MTA Facilities  | 3,229.5         | 78.0          | 110.3        | 114.3        | 115.3        | 110.1        | 114.0        | 126.8        | 128.9        | 131.3        | 134.9        |
| Municipal Operators   | 811.9           | 23.5          | 24.0         | 24.5         | 24.9         | 25.4         | 25.9         | 26.4         | 26.9         | 27.4         | 27.9         |
| <b>Subtotal Bus Capital</b>                                       | <b>4,697.8</b>  | <b>185.4</b>  | <b>189.6</b> | <b>138.8</b> | <b>204.7</b> | <b>192.8</b> | <b>183.9</b> | <b>157.9</b> | <b>177.0</b> | <b>178.9</b> | <b>165.3</b> |
| <b>Rail Operations</b>  |                 |               |              |              |              |              |              |              |              |              |              |
| Rail Operations   | -               | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Rail Operations</b>                                   | <b>-</b>        | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Rail Capital</b>   |                 |               |              |              |              |              |              |              |              |              |              |
| Westside Subway Extension   | -               | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Rehab and Replacement   | -               | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Rail Capital</b>                                      | <b>-</b>        | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Agency-wide Capital</b>  |                 |               |              |              |              |              |              |              |              |              |              |
| Agency-wide Capital   | 41.8            | 1.2           | 1.2          | 1.2          | 1.2          | 1.3          | 1.3          | 1.3          | 1.4          | 1.4          | 1.4          |
| <b>Subtotal Agency-wide Capital</b>                               | <b>41.8</b>     | <b>1.2</b>    | <b>1.2</b>   | <b>1.2</b>   | <b>1.2</b>   | <b>1.3</b>   | <b>1.3</b>   | <b>1.3</b>   | <b>1.4</b>   | <b>1.4</b>   | <b>1.4</b>   |
| <b>Subtotal Article 4</b>   | <b>17,997.1</b> | <b>487.3</b>  | <b>479.6</b> | <b>500.3</b> | <b>521.9</b> | <b>543.4</b> | <b>566.4</b> | <b>589.3</b> | <b>611.8</b> | <b>635.2</b> | <b>657.9</b> |
| <b>Article 4.5</b>  |                 |               |              |              |              |              |              |              |              |              |              |
| Access Services   | -               | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Article 4.5</b>  | <b>-</b>        | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Article 8</b>  |                 |               |              |              |              |              |              |              |              |              |              |
| Transit & Paratransit   | 1,014.1         | 26.2          | 27.5         | 28.7         | 29.9         | 31.2         | 32.5         | 33.8         | 35.1         | 36.4         | 37.8         |
| <b>Total Article 8</b>  | <b>1,014.1</b>  | <b>26.2</b>   | <b>27.5</b>  | <b>28.7</b>  | <b>29.9</b>  | <b>31.2</b>  | <b>32.5</b>  | <b>33.8</b>  | <b>35.1</b>  | <b>36.4</b>  | <b>37.8</b>  |
| <b>Total TDA Allocated</b>  | <b>19,391.2</b> | <b>523.3</b>  | <b>517.4</b> | <b>539.8</b> | <b>563.0</b> | <b>586.2</b> | <b>611.0</b> | <b>635.8</b> | <b>660.0</b> | <b>685.3</b> | <b>709.8</b> |
| <b>Beginning Balance</b>  | <b>309.0</b>    | <b>31.0</b>   | <b>0.0</b>   |
| <b>Interest Income</b>  | <b>83.9</b>     | <b>2.6</b>    | <b>2.6</b>   | <b>2.6</b>   | <b>2.6</b>   | <b>2.7</b>   | <b>2.7</b>   | <b>2.7</b>   | <b>2.7</b>   | <b>2.8</b>   | <b>2.8</b>   |
| <b>Annual Surplus/(Shortfall)</b>                                 | <b>(309.0)</b>  | <b>(31.0)</b> | <b>-</b>     |
| <b>Cumulative Ending Balance</b>                                  | <b>0.0</b>      | <b>0.0</b>    | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |

NOTES:

**LACMTA Financial Forecasting Mode**  
**Transportation Development Act (TDA)**  
**30-10 8/19/11**

| TDA is a statewide 1/4-cent retail sales tax.<br>(\$ in millions) | Plan<br>Total   | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|---|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenue Pool</b>   | <b>19,184.4</b> | <b>737.4</b> | <b>759.7</b> | <b>781.6</b> | <b>805.1</b> | <b>829.9</b> | <b>854.8</b> | <b>878.9</b> | <b>904.5</b> | <b>930.4</b> | <b>954.9</b> | <b>980.5</b> |
| Less: Metro Admin Charge  | 186.0           | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          |
| <b>Amount Available</b>   | <b>18,998.4</b> | <b>731.4</b> | <b>753.7</b> | <b>775.6</b> | <b>799.1</b> | <b>823.9</b> | <b>848.8</b> | <b>872.9</b> | <b>898.5</b> | <b>924.4</b> | <b>948.9</b> | <b>974.5</b> |
| <b>ALLOCATION OF FUNDS</b>  |                 |              |              |              |              |              |              |              |              |              |              |              |
| <b>Article 3</b>  |                 |              |              |              |              |              |              |              |              |              |              |              |
| Pedestrian & Bicycle Facilities (County & Cities)                 | 380.0           | 14.6         | 15.1         | 15.5         | 16.0         | 16.5         | 17.0         | 17.5         | 18.0         | 18.5         | 19.0         | 19.5         |
| <b>Total Article 3</b>  | <b>380.0</b>    | <b>14.6</b>  | <b>15.1</b>  | <b>15.5</b>  | <b>16.0</b>  | <b>16.5</b>  | <b>17.0</b>  | <b>17.5</b>  | <b>18.0</b>  | <b>18.5</b>  | <b>19.0</b>  | <b>19.5</b>  |
| <b>Article 4</b>  |                 |              |              |              |              |              |              |              |              |              |              |              |
| <b>Plus: Interest</b>   | <b>83.9</b>     | <b>2.8</b>   | <b>2.9</b>   | <b>2.9</b>   | <b>2.9</b>   | <b>2.9</b>   | <b>3.0</b>   | <b>3.0</b>   | <b>3.0</b>   | <b>3.1</b>   | <b>3.1</b>   | <b>3.1</b>   |
| <b>Bus Operations</b>   |                 |              |              |              |              |              |              |              |              |              |              |              |
| MTA Operations  | 9,417.6         | 374.2        | 342.2        | 391.6        | 389.4        | 451.2        | 477.0        | 448.2        | 535.5        | 552.1        | 533.1        | 560.4        |
| Municipal Operators   | 3,011.1         | 117.4        | 121.6        | 125.8        | 130.2        | 135.0        | 139.7        | 144.2        | 149.0        | 153.9        | 158.4        | 163.2        |
| Municipal Operators - Expansion                                   | 828.9           | 31.1         | 31.7         | 32.3         | 32.9         | 33.5         | 34.2         | 34.9         | 35.6         | 36.4         | 37.1         | 37.8         |
| <b>Subtotal Bus Operations</b>                                    | <b>13,257.6</b> | <b>522.6</b> | <b>495.5</b> | <b>549.7</b> | <b>552.5</b> | <b>619.7</b> | <b>650.9</b> | <b>627.3</b> | <b>720.2</b> | <b>742.3</b> | <b>728.5</b> | <b>761.4</b> |
| <b>Bus Capital</b>  |                 |              |              |              |              |              |              |              |              |              |              |              |
| MTA Bus Fleet   | 656.4           | -            | 35.0         | -            | 14.6         | -            | -            | -            | -            | -            | -            | -            |
| MTA Facilities  | 3,229.5         | 128.0        | 140.1        | 140.8        | 144.5        | 114.3        | 105.6        | 150.8        | 81.1         | 82.3         | 118.1        | 108.3        |
| Municipal Operators   | 811.9           | 28.5         | 29.0         | 29.6         | 30.1         | 30.7         | 31.3         | 32.0         | 32.6         | 33.3         | 34.0         | 34.6         |
| <b>Subtotal Bus Capital</b>                                       | <b>4,697.8</b>  | <b>156.5</b> | <b>204.2</b> | <b>170.3</b> | <b>189.3</b> | <b>145.0</b> | <b>137.0</b> | <b>182.8</b> | <b>113.7</b> | <b>115.6</b> | <b>152.0</b> | <b>142.9</b> |
| <b>Rail Operations</b>  |                 |              |              |              |              |              |              |              |              |              |              |              |
| Rail Operations   | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Rail Operations</b>                                   | <b>-</b>        | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Rail Capital</b>   |                 |              |              |              |              |              |              |              |              |              |              |              |
| Westside Subway Extension   | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Rehab and Replacement   | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Rail Capital</b>                                      | <b>-</b>        | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Agency-wide Capital</b>  |                 |              |              |              |              |              |              |              |              |              |              |              |
| Agency-wide Capital   | 41.8            | 1.5          | 1.5          | 1.5          | 1.6          | 1.6          | 1.6          | 1.7          | 1.7          | 1.8          | 1.8          | 1.8          |
| <b>Subtotal Agency-wide Capital</b>                               | <b>41.8</b>     | <b>1.5</b>   | <b>1.5</b>   | <b>1.5</b>   | <b>1.6</b>   | <b>1.6</b>   | <b>1.6</b>   | <b>1.7</b>   | <b>1.7</b>   | <b>1.8</b>   | <b>1.8</b>   | <b>1.8</b>   |
| <b>Subtotal Article 4</b>   | <b>17,997.1</b> | <b>680.6</b> | <b>701.2</b> | <b>721.5</b> | <b>743.3</b> | <b>766.4</b> | <b>789.5</b> | <b>811.8</b> | <b>835.6</b> | <b>859.6</b> | <b>882.3</b> | <b>906.1</b> |
| <b>Article 4.5</b>  |                 |              |              |              |              |              |              |              |              |              |              |              |
| Access Services   | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Article 4.5</b>  | <b>-</b>        | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Article 8</b>  |                 |              |              |              |              |              |              |              |              |              |              |              |
| Transit & Paratransit   | 1,014.1         | 39.1         | 40.2         | 41.4         | 42.7         | 44.0         | 45.3         | 46.6         | 48.0         | 49.4         | 50.7         | 52.0         |
| <b>Total Article 8</b>  | <b>1,014.1</b>  | <b>39.1</b>  | <b>40.2</b>  | <b>41.4</b>  | <b>42.7</b>  | <b>44.0</b>  | <b>45.3</b>  | <b>46.6</b>  | <b>48.0</b>  | <b>49.4</b>  | <b>50.7</b>  | <b>52.0</b>  |
| <b>Total TDA Allocated</b>  | <b>19,391.2</b> | <b>734.3</b> | <b>756.5</b> | <b>778.5</b> | <b>802.0</b> | <b>826.8</b> | <b>851.8</b> | <b>875.9</b> | <b>901.6</b> | <b>927.5</b> | <b>952.0</b> | <b>977.6</b> |
| <b>Beginning Balance</b>  | <b>309.0</b>    | <b>0.0</b>   |
| <b>Interest Income</b>  | <b>83.9</b>     | <b>2.8</b>   | <b>2.9</b>   | <b>2.9</b>   | <b>2.9</b>   | <b>2.9</b>   | <b>3.0</b>   | <b>3.0</b>   | <b>3.0</b>   | <b>3.1</b>   | <b>3.1</b>   | <b>3.1</b>   |
| <b>Annual Surplus/(Shortfall)</b>                                 | <b>(309.0)</b>  | <b>-</b>     |
| <b>Cumulative Ending Balance</b>                                  | <b>0.0</b>      | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |

NOTES:

**LACMTA Financial Forecasting Model**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
**30-10 8/19/11**

| (\$ in millions)                            | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Total<br>'10-'40 | %             | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|------------------|------------------|------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Metro Rail Fares</b>                     |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |              |
| Red/Purple Lines                            | 400.3            | 734.2            | 1,140.6          | 2,275.1          | 8.8%          | 29.0         | 34.6         | 34.6         | 35.1         | 39.7         | 40.2         | 44.3         | 44.9         | 48.6         | 49.2         |
| Blue Line (incl Expo & Reg'l Connector)     | 343.0            | 635.3            | 948.8            | 1,927.1          | 7.4%          | 16.5         | 19.7         | 25.0         | 29.4         | 33.3         | 33.7         | 43.3         | 44.7         | 48.4         | 49.0         |
| Green Line                                  | 104.3            | 201.9            | 301.6            | 607.8            | 2.3%          | 7.2          | 8.6          | 8.6          | 8.7          | 9.9          | 10.0         | 11.1         | 11.2         | 12.1         | 16.8         |
| Gold Line (including Eastside and Foothill) | 131.8            | 325.5            | 495.7            | 953.0            | 3.7%          | 8.0          | 8.6          | 8.6          | 8.7          | 9.9          | 10.0         | 16.8         | 19.3         | 20.9         | 21.1         |
| Crenshaw Line                               | 12.2             | 143.3            | 214.0            | 369.4            | 1.4%          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 12.2         |
| West Santa Ana Line                         | 0.0              | 100.5            | 163.9            | 264.5            | 1.0%          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| <b>Subtotal, Metro Rail Fares</b>           | <b>991.7</b>     | <b>2,140.7</b>   | <b>3,264.5</b>   | <b>6,396.9</b>   | <b>24.7%</b>  | <b>60.8</b>  | <b>71.6</b>  | <b>76.9</b>  | <b>81.9</b>  | <b>92.8</b>  | <b>93.9</b>  | <b>115.4</b> | <b>120.1</b> | <b>130.0</b> | <b>148.3</b> |
| <b>Metro Bus Fares</b>                      |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |              |
| Operations                                  | 3,097.6          | 4,327.4          | 6,109.1          | 13,534.1         | 52.2%         | 260.5        | 270.8        | 269.3        | 271.2        | 305.6        | 307.8        | 337.6        | 340.0        | 366.2        | 368.7        |
| Reduction for Fare Freeze                   | (46.6)           | 0.0              | 0.0              | (46.6)           | -0.2%         | (8.0)        | (8.1)        | (14.1)       | (8.2)        | (8.2)        | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| <b>Subtotal, Metro Bus Fares</b>            | <b>3,051.0</b>   | <b>4,327.4</b>   | <b>6,109.1</b>   | <b>13,487.5</b>  | <b>52.0%</b>  | <b>252.5</b> | <b>262.7</b> | <b>255.2</b> | <b>263.0</b> | <b>297.4</b> | <b>307.8</b> | <b>337.6</b> | <b>340.0</b> | <b>366.2</b> | <b>368.7</b> |
| <b>Subtotal, Metro Bus &amp; Rail Fares</b> | <b>4,042.7</b>   | <b>6,468.1</b>   | <b>9,373.6</b>   | <b>19,884.4</b>  | <b>76.7%</b>  | <b>313.3</b> | <b>334.3</b> | <b>332.1</b> | <b>344.9</b> | <b>390.1</b> | <b>401.7</b> | <b>453.1</b> | <b>460.1</b> | <b>496.2</b> | <b>517.1</b> |
| Annual % Change (Metro Fares)               |                  |                  |                  |                  |               |              | 6.72%        | -0.67%       | 3.87%        | 13.12%       | 2.96%        | 12.79%       | 1.55%        | 7.84%        | 4.21%        |
| <b>Other Bus Operators</b>                  |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |              |
| ADA-Paratransit (Access Services)           | 70.8             | 86.8             | 116.9            | 274.5            | 1.1%          | 6.5          | 6.5          | 6.7          | 6.8          | 7.0          | 7.1          | 7.3          | 7.5          | 7.6          | 7.8          |
| Municipal Operations                        | 773.2            | 947.8            | 1,276.2          | 2,997.3          | 11.6%         | 70.4         | 71.3         | 72.7         | 74.3         | 76.1         | 78.0         | 79.9         | 81.7         | 83.5         | 85.2         |
| Municipal Expansion                         | 193.7            | 272.6            | 367.1            | 833.4            | 3.2%          | 15.0         | 16.1         | 16.9         | 17.5         | 18.3         | 19.4         | 20.3         | 21.6         | 24.0         | 24.5         |
| <b>Subtotal Municipal Operators</b>         | <b>966.9</b>     | <b>1,220.4</b>   | <b>1,643.3</b>   | <b>3,830.7</b>   | <b>14.8%</b>  | <b>85.4</b>  | <b>87.4</b>  | <b>89.6</b>  | <b>91.9</b>  | <b>94.4</b>  | <b>97.4</b>  | <b>100.2</b> | <b>103.4</b> | <b>107.5</b> | <b>109.7</b> |
| <b>Subtotal, Other Bus Operators Fares</b>  | <b>1,037.7</b>   | <b>1,307.2</b>   | <b>1,760.2</b>   | <b>4,105.2</b>   | <b>15.8%</b>  | <b>91.9</b>  | <b>93.9</b>  | <b>96.3</b>  | <b>98.7</b>  | <b>101.4</b> | <b>104.6</b> | <b>107.5</b> | <b>110.8</b> | <b>115.1</b> | <b>117.5</b> |
| Annual % Change (Other Operator Fares)      |                  |                  |                  |                  |               |              | 2.22%        | 2.48%        | 2.50%        | 2.78%        | 3.11%        | 2.77%        | 3.14%        | 3.87%        | 2.06%        |
| <b>Subtotal, All Bus Fares</b>              | <b>4,088.7</b>   | <b>5,634.6</b>   | <b>7,869.3</b>   | <b>17,592.6</b>  | <b>67.9%</b>  | <b>344.4</b> | <b>356.7</b> | <b>351.4</b> | <b>361.7</b> | <b>398.8</b> | <b>412.3</b> | <b>445.1</b> | <b>450.8</b> | <b>481.3</b> | <b>486.2</b> |
| Percent Change Metrolink Fares              |                  |                  |                  |                  |               |              | 3.50%        | 3.50%        | 3.50%        | 3.50%        | 3.50%        | 3.50%        | 2.31%        | 2.16%        | 2.06%        |
| <b>Metrolink Rail Fares</b>                 | <b>488.7</b>     | <b>612.8</b>     | <b>825.2</b>     | <b>1,926.8</b>   | <b>7.4%</b>   | <b>42.0</b>  | <b>43.5</b>  | <b>45.0</b>  | <b>46.6</b>  | <b>48.2</b>  | <b>49.9</b>  | <b>51.6</b>  | <b>52.8</b>  | <b>54.0</b>  | <b>55.1</b>  |
| <b>Total Fares</b>                          | <b>5,569.2</b>   | <b>8,388.1</b>   | <b>11,959.0</b>  | <b>25,916.3</b>  | <b>100.0%</b> | <b>447.2</b> | <b>471.7</b> | <b>473.3</b> | <b>490.2</b> | <b>539.8</b> | <b>556.1</b> | <b>612.2</b> | <b>623.8</b> | <b>665.3</b> | <b>689.7</b> |

1. Metro incr every even FY begin 7/1/13 (FY 14).

2. Sr, student, disabled fares frozen until 7/1/14.

3. Fare Recovery Ratios:

|  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Countywide Bus and Metro Rail            | 28.6% | 28.6% | 27.8% | 28.2% | 26.1% | 27.1% | 26.9% | 27.1% | 29.0% | 29.0% | 29.9% | 29.4% | 30.3% | 29.4% |
| Countywide Bus including Access Services | 25.8% | 25.6% | 23.9% | 24.8% | 23.7% | 24.1% | 23.7% | 24.6% | 26.4% | 26.4% | 27.5% | 26.8% | 27.6% | 26.8% |
| Metro Bus                                | 30.9% | 31.4% | 29.1% | 30.2% | 27.4% | 27.8% | 27.5% | 28.8% | 31.6% | 31.8% | 33.6% | 32.6% | 33.9% | 32.8% |
| Metro Rail                               | 26.9% | 29.3% | 32.3% | 30.3% | 23.6% | 27.6% | 27.6% | 24.2% | 26.4% | 26.3% | 27.2% | 27.4% | 29.0% | 27.9% |
| Metro Bus and Metro Rail                 | 29.8% | 30.7% | 30.2% | 30.2% | 26.5% | 27.8% | 27.5% | 27.5% | 30.2% | 30.3% | 31.7% | 31.1% | 32.5% | 31.2% |

**LACMTA Financial Forecasting Model**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
**30-10 8/19/11**

|   | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                            | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>Metro Rail Fares</b>                     |              |              |              |              |              |              |              |              |              |              |
| Red/Purple Lines                            | 51.8         | 52.4         | 70.7         | 71.7         | 75.4         | 76.4         | 80.8         | 81.8         | 86.1         | 87.2         |
| Blue Line (incl Expo & Reg'l Connector)     | 55.2         | 55.9         | 58.9         | 59.6         | 62.7         | 63.5         | 67.2         | 68.0         | 71.6         | 72.5         |
| Green Line                                  | 17.6         | 17.8         | 18.7         | 19.0         | 19.9         | 20.2         | 21.4         | 21.6         | 22.8         | 23.0         |
| Gold Line (including Eastside and Foothill) | 22.2         | 29.4         | 30.8         | 31.1         | 32.8         | 33.2         | 35.1         | 35.5         | 37.4         | 37.9         |
| Crenshaw Line                               | 12.5         | 12.6         | 13.3         | 13.4         | 14.2         | 14.3         | 15.2         | 15.3         | 16.1         | 16.3         |
| West Santa Ana Line                         | 0.0          | 10.0         | 10.2         | 10.3         | 10.8         | 11.0         | 11.6         | 11.8         | 12.4         | 12.5         |
| <b>Subtotal, Metro Rail Fares</b>           | <b>159.3</b> | <b>178.2</b> | <b>202.5</b> | <b>205.1</b> | <b>215.9</b> | <b>218.6</b> | <b>231.2</b> | <b>234.1</b> | <b>246.4</b> | <b>249.4</b> |
| <b>Metro Bus Fares</b>                      |              |              |              |              |              |              |              |              |              |              |
| Operations                                  | 386.1        | 388.8        | 407.0        | 409.9        | 429.1        | 432.1        | 454.6        | 457.8        | 479.3        | 482.7        |
| Reduction for Fare Freeze                   | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| <b>Subtotal, Metro Bus Fares</b>            | <b>386.1</b> | <b>388.8</b> | <b>407.0</b> | <b>409.9</b> | <b>429.1</b> | <b>432.1</b> | <b>454.6</b> | <b>457.8</b> | <b>479.3</b> | <b>482.7</b> |
| <b>Subtotal, Metro Bus &amp; Rail Fares</b> | <b>545.3</b> | <b>566.9</b> | <b>609.5</b> | <b>615.0</b> | <b>645.0</b> | <b>650.8</b> | <b>685.8</b> | <b>691.9</b> | <b>725.7</b> | <b>732.1</b> |
| Annual % Change (Metro Fares)               | 5.46%        | 3.97%        | 7.51%        | 0.90%        | 4.88%        | 0.88%        | 5.38%        | 0.89%        | 4.89%        | 0.89%        |
| <b>Other Bus Operators</b>                  |              |              |              |              |              |              |              |              |              |              |
| ADA-Paratransit (Access Services)           | 8.0          | 8.1          | 8.3          | 8.4          | 8.6          | 8.7          | 8.9          | 9.1          | 9.3          | 9.4          |
| Municipal Operations                        | 86.9         | 88.6         | 90.4         | 92.1         | 93.7         | 95.5         | 97.3         | 99.1         | 101.1        | 103.1        |
| Municipal Expansion                         | 25.0         | 25.5         | 26.0         | 26.5         | 27.0         | 27.5         | 28.0         | 28.5         | 29.1         | 29.7         |
| <b>Subtotal Municipal Operators</b>         | <b>111.9</b> | <b>114.1</b> | <b>116.3</b> | <b>118.5</b> | <b>120.7</b> | <b>123.0</b> | <b>125.3</b> | <b>127.6</b> | <b>130.2</b> | <b>132.8</b> |
| <b>Subtotal, Other Bus Operators Fares</b>  | <b>119.8</b> | <b>122.2</b> | <b>124.6</b> | <b>127.0</b> | <b>129.3</b> | <b>131.7</b> | <b>134.2</b> | <b>136.7</b> | <b>139.5</b> | <b>142.2</b> |
| Annual % Change (Other Operator Fares)      | 1.97%        | 1.97%        | 1.99%        | 1.89%        | 1.82%        | 1.87%        | 1.91%        | 1.86%        | 2.03%        | 1.97%        |
| <b>Subtotal, All Bus Fares</b>              | <b>505.9</b> | <b>510.9</b> | <b>531.6</b> | <b>536.8</b> | <b>558.4</b> | <b>563.8</b> | <b>588.8</b> | <b>594.5</b> | <b>618.8</b> | <b>624.9</b> |
| Percent Change Metrolink Fares              | 1.97%        | 1.97%        | 1.99%        | 1.89%        | 1.82%        | 1.87%        | 1.91%        | 1.86%        | 2.03%        | 1.97%        |
| <b>Metrolink Rail Fares</b>                 | <b>56.2</b>  | <b>57.3</b>  | <b>58.4</b>  | <b>59.5</b>  | <b>60.6</b>  | <b>61.7</b>  | <b>62.9</b>  | <b>64.1</b>  | <b>65.4</b>  | <b>66.7</b>  |
| <b>Total Fares</b>                          | <b>721.3</b> | <b>746.4</b> | <b>792.6</b> | <b>801.5</b> | <b>834.9</b> | <b>844.2</b> | <b>882.9</b> | <b>892.7</b> | <b>930.5</b> | <b>941.0</b> |

1. Metro incr every even FY begin 7/1/13 (FY 14).

2. Sr, student, disabled fares frozen until 7/1/14.

3. Fare Recovery Ratios:

|  |       |       |       |       |       |       |       |       |       |       |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Countywide Bus and Metro Rail            | 29.7% | 28.8% | 29.1% | 28.7% | 28.9% | 28.2% | 28.4% | 28.0% | 28.3% | 28.0% |
| Countywide Bus including Access Services | 27.1% | 26.1% | 26.4% | 26.0% | 26.1% | 25.1% | 25.2% | 24.9% | 24.9% | 24.5% |
| Metro Bus                                | 33.5% | 31.9% | 32.6% | 32.0% | 32.2% | 30.7% | 30.8% | 30.5% | 30.6% | 30.0% |
| Metro Rail                               | 28.5% | 28.1% | 28.4% | 28.2% | 29.1% | 29.0% | 30.1% | 29.5% | 30.3% | 30.2% |
| Metro Bus and Metro Rail                 | 31.9% | 30.6% | 31.1% | 30.7% | 31.1% | 30.1% | 30.6% | 30.1% | 30.6% | 30.2% |

**LACMTA Financial Forecasting Model**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
**30-10 8/19/11**

|   | 2029         | 2030         | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)                            | 2030         | 2031         | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| <b>Metro Rail Fares</b>                     |              |              |                |                |                |                |                |                |                |                |                |
| Red/Purple Lines                            | 90.9         | 92.0         | 95.9           | 97.1           | 101.2          | 102.5          | 106.8          | 108.2          | 112.8          | 114.2          | 119.0          |
| Blue Line (incl Expo & Reg'l Connector)     | 75.6         | 76.5         | 79.8           | 80.8           | 84.2           | 85.3           | 88.9           | 90.0           | 93.8           | 95.0           | 99.0           |
| Green Line                                  | 24.0         | 24.3         | 25.4           | 25.7           | 26.8           | 27.1           | 28.2           | 28.6           | 29.8           | 30.2           | 31.5           |
| Gold Line (including Eastside and Foothill) | 39.5         | 40.0         | 41.7           | 42.2           | 44.0           | 44.5           | 46.4           | 47.0           | 49.0           | 49.6           | 51.7           |
| Crenshaw Line                               | 17.0         | 17.3         | 18.0           | 18.2           | 19.0           | 19.2           | 20.0           | 20.3           | 21.2           | 21.4           | 22.3           |
| West Santa Ana Line                         | 13.1         | 13.2         | 13.8           | 14.0           | 14.5           | 14.7           | 15.4           | 15.5           | 16.2           | 16.4           | 17.1           |
| <b>Subtotal, Metro Rail Fares</b>           | <b>260.0</b> | <b>263.3</b> | <b>274.5</b>   | <b>277.9</b>   | <b>289.7</b>   | <b>293.3</b>   | <b>305.8</b>   | <b>309.6</b>   | <b>322.8</b>   | <b>326.8</b>   | <b>340.7</b>   |
| <b>Metro Bus Fares</b>                      |              |              |                |                |                |                |                |                |                |                |                |
| Operations                                  | 500.5        | 504.0        | 522.7          | 526.3          | 545.8          | 549.6          | 570.0          | 574.0          | 595.2          | 599.4          | 621.5          |
| Reduction for Fare Freeze                   | 0.0          | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| <b>Subtotal, Metro Bus Fares</b>            | <b>500.5</b> | <b>504.0</b> | <b>522.7</b>   | <b>526.3</b>   | <b>545.8</b>   | <b>549.6</b>   | <b>570.0</b>   | <b>574.0</b>   | <b>595.2</b>   | <b>599.4</b>   | <b>621.5</b>   |
| <b>Subtotal, Metro Bus &amp; Rail Fares</b> | <b>760.6</b> | <b>767.3</b> | <b>797.2</b>   | <b>804.2</b>   | <b>835.5</b>   | <b>843.0</b>   | <b>875.8</b>   | <b>883.6</b>   | <b>918.0</b>   | <b>926.2</b>   | <b>962.3</b>   |
| Annual % Change (Metro Fares)               | 3.89%        | 0.89%        | 3.89%          | 0.89%          | 3.89%          | 0.89%          | 3.89%          | 0.89%          | 3.89%          | 0.89%          | 3.89%          |
| <b>Other Bus Operators</b>                  |              |              |                |                |                |                |                |                |                |                |                |
| ADA-Paratransit (Access Services)           | 9.6          | 9.8          | 10.0           | 10.2           | 10.4           | 10.6           | 10.8           | 11.0           | 11.3           | 11.5           | 11.7           |
| Municipal Operations                        | 105.1        | 107.1        | 109.1          | 111.2          | 113.4          | 115.7          | 118.0          | 120.4          | 122.9          | 125.3          | 127.7          |
| Municipal Expansion                         | 30.2         | 30.8         | 31.4           | 32.0           | 32.6           | 33.3           | 33.9           | 34.6           | 35.4           | 36.0           | 36.7           |
| <b>Subtotal Municipal Operators</b>         | <b>135.4</b> | <b>137.9</b> | <b>140.5</b>   | <b>143.2</b>   | <b>146.1</b>   | <b>149.0</b>   | <b>152.0</b>   | <b>155.1</b>   | <b>158.3</b>   | <b>161.4</b>   | <b>164.5</b>   |
| <b>Subtotal, Other Bus Operators Fares</b>  | <b>145.0</b> | <b>147.7</b> | <b>150.5</b>   | <b>153.4</b>   | <b>156.4</b>   | <b>159.6</b>   | <b>162.8</b>   | <b>166.1</b>   | <b>169.6</b>   | <b>172.9</b>   | <b>176.2</b>   |
| Annual % Change (Other Operator Fares)      | 1.94%        | 1.89%        | 1.89%          | 1.94%          | 1.96%          | 1.99%          | 2.02%          | 2.05%          | 2.07%          | 1.95%          | 1.92%          |
| <b>Subtotal, All Bus Fares</b>              | <b>645.5</b> | <b>651.8</b> | <b>673.2</b>   | <b>679.8</b>   | <b>702.3</b>   | <b>709.2</b>   | <b>732.8</b>   | <b>740.1</b>   | <b>764.8</b>   | <b>772.2</b>   | <b>797.7</b>   |
| Percent Change Metrolink Fares              | 1.94%        | 1.89%        | 1.89%          | 1.94%          | 1.96%          | 1.99%          | 2.02%          | 2.05%          | 2.07%          | 1.95%          | 1.92%          |
| <b>Metrolink Rail Fares</b>                 | <b>68.0</b>  | <b>69.3</b>  | <b>70.6</b>    | <b>71.9</b>    | <b>73.3</b>    | <b>74.8</b>    | <b>76.3</b>    | <b>77.9</b>    | <b>79.5</b>    | <b>81.0</b>    | <b>82.6</b>    |
| <b>Total Fares</b>                          | <b>973.5</b> | <b>984.3</b> | <b>1,018.2</b> | <b>1,029.6</b> | <b>1,065.3</b> | <b>1,077.3</b> | <b>1,114.9</b> | <b>1,127.6</b> | <b>1,167.0</b> | <b>1,180.1</b> | <b>1,221.0</b> |

1. Metro incr every even FY begin 7/1/13 (FY 14).
2. Sr, student, disabled fares frozen until 7/1/14.
3. Fare Recovery Ratios:

|  |       |       |       |       |       |       |       |       |       |       |       |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Countywide Bus and Metro Rail            | 28.0% | 27.7% | 27.9% | 27.6% | 27.9% | 27.6% | 27.8% | 27.5% | 27.7% | 27.4% | 28.3% |
| Countywide Bus including Access Services | 24.4% | 24.1% | 24.2% | 23.9% | 24.0% | 23.7% | 23.8% | 23.5% | 23.6% | 23.3% | 24.1% |
| Metro Bus                                | 29.9% | 29.3% | 29.7% | 29.2% | 29.5% | 28.9% | 29.2% | 28.7% | 28.9% | 28.4% | 28.7% |
| Metro Rail                               | 30.9% | 30.7% | 31.3% | 31.3% | 32.0% | 31.8% | 32.4% | 32.3% | 32.9% | 32.7% | 33.4% |
| Metro Bus and Metro Rail                 | 30.3% | 29.9% | 30.3% | 30.0% | 30.4% | 30.0% | 30.4% | 29.9% | 30.3% | 29.9% | 30.3% |

# LACMTA Financial Forecasting Model

## Lease Revenues

30-10 8/19/11

| (\$ In millions)                            | Plan           | Years          | Years         | Years        | 2009         | 2010          | 2011          | 2012        | 2013          | 2014          | 2015         | 2016         | 2017         | 2018        |
|---|----------------|----------------|---------------|--------------|--------------|---------------|---------------|-------------|---------------|---------------|--------------|--------------|--------------|-------------|
|   | Total          | '10-'19        | '20-'29       | '30-'40      | 2010         | 2011          | 2012          | 2013        | 2014          | 2015          | 2016         | 2017         | 2018         | 2019        |
| <b>Total Revenues Available</b>             | <b>455.1</b>   | <b>173.3</b>   | <b>136.7</b>  | <b>145.1</b> | <b>16.5</b>  | <b>16.2</b>   | <b>16.2</b>   | <b>16.6</b> | <b>17.0</b>   | <b>17.4</b>   | <b>17.8</b>  | <b>18.2</b>  | <b>18.6</b>  | <b>19.0</b> |
| Annual Percent Change                       |                |                |               |              |              | -1.97%        | -0.06%        | 2.21%       | 2.43%         | 2.41%         | 2.42%        | 2.31%        | 2.16%        | 2.06%       |
| <b>ALLOCATION OF FUNDS:</b>                 |                |                |               |              |              |               |               |             |               |               |              |              |              |             |
| <b>Regional Administration</b>              |                |                |               |              |              |               |               |             |               |               |              |              |              |             |
| Agencywide Capital                          | 71.8           | 42.8           | 29.0          | 0.0          | -            | 5.9           | 0.7           | 0.1         | 0.1           | 0.1           | 6.7          | 8.9          | 9.1          | 9.3         |
| Transit Corridor Development Plans (405511) | 35.0           | 35.0           | -             | -            |              |               | 5.0           | 5.0         | 5.0           | 5.0           | 5.0          | 5.0          | 5.0          |             |
| Regional Administration                     | 321.3          | 68.5           | 107.8         | 145.1        | 10.0         | 8.8           | 12.0          | 0.1         | 0.1           | 0.0           | 9.1          | 9.3          | 9.5          | 9.7         |
| <b>Regional Administration Total</b>        | <b>428.1</b>   | <b>146.3</b>   | <b>136.7</b>  | <b>145.1</b> | <b>10.0</b>  | <b>14.6</b>   | <b>17.7</b>   | <b>5.2</b>  | <b>5.2</b>    | <b>5.1</b>    | <b>22.8</b>  | <b>23.2</b>  | <b>23.6</b>  | <b>19.0</b> |
| <b>Bus Operations</b>                       |                |                |               |              |              |               |               |             |               |               |              |              |              |             |
| MTA Operations                              | -              | -              | -             | -            |              |               |               |             |               |               |              |              |              |             |
| <b>Bus Operations Totals</b>                | <b>-</b>       | <b>-</b>       | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    |
| <b>Bus Capital</b>                          |                |                |               |              |              |               |               |             |               |               |              |              |              |             |
| MTA Bus Fleet                               | -              | -              | -             | -            | -            | -             | -             | -           | -             | -             | -            | -            | -            | -           |
| MTA Facilities                              | 40.6           | 40.6           | -             | -            | -            | 27.1          | 13.5          | -           | -             | -             | -            | -            | -            | -           |
| <b>Bus Capital Total</b>                    | <b>40.6</b>    | <b>40.6</b>    | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>27.1</b>   | <b>13.5</b>   | <b>-</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    |
| <b>Rail Capital</b>                         |                |                |               |              |              |               |               |             |               |               |              |              |              |             |
| Regional Connector                          | 89.8           | 89.8           | -             | -            | -            | -             | -             | -           | 42.6          | 47.2          | -            | -            | -            | -           |
| Heavy Rail Vehicles                         | 14.6           | -              | 14.6          | -            |              |               |               |             |               |               |              |              |              |             |
| <b>Rail Capital Totals</b>                  | <b>104.5</b>   | <b>89.8</b>    | <b>14.6</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>42.6</b>   | <b>47.2</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    |
| <b>Total Allocated</b>                      | <b>573.2</b>   | <b>276.7</b>   | <b>151.3</b>  | <b>145.1</b> | <b>10.0</b>  | <b>41.7</b>   | <b>31.2</b>   | <b>5.2</b>  | <b>47.8</b>   | <b>52.3</b>   | <b>22.8</b>  | <b>23.2</b>  | <b>23.6</b>  | <b>19.0</b> |
| <b>Beginning Balance</b>                    | <b>118.0</b>   | <b>118.0</b>   | <b>14.6</b>   | <b>(0.0)</b> | <b>118.0</b> | <b>124.5</b>  | <b>99.0</b>   | <b>84.0</b> | <b>95.4</b>   | <b>64.6</b>   | <b>29.6</b>  | <b>24.6</b>  | <b>19.6</b>  | <b>14.6</b> |
| <b>Total Surplus/(Shortfall)</b>            | <b>(118.0)</b> | <b>(103.4)</b> | <b>(14.6)</b> | <b>-</b>     | <b>6.5</b>   | <b>(25.5)</b> | <b>(15.0)</b> | <b>11.4</b> | <b>(30.8)</b> | <b>(35.0)</b> | <b>(5.0)</b> | <b>(5.0)</b> | <b>(5.0)</b> | <b>-</b>    |
| <b>Cumulative Ending Balance</b>            | <b>(0.0)</b>   | <b>14.6</b>    | <b>(0.0)</b>  | <b>(0.0)</b> | <b>124.5</b> | <b>99.0</b>   | <b>84.0</b>   | <b>95.4</b> | <b>64.6</b>   | <b>29.6</b>   | <b>24.6</b>  | <b>19.6</b>  | <b>14.6</b>  | <b>14.6</b> |

### NOTES:

1. ROW Lease revenues (2105), sales/leaseback revenues (6010), plus investment income.

## LACMTA Financial Forecasting Model

### Lease Revenues

30-10 8/19/11

| (\$ in millions)                            | Plan           | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|   | Total          | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>Total Revenues Available</b>             | <b>455.1</b>   | <b>19.3</b>  | <b>19.7</b>  | <b>20.1</b>  | <b>10.5</b>  | <b>10.7</b>  | <b>10.9</b>  | <b>11.1</b>  | <b>11.3</b>  | <b>11.5</b>  | <b>11.7</b>  |
| Annual Percent Change                       |                | 1.97%        | 1.97%        | 1.99%        | -47.97%      | 1.82%        | 1.87%        | 1.91%        | 1.86%        | 2.03%        | 1.97%        |
| <b>ALLOCATION OF FUNDS:</b>                 |                |              |              |              |              |              |              |              |              |              |              |
| <b>Regional Administration</b>              |                |              |              |              |              |              |              |              |              |              |              |
| Agencywide Capital                          | 71.8           | 9.5          | 9.7          | 9.8          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Transit Corridor Development Plans (405511) | 35.0           |              |              |              |              |              |              |              |              |              |              |
| Regional Administration                     | 321.3          | 9.9          | 10.1         | 10.3         | 10.5         | 10.7         | 10.9         | 11.1         | 11.3         | 11.5         | 11.7         |
| <b>Regional Administration Total</b>        | <b>428.1</b>   | <b>19.3</b>  | <b>19.7</b>  | <b>20.1</b>  | <b>10.5</b>  | <b>10.7</b>  | <b>10.9</b>  | <b>11.1</b>  | <b>11.3</b>  | <b>11.5</b>  | <b>11.7</b>  |
| <b>Bus Operations</b>                       |                |              |              |              |              |              |              |              |              |              |              |
| MTA Operations                              | -              |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Operations Totals</b>                | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Bus Capital</b>                          |                |              |              |              |              |              |              |              |              |              |              |
| MTA Bus Fleet                               | -              |              |              |              |              |              |              |              |              |              |              |
| MTA Facilities                              | 40.6           |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital Total</b>                    | <b>40.6</b>    | <b>-</b>     |
| <b>Rail Capital</b>                         |                |              |              |              |              |              |              |              |              |              |              |
| Regional Connector                          | 89.8           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Heavy Rail Vehicles                         | 14.6           | 2.0          | 6.2          | 6.3          | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Capital Totals</b>                  | <b>104.5</b>   | <b>2.0</b>   | <b>6.2</b>   | <b>6.3</b>   | <b>-</b>     |
| <b>Total Allocated</b>                      | <b>573.2</b>   | <b>21.4</b>  | <b>26.0</b>  | <b>26.5</b>  | <b>10.5</b>  | <b>10.7</b>  | <b>10.9</b>  | <b>11.1</b>  | <b>11.3</b>  | <b>11.5</b>  | <b>11.7</b>  |
| <b>Beginning Balance</b>                    | <b>118.0</b>   | <b>14.6</b>  | <b>12.5</b>  | <b>6.3</b>   | <b>(0.0)</b> |
| <b>Total Surplus/(Shortfall)</b>            | <b>(118.0)</b> | <b>(2.0)</b> | <b>(6.2)</b> | <b>(6.3)</b> | <b>-</b>     |
| <b>Cumulative Ending Balance</b>            | <b>(0.0)</b>   | <b>12.5</b>  | <b>6.3</b>   | <b>(0.0)</b> |

**NOTES:**

1. ROW Lease revenues (2105), sales/leaseback revenues (6010), plus investment income.

# LACMTA Financial Forecasting Model

## Lease Revenues

30-10 8/19/11

|   | Plan           | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                            | Total          | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>Total Revenues Available</b>             | <b>455.1</b>   | <b>12.0</b>  | <b>12.2</b>  | <b>12.4</b>  | <b>12.6</b>  | <b>12.9</b>  | <b>13.2</b>  | <b>13.4</b>  | <b>13.7</b>  | <b>14.0</b>  | <b>14.2</b>  | <b>14.5</b>  |
| Annual Percent Change                       |                | 1.94%        | 1.89%        | 1.89%        | 1.94%        | 1.96%        | 1.99%        | 2.02%        | 2.05%        | 2.07%        | 1.95%        | 1.92%        |
| <b>ALLOCATION OF FUNDS:</b>                 |                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Regional Administration</b>              |                |              |              |              |              |              |              |              |              |              |              |              |
| Agencywide Capital                          | 71.8           | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Transit Corridor Development Plans (405511) | 35.0           |              |              |              |              |              |              |              |              |              |              |              |
| Regional Administration                     | 321.3          | 12.0         | 12.2         | 12.4         | 12.6         | 12.9         | 13.2         | 13.4         | 13.7         | 14.0         | 14.2         | 14.5         |
| <b>Regional Administration Total</b>        | <b>428.1</b>   | <b>12.0</b>  | <b>12.2</b>  | <b>12.4</b>  | <b>12.6</b>  | <b>12.9</b>  | <b>13.2</b>  | <b>13.4</b>  | <b>13.7</b>  | <b>14.0</b>  | <b>14.2</b>  | <b>14.5</b>  |
| <b>Bus Operations</b>                       |                |              |              |              |              |              |              |              |              |              |              |              |
| MTA Operations                              | -              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Operations Totals</b>                | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Bus Capital</b>                          |                |              |              |              |              |              |              |              |              |              |              |              |
| MTA Bus Fleet                               | -              |              |              |              |              |              |              |              |              |              |              |              |
| MTA Facilities                              | 40.6           |              |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital Total</b>                    | <b>40.6</b>    | <b>-</b>     |
| <b>Rail Capital</b>                         |                |              |              |              |              |              |              |              |              |              |              |              |
| Regional Connector                          | 89.8           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Heavy Rail Vehicles                         | 14.6           |              |              |              |              |              |              |              |              |              |              |              |
| <b>Rail Capital Totals</b>                  | <b>104.5</b>   | <b>-</b>     |
| <b>Total Allocated</b>                      | <b>573.2</b>   | <b>12.0</b>  | <b>12.2</b>  | <b>12.4</b>  | <b>12.6</b>  | <b>12.9</b>  | <b>13.2</b>  | <b>13.4</b>  | <b>13.7</b>  | <b>14.0</b>  | <b>14.2</b>  | <b>14.5</b>  |
| <b>Beginning Balance</b>                    | <b>118.0</b>   | <b>(0.0)</b> |
| <b>Total Surplus/(Shortfall)</b>            | <b>(118.0)</b> | <b>-</b>     |
| <b>Cumulative Ending Balance</b>            | <b>(0.0)</b>   | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> |

**NOTES:**

1. ROW Lease revenues (2105), sales/leaseback revenues (6010), plus investment income.

**LACMTA Financial Forecasting Model**  
**Local Agency Funds-Highway Project Match**  
**30-10 8/19/11**

| (\$ in millions)                          | Plan        | Years       | Years   | Years   | 2009       | 2010       | 2011       | 2012       | 2013       | 2014       | 2015 | 2016 | 2017 | 2018 |
|---|-------------|-------------|---------|---------|------------|------------|------------|------------|------------|------------|------|------|------|------|
|   | Total       | '10-'19     | '20-'29 | '30-'40 | 2010       | 2011       | 2012       | 2013       | 2014       | 2015       | 2016 | 2017 | 2018 | 2019 |
| <b>Total Revenues Available</b>           | 12.6        | 12.6        | -       | -       | 0.4        | 1.2        | 2.1        | 0.1        | 7.8        | 0.9        | -    | -    | -    | -    |
| <b>ALLOCATION OF FUNDS</b>                |             |             |         |         |            |            |            |            |            |            |      |      |      |      |
| Carpool Lanes, Gap Closures, Interchanges | 6.0         | 6.0         | -       | -       | -          | -          | -          | -          | 6.0        | -          | -    | -    | -    | -    |
| RSTI-Individual Project Sheets            | 0.2         | 0.2         | -       | -       | 0.2        | -          | -          | -          | -          | -          | -    | -    | -    | -    |
| Expo Phase II Bikeway                     | 3.0         | 3.0         | -       | -       | 0.1        | -          | 0.2        | 0.1        | 1.8        | 0.9        | -    | -    | -    | -    |
| Wilshire Bus Only Lane                    | 3.3         | 3.3         | -       | -       | 0.1        | 1.2        | 2.0        | -          | -          | -          | -    | -    | -    | -    |
| <b>Subtotal Allocated</b>                 | <b>12.6</b> | <b>12.6</b> | -       | -       | <b>0.4</b> | <b>1.2</b> | <b>2.1</b> | <b>0.1</b> | <b>7.8</b> | <b>0.9</b> | -    | -    | -    | -    |
| <b>Beginning Balance</b>                  | -           | -           | -       | -       | -          | -          | -          | -          | -          | -          | -    | -    | -    | -    |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>   | -           | -           | -       | -       | -          | -          | -          | -          | -          | -          | -    | -    | -    | -    |
| <b>Cumulative Ending Balance</b>          | -           | -           | -       | -       | -          | -          | -          | -          | -          | -          | -    | -    | -    | -    |

**NOTES:**

1. CFP match is assumed covered by cities' Local Return.

**LACMTA Financial Forecasting Model  
Local Agency Transit Contributions**

30-10 8/19/11

| (\$ in millions)                              | Plan         | Alloc %       | Years        | Years   | Years   | 2009       | 2010        | 2011        | 2012       | 2013        | 2014        | 2015         | 2016        | 2017        | 2018         |
|---|--------------|---------------|--------------|---------|---------|------------|-------------|-------------|------------|-------------|-------------|--------------|-------------|-------------|--------------|
|   | Total        |               | '10-'19      | '20-'29 | '30-'40 | 2010       | 2011        | 2012        | 2013       | 2014        | 2015        | 2016         | 2017        | 2018        | 2019         |
| <b>Total Revenues Available</b>               | <b>479.5</b> |               | <b>479.5</b> | -       | -       | <b>1.1</b> | <b>15.3</b> | <b>26.8</b> | <b>2.8</b> | <b>27.8</b> | <b>19.9</b> | <b>125.5</b> | <b>61.2</b> | <b>56.8</b> | <b>142.2</b> |
| <b>ALLOCATION OF FUNDS:</b>                   |              |               |              |         |         |            |             |             |            |             |             |              |             |             |              |
| Lankershim Depot Restoration                  | 1.1          | 0.2%          | 1.1          | -       | -       | 1.1        | -           | -           | -          | -           | -           | -            | -           | -           | -            |
| Crenshaw/LAX Transit Corridor                 | 51.4         | 10.7%         | 51.4         | -       | -       | -          | -           | -           | -          | -           | -           | 51.4         | -           | -           | -            |
| Exposition Corridor - Phase I                 | 42.1         | 8.8%          | 42.1         | -       | -       | -          | 15.3        | 26.8        | -          | -           | -           | -            | -           | -           | -            |
| Exposition Corridor - Phase II                | 45.3         | 9.5%          | 45.3         | -       | -       | -          | -           | -           | -          | 4.2         | 18.4        | 12.7         | 10.1        | -           | -            |
| Gold Line Foothill Extension                  | 25.5         | 5.3%          | 25.5         | -       | -       | -          | -           | -           | 2.5        | 23.0        | -           | -            | -           | -           | -            |
| Gold Line Eastside Extension Phase II         | 45.9         | 9.6%          | 45.9         | -       | -       | -          | -           | -           | -          | -           | -           | -            | -           | 45.9        | -            |
| Green Line Extension - LAX                    | 7.2          | 1.5%          | 7.2          | -       | -       | -          | -           | -           | -          | -           | -           | -            | -           | 7.2         | -            |
| South Bay Green Line Extension                | 10.0         | 2.1%          | 10.0         | -       | -       | -          | -           | -           | -          | -           | -           | 10.0         | -           | -           | -            |
| San Fernando Valley North-South - Canoga      | -            | 0.0%          | -            | -       | -       | -          | -           | -           | -          | -           | -           | -            | -           | -           | -            |
| East San Fernando Valley North-South Corridor | 5.0          | 1.1%          | 5.0          | -       | -       | -          | -           | -           | 0.3        | 0.6         | 1.5         | 1.7          | 0.5         | 0.3         | -            |
| San Fernando Valley I-405 Corridor Connection | 41.4         | 8.6%          | 41.4         | -       | -       | -          | -           | -           | -          | -           | -           | -            | 41.4        | -           | -            |
| Regional Connector                            | 41.0         | 8.6%          | 41.0         | -       | -       | -          | -           | -           | -          | -           | -           | 41.0         | -           | -           | -            |
| West Santa Ana Branch Corridor                | 8.7          | 1.8%          | 8.7          | -       | -       | -          | -           | -           | -          | -           | -           | 8.7          | -           | -           | -            |
| Westside Subway Extension Segment 1           | 154.8        | 32.3%         | 154.8        | -       | -       | -          | -           | -           | -          | -           | -           | -            | 9.2         | 3.4         | 142.2        |
| Westside Subway Extension Segment 2           | -            | 0.0%          | -            | -       | -       | -          | -           | -           | -          | -           | -           | -            | -           | -           | -            |
| Westside Subway Extension Segment 3           | -            | 0.0%          | -            | -       | -       | -          | -           | -           | -          | -           | -           | -            | -           | -           | -            |
| Light Rail Vehicles                           | 0.04         | 0.0%          | 0.04         | -       | -       | -          | 0.04        | -           | -          | -           | -           | -            | -           | -           | -            |
| Other Rail Costs                              | -            | 0.0%          | -            | -       | -       | -          | -           | -           | -          | -           | -           | -            | -           | -           | -            |
| <b>MTA Rail Capital</b>                       | <b>479.5</b> | <b>100.0%</b> | <b>479.5</b> | -       | -       | <b>1.1</b> | <b>15.3</b> | <b>26.8</b> | <b>2.8</b> | <b>27.8</b> | <b>19.9</b> | <b>125.5</b> | <b>61.2</b> | <b>56.8</b> | <b>142.2</b> |
| <b>Sub-Total Allocated</b>                    | <b>479.5</b> | <b>100.0%</b> | <b>479.5</b> | -       | -       | <b>1.1</b> | <b>15.3</b> | <b>26.8</b> | <b>2.8</b> | <b>27.8</b> | <b>19.9</b> | <b>125.5</b> | <b>61.2</b> | <b>56.8</b> | <b>142.2</b> |
| <b>Beginning Balance</b>                      |              |               | -            | -       | -       | -          | -           | -           | -          | -           | -           | -            | -           | -           | -            |
| <b>Total Surplus/(Shortfall)</b>              |              |               | -            | -       | -       | -          | -           | -           | -          | -           | -           | -            | -           | -           | -            |
| <b>Cumulative Ending Balance</b>              |              |               | -            | -       | -       | -          | -           | -           | -          | -           | -           | -            | -           | -           | -            |

NOTES:

**LACMTA Financial Forecasting Model**  
**Other (General, Advertising, Other Misc.)**  
**30-10 8/19/11**

| (\$ in millions)                           | Plan<br>Total  | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|----------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available (Inflated)</b> | <b>1,488.5</b> |               | <b>390.8</b>     | <b>467.8</b>     | <b>629.9</b>     | <b>40.2</b>  | <b>32.5</b>  | <b>37.6</b>  | <b>39.1</b>  | <b>39.2</b>  | <b>39.3</b>  | <b>39.4</b>  | <b>40.3</b>  | <b>41.2</b>  | <b>42.1</b>  |
| Annual Percent Change                      |                |               |                  |                  |                  |              | -19.1%       | 15.53%       | 3.98%        | 0.30%        | 0.30%        | 0.31%        | 2.31%        | 2.16%        | 2.06%        |
| <b>ALLOCATION OF FUNDS:</b>                |                |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Regional Administration</b>             |                |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Administration                    | 10.1           | 1.7%          | 10.1             | -                | -                | 10.1         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Agencywide Capital                         | 111.1          | 19.2%         | 29.8             | 36.4             | 45.0             | 3.1          | 2.4          | -            | 4.4          | 4.4          | 2.9          | 3.0          | 3.1          | 3.2          | 3.2          |
| <b>Regional Administration Total</b>       | <b>121.2</b>   | <b>21.0%</b>  | <b>39.8</b>      | <b>36.4</b>      | <b>45.0</b>      | <b>13.2</b>  | <b>2.4</b>   | <b>-</b>     | <b>4.4</b>   | <b>4.4</b>   | <b>2.9</b>   | <b>3.0</b>   | <b>3.1</b>   | <b>3.2</b>   | <b>3.2</b>   |
| <b>Bus Operations</b>                      |                |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| MTA Operations                             | 385.3          | 66.7%         | 170.1            | 90.0             | 125.2            | 23.4         | 33.7         | 30.3         | 27.2         | 21.6         | 6.4          | 5.7          | 5.8          | 8.0          | 8.1          |
| Municipal Operators                        | 146.6          | 25.4%         | 37.8             | 46.4             | 62.4             | 3.4          | 3.5          | 3.6          | 3.6          | 3.7          | 3.8          | 3.9          | 4.0          | 4.1          | 4.2          |
| ADA/Paratransit                            | 45.6           | 7.9%          | 11.8             | 14.4             | 19.4             | 1.1          | 1.1          | 1.1          | 1.1          | 1.2          | 1.2          | 1.2          | 1.2          | 1.3          | 1.3          |
| <b>Bus Operations Total</b>                | <b>577.4</b>   | <b>100.0%</b> | <b>219.7</b>     | <b>150.7</b>     | <b>207.0</b>     | <b>27.9</b>  | <b>38.3</b>  | <b>35.0</b>  | <b>32.0</b>  | <b>26.5</b>  | <b>11.4</b>  | <b>10.8</b>  | <b>11.0</b>  | <b>13.3</b>  | <b>13.6</b>  |
| <b>Bus Capital</b>                         |                |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| MTA Bus Fleet                              | -              | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA Facilities                             | -              | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Bus Capital Total</b>                   | <b>-</b>       | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Rail Operations Total</b>               | <b>802.9</b>   | <b>139.0%</b> | <b>144.3</b>     | <b>280.7</b>     | <b>377.9</b>     | <b>1.6</b>   | <b>2.4</b>   | <b>2.6</b>   | <b>2.7</b>   | <b>8.3</b>   | <b>25.0</b>  | <b>25.6</b>  | <b>26.2</b>  | <b>24.7</b>  | <b>25.2</b>  |
| <b>Rail Capital Totals</b>                 | <b>-</b>       | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Sub-Total Allocated</b>                 | <b>1,501.6</b> | <b>100.0%</b> | <b>403.9</b>     | <b>467.8</b>     | <b>629.9</b>     | <b>42.7</b>  | <b>43.0</b>  | <b>37.6</b>  | <b>39.1</b>  | <b>39.2</b>  | <b>39.3</b>  | <b>39.4</b>  | <b>40.3</b>  | <b>41.2</b>  | <b>42.1</b>  |
| Beginning Balance                          | 13.1           |               | 13.1             | 0.0              | 0.0              | 13.1         | 10.5         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Total Surplus/(Shortfall)                  | (13.0)         |               | (13.0)           | -                | -                | (2.5)        | (10.5)       | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Cumulative Ending Balance                  | 0.0            |               | 0.0              | 0.0              | 0.0              | 10.5         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES:**

1. Municipal operators allocations are based on 2005 telephone survey on miscellaneous revenues, escalated by CPI.
2. MTA Revenues include General Fund, unrestricted funds, transit court, interest income, other local grants.

**LACMTA Financial Forecasting Model  
Other (General, Advertising, Other Misc.)**

**30-10 8/19/11**

|  | Plan           | 2019        | 2020        | 2021        | 2022        | 2023        | 2024        | 2025        | 2026        | 2027        | 2028        | 2029 |
|--|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------|
| (\$ in millions)                           | Total          | 2020        | 2021        | 2022        | 2023        | 2024        | 2025        | 2026        | 2027        | 2028        | 2029        |      |
| <b>Total Revenues Available (Inflated)</b> | <b>1,488.5</b> | <b>42.9</b> | <b>43.7</b> | <b>44.6</b> | <b>45.4</b> | <b>46.3</b> | <b>47.1</b> | <b>48.0</b> | <b>48.9</b> | <b>49.9</b> | <b>50.9</b> |      |
| Annual Percent Change                      |                | 1.97%       | 1.97%       | 1.99%       | 1.89%       | 1.82%       | 1.87%       | 1.91%       | 1.86%       | 2.03%       | 1.97%       |      |
| <b>ALLOCATION OF FUNDS:</b>                |                |             |             |             |             |             |             |             |             |             |             |      |
| <b>Regional Administration</b>             |                |             |             |             |             |             |             |             |             |             |             |      |
| Regional Administration                    | 10.1           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -    |
| Agencywide Capital                         | 111.1          | 3.3         | 3.4         | 3.4         | 3.5         | 3.6         | 3.7         | 3.7         | 3.8         | 3.9         | 4.0         |      |
| <b>Regional Administration Total</b>       | <b>121.2</b>   | <b>3.3</b>  | <b>3.4</b>  | <b>3.4</b>  | <b>3.5</b>  | <b>3.6</b>  | <b>3.7</b>  | <b>3.7</b>  | <b>3.8</b>  | <b>3.9</b>  | <b>4.0</b>  |      |
| <b>Bus Operations</b>                      |                |             |             |             |             |             |             |             |             |             |             |      |
| MTA Operations                             | 385.3          | 8.3         | 8.4         | 8.6         | 8.8         | 8.9         | 9.1         | 9.2         | 9.4         | 9.6         | 9.8         |      |
| Municipal Operators                        | 146.6          | 4.2         | 4.3         | 4.4         | 4.5         | 4.6         | 4.7         | 4.8         | 4.8         | 4.9         | 5.0         |      |
| ADA/Paratransit                            | 45.6           | 1.3         | 1.3         | 1.4         | 1.4         | 1.4         | 1.5         | 1.5         | 1.5         | 1.5         | 1.6         |      |
| <b>Bus Operations Total</b>                | <b>577.4</b>   | <b>13.8</b> | <b>14.1</b> | <b>14.4</b> | <b>14.7</b> | <b>14.9</b> | <b>15.2</b> | <b>15.5</b> | <b>15.7</b> | <b>16.1</b> | <b>16.4</b> |      |
| <b>Bus Capital</b>                         |                |             |             |             |             |             |             |             |             |             |             |      |
| MTA Bus Fleet                              | -              | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -    |
| MTA Facilities                             | -              | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -    |
| <b>Bus Capital Total</b>                   | <b>-</b>       | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    |      |
| <b>Rail Operations Total</b>               | <b>802.9</b>   | <b>25.7</b> | <b>26.2</b> | <b>26.8</b> | <b>27.3</b> | <b>27.8</b> | <b>28.3</b> | <b>28.8</b> | <b>29.4</b> | <b>29.9</b> | <b>30.5</b> |      |
| <b>Rail Capital Totals</b>                 | <b>-</b>       | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    |      |
| <b>Sub-Total Allocated</b>                 | <b>1,501.6</b> | <b>42.9</b> | <b>43.7</b> | <b>44.6</b> | <b>45.4</b> | <b>46.3</b> | <b>47.1</b> | <b>48.0</b> | <b>48.9</b> | <b>49.9</b> | <b>50.9</b> |      |
| Beginning Balance                          | 13.1           | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         |      |
| Total Surplus/(Shortfall)                  | (13.0)         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         |      |
| <b>Cumulative Ending Balance</b>           | <b>0.0</b>     | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  |      |

**NOTES:**

1. Municipal operators allocations are based on 2005 telephone survey on miscellaneous revenues, escalated by CPI.
2. MTA Revenues include General Fund, unrestricted funds, transit court, interest income, other local grants.

**LACMTA Financial Forecasting Model**  
**Other (General, Advertising, Other Misc.)**  
**30-10 8/19/11**

|  | Plan           | 2029        | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039        |
|--|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ In millions)                           | Total          | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039        | 2040        |
| <b>Total Revenues Available (Inflated)</b> | <b>1,488.5</b> | <b>51.9</b> | <b>52.9</b> | <b>53.9</b> | <b>54.9</b> | <b>56.0</b> | <b>57.1</b> | <b>58.3</b> | <b>59.4</b> | <b>60.7</b> | <b>61.9</b> | <b>63.0</b> |
| Annual Percent Change                      |                | 1.94%       | 1.89%       | 1.89%       | 1.94%       | 1.96%       | 1.99%       | 2.02%       | 2.05%       | 2.07%       | 1.95%       | 1.92%       |
| <b>ALLOCATION OF FUNDS:</b>                |                |             |             |             |             |             |             |             |             |             |             |             |
| <b>Regional Administration</b>             |                |             |             |             |             |             |             |             |             |             |             |             |
| Regional Administration                    | 10.1           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Agencywide Capital                         | 111.1          | 4.1         | 4.1         | 4.1         | 4.1         | 4.1         | 4.1         | 4.1         | 4.1         | 4.1         | 4.1         | 4.1         |
| <b>Regional Administration Total</b>       | <b>121.2</b>   | <b>4.1</b>  |
| <b>Bus Operations</b>                      |                |             |             |             |             |             |             |             |             |             |             |             |
| MTA Operations                             | 385.3          | 9.9         | 10.2        | 10.5        | 10.7        | 11.0        | 11.3        | 11.6        | 12.0        | 12.3        | 12.6        | 12.9        |
| Municipal Operators                        | 146.6          | 5.1         | 5.2         | 5.3         | 5.4         | 5.5         | 5.7         | 5.8         | 5.9         | 6.0         | 6.1         | 6.2         |
| ADA/Paratransit                            | 45.6           | 1.6         | 1.6         | 1.7         | 1.7         | 1.7         | 1.8         | 1.8         | 1.8         | 1.9         | 1.9         | 1.9         |
| <b>Bus Operations Total</b>                | <b>577.4</b>   | <b>16.7</b> | <b>17.1</b> | <b>17.5</b> | <b>17.9</b> | <b>18.3</b> | <b>18.8</b> | <b>19.2</b> | <b>19.7</b> | <b>20.2</b> | <b>20.7</b> | <b>21.1</b> |
| <b>Bus Capital</b>                         |                |             |             |             |             |             |             |             |             |             |             |             |
| MTA Bus Fleet                              | -              | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| MTA Facilities                             | -              | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Bus Capital Total</b>                   | <b>-</b>       | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Rail Operations Total</b>               | <b>802.9</b>   | <b>31.1</b> | <b>31.7</b> | <b>32.3</b> | <b>32.9</b> | <b>33.6</b> | <b>34.3</b> | <b>34.9</b> | <b>35.7</b> | <b>36.4</b> | <b>37.1</b> | <b>37.8</b> |
| <b>Rail Capital Totals</b>                 | <b>-</b>       | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Sub-Total Allocated</b>                 | <b>1,501.6</b> | <b>51.9</b> | <b>52.9</b> | <b>53.9</b> | <b>54.9</b> | <b>56.0</b> | <b>57.1</b> | <b>58.3</b> | <b>59.4</b> | <b>60.7</b> | <b>61.9</b> | <b>63.0</b> |
| Beginning Balance                          | 13.1           | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         |
| Total Surplus/(Shortfall)                  | (13.0)         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         |
| Cumulative Ending Balance                  | 0.0            | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         |

**NOTES:**

1. Municipal operators allocations are based on 2005 telephone survey on miscellaneous revenues, escalated by CPI.
2. MTA Revenues include General Fund, unrestricted funds, transit court, interest income, other local grants.

# LACMTA Financial Forecasting Model

## Repayment from State of Capital Project Loans (Fund 3562)

30-10 8/19/11

|   | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010  | 2010<br>2011  | 2011<br>2012   | 2012<br>2013  | 2013<br>2014  | 2014<br>2015  | 2015<br>2016  | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|------------------|------------------|------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|
| Repayment of Capital Project Loans Fund 3562  | 11.4             | 11.4             | -                | -                | 11.4          |               |                |               |               |               |               |              |              |              |
| <b>Total Revenues Available</b>               | <b>11.4</b>      | <b>11.4</b>      | -                | -                | <b>11.4</b>   | -             | -              | -             | -             | -             | -             | -            | -            | -            |
| <b>ALLOCATION OF FUNDS</b>                    |                  |                  |                  |                  |               |               |                |               |               |               |               |              |              |              |
| <b>RAIL CAPITAL</b>                           |                  |                  |                  |                  |               |               |                |               |               |               |               |              |              |              |
| Regional Connector                            | 91.6             | 91.6             | -                | -                | 9.7           | 14.3          | 39.1           | 4.8           | 23.6          | -             | -             | -            | -            | -            |
| East San Fernando Valley North-South Corridor | 0.5              | 0.5              | -                | -                | 0.5           | -             | -              | -             | -             | -             | -             | -            | -            | -            |
| West Santa Ana Branch Line                    | -                | -                | -                | -                | -             | -             | -              | -             | -             | -             | -             | -            | -            | -            |
| Eastside Extension Phase II                   | 6.9              | 6.9              | -                | -                | -             | 4.0           | 2.8            | -             | -             | -             | -             | -            | -            | -            |
| South Bay Green Line Extension                | 5.2              | 5.2              | -                | -                | -             | 1.5           | 3.6            | -             | -             | -             | -             | -            | -            | -            |
| Rail Maintenance Facility contingency         | -                | -                | -                | -                | -             | -             | -              | -             | -             | -             | -             | -            | -            | -            |
| Westside Subway Extension Segment 1           | 120.3            | 120.3            | -                | -                | 11.1          | 30.9          | 44.5           | 33.8          | -             | -             | -             | -            | -            | -            |
| <b>Rail Capital Total</b>                     | <b>224.3</b>     | <b>224.3</b>     | -                | -                | <b>21.3</b>   | <b>50.8</b>   | <b>90.0</b>    | <b>38.6</b>   | <b>23.6</b>   | -             | -             | -            | -            | -            |
| <b>BUS CAPITAL</b>                            |                  |                  |                  |                  |               |               |                |               |               |               |               |              |              |              |
| MTA Bus Fleet                                 | 35.0             | 35.0             | -                | -                | -             | 14.9          | 2.1            | 18.0          | -             | -             | -             | -            | -            | -            |
| MTA CRD                                       | 1.2              | 1.2              | -                | -                | -             | 1.2           | -              | -             | -             | -             | -             | -            | -            | -            |
| MTA Facilities                                | 2.0              | 2.0              | -                | -                | -             | 2.0           | -              | -             | -             | -             | -             | -            | -            | -            |
| <b>Bus Capital Total</b>                      | <b>38.2</b>      | <b>38.2</b>      | -                | -                | -             | <b>18.1</b>   | <b>2.1</b>     | <b>18.0</b>   | -             | -             | -             | -            | -            | -            |
| <b>BUS OPERATIONS LOAN</b>                    | <b>0.0</b>       | <b>0.0</b>       | -                | -                | <b>39.9</b>   | -             | <b>27.0</b>    | -             | -             | <b>(27.0)</b> | <b>(39.9)</b> | -            | -            | -            |
| <b>HIGHWAY CAPITAL PROJECTS</b>               |                  |                  |                  |                  |               |               |                |               |               |               |               |              |              |              |
| Future Call Reserve                           | 81.8             | 81.8             | -                | -                | -             | -             | -              | -             | 14.9          | 27.0          | 39.9          | -            | -            | -            |
| <b>Highway Capital Projects Total</b>         | <b>82.3</b>      | <b>82.3</b>      | -                | -                | -             | <b>0.5</b>    | -              | -             | <b>14.9</b>   | <b>27.0</b>   | <b>39.9</b>   | -            | -            | -            |
| <b>Total</b>                                  | <b>344.9</b>     | <b>344.9</b>     | -                | -                | <b>61.2</b>   | <b>69.4</b>   | <b>119.1</b>   | <b>56.6</b>   | <b>38.5</b>   | -             | -             | -            | -            | -            |
| <b>Beginning Balance</b>                      | <b>333.5</b>     | <b>333.5</b>     | <b>0.0</b>       | <b>0.0</b>       | <b>333.5</b>  | <b>283.7</b>  | <b>214.3</b>   | <b>95.1</b>   | <b>38.5</b>   | <b>0.0</b>    | <b>0.0</b>    | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |
| <b>Total Surplus/(Shortfall)</b>              | <b>(333.5)</b>   | <b>(333.5)</b>   | -                | -                | <b>(49.8)</b> | <b>(69.4)</b> | <b>(119.1)</b> | <b>(56.6)</b> | <b>(38.5)</b> | -             | -             | -            | -            | -            |
| <b>Cumulative Ending Balance</b>              | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>283.7</b>  | <b>214.3</b>  | <b>95.1</b>    | <b>38.5</b>   | <b>0.0</b>    | <b>0.0</b>    | <b>0.0</b>    | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |

**NOTES:**

1. MTA buses \$150.0 approved LONP reimbursement.
2. Eastside \$164.9 LONP reimbursement.
3. Expo \$14.0 (of \$30.7) LONP reimbursement.

**LACMTA Financial Forecasting Model**  
**Air Quality Vehicle Registration Fee (AB 2766)**  
**30-10 8/19/11**

| (\$ in millions)                 | Total       | Alloc %     | Years      | Years      | Years      | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|----------------------------------|-------------|-------------|------------|------------|------------|------|------|------|------|------|------|------|------|------|------|
|                                  | '10-'40     |             | '10-'19    | '20-'29    | '30-'40    | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| <b>Total Revenues Available</b>  | <b>18.0</b> |             | <b>4.0</b> | <b>6.0</b> | <b>8.0</b> | -    | -    | -    | -    | -    | 2.0  | -    | -    | 2.0  | -    |
| <b>ALLOCATION OF FUNDS:</b>      |             |             |            |            |            |      |      |      |      |      |      |      |      |      |      |
| <b>Bus Capital</b>               |             |             |            |            |            |      |      |      |      |      |      |      |      |      |      |
| MTA Bus Fleet                    | 18.0        | 100.0%      | 4.0        | 6.0        | 8.0        | -    | -    | -    | -    | -    | 2.0  | -    | -    | 2.0  | -    |
| MTA Facilities                   | -           | 0.0%        | -          | -          | -          | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| <b>Bus Capital Totals</b>        | <b>18.0</b> | <b>0.0%</b> | <b>4.0</b> | <b>6.0</b> | <b>8.0</b> | -    | -    | -    | -    | -    | 2.0  | -    | -    | 2.0  | -    |
| <b>Sub-Total Allocated</b>       | <b>18.0</b> | <b>0.0%</b> | <b>4.0</b> | <b>6.0</b> | <b>8.0</b> | -    | -    | -    | -    | -    | 2.0  | -    | -    | 2.0  | -    |
| <b>Beginning Balance</b>         | -           |             | -          | -          | -          | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| <b>Total Surplus/(Shortfall)</b> | -           |             | -          | -          | -          | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| <b>Cumulative Ending Balance</b> | -           |             | -          | -          | -          | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |

**NOTES:**

1. Also includes SCAQMD Carl Moyer funds.

**LACMTA Financial Forecasting Model**  
**Air Quality Vehicle Registration Fee (AB 2766)**  
**30-10 8/19/11**

| (\$ in millions)                 | Total       | Alloc %     | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|----------------------------------|-------------|-------------|------|------|------|------|------|------|------|------|------|------|
|                                  | '10-'40     |             | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| <b>Total Revenues Available</b>  | <b>18.0</b> |             | -    | 2.0  | -    | -    | 2.0  | -    | -    | 2.0  | -    | -    |
| <b>ALLOCATION OF FUNDS:</b>      |             |             |      |      |      |      |      |      |      |      |      |      |
| <b>Bus Capital</b>               |             |             |      |      |      |      |      |      |      |      |      |      |
| MTA Bus Fleet                    | 18.0        | 100.0%      | -    | 2.0  | -    | -    | 2.0  | -    | -    | 2.0  | -    | -    |
| MTA Facilities                   | -           | 0.0%        | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| <b>Bus Capital Totals</b>        | <b>18.0</b> | <b>0.0%</b> | -    | 2.0  | -    | -    | 2.0  | -    | -    | 2.0  | -    | -    |
| <b>Sub-Total Allocated</b>       | <b>18.0</b> | <b>0.0%</b> | -    | 2.0  | -    | -    | 2.0  | -    | -    | 2.0  | -    | -    |
| <b>Beginning Balance</b>         | -           |             | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| <b>Total Surplus/(Shortfall)</b> | -           |             | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| <b>Cumulative Ending Balance</b> | -           |             | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |

**NOTES:**

1. Also includes SCAQMD Carl Moyer funds.

**LACMTA Financial Forecasting Model**  
**Air Quality Vehicle Registration Fee (AB 2766)**  
**30-10 8/19/11**

| (\$ in millions)                 | Total       | Alloc %     | 2029       | 2030     | 2031     | 2032       | 2033     | 2034     | 2035       | 2036     | 2037     | 2038       | 2039     |
|----------------------------------|-------------|-------------|------------|----------|----------|------------|----------|----------|------------|----------|----------|------------|----------|
|                                  | '10-'40     |             | 2030       | 2031     | 2032     | 2033       | 2034     | 2035     | 2036       | 2037     | 2038     | 2039       | 2040     |
| <b>Total Revenues Available</b>  | <b>18.0</b> |             | 2.0        | -        | -        | 2.0        | -        | -        | 2.0        | -        | -        | 2.0        | -        |
| <b>ALLOCATION OF FUNDS:</b>      |             |             |            |          |          |            |          |          |            |          |          |            |          |
| <b>Bus Capital</b>               |             |             |            |          |          |            |          |          |            |          |          |            |          |
| MTA Bus Fleet                    | 18.0        | 100.0%      | 2.0        | -        | -        | 2.0        | -        | -        | 2.0        | -        | -        | 2.0        | -        |
| MTA Facilities                   | -           | 0.0%        | -          | -        | -        | -          | -        | -        | -          | -        | -        | -          | -        |
| <b>Bus Capital Totals</b>        | <b>18.0</b> | <b>0.0%</b> | <b>2.0</b> | <b>-</b> | <b>-</b> | <b>2.0</b> | <b>-</b> | <b>-</b> | <b>2.0</b> | <b>-</b> | <b>-</b> | <b>2.0</b> | <b>-</b> |
| <b>Sub-Total Allocated</b>       | <b>18.0</b> | <b>0.0%</b> | <b>2.0</b> | <b>-</b> | <b>-</b> | <b>2.0</b> | <b>-</b> | <b>-</b> | <b>2.0</b> | <b>-</b> | <b>-</b> | <b>2.0</b> | <b>-</b> |
| <b>Beginning Balance</b>         | -           |             | -          | -        | -        | -          | -        | -        | -          | -        | -        | -          | -        |
| <b>Total Surplus/(Shortfall)</b> | -           |             | -          | -        | -        | -          | -        | -        | -          | -        | -        | -          | -        |
| <b>Cumulative Ending Balance</b> | -           |             | -          | -        | -        | -          | -        | -        | -          | -        | -        | -          | -        |

**NOTES:**

1. Also includes SCAQMD Carl Moyer funds.

**LACMTA Financial Forecasting Model  
Environmental Enhancement & Mitigation  
30-10 8/19/11**

| (\$ in millions)                         | Plan<br>Total | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available</b>          | <b>31.0</b>   | <b>10.0</b>      | <b>10.0</b>      | <b>11.0</b>      | <b>1.0</b>   |
| <b>ALLOCATION OF FUNDS:</b>              |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Enviro Enhancement & Mitigation Projects | 31.0          | 10.0             | 10.0             | 11.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>Subtotal Allocated</b>                | <b>31.0</b>   | <b>10.0</b>      | <b>10.0</b>      | <b>11.0</b>      | <b>1.0</b>   |
| Beginning Balance                        | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Annual Surplus/<Shortfall>               | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Cumulative Ending Balance                | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model**  
**Environmental Enhancement & Mitigation**  
**30-10 8/19/11**

| (\$ in millions)                         | Plan        | 2019       | 2020       | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       | 2027       | 2028       |
|--|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|  | Total       | 2020       | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       | 2027       | 2028       | 2029       |
| <b>Total Revenues Available</b>          | <b>31.0</b> | <b>1.0</b> |
| <b>ALLOCATION OF FUNDS:</b>              |             |            |            |            |            |            |            |            |            |            |            |
| Enviro Enhancement & Mitigation Projects | 31.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        |
| <b>Subtotal Allocated</b>                | <b>31.0</b> | <b>1.0</b> |
| <b>Beginning Balance</b>                 | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>  | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Cumulative Ending Balance</b>         | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |

**NOTES:**

1. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model**  
**Environmental Enhancement & Mitigation**  
**30-10 8/19/11**

| (\$ in millions)                         | Plan        | 2029       | 2030       | 2031       | 2032       | 2033       | 2034       | 2035       | 2036       | 2037       | 2038       | 2039       |
|--|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|  | Total       | 2030       | 2031       | 2032       | 2033       | 2034       | 2035       | 2036       | 2037       | 2038       | 2039       | 2040       |
| <b>Total Revenues Available</b>          | <b>31.0</b> | <b>1.0</b> |
| <b>ALLOCATION OF FUNDS:</b>              |             |            |            |            |            |            |            |            |            |            |            |            |
| Enviro Enhancement & Mitigation Projects | 31.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        | 1.0        |
| <b>Subtotal Allocated</b>                | <b>31.0</b> | <b>1.0</b> |
| <b>Beginning Balance</b>                 | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>  | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Cumulative Ending Balance</b>         | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |

**NOTES:**

1. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model**  
**High Speed Rail Bonds**

30-10 8/19/11

|                                   | Total<br>'10-'40 | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|-----------------------------------|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                                   | 178.5            |               | 178.5            | -                | -                | 0.0          | 18.0         | 0.0          | 15.0         | 25.5         | 50.0         | 70.0         | 0.0          | 0.0          | 0.0          |
| <b>Total Revenues Available</b>   | <b>178.5</b>     | <b>0.0%</b>   | <b>178.5</b>     | <b>-</b>         | <b>-</b>         | <b>0.0</b>   | <b>18.0</b>  | <b>0.0</b>   | <b>15.0</b>  | <b>25.5</b>  | <b>50.0</b>  | <b>70.0</b>  | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |
| <b>ALLOCATION OF FUNDS</b>        |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>RAIL CAPITAL</b>               |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Connector                | 114.9            |               | 114.9            | -                | -                | -            | -            | -            | -            | 10.5         | 34.4         | 70.0         | -            | -            | -            |
| Metrolink (LA County 51.4% share) | 63.6             |               | 63.6             | -                | -                | -            | 18.0         | -            | 15.0         | 15.0         | 15.6         | -            | -            | -            | -            |
| <b>Rail Capital Total</b>         | <b>178.5</b>     |               | <b>178.5</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>18.0</b>  | <b>-</b>     | <b>15.0</b>  | <b>25.5</b>  | <b>50.0</b>  | <b>70.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total</b>                      | <b>178.5</b>     | <b>100.0%</b> | <b>178.5</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>18.0</b>  | <b>-</b>     | <b>15.0</b>  | <b>25.5</b>  | <b>50.0</b>  | <b>70.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Beginning Balance</b>          | -                |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b>  | -                |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>  | -                |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Prop 1A, High-Speed Rail Passenger Train Bond Act, voted 11/4/08
2. Commuter and Urban Rail Formula program.

**LACMTA Financial Forecasting Model**  
**Interregional Improvement Program Funds (IIP)**  
**30-10 8/19/11**

| (\$ in millions)                                    | Plan<br>Total | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Interregional Improvement Program Funds (IIP)       | 153.8         | 153.8            | -                | -                | 40.3         | 5.7          | 14.4         | 81.4         | 7.1          | 4.9          | 0.0          | -            | -            | -            |
| <b>Total Revenues Available</b>                     | <b>153.8</b>  | <b>153.8</b>     | <b>-</b>         | <b>-</b>         | <b>40.3</b>  | <b>5.7</b>   | <b>14.4</b>  | <b>81.4</b>  | <b>7.1</b>   | <b>4.9</b>   | <b>0.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>ALLOCATION OF FUNDS</b>                          |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Highways</b>                                     |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| HOV Lanes   | 41.1          | 41.1             | -                | -                | 8.3          | 4.0          | 4.7          | 15.6         | 5.4          | 3.2          | 0.0          | -            | -            | -            |
| Gap Closures  | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Freeway Interchanges                                | 12.0          | 12.0             | -                | -                | 3.4          | -            | -            | 8.6          | -            | -            | -            | -            | -            | -            |
| SR-138 Widening                                     | 23.2          | 23.2             | -                | -                | 23.2         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Regional Surface Transportation Imprvmnts (RSTI)    | 64.9          | 64.9             | -                | -                | 1.4          | -            | 8.0          | 55.5         | -            | -            | -            | -            | -            | -            |
| TSM-Local (Signal Synch, Bus Speed Imprv)           | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Retrofit Soundwalls                                 | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Transportation Enhancements                         | 2.4           | 2.4              | -                | -                | 2.4          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Park & Ride/Transit Centers                         | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Transportation Demand Management (TDM)              | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Regional Bikeways & Pedestrian Imprvmnts            | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| GARVEE Bond Debt Serv (IIP share) thru FY15 (no sha | 10.2          | 10.2             | -                | -                | 1.7          | 1.7          | 1.7          | 1.7          | 1.7          | 1.7          | -            | -            | -            | -            |
| <b>Subtotal Highways</b>                            | <b>153.8</b>  | <b>153.8</b>     | <b>-</b>         | <b>-</b>         | <b>40.3</b>  | <b>5.7</b>   | <b>14.4</b>  | <b>81.4</b>  | <b>7.1</b>   | <b>4.9</b>   | <b>0.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Rail and Transitways Capital</b>                 | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Subtotal Allocated</b>                           | <b>153.8</b>  | <b>153.8</b>     | <b>0.0</b>       | <b>0.0</b>       | <b>40.3</b>  | <b>5.7</b>   | <b>14.4</b>  | <b>81.4</b>  | <b>7.1</b>   | <b>4.9</b>   | <b>0.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Beginning Balance</b>                            | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>             | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Cumulative Ending Balance</b>                    | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Includes Intercity Rail projects.

**LACMTA Financial Forecasting Model**  
**Prop 1B State Infrastructure Bond Proceeds**  
**Other than PTMISEA**  
**30-10 8/19/11**

| (\$ in millions)  | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Since<br>Inception | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|------------------|------------------|------------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Corridor Mobility Improvement Account (CMIA)                        | 1,080.1          | 1,080.1          | -                | -                | 1,100.1            | 24.3         | 99.2         | 550.8        | 281.8        | 51.0         | 23.7         | 21.9         | 21.9         | 5.5          |              |
| Ports - Trade Corridors Improvement                                 | 737.0            | 737.0            | -                | -                | 998.3              | 150.0        | 150.0        | 150.0        | 150.0        | 137.0        |              |              |              |              |              |
| Ports - State Air Resources Board                                   | 360.0            | 360.0            | -                | -                |                    | 70.0         | 70.0         | 70.0         | 75.0         | 75.0         |              |              |              |              |              |
| Transit Modernization - Intercity Rail                              | 30.0             | 30.0             | -                | -                |                    | 10.0         | 10.0         | 10.0         |              |              |              |              |              |              |              |
| State-Local Partnership-SLPP  | 276.9            | 276.9            | -                | -                | 277.8              | 40.0         | 30.0         | 40.9         | 136.2        | 27.1         | -            | -            | 2.8          |              |              |
| Transit System Safety, Security                                     | 128.7            | 128.7            | -                | -                | 161.0              | 16.0         | 16.1         | 16.1         | 16.1         | 16.1         | 16.1         | 16.1         | 16.1         |              |              |
| Highway-Railroad Crossing Safety                                    | 38.6             | 38.6             | -                | -                |                    | 25.0         | 13.6         |              |              |              |              |              |              |              |              |
| Highway Safety - SHOPP  | 25.0             | 25.0             | -                | -                |                    | 25.0         |              |              |              |              |              |              |              |              |              |
| Highway Safety - Signal Synchronization LA City local streets       | 90.0             | 90.0             | -                | -                |                    | 30.0         | 30.0         | 30.0         |              |              |              |              |              |              |              |
| Street and Road Improvement - county, cities                        | 430.0            | 430.0            | -                | -                |                    | 50.0         | 100.0        | 90.0         | 75.0         | 75.0         | 40.0         |              |              |              |              |
| <b>Total Revenues Available (plus \$509.6 in STIP Augmentation)</b> | <b>3,196.3</b>   | <b>3,196.3</b>   | <b>0.0</b>       | <b>0.0</b>       |                    | <b>440.3</b> | <b>518.9</b> | <b>957.8</b> | <b>734.1</b> | <b>381.2</b> | <b>79.8</b>  | <b>38.0</b>  | <b>40.8</b>  | <b>5.5</b>   | <b>0.0</b>   |
| <b>ALLOCATION OF FUNDS</b>  |                  |                  |                  |                  |                    |              |              |              |              |              |              |              |              |              |              |
| SLPP - Bus Capital - Bus Procurement                                | 38.6             | 38.6             | -                | -                |                    |              |              | 3.6          | 17.0         | 18.0         |              |              |              |              |              |
| SLPP - Transit Projs-CRD  | 20.0             | 20.0             | -                | -                |                    |              | 20.0         | -            | -            | -            | -            | -            | -            |              |              |
| <b>Subtotal SLPP - Bus Capital</b>                                  | <b>58.6</b>      | <b>58.6</b>      | -                | -                | -                  | -            | <b>20.0</b>  | <b>3.6</b>   | <b>17.0</b>  | <b>18.0</b>  | -            | -            | -            |              |              |
| SLPP - Transit Projs-Metrolink                                      | 20.0             | 20.0             | -                | -                |                    |              | 10.0         | 10.0         |              |              |              |              |              |              |              |
| SLPP - Transit Projs-SFV N-S Canoga                                 | 61.8             | 61.8             | -                | -                |                    |              |              | 7.4          | 45.3         | 9.1          | -            | -            | -            |              |              |
| SLPP - Transit Projs-East SFV                                       | 2.8              | 2.8              | -                | -                |                    |              |              |              |              |              | -            | -            | 2.8          |              |              |
| <b>Subtotal SLPP - Rail Capital</b>                                 | <b>84.5</b>      | <b>84.5</b>      | -                | -                |                    | <b>0.0</b>   | <b>10.0</b>  | <b>17.4</b>  | <b>45.3</b>  | <b>9.1</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>2.8</b>   |              |              |
| Transit Modernization - Intercity Rail (no project sheet)           | 30.0             | 30.0             | -                | -                |                    | 10.0         | 10.0         | 10.0         |              |              |              |              |              |              |              |
| Transit System Safety, Security (no project sheet)                  | 128.7            | 128.7            | -                | -                |                    | 16.0         | 16.1         | 16.1         | 16.1         | 16.1         | 16.1         | 16.1         | 16.1         |              |              |
| <b>Transit Capital Projects Total</b>                               | <b>301.8</b>     | <b>301.8</b>     | <b>0.0</b>       | <b>0.0</b>       |                    | <b>26.0</b>  | <b>56.1</b>  | <b>47.0</b>  | <b>78.4</b>  | <b>43.2</b>  | <b>16.1</b>  | <b>16.1</b>  | <b>18.9</b>  |              |              |

**LACMTA Financial Forecasting Model**  
**Prop 1B State Infrastructure Bond Proceeds**  
**Other than PTMISEA**  
**30-10 8/19/11**

| (\$ in millions)  | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Since<br>Inception | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|------------------|------------------|------------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>HIGHWAY PROJECTS</b>   |                  |                  |                  |                  |                    |              |              |              |              |              |              |              |              |              |              |
| State-Local Partnership-SLPP - Freeway Projects                               |                  |                  |                  |                  |                    |              |              |              |              |              |              |              |              |              |              |
| I-5 South from OCL to SR-605  | 62.7             | 62.7             | -                | -                |                    | -            | -            | -            | 62.7         | -            | -            | -            | -            | -            | -            |
| I-5 South Carmenita Interchange   | 14.9             | 14.9             | -                | -                |                    | 14.9         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| I-5 North Carpool Lanes from SR-134 to SR-170                                 | 31.2             | 31.2             | -                | -                |                    | -            | -            | 20.0         | 11.2         | -            | -            | -            | -            | -            | -            |
| I-5 North Carpool Lanes from SR-118- to SR-170                                | 25.1             | 25.1             | -                | -                |                    | 25.1         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Subtotal SLPP - Freeway Projects  | 133.9            | 133.9            | -                | -                |                    | 40.0         | -            | 20.0         | 73.9         | -            | -            | -            | -            | -            | -            |
| State-Local Partnership-SLPP - Call for Projects                              | -                | -                | -                | -                |                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Highway-Railroad Crossing Safety (no proj sheet)                              | 13.0             | 13.0             | -                | -                |                    | 13.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Highway-Railroad Crossing Safety - ACE Nogales St Grade Separation            | 25.6             | 25.6             | -                | -                |                    | 12.0         | 13.6         | -            | -            | -            | -            | -            | -            | -            | -            |
| Highway Safety - SHOPP (no proj sheet)  | 25.0             | 25.0             | -                | -                |                    | 25.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Highway Safety - Signal Synchronization LA City local streets (no proj sheet) | 90.0             | 90.0             | -                | -                |                    | 30.0         | 30.0         | 30.0         | -            | -            | -            | -            | -            | -            | -            |
| Trade Corridors/Port Infrastructure - Goods Movement (no proj sheet)          | 822.0            | 822.0            | -                | -                |                    | 220.0        | 170.0        | 70.0         | 150.0        | 212.0        | -            | -            | -            | -            | -            |
| Trade Corridors/Port Infrastructure - Goods Movement Gerald Desmond Bridge    | 275.0            | 275.0            | -                | -                |                    | -            | 50.0         | 150.0        | 75.0         | -            | -            | -            | -            | -            | -            |
| Street and Road Improvement - county (no proj sheet)                          | 165.0            | 165.0            | -                | -                |                    | 25.0         | 50.0         | 40.0         | 25.0         | 25.0         | -            | -            | -            | -            | -            |
| Street and Road Improvement - cities (no proj sheet)                          | 265.0            | 265.0            | -                | -                |                    | 25.0         | 50.0         | 50.0         | 50.0         | 50.0         | 40.0         | -            | -            | -            | -            |
| <b>Subtotal</b>   | <b>1,814.5</b>   | <b>1,814.5</b>   | -                | -                |                    | <b>390.0</b> | <b>363.6</b> | <b>360.0</b> | <b>373.9</b> | <b>287.0</b> | <b>40.0</b>  | -            | -            | -            | -            |
| CMIA - I-5 South OCL to I-605   | 387.0            | 387.0            | -                | -                | 387.0              | -            | 72.3         | 314.7        | -            | -            | -            | -            | -            | -            | -            |
| CMIA - I-405 over Sepulveda Pass  | 594.0            | 594.0            | -                | -                | 614.0              | 24.3         | 26.9         | 210.0        | 281.8        | 51.0         | -            | -            | -            | -            | -            |
| CMIA - I-10 from Puente to Citrus   | 26.1             | 26.1             | -                | -                | 26.1               | -            | -            | 26.1         | -            | -            | -            | -            | -            | -            | -            |
| CMIA - I-5 from SR-134 to SR-170  | 73.0             | 73.0             | -                | -                | 73.0               | -            | -            | -            | -            | -            | 23.7         | 21.9         | 21.9         | 5.5          | -            |
| <b>Subtotal CMIA</b>  | <b>1,080.1</b>   | <b>1,080.1</b>   | -                | -                | <b>1,100.1</b>     | <b>24.3</b>  | <b>99.2</b>  | <b>550.8</b> | <b>281.8</b> | <b>51.0</b>  | <b>23.7</b>  | <b>21.9</b>  | <b>21.9</b>  | <b>5.5</b>   | <b>-</b>     |
| <b>Highway Capital Projects Total</b>   | <b>2,894.6</b>   | <b>2,894.6</b>   | -                | -                |                    | <b>414.3</b> | <b>462.8</b> | <b>910.8</b> | <b>655.7</b> | <b>338.0</b> | <b>63.7</b>  | <b>21.9</b>  | <b>21.9</b>  | <b>5.5</b>   | <b>-</b>     |
| <b>Total</b>  | <b>3,196.3</b>   | <b>3,196.3</b>   | -                | -                |                    | <b>440.3</b> | <b>518.9</b> | <b>957.8</b> | <b>734.1</b> | <b>381.2</b> | <b>79.8</b>  | <b>38.0</b>  | <b>40.8</b>  | <b>5.5</b>   | <b>-</b>     |
| <b>Beginning Balance</b>  | -                | -                | -                | -                |                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Annual Surplus/(Shortfall)</b>   | -                | -                | -                | -                |                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>  | -                | -                | -                | -                |                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Prop 1B, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (SB 1286), passed 11/7/06. LA County transportation estimate.
2. Plus STIP Augmentation.

**LACMTA Financial Forecasting Model**  
**Prop 1B State Infrastructure Bond Proceeds**  
**PTMISEA**  
**30-10 8/19/11**

| (\$ in millions)  | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Since<br>Inception | 2009<br>2010 | 2010<br>2011 | 2011<br>2012  | 2012<br>2013   | 2013<br>2014   | 2014<br>2015  | 2015<br>2016  | 2016<br>2017  | 2017<br>2018  | 2018<br>2019 |
|---|------------------|------------------|------------------|------------------|--------------------|--------------|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|--------------|
| Transit Modernization - STA population (\$494.7 since inception)                    | 365.0            | 365.0            | -                | -                | 494.7              | 46.9         | 207.4        | 55.3          | 55.3           |                |               |               |               |               |              |
| Transit Modernization - STA operator revenue (\$597.0 since inception)              | 440.5            | 440.5            | -                | -                | 597.0              | 56.7         | 250.3        | 66.8          | 66.8           |                |               |               |               |               |              |
| <b>Total Revenues Available (\$1,091.7 since inception)</b>                         | <b>805.5</b>     | <b>805.5</b>     | <b>0.0</b>       | <b>0.0</b>       | <b>1,091.7</b>     | <b>103.6</b> | <b>457.7</b> | <b>122.1</b>  | <b>122.1</b>   | <b>0.0</b>     | <b>0.0</b>    | <b>0.0</b>    | <b>0.0</b>    | <b>0.0</b>    | <b>0.0</b>   |
| <b>ALLOCATION OF FUNDS</b>  |                  |                  |                  |                  |                    |              |              |               |                |                |               |               |               |               |              |
| <b>BUS CAPITAL</b>  |                  |                  |                  |                  |                    |              |              |               |                |                |               |               |               |               |              |
| MTA Bus Procurement (\$49.2 since inception)  | 0.0              | -                | -                | -                | 49.2               |              |              |               |                |                |               |               |               |               |              |
| MTA Bus Procurement (\$168.7 since inception)                                       | 148.7            | 148.7            | -                | -                | 168.7              |              |              | 1.1           | 55.0           | 65.7           | 26.8          |               |               |               |              |
| MTA Division 13 (\$36.6 since inception)  | 36.6             | 36.6             | -                | -                | 36.6               | 17.7         | 5.4          | 13.5          |                |                |               |               |               |               |              |
| Bus rehab, mid-life rebuild (\$72.7 since inception)                                | 27.6             | 27.6             | -                | -                | 72.7               |              |              | 26.7          | 0.9            |                |               |               |               |               |              |
| <b>Subtotal MTA Bus Capital</b>   | <b>212.9</b>     | <b>212.9</b>     | <b>-</b>         | <b>-</b>         | <b>327.2</b>       | <b>17.7</b>  | <b>5.4</b>   | <b>41.4</b>   | <b>55.9</b>    | <b>65.7</b>    | <b>26.8</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>     |
| Muni Operators (\$93.9 since inception)   | 70.1             | 70.1             | -                | -                | 93.9               | 11.7         | 11.7         | 11.7          | 11.7           | 11.7           | 11.6          |               |               |               |              |
| <b>Bus Capital Total</b>  | <b>283.0</b>     | <b>283.0</b>     | <b>-</b>         | <b>-</b>         | <b>421.1</b>       | <b>29.4</b>  | <b>17.1</b>  | <b>53.1</b>   | <b>67.6</b>    | <b>77.4</b>    | <b>38.4</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>     |
| <b>RAIL CAPITAL</b>   |                  |                  |                  |                  |                    |              |              |               |                |                |               |               |               |               |              |
| Metrolink (\$36.6 since inception)  | 27.0             | 27.0             | -                | -                | 36.6               | 3.5          | 3.9          | 3.9           | 3.9            | 3.9            | 3.9           | 4.0           |               |               |              |
| Expo Phase I P3010 Light Rail Vehicles (\$5.2)                                      | 5.2              | 5.2              | -                | -                | 5.2                | -            | 1.8          | -             | 2.8            | -              | -             | 0.6           | -             | -             | -            |
| Expo Phase I (\$118.4+\$20.1 safety enhance less \$5.2 LRV=\$133.3 since inception) | 99.3             | 99.3             | -                | -                | 133.3              | -            | 61.6         | 37.7          | -              | -              | -             | -             | -             | -             | -            |
| Expo Phase II (\$48.9)  | 48.9             | 48.9             | -                | -                | 48.9               | 12.8         | -            | 36.1          | -              | -              | -             | -             | -             | -             | -            |
| Crenshaw/LAX Corridor (\$201.1)   | 201.2            | 201.2            | -                | -                | 201.1              | -            | -            | 38.3          | 150.3          | 12.5           | -             | -             | -             | -             | -            |
| SFV N-S Canoga (\$70 since inception)   | 68.3             | 68.3             | -                | -                | 70.0               | 3.0          | -            | 50.8          | -              | 14.5           | -             | -             | -             | -             | -            |
| Regional Connector (\$175.5)  | 175.5            | 175.5            | -                | -                | 175.5              | -            | -            | -             | 19.7           | 2.6            | 18.8          | 31.1          | 50.8          | 52.5          | -            |
| <b>Rail Capital Total</b>   | <b>625.3</b>     | <b>625.3</b>     | <b>-</b>         | <b>-</b>         | <b>670.6</b>       | <b>19.3</b>  | <b>67.3</b>  | <b>166.8</b>  | <b>176.7</b>   | <b>33.5</b>    | <b>22.7</b>   | <b>35.7</b>   | <b>50.8</b>   | <b>52.5</b>   | <b>-</b>     |
| <b>Total</b>  | <b>908.3</b>     | <b>908.3</b>     | <b>-</b>         | <b>-</b>         | <b>1,091.7</b>     | <b>48.7</b>  | <b>84.4</b>  | <b>219.8</b>  | <b>244.3</b>   | <b>111.0</b>   | <b>61.1</b>   | <b>35.7</b>   | <b>50.8</b>   | <b>52.5</b>   | <b>-</b>     |
| <b>Beginning Balance</b>  | <b>102.9</b>     | <b>102.9</b>     | <b>-</b>         | <b>-</b>         |                    | <b>102.9</b> | <b>157.7</b> | <b>531.0</b>  | <b>433.3</b>   | <b>311.0</b>   | <b>200.1</b>  | <b>139.0</b>  | <b>103.3</b>  | <b>52.5</b>   | <b>-</b>     |
| <b>Annual Surplus/(Shortfall)</b>   | <b>(102.9)</b>   | <b>(102.9)</b>   | <b>-</b>         | <b>-</b>         |                    | <b>54.9</b>  | <b>373.3</b> | <b>(97.8)</b> | <b>(122.2)</b> | <b>(111.0)</b> | <b>(61.1)</b> | <b>(35.7)</b> | <b>(50.8)</b> | <b>(52.5)</b> | <b>-</b>     |
| <b>Cumulative Ending Balance</b>  | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         |                    | <b>157.7</b> | <b>531.0</b> | <b>433.3</b>  | <b>311.0</b>   | <b>200.1</b>   | <b>139.0</b>  | <b>103.3</b>  | <b>52.5</b>   | <b>-</b>      | <b>-</b>     |

**NOTES:**

- Prop 1B, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (SB 1266), passed 11/7/06. LA County transportation estimate.
- Public Transportation Modernization, Improvement, and Service Enhancement Account.

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30-10 8/19/11**

| (\$ in millions)  | Plan<br>Total  | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010   | 2010<br>2011   | 2011<br>2012  | 2012<br>2013  | 2013<br>2014  | 2014<br>2015  | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|----------------|------------------|------------------|------------------|----------------|----------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|
| <b>Regional Improvement Program Funds (RIP) Revenues</b>    | <b>4,136.7</b> | <b>986.7</b>     | <b>1,500.0</b>   | <b>1,650.0</b>   | <b>6.9</b>     | <b>91.4</b>    | <b>177.6</b>  | <b>60.1</b>   | <b>53.9</b>   | <b>113.6</b>  | <b>129.6</b> | <b>53.6</b>  | <b>150.0</b> | <b>150.0</b> |
| <b>TOTAL REVENUES</b>                                       | <b>4,136.7</b> | <b>986.7</b>     | <b>1,500.0</b>   | <b>1,650.0</b>   | <b>6.9</b>     | <b>91.4</b>    | <b>177.6</b>  | <b>60.1</b>   | <b>53.9</b>   | <b>113.6</b>  | <b>129.6</b> | <b>53.6</b>  | <b>150.0</b> | <b>150.0</b> |
| Metro Admin Planning, Programming & Monitoring (PPM)        | 218.8          | 61.3             | 75.0             | 82.5             | 7.5            | 7.6            | 7.5           | 7.8           | 3.3           | 3.3           | 3.3          | 6.1          | 7.5          | 7.5          |
| Planning for SFV I-405 Transit Corridor                     | 1.0            | 1.0              | -                | -                | -              | 0.0            | 1.0           | 0.0           | 0.0           | 0.0           | -            | -            | -            | -            |
| MIS Studies (400020, no project sheet) (from PPM)           | -              | -                | -                | -                | -              | -              | -             | -             | -             | -             | -            | -            | -            | -            |
| Net PPM for Highway Admin                                   | 217.8          | 60.3             | 75.0             | 82.5             | 7.5            | 7.6            | 6.5           | 7.8           | 3.3           | 3.3           | 3.3          | 6.1          | 7.5          | 7.5          |
| <b>Total Revenues Avail.- Hwy &amp; Transit</b>             | <b>3,919.0</b> | <b>926.5</b>     | <b>1,425.0</b>   | <b>1,567.5</b>   | <b>(0.6)</b>   | <b>83.7</b>    | <b>171.1</b>  | <b>52.3</b>   | <b>50.7</b>   | <b>110.4</b>  | <b>126.3</b> | <b>47.5</b>  | <b>142.5</b> | <b>142.5</b> |
| Less: amount transferred to RIP- Transit page               | 1,438.4        | 719.3            | 219.2            | 500.0            | 170.5          | 64.1           | 38.4          | 21.9          | 27.8          | 122.1         | 50.2         | 46.9         | 136.0        | 41.3         |
| <b>Net Hwy Revenue</b>                                      | <b>2,480.6</b> | <b>207.2</b>     | <b>1,205.8</b>   | <b>1,067.6</b>   | <b>(171.1)</b> | <b>19.6</b>    | <b>132.7</b>  | <b>30.4</b>   | <b>22.9</b>   | <b>(11.7)</b> | <b>76.2</b>  | <b>0.5</b>   | <b>6.5</b>   | <b>101.2</b> |
| <b>ALLOCATION OF FUNDS</b>                                  |                |                  |                  |                  |                |                |               |               |               |               |              |              |              |              |
| <b>Highways</b>   |                |                  |                  |                  |                |                |               |               |               |               |              |              |              |              |
| HOV Lanes - FY20-30 is not yet programmed                   | 566.4          | 458.3            | 56.5             | 51.6             | 23.7           | 97.5           | 194.3         | 66.1          | 54.9          | 21.6          | 0.2          | -            | -            | -            |
| Gap Closures - FY20-30 is not yet programmed                | 328.2          | 1.6              | 207.7            | 118.9            | 1.6            | -              | -             | -             | -             | -             | -            | -            | -            | -            |
| Freeway Interchanges - FY20-30 is not yet programmed        | 598.3          | 80.7             | 373.8            | 143.7            | 43.7           | 37.0           | -             | -             | -             | -             | -            | -            | -            | -            |
| Freeway Projects Subtotal (see detail below)                | 1,492.8        | 540.6            | 638.0            | 314.2            | 69.0           | 134.5          | 194.3         | 66.1          | 54.9          | 21.6          | 0.2          | -            | -            | -            |
| SR-138 Widening   | 101.0          | 101.0            | -                | -                | 15.3           | 9.2            | -             | -             | -             | -             | 75.9         | 0.5          | -            | -            |
| Regional Surface Transportation Improvements (RSTI)         | -              | -                | -                | -                | -              | -              | -             | -             | -             | -             | -            | -            | -            | -            |
| TSM-Local (Signal Synch, Bus Speed Improvements)            | -              | -                | -                | -                | -              | -              | -             | -             | -             | -             | -            | -            | -            | -            |
| Retrofit Soundwalls   | 691.4          | -                | -                | 691.4            | -              | -              | -             | -             | -             | -             | -            | -            | -            | -            |
| Park & Ride/Transit Centers                                 | 1.0            | 1.0              | -                | -                | -              | 1.0            | -             | -             | -             | -             | -            | -            | -            | -            |
| Rideshare   | -              | -                | -                | -                | -              | -              | -             | -             | -             | -             | -            | -            | -            | -            |
| Regional Bikeways & Pedestrian Improvements                 | -              | -                | -                | -                | -              | -              | -             | -             | -             | -             | -            | -            | -            | -            |
| Future Call for Projects - not yet programmed               | 675.5          | 40.6             | 634.9            | -                | -              | -              | -             | -             | -             | -             | -            | -            | 6.5          | 34.1         |
| GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet) | 41.4           | 41.4             | -                | -                | 6.9            | 6.9            | 6.9           | 6.9           | 6.9           | 6.9           | -            | -            | -            | -            |
| AB 3090 Replacement Projects                                | 0.0            | 0.0              | 0.0              | 0.0              | -              | -              | -             | -             | -             | -             | -            | -            | -            | -            |
| <b>Subtotal Highways Allocated</b>                          | <b>3,003.1</b> | <b>724.6</b>     | <b>1,272.9</b>   | <b>1,005.6</b>   | <b>91.2</b>    | <b>151.7</b>   | <b>201.2</b>  | <b>73.0</b>   | <b>61.8</b>   | <b>28.5</b>   | <b>76.1</b>  | <b>0.5</b>   | <b>6.5</b>   | <b>34.1</b>  |
| <b>Beginning Balance</b>                                    | <b>584.6</b>   | <b>584.6</b>     | <b>67.1</b>      | <b>0.0</b>       | <b>584.6</b>   | <b>322.3</b>   | <b>190.2</b>  | <b>121.7</b>  | <b>79.2</b>   | <b>40.2</b>   | <b>(0.0)</b> | <b>(0.0)</b> | <b>0.0</b>   | <b>-</b>     |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>                     | <b>(522.5)</b> | <b>(517.4)</b>   | <b>(67.1)</b>    | <b>62.0</b>      | <b>(262.3)</b> | <b>(132.1)</b> | <b>(68.5)</b> | <b>(42.6)</b> | <b>(38.9)</b> | <b>(40.3)</b> | <b>0.0</b>   | <b>0.0</b>   | <b>(0.0)</b> | <b>67.1</b>  |
| <b>Cumulative Ending Balance</b>                            | <b>62.0</b>    | <b>67.1</b>      | <b>0.0</b>       | <b>62.0</b>      | <b>322.3</b>   | <b>190.2</b>   | <b>121.7</b>  | <b>79.2</b>   | <b>40.2</b>   | <b>(0.0)</b>  | <b>(0.0)</b> | <b>0.0</b>   | <b>-</b>     | <b>67.1</b>  |

**NOTES:**

- Administration is CFP 8401, PPNO 9001.
- Beginning balance represents funds allocated in prior years not yet spent.

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30-10 8/19/11**

| (\$ in millions)   | Plan<br>Total | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Freeway Projects Detail:</b>                                    |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Corridor) | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundwall)         | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Carpool Lanes from I-605 to Brea Canyon Rd.                        | SR-60         | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Carpool Lanes from SR-170 to SR-118                                | I-5           | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Carpool Lanes from SR-134 to SR-170, NB & SB                       | I-5 North     | 116.4            | 116.4            | -                | -            | -            | 116.4        | -            | -            | -            | -            | -            | -            | -            |
| Carpool Lanes from I-605 to Puente                                 | I-10          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Carmenita Road Interchange   | I-5           | 80.7             | 80.7             | -                | 43.7         | 37.0         | -            | -            | -            | -            | -            | -            | -            | -            |
| Carpool Lane Direct Connectors (N to/from S)                       | I-5 / SR-14   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Carpool & Mixed Flow Lanes, OCL to Rosemead                        | I-5 South     | 271.5            | 271.5            | -                | 23.7         | 30.8         | 74.2         | 66.1         | 54.9         | 21.6         | 0.2          | -            | -            | -            |
| Carpool Lanes from Puente to Citrus                                | I-10          | 27.8             | 27.8             | -                | -            | 24.2         | 3.6          | -            | -            | -            | -            | -            | -            | -            |
| Carpool Lanes from Citrus to SR-57                                 | I-10          | 17.4             | 17.4             | -                | -            | 17.4         | -            | -            | -            | -            | -            | -            | -            | -            |
| Gap from I-10 to Mission Blvd.                                     | SR-71         | 1.6              | 1.6              | -                | 1.6          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Gap from Mission Blvd. to Rio Rancho Rd.                           | SR-71         | 202.9            | -                | 177.9            | 25.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Mixed Flow Interchange   | SR-57 / SR-14 | 427.9            | -                | 373.8            | 54.1         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Carpool Lane Partial Connector                                     | I-5 / I-405   | 56.5             | -                | 56.5             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Hollywood Way Interchange  | SR-134        | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Carpool Lanes and Truck Lanes                                      | I-5 North     | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Carpool Lanes from SR-90 to I-10                                   | I-405         | 25.1             | 25.1             | -                | -            | 25.1         | -            | -            | -            | -            | -            | -            | -            | -            |
| Gap - North Extension (tunnel)                                     | SR-710        | 123.7            | -                | 29.8             | 93.9         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| I-710 South  | I-710 South   | 51.6             | -                | -                | 51.6         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Operational Improvements in Arroyo Verdugo Subregion               | A-V           | 89.6             | -                | -                | 89.6         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Miscellaneous Project Balances                                     |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Freeway Project Subtotal   |               | 1,492.8          | 540.6            | 638.0            | 314.2        | 69.0         | 134.5        | 194.3        | 66.1         | 54.9         | 21.6         | 0.2          | -            | -            |
| RSTI - I-405 / Arbor Vitae Interchange                             |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTI - Mission Blvd. / SR-71 Interchange                           |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTI - Corridor Widening (only 7 of 13 segments assumed)           | SR-138        | 101.0            | 101.0            | -                | 15.3         | 9.2          | -            | -            | -            | -            | 75.9         | 0.5          | -            | -            |
| RSTI - I-5 / Western Avenue Access                                 |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTI - Interchange Phases I & II (Magic Mountain Parkway)          | I-5 / SR-12   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30-10 8/19/11**

| (\$ in millions)  | Plan           | 2019          | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|---|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|   | Total          | 2020          | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>Regional Improvement Program Funds (RIP) Revenues</b>    | <b>4,136.7</b> | <b>150.0</b>  | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> |
| <b>TOTAL REVENUES</b>                                       | <b>4,136.7</b> | <b>150.0</b>  | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> | <b>150.0</b> |
| Metro Admin Planning, Programming & Monitoring (PPM)        | 218.8          | 7.5           | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          |
| Planning for SFV I-405 Transit Corridor                     | 1.0            |               |              |              |              |              |              |              |              |              |              |
| MIS Studies (400020, no project sheet) (from PPM)           | -              |               |              |              |              |              |              |              |              |              |              |
| Net PPM for Highway Admin                                   | 217.8          | 7.5           | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          |
| <b>Total Revenues Avail.- Hwy &amp; Transit</b>             | <b>3,919.0</b> | <b>142.5</b>  | <b>142.5</b> | <b>142.5</b> | <b>142.5</b> | <b>142.5</b> | <b>142.5</b> | <b>142.5</b> | <b>142.5</b> | <b>142.5</b> | <b>142.5</b> |
| Less: amount transferred to RIP- Transit page               | 1,438.4        | 81.2          | 6.0          | 6.1          | 26.1         | 26.2         | 26.4         | 26.4         | 6.8          | 7.0          | 7.2          |
| <b>Net Hwy Revenue</b>                                      | <b>2,480.6</b> | <b>61.3</b>   | <b>136.5</b> | <b>136.4</b> | <b>116.4</b> | <b>116.3</b> | <b>116.1</b> | <b>116.1</b> | <b>135.8</b> | <b>135.5</b> | <b>135.3</b> |
| <b>ALLOCATION OF FUNDS</b>                                  |                |               |              |              |              |              |              |              |              |              |              |
| <b>Highways</b>   |                |               |              |              |              |              |              |              |              |              |              |
| HOV Lanes - FY20-30 is not yet programmed                   | 566.4          | -             | -            | -            | 26.5         | -            | 10.3         | 19.7         | -            | -            | -            |
| Gap Closures - FY20-30 is not yet programmed                | 328.2          | -             | -            | -            | -            | 28.7         | 63.6         | -            | -            | 47.5         | 67.9         |
| Freeway Interchanges - FY20-30 is not yet programmed        | 598.3          | -             | -            | -            | 85.5         | 50.1         | 37.1         | 52.9         | 63.8         | 63.0         | 21.4         |
| Freeway Projects Subtotal (see detail below)                | 1,492.8        | -             | -            | -            | 112.0        | 78.8         | 111.0        | 72.6         | 63.8         | 110.5        | 89.3         |
| SR-138 Widening   | 101.0          | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Regional Surface Transportation Improvements (RSTI)         | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| TSM-Local (Signal Synch, Bus Speed Improvements)            | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Retrofit Soundwalls   | 691.4          | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Park & Ride/Transit Centers                                 | 1.0            | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Rideshare   | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Regional Bikeways & Pedestrian Improvements                 | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Future Call for Projects - not yet programmed               | 675.5          | 128.4         | 136.5        | 136.4        | 4.4          | 37.5         | 5.2          | 43.6         | 71.9         | 25.0         | 46.0         |
| GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet) | 41.4           |               |              |              |              |              |              |              |              |              |              |
| AB 3090 Replacement Projects                                | 0.0            |               |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Highways Allocated</b>                          | <b>3,003.1</b> | <b>128.4</b>  | <b>136.5</b> | <b>136.4</b> | <b>116.4</b> | <b>116.3</b> | <b>116.1</b> | <b>116.1</b> | <b>135.8</b> | <b>135.5</b> | <b>135.3</b> |
| <b>Beginning Balance</b>                                    | <b>584.6</b>   | <b>67.1</b>   | <b>0.0</b>   |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>                     | <b>(522.5)</b> | <b>(67.1)</b> | <b>-</b>     |
| <b>Cumulative Ending Balance</b>                            | <b>62.0</b>    | <b>0.0</b>    | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |

**NOTES:**

- Administration is CFP 8401, PPNO 9001.
- Beginning balance represents funds allocated in prior years not yet spent.

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30-10 8/19/11**

| (\$ in millions)  | Plan    | 2019 | 2020 | 2021 | 2022  | 2023 | 2024  | 2025 | 2026 | 2027  | 2028 |  |
|---|---------|------|------|------|-------|------|-------|------|------|-------|------|--|
|   | Total   | 2020 | 2021 | 2022 | 2023  | 2024 | 2025  | 2026 | 2027 | 2028  | 2029 |  |
| <b>Freeway Projects Detail:</b>                                       |         |      |      |      |       |      |       |      |      |       |      |  |
| Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Co US-101    | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundw/ I-5           | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool Lanes from I-605 to Brea Canyon Rd. SR-60                     | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool Lanes from SR-170 to SR-118 I-5                               | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North                | 116.4   | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool Lanes from I-605 to Puente I-10                               | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carmenita Road Interchange I-5  | 80.7    | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14              | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South                 | 271.5   | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool Lanes from Puente to Citrus I-10                              | 27.8    | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool Lanes from Citrus to SR-57 I-10                               | 17.4    | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Gap from I-10 to Mission Blvd. SR-71                                  | 1.6     | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Gap from Mission Blvd. to Rio Rancho Rd. SR-71                        | 202.9   | -    | -    | -    | -     | 28.7 | 63.6  | -    | -    | 47.5  | 38.1 |  |
| Mixed Flow Interchange SR-57 / SR-14                                  | 427.9   | -    | -    | -    | 85.5  | 50.1 | 37.1  | 52.9 | 63.8 | 63.0  | 21.4 |  |
| Carpool Lane Partial Connector I-5 / I-405                            | 56.5    | -    | -    | -    | 26.5  | -    | 10.3  | 19.7 | -    | -     | -    |  |
| Hollywood Way Interchange SR-134                                      | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool Lanes and Truck Lanes I-5 North                               | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Carpool Lanes from SR-90 to I-10 I-405                                | 25.1    | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Gap - North Extension (tunnel) SR-710                                 | 123.7   | -    | -    | -    | -     | -    | -     | -    | -    | -     | 29.8 |  |
| I-710 South I-710 South   | 51.6    | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Operational Improvements in Arroyo Verdugo Subregion A-V              | 89.6    | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Miscellaneous Project Balances  | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| Freeway Project Subtotal  | 1,492.8 | -    | -    | -    | 112.0 | 78.8 | 111.0 | 72.6 | 63.8 | 110.5 | 89.3 |  |
| RSTI - I-405 / Arbor Vitae Interchange                                | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| RSTI - Mission Blvd. / SR-71 Interchange                              | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| RSTI - Corridor Widening (only 7 of 13 segments assumed) SR-138       | 101.0   | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| RSTI - I-5 / Western Avenue Access                                    | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |
| RSTI - Interchange Phases I & II (Magic Mountain Parkway) I-5 / SR-12 | -       | -    | -    | -    | -     | -    | -     | -    | -    | -     | -    |  |

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30-10 8/19/11**

| (\$ in millions)  | Plan<br>Total  | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Regional Improvement Program Funds (RIP) Revenues</b>    | <b>4,136.7</b> | <b>150.0</b> |
| <b>TOTAL REVENUES</b>                                       | <b>4,136.7</b> | <b>150.0</b> |
| Metro Admin Planning, Programming & Monitoring (PPM)        | 218.8          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          |
| Planning for SFV I-405 Transit Corridor                     | 1.0            |              |              |              |              |              |              |              |              |              |              |              |
| MIS Studies (400020, no project sheet) (from PPM)           | -              |              |              |              |              |              |              |              |              |              |              |              |
| Net PPM for Highway Admin                                   | 217.8          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          | 7.5          |
| <b>Total Revenues Avail.- Hwy &amp; Transit</b>             | <b>3,919.0</b> | <b>142.5</b> |
| Less: amount transferred to RIP- Transit page               | 1,438.4        | 11.1         | 12.9         | 19.4         | 32.4         | 45.0         | 26.8         | 14.2         | 14.7         | 100.5        | 142.5        | 80.5         |
| <b>Net Hwy Revenue</b>                                      | <b>2,480.6</b> | <b>131.4</b> | <b>129.6</b> | <b>123.1</b> | <b>110.1</b> | <b>97.5</b>  | <b>115.7</b> | <b>128.3</b> | <b>127.8</b> | <b>42.1</b>  | <b>0.0</b>   | <b>62.0</b>  |
| <b>ALLOCATION OF FUNDS</b>                                  |                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Highways</b>   |                |              |              |              |              |              |              |              |              |              |              |              |
| HOV Lanes - FY20-30 is not yet programmed                   | 566.4          | -            | -            | -            | 10.1         | 27.9         | 13.6         | -            | -            | -            | -            | -            |
| Gap Closures - FY20-30 is not yet programmed                | 328.2          | 73.6         | 25.0         | 20.3         | -            | -            | -            | -            | -            | -            | -            | -            |
| Freeway Interchanges - FY20-30 is not yet programmed        | 598.3          | 57.8         | 5.6          | 5.8          | -            | 39.6         | 16.2         | -            | 7.3          | 11.4         | -            | -            |
| Freeway Projects Subtotal (see detail below)                | 1,492.8        | 131.4        | 30.6         | 26.1         | 10.1         | 67.5         | 29.8         | -            | 7.3          | 11.4         | -            | -            |
| SR-138 Widening   | 101.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Regional Surface Transportation Improvements (RSTI)         | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| TSM-Local (Signal Synch, Bus Speed Improvements)            | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Retrofit Soundwalls   | 691.4          | -            | 99.0         | 97.0         | 100.0        | 30.0         | 85.9         | 128.3        | 120.5        | 30.7         | -            | -            |
| Park & Ride/Transit Centers                                 | 1.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Rideshare   | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Regional Bikeways & Pedestrian Improvements                 | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Future Call for Projects - not yet programmed               | 675.5          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet) | 41.4           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| AB 3090 Replacement Projects                                | 0.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Highways Allocated</b>                          | <b>3,003.1</b> | <b>131.4</b> | <b>129.6</b> | <b>123.1</b> | <b>110.1</b> | <b>97.5</b>  | <b>115.7</b> | <b>128.3</b> | <b>127.8</b> | <b>42.1</b>  | <b>0.0</b>   | <b>0.0</b>   |
| <b>Beginning Balance</b>                                    | <b>584.6</b>   | <b>0.0</b>   |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>                     | <b>(522.5)</b> | <b>-</b>     | <b>62.0</b>  |
| <b>Cumulative Ending Balance</b>                            | <b>62.0</b>    | <b>0.0</b>   | <b>62.0</b>  |

**NOTES:**

- Administration is CFP 8401, PPNO 9001.
- Beginning balance represents funds allocated in prior years not yet spent.

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30-10 8/19/11**

| (\$ in millions)  | Plan    | 2029  | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|---------|-------|------|------|------|------|------|------|------|------|------|------|
|   | Total   | 2030  | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| <b>Freeway Projects Detail:</b>                                       |         |       |      |      |      |      |      |      |      |      |      |      |
| Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Col US-101   | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundw/ I-5           | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from I-605 to Brea Canyon Rd. SR-60                     | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-170 to SR-118 I-5                               | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North                | 116.4   | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from I-605 to Puente I-10                               | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carmenita Road Interchange I-5  | 80.7    | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14              | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South                 | 271.5   | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from Puente to Citrus I-10                              | 27.8    | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from Citrus to SR-57 I-10                               | 17.4    | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Gap from I-10 to Mission Blvd. SR-71                                  | 1.6     | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Gap from Mission Blvd. to Rio Rancho Rd. SR-71                        | 202.9   | 25.0  | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Mixed Flow Interchange SR-57 / SR-14                                  | 427.9   | 54.1  | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lane Partial Connector I-5 / I-405                            | 56.5    | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Hollywood Way Interchange SR-134                                      | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes and Truck Lanes I-5 North                               | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-90 to I-10 I-405                                | 25.1    | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Gap - North Extension (tunnel) SR-710                                 | 123.7   | 48.6  | 25.0 | 20.3 | -    | -    | -    | -    | -    | -    | -    | -    |
| I-710 South I-710 South   | 51.6    | -     | -    | -    | 10.1 | 27.9 | 13.6 | -    | -    | -    | -    | -    |
| Operational Improvements in Arroyo Verdugo Subregion A-V              | 89.6    | 3.7   | 5.6  | 5.8  | -    | 39.6 | 16.2 | -    | 7.3  | 11.4 | -    | -    |
| Miscellaneous Project Balances  | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Freeway Project Subtotal  | 1,492.8 | 131.4 | 30.6 | 26.1 | 10.1 | 67.5 | 29.8 | -    | 7.3  | 11.4 | -    | -    |
| RSTI - I-405 / Arbor Vitae Interchange                                | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| RSTI - Mission Blvd. / SR-71 Interchange                              | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| RSTI - Corridor Widening (only 7 of 13 segments assumed) SR-138       | 101.0   | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| RSTI - I-5 / Western Avenue Access                                    | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| RSTI - Interchange Phases I & II (Magic Mountain Parkway) I-5 / SR-12 | -       | -     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |

# LACMTA Financial Forecasting Model

## Regional Improvement Prog Funds-Transit

30-10 8/19/11

| (\$ in millions)  | Total          | Alloc %       | Years        | Years        | Years        | 2009         | 2010        | 2011        | 2012        | 2013        | 2014         | 2015        | 2016        | 2017         | 2018        | 2019        | 2020       | 2021       |          |
|---|----------------|---------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|--------------|-------------|-------------|------------|------------|----------|
|   | '10-'10        |               | '10-'19      | '20-'29      | '30-'40      | 2010         | 2011        | 2012        | 2013        | 2014        | 2015         | 2016        | 2017        | 2018         | 2019        | 2020        | 2021       | 2022       |          |
| <b>Total Revenues Available</b><br>(Revenues are on Reg. Improv-Hwy page) | <b>1,438.4</b> |               | <b>719.3</b> | <b>219.2</b> | <b>500.0</b> | <b>170.5</b> | <b>64.1</b> | <b>38.4</b> | <b>21.9</b> | <b>27.8</b> | <b>122.1</b> | <b>50.2</b> | <b>46.9</b> | <b>136.0</b> | <b>41.3</b> | <b>81.2</b> | <b>6.0</b> | <b>6.1</b> |          |
| <b>Total Revenues Available</b>   | <b>1,438.4</b> |               | <b>719.3</b> | <b>219.2</b> | <b>500.0</b> | <b>170.5</b> | <b>64.1</b> | <b>38.4</b> | <b>21.9</b> | <b>27.8</b> | <b>122.1</b> | <b>50.2</b> | <b>46.9</b> | <b>136.0</b> | <b>41.3</b> | <b>81.2</b> | <b>6.0</b> | <b>6.1</b> |          |
| <b>ALLOCATION OF FUNDS:</b>   |                |               |              |              |              |              |             |             |             |             |              |             |             |              |             |             |            |            |          |
| <b>Bus Capital</b>  |                |               |              |              |              |              |             |             |             |             |              |             |             |              |             |             |            |            |          |
| MTA Bus Fleet   | -              | 0.0%          | -            | -            | -            | -            | -           | -           | -           | -           | -            | -           | -           | -            | -           | -           | -          | -          | -        |
| MTA Facilities  | -              | 0.0%          | -            | -            | -            | -            | -           | -           | -           | -           | -            | -           | -           | -            | -           | -           | -          | -          | -        |
| <b>Bus Capital Total</b>  | <b>-</b>       | <b>0.0%</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>   | <b>-</b>   | <b>-</b> |
| <b>Rail Capital</b>   |                |               |              |              |              |              |             |             |             |             |              |             |             |              |             |             |            |            |          |
| Crenshaw/LAX Corridor   | 49.7           | 3.5%          | 45.6         | 4.1          | -            | -            | 1.8         | -           | -           | -           | -            | 31.3        | -           | -            | 12.5        | 4.1         | -          | -          | -        |
| Exposition Corridor - Phase I   | 180.5          | 12.5%         | 180.5        | -            | -            | 159.0        | 21.3        | 0.2         | -           | -           | -            | -           | -           | -            | -           | -           | -          | -          | -        |
| Exposition Corridor - Phase II  | 47.8           | 3.3%          | 47.8         | -            | -            | -            | 12.5        | 35.3        | -           | -           | -            | -           | -           | -            | -           | -           | -          | -          | -        |
| Rehab and Replacement   | 533.9          | 37.1%         | 19.0         | 72.4         | 442.6        | -            | -           | -           | -           | -           | -            | -           | -           | 19.0         | -           | 72.4        | -          | -          | -        |
| Light Rail Vehicles Procurement P2550                                     | 25.9           | 1.8%          | 25.9         | -            | -            | 11.3         | 14.5        | -           | -           | -           | -            | -           | -           | -            | -           | -           | -          | -          | -        |
| Light Rail Vehicles Procurement P3010                                     | 174.9          | 12.2%         | 174.9        | -            | -            | 0.1          | -           | 2.9         | 21.9        | 27.8        | 122.1        | -           | -           | -            | -           | -           | -          | -          | -        |
| Light Rail Vehicles Procurement Future                                    | 284.6          | 19.8%         | 168.2        | 59.0         | 57.4         | -            | -           | -           | -           | -           | -            | 18.9        | 46.9        | 97.9         | 4.5         | -           | 6.0        | 6.1        | -        |
| Rail System Improvements  | 32.1           | 2.2%          | 27.3         | 4.8          | -            | -            | -           | -           | -           | -           | -            | -           | -           | 3.0          | 24.3        | 4.8         | -          | -          | -        |
| Metrolink   | 14.0           | 1.0%          | 14.0         | -            | -            | -            | 14.0        | -           | -           | -           | -            | -           | -           | -            | -           | -           | -          | -          | -        |
| Other Rail costs  | 79.0           | 5.5%          | -            | 79.0         | -            | -            | -           | -           | -           | -           | -            | -           | -           | -            | -           | -           | -          | -          | -        |
| <b>Rail Capital Totals</b>  | <b>1,438.4</b> | <b>100.0%</b> | <b>719.3</b> | <b>219.2</b> | <b>500.0</b> | <b>170.5</b> | <b>64.1</b> | <b>38.4</b> | <b>21.9</b> | <b>27.8</b> | <b>122.1</b> | <b>50.2</b> | <b>46.9</b> | <b>136.0</b> | <b>41.3</b> | <b>81.2</b> | <b>6.0</b> | <b>6.1</b> |          |
| <b>Agency-wide Capital Total</b>  | <b>-</b>       | <b>0.0%</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>   | <b>-</b>   | <b>-</b> |
| <b>Sub-Total Allocated</b>  | <b>1,438.4</b> | <b>100.0%</b> | <b>719.3</b> | <b>219.2</b> | <b>500.0</b> | <b>170.5</b> | <b>64.1</b> | <b>38.4</b> | <b>21.9</b> | <b>27.8</b> | <b>122.1</b> | <b>50.2</b> | <b>46.9</b> | <b>136.0</b> | <b>41.3</b> | <b>81.2</b> | <b>6.0</b> | <b>6.1</b> |          |
| <b>Beginning Balance</b>  |                |               |              |              |              |              |             |             |             |             |              |             |             |              |             |             |            |            |          |
| <b>Total Surplus/(Shortfall)</b>  |                |               |              |              |              |              |             |             |             |             |              |             |             |              |             |             |            |            |          |
| <b>Cumulative Ending Balance</b>  |                |               |              |              |              |              |             |             |             |             |              |             |             |              |             |             |            |            |          |

**NOTES:**

1. Some MTA uses represent carry overs from prior years.

# LACMTA Financial Forecasting Model

## Regional Improvement Prog Funds-Transit

30-10 8/19/11

| (\$ in millions)  | Total   | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037  | 2038  | 2039 |
|---|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|------|
|   | '10-'40 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038  | 2039  | 2040 |
| <b>Total Revenues Available</b><br>(Revenues are on Reg. Improv-Hwy page) | 1,438.4 | 26.1 | 26.2 | 26.4 | 26.4 | 6.8  | 7.0  | 7.2  | 11.1 | 12.9 | 19.4 | 32.4 | 45.0 | 26.8 | 14.2 | 14.7 | 100.5 | 142.5 | 80.5 |
| <b>Total Revenues Available</b>   | 1,438.4 | 26.1 | 26.2 | 26.4 | 26.4 | 6.8  | 7.0  | 7.2  | 11.1 | 12.9 | 19.4 | 32.4 | 45.0 | 26.8 | 14.2 | 14.7 | 100.5 | 142.5 | 80.5 |
| <b>ALLOCATION OF FUNDS:</b>   |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |       |       |      |
| <b>Bus Capital</b>  |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |       |       |      |
| MTA Bus Fleet   | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| MTA Facilities  | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| <b>Bus Capital Total</b>  | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| <b>Rail Capital</b>   |         |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |       |       |      |
| Crenshaw/LAX Corridor   | 49.7    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| Exposition Corridor - Phase I   | 180.5   | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| Exposition Corridor - Phase II  | 47.8    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| Rehab and Replacement   | 533.9   | -    | -    | -    | -    | -    | -    | -    | 3.7  | 5.5  | 12.0 | 30.6 | 39.7 | 19.4 | 14.2 | 7.3  | 93.1  | 137.0 | 80.1 |
| Light Rail Vehicles Procurement P2550                                     | 25.9    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| Light Rail Vehicles Procurement P3010                                     | 174.9   | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| Light Rail Vehicles Procurement Future                                    | 284.6   | 6.3  | 6.4  | 6.6  | 6.6  | 6.8  | 7.0  | 7.2  | 7.4  | 7.4  | 7.4  | 1.8  | 5.3  | 7.4  | -    | 7.4  | 7.4   | 5.5   | 0.4  |
| Rail System Improvements  | 32.1    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| Metrolink   | 14.0    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| Other Rail costs  | 79.0    | 19.8 | 19.8 | 19.8 | 19.8 | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| <b>Rail Capital Totals</b>  | 1,438.4 | 26.1 | 26.2 | 26.4 | 26.4 | 6.8  | 7.0  | 7.2  | 11.1 | 12.9 | 19.4 | 32.4 | 45.0 | 26.8 | 14.2 | 14.7 | 100.5 | 142.5 | 80.5 |
| <b>Agency-wide Capital Total</b>  | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| <b>Sub-Total Allocated</b>  | 1,438.4 | 26.1 | 26.2 | 26.4 | 26.4 | 6.8  | 7.0  | 7.2  | 11.1 | 12.9 | 19.4 | 32.4 | 45.0 | 26.8 | 14.2 | 14.7 | 100.5 | 142.5 | 80.5 |
| <b>Beginning Balance</b>  | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| <b>Total Surplus/(Shortfall)</b>  | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |
| <b>Cumulative Ending Balance</b>  | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -     | -    |

**NOTES:**

1. Some MTA uses represent carry overs from prior years.

**LACMTA Financial Forecasting Model  
SAFE**

**30-10 8/19/11**

| (\$ in millions)                                 | Plan          | Years         | Years       | Years        | 2009        | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018       |
|--|---------------|---------------|-------------|--------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|
|  | Total         | '10-'19       | '20-'29     | '30-'40      | 2010        | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019       |
| <b>Total Revenues Available</b>                  | 224.5         | 77.5          | 70.0        | 77.0         | 9.2         | 9.0          | 7.9          | 7.7          | 7.6          | 7.5          | 7.4          | 7.2          | 7.0          | 7.0        |
| <b>ALLOCATION OF FUNDS:</b>                      |               |               |             |              |             |              |              |              |              |              |              |              |              |            |
| Freeway Service Patrol                           | 46.5          | 15.0          | 15.0        | 16.5         | 1.5         | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5        |
| Call Box Programs (Freeway and #399)             | 9.7           | 9.7           | -           | -            | 1.3         | 1.3          | 1.3          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | -            | -          |
| Traveler Info (#511) net of rev offset (no proj) | 112.3         | 50.3          | 29.5        | 32.5         |             | 6.6          | 7.5          | 5.7          | 5.5          | 5.3          | 5.1          | 5.0          | 6.6          | 3.0        |
| Motorist Services Improvements (no proj she)     | 19.2          | 8.7           | 5.0         | 5.5          |             | 0.5          | 1.7          | 1.3          | 1.3          | 1.0          | 1.0          | 1.0          | 0.5          | 0.5        |
| Administration (no project sheet)                | 60.2          | 17.2          | 20.5        | 22.5         |             | 1.2          | 2.0          | 1.9          | 1.9          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0        |
| <b>Subtotal Highway Allocated</b>                | <b>247.8</b>  | <b>100.8</b>  | <b>70.0</b> | <b>77.0</b>  | <b>2.8</b>  | <b>11.1</b>  | <b>14.0</b>  | <b>11.7</b>  | <b>11.4</b>  | <b>10.9</b>  | <b>10.7</b>  | <b>10.7</b>  | <b>10.7</b>  | <b>7.0</b> |
| Bus Capital CRD Project                          | 4.0           | 4.0           | -           | -            | -           | -            | 2.0          | 2.0          | -            | -            | -            | -            | -            | -          |
| <b>Subtotal Allocated</b>                        | <b>251.8</b>  | <b>104.8</b>  | <b>70.0</b> | <b>77.0</b>  | <b>2.8</b>  | <b>11.1</b>  | <b>16.0</b>  | <b>13.7</b>  | <b>11.4</b>  | <b>10.9</b>  | <b>10.7</b>  | <b>10.7</b>  | <b>10.7</b>  | <b>7.0</b> |
| <b>Beginning Balance</b>                         | <b>27.3</b>   | <b>27.3</b>   | <b>0.0</b>  | <b>0.0</b>   | <b>27.3</b> | <b>33.7</b>  | <b>31.7</b>  | <b>23.6</b>  | <b>17.6</b>  | <b>13.8</b>  | <b>10.4</b>  | <b>7.1</b>   | <b>3.7</b>   | <b>-</b>   |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>          | <b>(27.3)</b> | <b>(27.3)</b> | <b>0.0</b>  | <b>(0.0)</b> | <b>6.4</b>  | <b>(2.0)</b> | <b>(8.1)</b> | <b>(6.0)</b> | <b>(3.8)</b> | <b>(3.4)</b> | <b>(3.3)</b> | <b>(3.5)</b> | <b>(3.7)</b> | <b>0.0</b> |
| <b>Cumulative Ending Balance</b>                 | <b>(0.0)</b>  | <b>0.0</b>    | <b>0.0</b>  | <b>(0.0)</b> | <b>33.7</b> | <b>31.7</b>  | <b>23.6</b>  | <b>17.6</b>  | <b>13.8</b>  | <b>10.4</b>  | <b>7.1</b>   | <b>3.7</b>   | <b>-</b>     | <b>0.0</b> |

**NOTES:**

1. SAFE = Service Authority for Freeway Emergencies.

**LACMTA Financial Forecasting Model**

**SAFE**

**30-10 8/19/11**

| (\$ in millions)                                 | Plan          | 2019       | 2020       | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       | 2027       | 2028       |  |
|--|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--|
|  | Total         | 2020       | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       | 2027       | 2028       | 2029       |  |
| <b>Total Revenues Available</b>                  | 224.5         | 7.0        | 7.0        | 7.0        | 7.0        | 7.0        | 7.0        | 7.0        | 7.0        | 7.0        | 7.0        |  |
| <b>ALLOCATION OF FUNDS:</b>                      |               |            |            |            |            |            |            |            |            |            |            |  |
| Freeway Service Patrol                           | 46.5          | 1.5        | 1.5        | 1.5        | 1.5        | 1.5        | 1.5        | 1.5        | 1.5        | 1.5        | 1.5        |  |
| Call Box Programs (Freeway and #399)             | 9.7           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |  |
| Traveler Info (#511) net of rev offset (no proj) | 112.3         | 3.0        | 3.0        | 3.0        | 3.0        | 3.0        | 3.0        | 3.0        | 3.0        | 3.0        | 3.0        |  |
| Motorist Services Improvements (no proj she      | 19.2          | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        |  |
| Administration (no project sheet)                | 60.2          | 2.0        | 2.0        | 2.0        | 2.0        | 2.0        | 2.0        | 2.0        | 2.0        | 2.0        | 2.0        |  |
| <b>Subtotal Highway Allocated</b>                | <b>247.8</b>  | <b>7.0</b> |  |
| Bus Capital CRD Project                          | 4.0           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |  |
| <b>Subtotal Allocated</b>                        | <b>251.8</b>  | <b>7.0</b> |  |
| <b>Beginning Balance</b>                         | <b>27.3</b>   | <b>0.0</b> |  |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>          | <b>(27.3)</b> | <b>0.0</b> |  |
| <b>Cumulative Ending Balance</b>                 | <b>(0.0)</b>  | <b>0.0</b> |  |

**NOTES:**

- SAFE = Service Authority for Freeway Emergencies.

LACMTA Financial Forecasting Model

**SAFE**

30-10 8/19/11

| (\$ in millions)                                 | Plan          | 2029       | 2030       | 2031       | 2032       | 2033       | 2034       | 2035       | 2036         | 2037         | 2038         | 2039         |
|--|---------------|------------|------------|------------|------------|------------|------------|------------|--------------|--------------|--------------|--------------|
|  | Total         | 2030       | 2031       | 2032       | 2033       | 2034       | 2035       | 2036       | 2037         | 2038         | 2039         | 2040         |
| <b>Total Revenues Available</b>                  | 224.5         | 7.0        | 7.0        | 7.0        | 7.0        | 7.0        | 7.0        | 7.0        | 7.0          | 7.0          | 7.0          | 7.0          |
| <b>ALLOCATION OF FUNDS:</b>                      |               |            |            |            |            |            |            |            |              |              |              |              |
| Freeway Service Patrol                           | 46.5          | 1.5        | 1.5        | 1.5        | 1.5        | 1.5        | 1.5        | 1.5        | 1.5          | 1.5          | 1.5          | 1.5          |
| Call Box Programs (Freeway and #399)             | 9.7           | -          | -          | -          | -          | -          | -          | -          | -            | -            | -            | -            |
| Traveler Info (#511) net of rev offset (no proj) | 112.3         | 3.0        | 3.0        | 3.0        | 3.0        | 3.0        | 3.0        | 3.0        | 3.0          | 3.0          | 3.0          | 3.0          |
| Motorist Services Improvements (no proj she      | 19.2          | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5          | 0.5          | 0.5          | 0.5          |
| Administration (no project sheet)                | 60.2          | 2.0        | 2.0        | 2.0        | 2.0        | 2.0        | 2.0        | 2.0        | 2.0          | 2.0          | 2.0          | 2.0          |
| <b>Subtotal Highway Allocated</b>                | <b>247.8</b>  | <b>7.0</b>   | <b>7.0</b>   | <b>7.0</b>   | <b>7.0</b>   |
| Bus Capital CRD Project                          | 4.0           | -          | -          | -          | -          | -          | -          | -          | -            | -            | -            | -            |
| <b>Subtotal Allocated</b>                        | <b>251.8</b>  | <b>7.0</b>   | <b>7.0</b>   | <b>7.0</b>   | <b>7.0</b>   |
| <b>Beginning Balance</b>                         | <b>27.3</b>   | <b>0.0</b>   | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>          | <b>(27.3)</b> | <b>0.0</b> | <b>(0.0)</b> | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |
| <b>Cumulative Ending Balance</b>                 | <b>(0.0)</b>  | <b>0.0</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> | <b>(0.0)</b> |

**NOTES:**

1. SAFE = Service Authority for Freeway Emergencies.

**LACMTA Financial Forecasting Model**  
**SHOPP –**  
**Freeway Rehabilitation and Safety**  
**30-10 8/19/11**

| (\$ in millions)                           | Plan<br>Total  | %             | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|----------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available (Inflated)</b> | 5,178.0        | -             | 1,618.0          | 1,690.0          | 1,870.0          | 160.0        | 160.0        | 160.0        | 160.0        | 162.0        | 162.0        | 162.0        | 162.0        | 165.0        | 165.0        |
| <b>Allocation of Funds</b>                 |                |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Freeway Rehabilitation (SHOPP)             | 5,178.0        | 100.0%        | 1,618.0          | 1,690.0          | 1,870.0          | 160.0        | 160.0        | 160.0        | 160.0        | 162.0        | 162.0        | 162.0        | 162.0        | 165.0        | 165.0        |
| <b>Subtotal Allocated</b>                  | <b>5,178.0</b> | <b>100.0%</b> | <b>1,618.0</b>   | <b>1,690.0</b>   | <b>1,870.0</b>   | <b>160.0</b> | <b>160.0</b> | <b>160.0</b> | <b>160.0</b> | <b>162.0</b> | <b>162.0</b> | <b>162.0</b> | <b>162.0</b> | <b>165.0</b> | <b>165.0</b> |
| <b>Beginning Balance</b>                   | -              | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>    | -              | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>           | -              | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. All revenues available are allocated totally to expenditures.
2. SHOPP = Caltrans' State Highway Operation and Protection Program.

**LACMTA Financial Forecasting Model  
 SHOPP --  
 Freeway Rehabilitation and Safety  
 30-10 8/19/11**

| (\$ in millions)                           | Plan<br>Total  | %             | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available (Inflated)</b> | 5,178.0        | -             | 165.0        | 165.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        |
| <b>Allocation of Funds</b>                 |                |               |              |              |              |              |              |              |              |              |              |              |
| Freeway Rehabilitation (SHOPP)             | 5,178.0        | 100.0%        | 165.0        | 165.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        |
| <b>Subtotal Allocated</b>                  | <b>5,178.0</b> | <b>100.0%</b> | <b>165.0</b> | <b>165.0</b> | <b>170.0</b> |
| <b>Beginning Balance</b>                   | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>    | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>           | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. All revenues available are allocated totally to expenditures.
2. SHOPP = Caltrans' State Highway Operation and Protection Program.

**LACMTA Financial Forecasting Model  
 SHOPP --  
 Freeway Rehabilitation and Safety  
 30-10 8/19/11**

| (\$ in millions)                           | Plan<br>Total  | %             | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|--|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|  |                |               | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>Total Revenues Available (Inflated)</b> | 5,178.0        | -             | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        |
| <b>Allocation of Funds</b>                 |                |               |              |              |              |              |              |              |              |              |              |              |              |
| Freeway Rehabilitation (SHOPP)             | 5,178.0        | 100.0%        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        |
| <b>Subtotal Allocated</b>                  | <b>5,178.0</b> | <b>100.0%</b> | <b>170.0</b> |
| <b>Beginning Balance</b>                   | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>    | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>           | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. All revenues available are allocated totally to expenditures.
2. SHOPP = Caltrans' State Highway Operation and Protection Program.

**LACMTA Financial Forecasting Model**

**STA--State Transit Assistance Operator Revenue Share**

**30-10 8/19/11**

| Operator Revenue Share PUC 99314<br>(\$ in millions) | Total<br>'10-'40 | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Interest on Oper Revenue Share                       | 10.8             |               | 2.4              | 4.0              | 4.4              | 0.0          | 0.0          | 0.0          | 0.0          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| <b>TOTAL REVENUES incl Interest</b>                  | <b>1,770.3</b>   |               | <b>486.2</b>     | <b>578.3</b>     | <b>705.7</b>     | <b>0.0</b>   | <b>62.3</b>  | <b>51.7</b>  | <b>51.7</b>  | <b>52.1</b>  | <b>52.6</b>  | <b>53.1</b>  | <b>53.7</b>  | <b>54.2</b>  | <b>54.7</b>  |
| Revenues Available excl interest                     | 1,759.5          |               | 483.8            | 574.3            | 701.3            | 0.0          | 62.3         | 51.7         | 51.7         | 51.7         | 52.2         | 52.7         | 53.3         | 53.8         | 54.3         |
| Annual Percent Change                                |                  |               |                  |                  |                  |              |              |              |              |              | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        |
| <b>Allocation of Funds</b>                           |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>BUS OPERATIONS</b>                                | <b>1,763.8</b>   | <b>99.6%</b>  | <b>485.0</b>     | <b>576.0</b>     | <b>702.8</b>     | -            | <b>62.3</b>  | <b>51.7</b>  | <b>51.7</b>  | <b>51.9</b>  | <b>52.4</b>  | <b>52.9</b>  | <b>53.5</b>  | <b>54.0</b>  | <b>54.5</b>  |
| MTA Operations                                       | 1,304.5          | 73.7%         | 359.6            | 425.6            | 519.3            | -            | 46.9         | 38.5         | 38.3         | 38.4         | 38.7         | 39.1         | 39.5         | 39.9         | 40.3         |
| Municipal Operators                                  | 459.2            | 25.9%         | 125.4            | 150.4            | 183.5            | -            | 15.4         | 13.2         | 13.4         | 13.5         | 13.7         | 13.8         | 14.0         | 14.1         | 14.2         |
| <b>BUS CAPITAL - MTA</b>                             |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| MTA Bus Acquisition                                  | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA Facilities                                       | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>AGENCY-WIDE CAPITAL - MTA</b>                     | <b>6.5</b>       | <b>0.4%</b>   | <b>1.2</b>       | <b>2.3</b>       | <b>2.9</b>       | -            | -            | -            | -            | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   |
| <b>Bus Operations Total</b>                          | <b>1,763.8</b>   | <b>99.6%</b>  | <b>485.0</b>     | <b>576.0</b>     | <b>702.8</b>     | -            | <b>62.3</b>  | <b>51.7</b>  | <b>51.7</b>  | <b>51.9</b>  | <b>52.4</b>  | <b>52.9</b>  | <b>53.5</b>  | <b>54.0</b>  | <b>54.5</b>  |
| <b>Bus Capital Total</b>                             | <b>-</b>         | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Agency-Wide Capital Total</b>                     | <b>6.5</b>       | <b>0.4%</b>   | <b>1.2</b>       | <b>2.3</b>       | <b>2.9</b>       | -            | -            | -            | -            | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   |
| <b>Subtotal Allocated</b>                            | <b>1,770.3</b>   | <b>100.0%</b> | <b>486.2</b>     | <b>578.3</b>     | <b>705.7</b>     | -            | <b>62.3</b>  | <b>51.7</b>  | <b>51.7</b>  | <b>52.1</b>  | <b>52.6</b>  | <b>53.1</b>  | <b>53.7</b>  | <b>54.2</b>  | <b>54.7</b>  |
| <b>Beginning Balance</b>                             | -                |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b>                     | -                |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>                     | -                |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA Share \$   | 1,311.0          |               | 360.9            | 427.9            | 522.3            | 0.0          | 46.9         | 38.5         | 38.3         | 38.6         | 38.9         | 39.3         | 39.7         | 40.1         | 40.5         |
| Municipal Operators Share \$                         | 459.2            |               | 125.4            | 150.4            | 183.5            | 0.0          | 15.4         | 13.2         | 13.4         | 13.5         | 13.7         | 13.8         | 14.0         | 14.1         | 14.2         |
| MTA Share %  | 74.1%            |               | 74.2%            | 74.0%            | 74.0%            |              |              |              |              | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        |
| Municipal Operators Share %                          | 25.9%            |               | 25.8%            | 26.0%            | 26.0%            |              |              |              |              | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        |

**NOTES:**

1. Public Transportation Account -- State Transit Assistance.
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**LACMTA Financial Forecasting Model**  
**STA--State Transit Assistance Operator Revenue Share**  
**30-10 8/19/11**

| Operator Revenue Share PUC 99314<br>(\$ in millions) | Total<br>'10-'40 | Alloc % | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|------------------|---------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Interest on Oper Revenue Share</b>                | 10.8             |         | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| <b>TOTAL REVENUES incl Interest</b>                  | 1,770.3          |         | 55.3         | 55.8         | 56.4         | 57.0         | 57.5         | 58.1         | 58.7         | 59.3         | 59.8         | 60.4         |
| <b>Revenues Available excl interest</b>              | 1,759.5          |         | 54.9         | 55.4         | 56.0         | 56.6         | 57.1         | 57.7         | 58.3         | 58.9         | 59.4         | 60.0         |
| <b>Annual Percent Change</b>                         |                  |         | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        |
| <b>Allocation of Funds</b>                           |                  |         |              |              |              |              |              |              |              |              |              |              |
| <b>BUS OPERATIONS</b>                                | 1,763.8          | 99.6%   | 55.1         | 55.6         | 56.2         | 56.7         | 57.3         | 57.9         | 58.4         | 59.0         | 59.6         | 60.2         |
| MTA Operations                                       | 1,304.5          | 73.7%   | 40.7         | 41.1         | 41.5         | 41.9         | 42.3         | 42.8         | 43.2         | 43.6         | 44.0         | 44.5         |
| Municipal Operators                                  | 459.2            | 25.9%   | 14.4         | 14.5         | 14.7         | 14.8         | 15.0         | 15.1         | 15.3         | 15.4         | 15.6         | 15.7         |
| <b>BUS CAPITAL - MTA</b>                             |                  |         |              |              |              |              |              |              |              |              |              |              |
| MTA Bus Acquisition                                  | -                | 0.0%    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA Facilities                                       | -                | 0.0%    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>AGENCY-WIDE CAPITAL - MTA</b>                     | 6.5              | 0.4%    | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          |
| <b>Bus Operations Total</b>                          | 1,763.8          | 99.6%   | 55.1         | 55.6         | 56.2         | 56.7         | 57.3         | 57.9         | 58.4         | 59.0         | 59.6         | 60.2         |
| <b>Bus Capital Total</b>                             | -                | 0.0%    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Agency-Wide Capital Total</b>                     | 6.5              | 0.4%    | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          |
| <b>Subtotal Allocated</b>                            | 1,770.3          | 100.0%  | 55.3         | 55.8         | 56.4         | 57.0         | 57.5         | 58.1         | 58.7         | 59.3         | 59.8         | 60.4         |
| <b>Beginning Balance</b>                             | -                |         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b>                     | -                |         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>                     | -                |         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA Share \$   | 1,311.0          |         | 40.9         | 41.3         | 41.7         | 42.1         | 42.6         | 43.0         | 43.4         | 43.8         | 44.3         | 44.7         |
| Municipal Operators Share \$                         | 459.2            |         | 14.4         | 14.5         | 14.7         | 14.8         | 15.0         | 15.1         | 15.3         | 15.4         | 15.6         | 15.7         |
| MTA Share %  | 74.1%            |         | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        |
| Municipal Operators Share %                          | 25.9%            |         | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        |

**NOTES:**

1. Public Transportation Account -- State Transit Assistance.
2. SBX3 7, 2/20/09, suspended STA for FY 10.
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**LACMTA Financial Forecasting Model**

**STA--State Transit Assistance Operator Revenue Share**

**30-10 8/19/11**

| Operator Revenue Share PUC 99314<br>(\$ in millions) | Total<br>'10-'40 | Alloc %       | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Interest on Oper Revenue Share                       | 10.8             |               | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| <b>TOTAL REVENUES incl Interest</b>                  | <b>1,770.3</b>   |               | <b>61.0</b>  | <b>61.6</b>  | <b>62.3</b>  | <b>62.9</b>  | <b>63.5</b>  | <b>64.1</b>  | <b>64.8</b>  | <b>65.4</b>  | <b>66.1</b>  | <b>66.7</b>  | <b>67.4</b>  |
| <b>Revenues Available excl interest</b>              | <b>1,759.5</b>   |               | <b>60.6</b>  | <b>61.2</b>  | <b>61.9</b>  | <b>62.5</b>  | <b>63.1</b>  | <b>63.7</b>  | <b>64.4</b>  | <b>65.0</b>  | <b>65.7</b>  | <b>66.3</b>  | <b>67.0</b>  |
| Annual Percent Change                                |                  |               | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        |
| <b>Allocation of Funds</b>                           |                  |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>BUS OPERATIONS</b>                                | <b>1,763.8</b>   | <b>99.6%</b>  | <b>60.8</b>  | <b>61.4</b>  | <b>62.0</b>  | <b>62.6</b>  | <b>63.2</b>  | <b>63.9</b>  | <b>64.5</b>  | <b>65.1</b>  | <b>65.8</b>  | <b>66.4</b>  | <b>67.1</b>  |
| MTA Operations                                       | 1,304.5          | 73.7%         | 44.9         | 45.4         | 45.8         | 46.3         | 46.7         | 47.2         | 47.7         | 48.1         | 48.6         | 49.1         | 49.6         |
| Municipal Operators                                  | 459.2            | 25.9%         | 15.9         | 16.0         | 16.2         | 16.3         | 16.5         | 16.7         | 16.8         | 17.0         | 17.2         | 17.3         | 17.5         |
| <b>BUS CAPITAL - MTA</b>                             |                  |               |              |              |              |              |              |              |              |              |              |              |              |
| MTA Bus Acquisition                                  | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA Facilities                                       | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>AGENCY-WIDE CAPITAL - MTA</b>                     | <b>6.5</b>       | <b>0.4%</b>   | <b>0.2</b>   | <b>0.3</b>   |
| <b>Bus Operations Total</b>                          | <b>1,763.8</b>   | <b>99.6%</b>  | <b>60.8</b>  | <b>61.4</b>  | <b>62.0</b>  | <b>62.6</b>  | <b>63.2</b>  | <b>63.9</b>  | <b>64.5</b>  | <b>65.1</b>  | <b>65.8</b>  | <b>66.4</b>  | <b>67.1</b>  |
| <b>Bus Capital Total</b>                             | <b>-</b>         | <b>0.0%</b>   | <b>-</b>     |
| <b>Agency-Wide Capital Total</b>                     | <b>6.5</b>       | <b>0.4%</b>   | <b>0.2</b>   | <b>0.3</b>   |
| <b>Subtotal Allocated</b>                            | <b>1,770.3</b>   | <b>100.0%</b> | <b>61.0</b>  | <b>61.6</b>  | <b>62.3</b>  | <b>62.9</b>  | <b>63.5</b>  | <b>64.1</b>  | <b>64.8</b>  | <b>65.4</b>  | <b>66.1</b>  | <b>66.7</b>  | <b>67.4</b>  |
| <b>Beginning Balance</b>                             | -                |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b>                     | -                |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>                     | -                |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA Share \$   | 1,311.0          |               | 45.2         | 45.6         | 46.1         | 46.5         | 47.0         | 47.5         | 47.9         | 48.4         | 48.9         | 49.4         | 49.9         |
| Municipal Operators Share \$                         | 459.2            |               | 15.9         | 16.0         | 16.2         | 16.3         | 16.5         | 16.7         | 16.8         | 17.0         | 17.2         | 17.3         | 17.5         |
| MTA Share %  | 74.1%            |               | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        | 74.0%        |
| Municipal Operators Share %                          | 25.9%            |               | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        | 26.0%        |

**NOTES:**

1. Public Transportation Account -- State Transit Assistance.
2. SBX3 7, 2/20/09, suspended STA for FY 10.
3. ABX8 9, 3/22/10, eliminated Prop 42 sales tax on gas and swapped it for an excise tax on gas which is not eligible for STA. Estimated \$350 M statewide sales tax on diesel will fund STA.

**LACMTA Financial Forecasting Model**  
**STA--State Transit Assistance Population Share**  
**30-10 8/19/11**

| Population Share PUC 99313<br>(\$ in millions) | Total<br>'10-'40 | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>STA-Population Revenues</b>                 | <b>1,513.3</b>   |               | <b>415.6</b>     | <b>494.2</b>     | <b>603.6</b>     | <b>0.0</b>   | <b>52.8</b>  | <b>44.5</b>  | <b>44.5</b>  | <b>44.5</b>  | <b>44.9</b>  | <b>45.4</b>  | <b>45.8</b>  | <b>46.3</b>  | <b>46.8</b>  |
| <b>Revenues Available</b>                      | <b>1,513.3</b>   |               | <b>415.6</b>     | <b>494.2</b>     | <b>603.6</b>     | <b>0.0</b>   | <b>52.8</b>  | <b>44.5</b>  | <b>44.5</b>  | <b>44.5</b>  | <b>44.9</b>  | <b>45.4</b>  | <b>45.8</b>  | <b>46.3</b>  | <b>46.8</b>  |
| Annual Percent Change                          |                  |               |                  |                  |                  |              |              |              |              |              | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        |
| <b>Allocation of Funds</b>                     |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>RAIL OPERATIONS-MTA</b>                     | 1,513.3          | 100.0%        | 415.6            | 494.2            | 603.6            | -            | 52.8         | 44.5         | 44.5         | 44.5         | 44.9         | 45.4         | 45.8         | 46.3         | 46.8         |
| <b>RAIL CAPITAL - MTA</b>                      |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Fleet Procurement                              | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Rehab and Replacement                          | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Operations Total</b>                   | <b>1,513.3</b>   | <b>100.0%</b> | <b>415.6</b>     | <b>494.2</b>     | <b>603.6</b>     | <b>-</b>     | <b>52.8</b>  | <b>44.5</b>  | <b>44.5</b>  | <b>44.5</b>  | <b>44.9</b>  | <b>45.4</b>  | <b>45.8</b>  | <b>46.3</b>  | <b>46.8</b>  |
| <b>Rail Capital Total</b>                      | <b>-</b>         | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Subtotal Allocated</b>                      | <b>1,513.3</b>   | <b>100.0%</b> | <b>415.6</b>     | <b>494.2</b>     | <b>603.6</b>     | <b>-</b>     | <b>52.8</b>  | <b>44.5</b>  | <b>44.5</b>  | <b>44.5</b>  | <b>44.9</b>  | <b>45.4</b>  | <b>45.8</b>  | <b>46.3</b>  | <b>46.8</b>  |
| <b>Beginning Balance</b>                       | <b>-</b>         |               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Surplus/(Shortfall)</b>               | <b>-</b>         |               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Cumulative Ending Balance</b>               | <b>-</b>         |               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Public Transportation Account -- State Transit Assistance.
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3. ABX8 9, 3/22/10, eliminated Prop 42 sales tax on gas and swapped it for an excise tax on gas which is not eligible for STA. Estimated \$350 M statewide sales tax on diesel will fund STA.

**LACMTA Financial Forecasting Model**  
**STA--State Transit Assistance Population Share**  
**30-10 8/19/11**

| <b>Population Share PUC 99313</b><br>(\$ in millions) | <b>Total</b><br><b>'10-'40</b> | <b>Alloc %</b> | <b>2019</b><br><b>2020</b> | <b>2020</b><br><b>2021</b> | <b>2021</b><br><b>2022</b> | <b>2022</b><br><b>2023</b> | <b>2023</b><br><b>2024</b> | <b>2024</b><br><b>2025</b> | <b>2025</b><br><b>2026</b> | <b>2026</b><br><b>2027</b> | <b>2027</b><br><b>2028</b> | <b>2028</b><br><b>2029</b> |
|---|--------------------------------|----------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| <b>STA-Population Revenues</b>                        | <b>1,513.3</b>                 |                | <b>47.2</b>                | <b>47.7</b>                | <b>48.2</b>                | <b>48.7</b>                | <b>49.2</b>                | <b>49.6</b>                | <b>50.1</b>                | <b>50.6</b>                | <b>51.2</b>                | <b>51.7</b>                |
| <b>Revenues Available</b>                             | <b>1,513.3</b>                 |                | <b>47.2</b>                | <b>47.7</b>                | <b>48.2</b>                | <b>48.7</b>                | <b>49.2</b>                | <b>49.6</b>                | <b>50.1</b>                | <b>50.6</b>                | <b>51.2</b>                | <b>51.7</b>                |
| Annual Percent Change                                 |                                |                | 1.00%                      | 1.00%                      | 1.00%                      | 1.00%                      | 1.00%                      | 1.00%                      | 1.00%                      | 1.00%                      | 1.00%                      | 1.00%                      |
| <b>Allocation of Funds</b>                            |                                |                |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |
| <b>RAIL OPERATIONS-MTA</b>                            | <b>1,513.3</b>                 | <b>100.0%</b>  | <b>47.2</b>                | <b>47.7</b>                | <b>48.2</b>                | <b>48.7</b>                | <b>49.2</b>                | <b>49.6</b>                | <b>50.1</b>                | <b>50.6</b>                | <b>51.2</b>                | <b>51.7</b>                |
| <b>RAIL CAPITAL - MTA</b>                             |                                |                |                            |                            |                            |                            |                            |                            |                            |                            |                            |                            |
| Fleet Procurement                                     | -                              | 0.0%           | -                          | -                          | -                          | -                          | -                          | -                          | -                          | -                          | -                          | -                          |
| Rehab and Replacement                                 | -                              | 0.0%           | -                          | -                          | -                          | -                          | -                          | -                          | -                          | -                          | -                          | -                          |
| <b>Rail Operations Total</b>                          | <b>1,513.3</b>                 | <b>100.0%</b>  | <b>47.2</b>                | <b>47.7</b>                | <b>48.2</b>                | <b>48.7</b>                | <b>49.2</b>                | <b>49.6</b>                | <b>50.1</b>                | <b>50.6</b>                | <b>51.2</b>                | <b>51.7</b>                |
| <b>Rail Capital Total</b>                             | <b>-</b>                       | <b>0.0%</b>    | <b>-</b>                   |
| <b>Subtotal Allocated</b>                             | <b>1,513.3</b>                 | <b>100.0%</b>  | <b>47.2</b>                | <b>47.7</b>                | <b>48.2</b>                | <b>48.7</b>                | <b>49.2</b>                | <b>49.6</b>                | <b>50.1</b>                | <b>50.6</b>                | <b>51.2</b>                | <b>51.7</b>                |
| <b>Beginning Balance</b>                              | <b>-</b>                       |                | <b>-</b>                   |
| <b>Total Surplus/(Shortfall)</b>                      | <b>-</b>                       |                | <b>-</b>                   |
| <b>Cumulative Ending Balance</b>                      | <b>-</b>                       |                | <b>-</b>                   |

**NOTES:**

1. Public Transportation Account -- State Transit Assistance.
2. SBX3 7, 2/20/09, suspended STA for FY 10.
3. ABX8 9, 3/22/10, eliminated Prop 42 sales tax on gas and swapped it for an excise tax on gas which is not eligible for STA. Estimated \$350 M statewide sales tax on diesel will fund STA.

**LACMTA Financial Forecasting Model**  
**STA--State Transit Assistance Population Share**  
**30-10 8/19/11**

| Population Share PUC 99313<br>(\$ in millions) | Total<br>'10-'40 | Alloc %       | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>STA-Population Revenues</b>                 | <b>1,513.3</b>   |               | <b>52.2</b>  | <b>52.7</b>  | <b>53.2</b>  | <b>53.8</b>  | <b>54.3</b>  | <b>54.8</b>  | <b>55.4</b>  | <b>55.9</b>  | <b>56.5</b>  | <b>57.1</b>  | <b>57.6</b>  |
| <b>Revenues Available</b>                      | <b>1,513.3</b>   |               | <b>52.2</b>  | <b>52.7</b>  | <b>53.2</b>  | <b>53.8</b>  | <b>54.3</b>  | <b>54.8</b>  | <b>55.4</b>  | <b>55.9</b>  | <b>56.5</b>  | <b>57.1</b>  | <b>57.6</b>  |
| Annual Percent Change                          |                  |               | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        | 1.00%        |
| <b>Allocation of Funds</b>                     |                  |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>RAIL OPERATIONS-MTA</b>                     | 1,513.3          | 100.0%        | 52.2         | 52.7         | 53.2         | 53.8         | 54.3         | 54.8         | 55.4         | 55.9         | 56.5         | 57.1         | 57.6         |
| <b>RAIL CAPITAL - MTA</b>                      |                  |               |              |              |              |              |              |              |              |              |              |              |              |
| Fleet Procurement                              | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Rehab and Replacement                          | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Operations Total</b>                   | <b>1,513.3</b>   | <b>100.0%</b> | <b>52.2</b>  | <b>52.7</b>  | <b>53.2</b>  | <b>53.8</b>  | <b>54.3</b>  | <b>54.8</b>  | <b>55.4</b>  | <b>55.9</b>  | <b>56.5</b>  | <b>57.1</b>  | <b>57.6</b>  |
| <b>Rail Capital Total</b>                      | <b>-</b>         | <b>0.0%</b>   | <b>-</b>     |
| <b>Subtotal Allocated</b>                      | <b>1,513.3</b>   | <b>100.0%</b> | <b>52.2</b>  | <b>52.7</b>  | <b>53.2</b>  | <b>53.8</b>  | <b>54.3</b>  | <b>54.8</b>  | <b>55.4</b>  | <b>55.9</b>  | <b>56.5</b>  | <b>57.1</b>  | <b>57.6</b>  |
| <b>Beginning Balance</b>                       | -                |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b>               | -                |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>               | -                |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Public Transportation Account -- State Transit Assistance.
2. SBX3 7, 2/20/09, suspended STA for FY 10.
3. ABX8 9, 3/22/10, eliminated Prop 42 sales tax on gas and swapped it for an excise tax on gas which is not eligible for STA. Estimated \$350 M statewide sales tax on diesel will fund STA.

**LACMTA Financial Forecasting Model**  
**Traffic Congestion Relief Program Funds (TCRP)**  
**30-10 8/19/11**

|   | Total        | Years        | Years   | Years   | 2009        | 2010        | 2011        | 2012        | 2013        | 2014        | 2015         | 2016        | 2017       | 2018       |
|---|--------------|--------------|---------|---------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|------------|------------|
|   | '10-'10      | '10-'19      | '20-'29 | '30-'40 | 2010        | 2011        | 2012        | 2013        | 2014        | 2015        | 2016         | 2017        | 2018       | 2019       |
| TCRP Allocations                                | 453.5        | 453.5        | -       | -       | 95.6        | 25.3        | 30.2        | 27.8        | 62.7        | 74.2        | 109.0        | 28.6        |            |            |
| <b>Total Revenues Available</b>                 | <b>453.5</b> | <b>453.5</b> | -       | -       | <b>95.6</b> | <b>25.3</b> | <b>30.2</b> | <b>27.8</b> | <b>62.7</b> | <b>74.2</b> | <b>109.0</b> | <b>28.6</b> | <b>0.0</b> | <b>0.0</b> |
| <b>ALLOCATION OF FUNDS</b>                      |              |              |         |         |             |             |             |             |             |             |              |             |            |            |
| <b>RAIL CAPITAL</b>                             |              |              |         |         |             |             |             |             |             |             |              |             |            |            |
| Exposition LRT Phase I                          | 42.5         | 42.5         | -       | -       | 42.5        | -           | -           | -           | -           | -           | -            | -           | -          | -          |
| East San Fernando Valley North-South Corridor   | 91.7         | 91.7         | -       | -       | -           | 0.1         | 2.4         | -           | 8.9         | 25.8        | 54.5         | -           | -          | -          |
| Orange Line                                     | 0.0          | -            | -       | -       | -           | -           | -           | -           | -           | -           | -            | -           | -          | -          |
| <b>Rail Capital Total</b>                       | <b>134.2</b> | <b>134.2</b> | -       | -       | <b>42.5</b> | <b>0.1</b>  | <b>2.4</b>  | -           | <b>8.9</b>  | <b>25.8</b> | <b>54.5</b>  | -           | -          | -          |
| <b>BUS CAPITAL</b>                              |              |              |         |         |             |             |             |             |             |             |              |             |            |            |
| MTA Bus Fleet                                   | -            | -            | -       | -       | -           | -           | -           | -           | -           | -           | -            | -           | -          | -          |
| MTA Facilities                                  | 33.6         | 33.6         | -       | -       | 33.6        | -           | -           | -           | -           | -           | -            | -           | -          | -          |
| <b>Bus Capital Total</b>                        | <b>33.6</b>  | <b>33.6</b>  | -       | -       | <b>33.6</b> | -           | -           | -           | -           | -           | -            | -           | -          | -          |
| <b>HIGHWAY CAPITAL PROJECTS</b>                 |              |              |         |         |             |             |             |             |             |             |              |             |            |            |
| Highway Projects - HOV Lanes (see detail below) | 259.6        | 259.6        | -       | -       | 8.0         | 19.8        | 27.8        | 27.8        | 44.5        | 48.4        | 54.5         | 28.6        | -          | -          |
| Highway Projects - Gap Closures                 | 9.2          | 9.2          | -       | -       | -           | -           | -           | -           | 9.2         | -           | -            | -           | -          | -          |
| Highway Projects - Alameda Corridor East        | 3.5          | 3.5          | -       | -       | 3.5         | -           | -           | -           | -           | -           | -            | -           | -          | -          |
| Highway Projects - RSTI Projects                | 13.4         | 13.4         | -       | -       | 8.0         | 5.4         | -           | -           | -           | -           | -            | -           | -          | -          |
| Highway Projects - Park and Ride                | -            | -            | -       | -       | -           | -           | -           | -           | -           | -           | -            | -           | -          | -          |
| <b>Highway Capital Projects Total</b>           | <b>285.7</b> | <b>285.7</b> | -       | -       | <b>19.5</b> | <b>25.2</b> | <b>27.8</b> | <b>27.8</b> | <b>53.7</b> | <b>48.4</b> | <b>54.5</b>  | <b>28.6</b> | -          | -          |
| <b>Total</b>                                    | <b>453.5</b> | <b>453.5</b> | -       | -       | <b>95.6</b> | <b>25.3</b> | <b>30.2</b> | <b>27.8</b> | <b>62.7</b> | <b>74.2</b> | <b>109.0</b> | <b>28.6</b> | -          | -          |
| <b>Beginning Balance</b>                        | -            | -            | -       | -       | -           | -           | -           | -           | -           | -           | -            | -           | -          | -          |
| <b>Total Surplus/(Shortfall)</b>                | -            | -            | -       | -       | -           | -           | -           | -           | -           | -           | -            | -           | -          | -          |
| <b>Cumulative Ending Balance</b>                | -            | -            | -       | -       | -           | -           | -           | -           | -           | -           | -            | -           | -          | -          |
| <b>NOTES:</b>                                   |              |              |         |         |             |             |             |             |             |             |              |             |            |            |
| <b>Freeway Project Detail</b>                   |              |              |         |         |             |             |             |             |             |             |              |             |            |            |
| Rte 5 HOV-Rte 170 to Rte 118                    | 6.1          | 6.1          | -       | -       | -           | -           | -           | -           | -           | -           | 6.1          | -           | -          | -          |
| Rte 405 HOV-Rte 10 to 101                       | 56.0         | 56.0         | -       | -       | 8.0         | -           | 8.0         | 8.0         | 8.0         | 8.0         | 8.0          | 8.0         | -          | -          |
| Rte 405 HOV-Waterford to Rte 10                 | 5.7          | 5.7          | -       | -       | -           | -           | -           | -           | 5.7         | -           | -            | -           | -          | -          |
| Rte 5 OCL to Rte 19 (Lkwd Bl)                   | 119.0        | 119.0        | -       | -       | -           | 19.8        | 19.8        | 19.8        | 19.8        | 19.8        | 19.8         | -           | -          | -          |
| Rte 10 HOV-Puente to Citrus                     | 61.8         | 61.8         | -       | -       | -           | -           | -           | -           | -           | 20.6        | 20.6         | 20.6        | -          | -          |
| 405/101 Greenleaf replacement project           | 11.0         | 11.0         | -       | -       | -           | -           | -           | -           | 11.0        | -           | -            | -           | -          | -          |
| Subtotal HOV Lanes                              | 259.6        | 259.6        | -       | -       | 8.0         | 19.8        | 27.8        | 27.8        | 44.5        | 48.4        | 54.5         | 28.6        | -          | -          |
| Rte 71 Gap-10 to Mission                        | 9.2          | 9.2          | -       | -       | -           | -           | -           | -           | 9.2         | -           | -            | -           | -          | -          |
| RSTI - Mission Blvd/SR-71                       | 13.4         | 13.4         | -       | -       | 8.0         | 5.4         | -           | -           | -           | -           | -            | -           | -          | -          |

**LACMTA Financial Forecasting Model**  
**American Recovery and Reinvestment**  
**Act of 2009 (ARRA)**  
**30-10 8/19/11**

| (\$ in millions)   | Plan<br>Total | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 |
|--|---------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|
| <b>Revenue</b>   |               |               |                  |                  |                  |              |              |              |
| Transit  | 337.5         | 42.5%         | 337.5            | -                | -                | 221.4        | 116.1        |              |
| Highway  | 456.3         | 57.5%         | 456.3            | -                | -                | 331.3        | 125.0        |              |
| <b>Total Revenues</b>  | <b>793.8</b>  | <b>100.0%</b> | <b>793.8</b>     | <b>-</b>         | <b>-</b>         | <b>552.7</b> | <b>241.1</b> | <b>-</b>     |
| <b>TRANSIT</b>   |               |               |                  |                  |                  |              |              |              |
| Section 5309 Fixed Guideway - Metro Rail                         | 8.0           | 1.0%          | 8.0              | -                | -                | 8.0          |              |              |
| Section 5307 Capital   |               |               |                  |                  |                  |              |              |              |
| MTA Rail Cap (\$81M canopies, egress, traction pwr, fiber optic) | 165.0         | 20.8%         | 165.0            | -                | -                | 111.4        | 53.6         |              |
| MTA Bus Fleet Purchases  | 107.0         | 13.5%         | 107.0            | -                | -                | 44.5         | 62.5         |              |
| Munis Bus Capital  | 24.0          | 3.0%          | 24.0             | -                | -                | 24.0         |              |              |
| Metrolink Rail Capital   | 5.0           | 0.6%          | 5.0              | -                | -                | 5.0          |              |              |
| Muni Bus Capital - Lancaster-Palmdale                            | 9.0           | 1.1%          | 9.0              | -                | -                | 9.0          |              |              |
| Muni Bus Capital - Santa Clarita                                 | 4.0           | 0.5%          | 4.0              | -                | -                | 4.0          |              |              |
| MTA Bus Capital - Transit Enhancements                           | 1.5           | 0.2%          | 1.5              | -                | -                | 1.5          |              |              |
| Muni Bus Capital - Transit Enhancements                          | 1.5           | 0.2%          | 1.5              | -                | -                | 1.5          |              |              |
| Muni Bus Capital - Section 5311 Rural County Area                | 1.0           | 0.1%          | 1.0              | -                | -                | 1.0          |              |              |
| Section 5340   |               |               |                  |                  |                  |              |              |              |
| MTA Rail Capital   | 10.9          | 1.4%          | 10.9             | -                | -                | 10.9         |              |              |
| Muni Bus Capital - Lancaster-Palmdale                            | 0.3           | 0.0%          | 0.3              | -                | -                | 0.3          |              |              |
| Muni Bus Capital - Santa Clarita                                 | 0.2           | 0.0%          | 0.2              | -                | -                | 0.2          |              |              |
| Muni Bus Capital - Rural County area                             | 0.1           | 0.0%          | 0.1              | -                | -                | 0.1          |              |              |
| <b>Subtotal TRANSIT</b>  | <b>337.5</b>  | <b>42.5%</b>  | <b>337.5</b>     | <b>-</b>         | <b>-</b>         | <b>221.4</b> | <b>116.1</b> | <b>-</b>     |
| <b>HIGHWAY</b>   |               |               |                  |                  |                  |              |              |              |
| RSTP   |               |               |                  |                  |                  |              |              |              |
| Cities and County of LA  | 301.9         | 38.0%         | 301.9            | -                | -                | 301.9        |              |              |
| I-405 from I-10 to US-101  | 100.0         | 12.6%         | 100.0            | -                | -                | -            | 100.0        | -            |
| I-5 from SR-118 to SR-170  | 15.4          | 1.9%          | 15.4             | -                | -                | 15.4         | -            | -            |
| I-5 from SR-134 to SR-170  | 25.0          | 3.1%          | 25.0             | -                | -                | -            | 25.0         | -            |
| Transportation Enhancement Activities                            |               |               |                  |                  |                  |              |              |              |
| MTA Rail Capital   | 7.0           | 0.9%          | 7.0              | -                | -                | 7.0          |              |              |
| Cities and County of LA  | 7.0           | 0.9%          | 7.0              | -                | -                | 7.0          |              |              |
| <b>Subtotal HIGHWAY</b>  | <b>456.3</b>  | <b>57.5%</b>  | <b>456.3</b>     | <b>-</b>         | <b>-</b>         | <b>331.3</b> | <b>125.0</b> | <b>-</b>     |
| <b>TOTAL</b>   | <b>793.8</b>  | <b>100.0%</b> | <b>793.8</b>     | <b>-</b>         | <b>-</b>         | <b>552.7</b> | <b>241.1</b> | <b>0.0</b>   |
| <b>Beginning Balance</b>   | -             |               | -                | -                | -                | -            | -            | -            |
| <b>Annual Surplus/(Shortfall)</b>                                | -             |               | -                | -                | -                | -            | -            | -            |
| <b>Cumulative Ending Balance</b>                                 | -             |               | -                | -                | -                | -            | -            | -            |

**Notes:**

1. Implemented per State law, AB X3 20 (2009).

|  |       |       |       |
|--|-------|-------|-------|
| Transit Subtotal: MTA Rail Capital       | 183.9 | 130.3 | 53.6  |
| Transit Subtotal: MTA Bus Capital        | 107.0 | 44.5  | 62.5  |
| Transit Subtotal: Metrolink Rail Capital | 5.0   | 5.0   | 0.0   |
| Transit Subtotal: Muni Bus Capital       | 41.6  | 41.6  | 0.0   |
| Total                                    | 337.5 | 221.4 | 116.1 |

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)-Highways (with Transit Summary)**  
**30-10 8/19/11**

| (\$ in millions)                                     | Plan<br>Total  | %             | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016  | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|----------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|
| Revenues Apportioned                                 | 2,635.5        | -             | 1,255.5          | 720.0            | 660.0            | 200.0        | 135.2        | 137.6        | 140.1        | 142.6        | 100.0        | 100.0         | 100.0        | 100.0        | 100.0        |
| Transfers  | -              | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -             | -            | -            | -            |
| <b>Total Revenues Available</b>                      | <b>2,635.5</b> |               | <b>1,255.5</b>   | <b>720.0</b>     | <b>660.0</b>     | <b>200.0</b> | <b>135.2</b> | <b>137.6</b> | <b>140.1</b> | <b>142.6</b> | <b>100.0</b> | <b>100.0</b>  | <b>100.0</b> | <b>100.0</b> | <b>100.0</b> |
| Transfer to CMAQ-Transit page                        | 1,213.7        | -             | 672.1            | 402.0            | 139.6            | 77.9         | 110.4        | 93.2         | 28.1         | 32.4         | 40.5         | 114.9         | 38.7         | 47.8         | 88.2         |
| <b>Net Revenue Available</b>                         | <b>1,421.9</b> | <b>-</b>      | <b>583.4</b>     | <b>318.0</b>     | <b>520.5</b>     | <b>122.0</b> | <b>24.8</b>  | <b>44.5</b>  | <b>112.0</b> | <b>110.2</b> | <b>59.5</b>  | <b>(14.9)</b> | <b>61.3</b>  | <b>52.2</b>  | <b>11.8</b>  |
| Annual Percent Change (Apportioned Revenues)         |                |               |                  |                  |                  |              | -32.4%       | 1.8%         | 1.8%         | 1.8%         | -29.9%       | 0.0%          | 0.0%         | 0.0%         | 0.0%         |
| <b>ALLOCATION OF FUNDS:</b>                          |                |               |                  |                  |                  |              |              |              |              |              |              |               |              |              |              |
| HOV Lanes - FY 20-30 is not yet programmed           | 652.0          | 43.9%         | 353.3            | 196.6            | 102.1            | 13.3         | 87.7         | 33.1         | 33.9         | 107.9        | -            | 44.2          | 33.3         | -            | -            |
| Gap Closures - FY 20-30 is not yet programmed        | 193.1          | 13.0%         | -                | 20.7             | 172.4            | -            | -            | -            | -            | -            | -            | -             | -            | -            | -            |
| Freeway Interchanges - FY20-30 is not yet programmed | 238.2          | 16.0%         | 40.0             | -                | 198.2            | -            | 40.0         | -            | -            | -            | -            | -             | -            | -            | -            |
| <b>Subtotal Freeway Projects</b>                     | <b>1,083.4</b> |               | <b>393.3</b>     | <b>217.4</b>     | <b>472.7</b>     | <b>13.3</b>  | <b>127.7</b> | <b>33.1</b>  | <b>33.9</b>  | <b>107.9</b> | <b>-</b>     | <b>44.2</b>   | <b>33.3</b>  | <b>-</b>     | <b>-</b>     |
| Regional Surface Transportation Improvements         | 14.4           | 1.0%          | 14.4             | -                | -                | 0.9          | 3.1          | 1.5          | 2.5          | 6.4          | -            | -             | -            | -            | -            |
| TSM (Signal Synch, Bus Speed Improvement)            | 8.1            | 0.5%          | 8.1              | -                | -                | -            | -            | 4.0          | 2.1          | 2.0          | -            | -             | -            | -            | -            |
| Park & Ride/Transit Centers                          | 81.5           | 5.5%          | 81.5             | -                | -                | 7.5          | 6.0          | 6.0          | 6.0          | 10.0         | 10.0         | 10.0          | 14.0         | 12.0         | -            |
| Expo Phase II Bikeway (CFP Bike Mode)                | 2.7            | 0.2%          | 2.7              | -                | -                | -            | -            | 2.7          | -            | -            | -            | -             | -            | -            | -            |
| Future Call for Projects - not yet programmed        | 179.4          | 12.1%         | 50.3             | 129.1            | -                | -            | -            | -            | -            | -            | -            | 10.0          | 11.5         | 11.8         | 17.0         |
| Rapid Bus Subsidy Projects                           | 26.8           | 1.8%          | 26.8             | -                | -                | -            | 5.0          | -            | -            | 14.6         | 7.3          | -             | -            | -            | -            |
| Transportation Enhancement Activities                | 4.0            | 0.3%          | 4.0              | -                | -                | 1.1          | 1.6          | 0.8          | 0.6          | -            | -            | -             | -            | -            | -            |
| Transportation Demand Mgt                            | 7.3            | 0.5%          | 7.3              | -                | -                | 5.7          | 1.4          | 0.2          | -            | -            | -            | -             | -            | -            | -            |
| Regional Bikeways & Pedestrian Improvements          | 78.6           | 5.3%          | 78.6             | -                | -                | 13.2         | 6.8          | 10.0         | 10.0         | 10.0         | 10.0         | 10.0          | 8.6          | -            | -            |
| <b>Subtotal Allocated</b>                            | <b>1,486.2</b> | <b>100.0%</b> | <b>667.1</b>     | <b>346.4</b>     | <b>472.7</b>     | <b>41.6</b>  | <b>151.5</b> | <b>58.3</b>  | <b>55.1</b>  | <b>150.9</b> | <b>27.3</b>  | <b>74.2</b>   | <b>67.4</b>  | <b>23.8</b>  | <b>17.0</b>  |
| Beginning Balance                                    | 112.1          | -             | 112.1            | 28.5             | 0.0              | 112.1        | 192.5        | 65.9         | 52.0         | 108.8        | 68.2         | 100.4         | 11.4         | 5.3          | 33.7         |
| Annual Surplus/<Shortfall>                           | (64.3)         | -             | (83.7)           | (28.4)           | 47.8             | 80.4         | (126.6)      | (13.8)       | 56.8         | (40.7)       | 32.2         | (89.0)        | (6.1)        | 28.4         | (5.2)        |
| <b>Cum End Balance (avail-Hwy/Tansit)</b>            | <b>47.8</b>    | <b>-</b>      | <b>28.5</b>      | <b>0.0</b>       | <b>47.8</b>      | <b>192.5</b> | <b>65.9</b>  | <b>52.0</b>  | <b>108.8</b> | <b>68.2</b>  | <b>100.4</b> | <b>11.4</b>   | <b>5.3</b>   | <b>33.7</b>  | <b>28.5</b>  |

NOTES:

**LACMTA Financial Forecasting Model  
Congestion Mitigation & Air Quality  
(CMAQ)-Highways (with Transit Summary)**

30-10 8/19/11

| (\$ in millions)   | Plan    | % | Years   | Years   | Years   | 2009 | 2010  | 2011 | 2012 | 2013  | 2014 | 2015 | 2016 | 2017 | 2018 |
|--|---------|---|---------|---------|---------|------|-------|------|------|-------|------|------|------|------|------|
|  | Total   |   | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011  | 2012 | 2013 | 2014  | 2015 | 2016 | 2017 | 2018 | 2019 |
| <b>Freeway Projects Detail:</b>                          |         |   |         |         |         |      |       |      |      |       |      |      |      |      |      |
| Carpool Lanes from Pearblossom to Ave P-8 SR-14          | -       |   | -       | -       | -       | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| Carpool Lanes from I-605 to Brea Canyon Rd SR-60         | -       |   | -       | -       | -       | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-134 to SR-170, NB & I-5 North      | 82.3    |   | 82.3    | -       | -       | 13.3 | 69.0  | -    | -    | -     | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-170 to SR-118 I-5                  | -       |   | -       | -       | -       | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| Carpool Lanes from I-605 to Puente I-10                  | -       |   | -       | -       | -       | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| Carmenita Road Interchange I-5                           | 40.0    |   | 40.0    | -       | -       | -    | 40.0  | -    | -    | -     | -    | -    | -    | -    | -    |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14 | 21.7    |   | 21.7    | -       | -       | -    | 14.7  | 7.0  | -    | -     | -    | -    | -    | -    | -    |
| Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South    | 77.4    |   | 77.4    | -       | -       | -    | -     | -    | -    | -     | -    | 44.2 | 33.3 | -    | -    |
| Carpool Lanes from Puente to Citrus I-10                 | 51.1    |   | 51.1    | -       | -       | -    | -     | -    | 33.9 | 17.2  | -    | -    | -    | -    | -    |
| Carpool Lanes from Citrus to SR-57 I-10                  | 116.8   |   | 116.8   | -       | -       | -    | -     | 26.1 | -    | 90.7  | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-90 to I-10 I-405                   | 4.0     |   | 4.0     | -       | -       | -    | 4.0   | -    | -    | -     | -    | -    | -    | -    | -    |
| Carpool Lane Partial Connector I-5 / I-405               | 203.4   |   | -       | 163.8   | 39.6    | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay    | 198.2   |   | -       | -       | 198.2   | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| I-605 Corridor "Hot Spot" Interchanges I-605             | -       |   | -       | -       | -       | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| SR-710 North Extension (tunnel) SR-710                   | 172.4   |   | -       | -       | 172.4   | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| I-710 South I-710  | 36.0    |   | -       | -       | 36.0    | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| Carpool Lanes and Truck Lanes I-5 North                  | 59.3    |   | -       | 32.8    | 26.4    | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| SR-71 from Mission to Rio Rancho SR-71                   | 20.7    |   | -       | 20.7    | -       | -    | -     | -    | -    | -     | -    | -    | -    | -    | -    |
| Subtotal Freeway Projects                                | 1,083.4 |   | 393.3   | 217.4   | 472.7   | 13.3 | 127.7 | 33.1 | 33.9 | 107.9 | -    | 44.2 | 33.3 | -    | -    |

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)-Highways (with Transit Summary)**  
**30-10 8/19/11**

|  | Plan           | 2019         | 2020          | 2021        | 2022         | 2023        | 2024        | 2025        | 2026         | 2027        | 2028        |
|--|----------------|--------------|---------------|-------------|--------------|-------------|-------------|-------------|--------------|-------------|-------------|
| (\$ in millions)                                     | Total          | 2020         | 2021          | 2022        | 2023         | 2024        | 2025        | 2026        | 2027         | 2028        | 2029        |
| Revenues Apportioned                                 | 2,635.5        | 80.0         | 80.0          | 80.0        | 80.0         | 80.0        | 80.0        | 60.0        | 60.0         | 60.0        | 60.0        |
| Transfers  | -              |              |               |             |              |             |             |             |              |             |             |
| <b>Total Revenues Available</b>                      | <b>2,635.5</b> | <b>80.0</b>  | <b>80.0</b>   | <b>80.0</b> | <b>80.0</b>  | <b>80.0</b> | <b>80.0</b> | <b>60.0</b> | <b>60.0</b>  | <b>60.0</b> | <b>60.0</b> |
| Transfer to CMAQ-Transit page                        | 1,213.7        | 49.8         | 100.8         | 62.3        | 80.5         | 17.7        | 18.1        | 0.0         | 12.6         | 29.9        | 30.3        |
| <b>Net Revenue Available</b>                         | <b>1,421.9</b> | <b>30.2</b>  | <b>(20.8)</b> | <b>17.7</b> | <b>(0.5)</b> | <b>62.3</b> | <b>61.9</b> | <b>60.0</b> | <b>47.4</b>  | <b>30.1</b> | <b>29.7</b> |
| Annual Percent Change (Apportioned Revenues)         |                | -20.0%       | 0.0%          | 0.0%        | 0.0%         | 0.0%        | 0.0%        | -25.0%      | 0.0%         | 0.0%        | 0.0%        |
| <b>ALLOCATION OF FUNDS:</b>                          |                |              |               |             |              |             |             |             |              |             |             |
| HOV Lanes - FY 20-30 is not yet programmed           | 652.0          | -            | -             | -           | -            | 50.0        | 50.0        | 20.0        | 22.1         | 24.9        | 29.7        |
| Gap Closures - FY 20-30 is not yet programmed        | 193.1          | -            | -             | -           | -            | -           | -           | -           | 20.7         | -           | -           |
| Freeway Interchanges - FY20-30 is not yet programmed | 238.2          | -            | -             | -           | -            | -           | -           | -           | -            | -           | -           |
| Subtotal Freeway Projects                            | 1,083.4        | -            | -             | -           | -            | 50.0        | 50.0        | 20.0        | 42.8         | 24.9        | 29.7        |
| Regional Surface Transportation Improvements         | 14.4           | -            | -             | -           | -            | -           | -           | -           | -            | -           | -           |
| TSM (Signal Synch, Bus Speed Improvement)            | 8.1            | -            | -             | -           | -            | -           | -           | -           | -            | -           | -           |
| Park & Ride/Transit Centers                          | 81.5           | -            | -             | -           | -            | -           | -           | -           | -            | -           | -           |
| Expo Phase II Bikeway (CFP Bike Mode)                | 2.7            | -            | -             | -           | -            | -           | -           | -           | -            | -           | -           |
| Future Call for Projects - not yet programmed        | 179.4          | 37.8         | -             | 17.2        | -            | 12.3        | 11.9        | 40.0        | 4.6          | 5.2         | -           |
| Rapid Bus Subsidy Projects                           | 26.8           | -            | -             | -           | -            | -           | -           | -           | -            | -           | -           |
| Transportation Enhancement Activities                | 4.0            | -            | -             | -           | -            | -           | -           | -           | -            | -           | -           |
| Transportation Demand Mgt                            | 7.3            | -            | -             | -           | -            | -           | -           | -           | -            | -           | -           |
| Regional Bikeways & Pedestrian Improvements          | 78.6           | -            | -             | -           | -            | -           | -           | -           | -            | -           | -           |
| <b>Subtotal Allocated</b>                            | <b>1,486.2</b> | <b>37.8</b>  | <b>0.0</b>    | <b>17.2</b> | <b>0.0</b>   | <b>62.3</b> | <b>61.9</b> | <b>60.0</b> | <b>47.4</b>  | <b>30.1</b> | <b>29.7</b> |
| <b>Beginning Balance</b>                             | <b>112.1</b>   | <b>28.5</b>  | <b>20.8</b>   | <b>0.0</b>  | <b>0.5</b>   | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>  |
| <b>Annual Surplus/Shortfall</b>                      | <b>(64.3)</b>  | <b>(7.6)</b> | <b>(20.8)</b> | <b>0.5</b>  | <b>(0.5)</b> | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>(0.0)</b> | <b>0.0</b>  | <b>0.0</b>  |
| <b>Cum End Balance (avail-Hwy/Transit)</b>           | <b>47.8</b>    | <b>20.8</b>  | <b>0.0</b>    | <b>0.5</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>  |

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)-Highways (with Transit Summary)**  
**30-10 8/19/11**

| (\$ in millions)   | Plan    | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2028 |
|--|---------|------|------|------|------|------|------|------|------|------|------|------|
|  | Total   | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |      |
| <b>Freeway Projects Detail:</b>                          |         |      |      |      |      |      |      |      |      |      |      |      |
| Carpool Lanes from Pearblossom to Ave P-8 SR-14          | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from I-605 to Brea Canyon Rd SR-60         | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-134 to SR-170, NB & I-5 North      | 82.3    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-170 to SR-118 I-5                  | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from I-605 to Puente I-10                  | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carmenita Road Interchange I-5                           | 40.0    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14 | 21.7    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool & Mixed Flow Lanes, OCL to Roseme I-5 South      | 77.4    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from Puente to Citrus I-10                 | 51.1    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from Citrus to SR-57 I-10                  | 116.8   | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-90 to I-10 I-405                   | 4.0     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lane Partial Connector I-5 / I-405               | 203.4   | -    | -    | -    | -    | 50.0 | 50.0 | 20.0 | 22.1 | 12.5 | 9.2  |      |
| I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay    | 198.2   | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| I-605 Corridor "Hot Spot" Interchanges I-605             | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| SR-710 North Extension (tunnel) SR-710                   | 172.4   | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| I-710 South I-710  | 36.0    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes and Truck Lanes I-5 North                  | 59.3    | -    | -    | -    | -    | -    | -    | -    | -    | 12.3 | 20.5 |      |
| SR-71 from Mission to Rio Rancho SR-71                   | 20.7    | -    | -    | -    | -    | -    | -    | -    | 20.7 | -    | -    |      |
| Subtotal Freeway Projects                                | 1,083.4 | -    | -    | -    | -    | 50.0 | 50.0 | 20.0 | 42.8 | 24.9 | 29.7 |      |

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)-Highways (with Transit Summary)**  
**30-10 8/19/11**

|  | Plan           | 2029        | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039        |
|--|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions)                                     | Total          | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039        | 2040        |
| Revenues Apportioned                                 | 2,635.5        | 60.0        | 60.0        | 60.0        | 60.0        | 60.0        | 60.0        | 60.0        | 60.0        | 60.0        | 60.0        | 60.0        |
| Transfers  | -              |             |             |             |             |             |             |             |             |             |             |             |
| <b>Total Revenues Available</b>                      | <b>2,635.5</b> | <b>60.0</b> |
| Transfer to CMAQ-Transit page                        | 1,213.7        | 8.8         | 1.0         | 16.3        | 16.0        | 15.6        | 15.3        | 13.6        | 16.5        | 16.9        | 7.3         | 12.3        |
| <b>Net Revenue Available</b>                         | <b>1,421.9</b> | <b>51.2</b> | <b>59.0</b> | <b>43.7</b> | <b>44.0</b> | <b>44.4</b> | <b>44.7</b> | <b>46.4</b> | <b>43.5</b> | <b>43.1</b> | <b>52.7</b> | <b>47.8</b> |
| Annual Percent Change (Apportioned Revenues)         |                | 0.0%        | 0.0%        | 0.0%        | 0.0%        | 0.0%        | 0.0%        | 0.0%        | 0.0%        | 0.0%        | 0.0%        | 0.0%        |
| <b>ALLOCATION OF FUNDS:</b>                          |                |             |             |             |             |             |             |             |             |             |             |             |
| HOV Lanes - FY 20-30 is not yet programmed           | 652.0          | 41.6        | 26.4        | 30.2        | -           | -           | 3.9         | -           | -           | -           | -           | -           |
| Gap Closures - FY 20-30 is not yet programmed        | 193.1          | -           | 8.5         | 13.5        | 44.0        | 44.4        | 40.8        | 21.2        | -           | -           | -           | -           |
| Freeway Interchanges - FY20-30 is not yet programmed | 238.2          | 9.6         | 24.2        | -           | -           | -           | -           | 25.2        | 43.5        | 43.1        | 52.7        | -           |
| <b>Subtotal Freeway Projects</b>                     | <b>1,083.4</b> | <b>51.2</b> | <b>59.0</b> | <b>43.7</b> | <b>44.0</b> | <b>44.4</b> | <b>44.7</b> | <b>46.4</b> | <b>43.5</b> | <b>43.1</b> | <b>52.7</b> | <b>-</b>    |
| Regional Surface Transportation Improvements         | 14.4           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| TSM (Signal Synch, Bus Speed Improvement)            | 8.1            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Park & Ride/Transit Centers                          | 81.5           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Expo Phase II Bikeway (CFP Bike Mode)                | 2.7            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Future Call for Projects - not yet programmed        | 179.4          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Rapid Bus Subsidy Projects                           | 26.8           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Transportation Enhancement Activities                | 4.0            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Transportation Demand Mgt                            | 7.3            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Regional Bikeways & Pedestrian Improvements          | 78.6           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Subtotal Allocated</b>                            | <b>1,486.2</b> | <b>51.2</b> | <b>59.0</b> | <b>43.7</b> | <b>44.0</b> | <b>44.4</b> | <b>44.7</b> | <b>46.4</b> | <b>43.5</b> | <b>43.1</b> | <b>52.7</b> | <b>0.0</b>  |
| <b>Beginning Balance</b>                             | <b>112.1</b>   | <b>0.0</b>  |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>              | <b>(64.3)</b>  | <b>0.0</b>  | <b>47.8</b> |
| <b>Cum End Balance (avail-Hwy/Transit)</b>           | <b>47.8</b>    | <b>0.0</b>  | <b>47.8</b> |

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)-Highways (with Transit Summary)**  
**30-10 8/19/11**

| (\$ in millions)   | Plan    | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|---------|------|------|------|------|------|------|------|------|------|------|------|
|  | Total   | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| <b>Freeway Projects Detail:</b>                          |         |      |      |      |      |      |      |      |      |      |      |      |
| Carpool Lanes from Pearblossom to Ave P-8 SR-14          | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from I-605 to Brea Canyon Rd SR-60         | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-134 to SR-170, NB & I-5 North      | 82.3    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-170 to SR-118 I-5                  | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from I-605 to Puente I-10                  | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carmenita Road Interchange I-5                           | 40.0    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14 | 21.7    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool & Mixed Flow Lanes, OCL to Roseme I-5 South      | 77.4    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from Puente to Citrus I-10                 | 51.1    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from Citrus to SR-57 I-10                  | 116.8   | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-90 to I-10 I-405                   | 4.0     | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lane Partial Connector I-5 / I-405               | 203.4   | 20.7 | 18.9 | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay    | 198.2   | 9.6  | 24.2 | -    | -    | -    | -    | 25.2 | 43.5 | 43.1 | 52.7 | -    |
| I-605 Corridor "Hot Spot" Interchanges I-605             | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| SR-710 North Extension (tunnel) SR-710                   | 172.4   | -    | 8.5  | 13.5 | 44.0 | 44.4 | 40.8 | 21.2 | -    | -    | -    | -    |
| I-710 South I-710  | 36.0    | -    | 4.7  | 27.4 | -    | -    | 3.9  | -    | -    | -    | -    | -    |
| Carpool Lanes and Truck Lanes I-5 North                  | 59.3    | 20.9 | 2.8  | 2.8  | -    | -    | -    | -    | -    | -    | -    | -    |
| SR-71 from Mission to Rio Rancho SR-71                   | 20.7    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Subtotal Freeway Projects                                | 1,083.4 | 51.2 | 59.0 | 43.7 | 44.0 | 44.4 | 44.7 | 46.4 | 43.5 | 43.1 | 52.7 | -    |

**LACMTA Financial Forecasting Mode**  
**Congestion Mitigation & Air Quality (CMAQ)-Transit**  
**30-10 8/19/11**

| (\$ in millions)                                    | Plan           | Alloc %       | Years        | Years        | Years        | 2009        | 2010         | 2011        | 2012        | 2013        | 2014        | 2015         | 2016        | 2017        | 2018        |  |
|---|----------------|---------------|--------------|--------------|--------------|-------------|--------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|--|
|   | Total          |               | '10-'19      | '20-'29      | '30-'40      | 2010        | 2011         | 2012        | 2013        | 2014        | 2015        | 2016         | 2017        | 2018        | 2019        |  |
| Transfer from CMAQ - Hwy page                       | 1,213.7        |               | 672.1        | 402.0        | 139.6        | 77.9        | 110.4        | 93.2        | 28.1        | 32.4        | 40.5        | 114.9        | 38.7        | 47.8        | 88.2        |  |
| <b>Total Transferred Revenues - CMAQ</b>            | <b>1,213.7</b> |               | <b>672.1</b> | <b>402.0</b> | <b>139.6</b> | <b>77.9</b> | <b>110.4</b> | <b>93.2</b> | <b>28.1</b> | <b>32.4</b> | <b>40.5</b> | <b>114.9</b> | <b>38.7</b> | <b>47.8</b> | <b>88.2</b> |  |
| <b>ALLOCATION OF FUNDS</b>                          |                |               |              |              |              |             |              |             |             |             |             |              |             |             |             |  |
| <b>Rail Ops. MTA Rail Corridors</b>                 | <b>429.8</b>   | <b>35.4%</b>  | 231.8        | 197.9        | -            | 11.7        | 16.7         | 32.2        | 20.4        | 21.3        | 6.3         | 25.9         | 29.9        | 30.5        | 36.9        |  |
| <b>Bus Ops. MTA Bus Corridors</b>                   | <b>141.3</b>   | <b>11.6%</b>  | 20.6         | 120.7        | -            | -           | -            | -           | 4.9         | 5.1         | 5.0         | -            | -           | -           | 5.5         |  |
| <b>Bus Capital</b>                                  |                |               |              |              |              |             |              |             |             |             |             |              |             |             |             |  |
| MTA Bus Procurement                                 | 85.4           | 7.0%          | 85.4         | -            | -            | 45.9        | -            | 10.0        | 1.0         | 5.9         | 15.0        | 7.6          | -           | -           | -           |  |
| Torrance Transit Torrance-Long Beach Rapid Corridor | 7.9            | 0.7%          | 7.9          | -            | -            | -           | -            | -           | 7.9         | -           | -           | -            | -           | -           | -           |  |
| MTA Facilities                                      | -              | 0.0%          | -            | -            | -            | -           | -            | -           | -           | -           | -           | -            | -           | -           | -           |  |
| Universal Fare System                               | 5.0            | 0.4%          | 5.0          | -            | -            | 5.0         | -            | -           | -           | -           | -           | -            | -           | -           | -           |  |
| MTA CRD Project                                     | 94.7           | 7.8%          | 94.7         | -            | -            | -           | 83.0         | 11.7        | -           | -           | -           | -            | -           | -           | -           |  |
| <b>Bus Capital Totals</b>                           | <b>193.0</b>   | <b>15.9%</b>  | <b>193.0</b> | <b>-</b>     | <b>-</b>     | <b>50.9</b> | <b>83.0</b>  | <b>29.6</b> | <b>1.0</b>  | <b>5.9</b>  | <b>15.0</b> | <b>7.6</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    |  |
| <b>Agency-Wide Capital</b>                          | <b>-</b>       | <b>0.0%</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    |  |
| <b>Rail Capital</b>                                 |                |               |              |              |              |             |              |             |             |             |             |              |             |             |             |  |
| Westside Subway Extension Segment 1                 | -              | 0.0%          | -            | -            | -            | -           | -            | -           | -           | -           | -           | -            | -           | -           | -           |  |
| Westside Subway Extension Segment 2                 | -              | 0.0%          | -            | -            | -            | -           | -            | -           | -           | -           | -           | -            | -           | -           | -           |  |
| Westside Subway Extension Segment 3                 | -              | 0.0%          | -            | -            | -            | -           | -            | -           | -           | -           | -           | -            | -           | -           | -           |  |
| Exposition - Phase I                                | 45.3           | 3.7%          | 45.3         | -            | -            | 15.3        | 10.7         | 19.3        | -           | -           | -           | -            | -           | -           | -           |  |
| Eastside Extension Phase II                         | 40.1           | 3.3%          | 31.3         | 8.8          | -            | -           | -            | -           | -           | -           | -           | -            | -           | -           | 31.3        |  |
| Green Line to LAX                                   | 34.1           | 2.8%          | 34.1         | -            | -            | -           | -            | -           | -           | -           | -           | -            | 8.8         | 17.3        | 8.0         |  |
| South Bay Green Line Extension                      | 6.5            | 0.5%          | 6.5          | -            | -            | -           | -            | -           | -           | -           | -           | -            | -           | -           | 6.5         |  |
| Crenshaw/LAX Corridor                               | 68.2           | 5.6%          | 68.2         | -            | -            | -           | -            | -           | -           | -           | 14.2        | 54.0         | -           | -           | -           |  |
| Exposition - Phase II                               | -              | 0.0%          | -            | -            | -            | -           | -            | -           | -           | -           | -           | -            | -           | -           | -           |  |
| SFV I-405 Transit                                   | -              | 0.0%          | -            | -            | -            | -           | -            | -           | -           | -           | -           | -            | -           | -           | -           |  |
| Rehab and Replacement                               | 214.1          | 17.6%         | -            | 74.6         | 139.6        | -           | -            | -           | -           | -           | -           | -            | -           | -           | -           |  |
| Rail Fleet Procurement                              | 41.3           | 3.4%          | 41.3         | -            | -            | -           | -            | 12.1        | 1.8         | -           | -           | 27.4         | -           | -           | -           |  |
| <b>Rail Capital Total</b>                           | <b>449.6</b>   | <b>37.0%</b>  | <b>226.7</b> | <b>83.4</b>  | <b>139.6</b> | <b>15.3</b> | <b>10.7</b>  | <b>31.4</b> | <b>1.8</b>  | <b>-</b>    | <b>14.2</b> | <b>81.4</b>  | <b>8.8</b>  | <b>17.3</b> | <b>45.8</b> |  |
| <b>Rail Operations Totals</b>                       | <b>429.8</b>   | <b>35.4%</b>  | 231.8        | 197.9        | -            | 11.7        | 16.7         | 32.2        | 20.4        | 21.3        | 6.3         | 25.9         | 29.9        | 30.5        | 36.9        |  |
| <b>Bus Capital Totals</b>                           | <b>193.0</b>   | <b>15.9%</b>  | 193.0        | -            | -            | 50.9        | 83.0         | 29.6        | 1.0         | 5.9         | 15.0        | 7.6          | -           | -           | -           |  |
| <b>Bus Operations Totals</b>                        | <b>141.3</b>   | <b>11.6%</b>  | 20.6         | 120.7        | -            | -           | -            | -           | 4.9         | 5.1         | 5.0         | -            | -           | -           | 5.5         |  |
| <b>Subtotal Allocated</b>                           | <b>1,213.7</b> | <b>100.0%</b> | <b>672.1</b> | <b>402.0</b> | <b>139.6</b> | <b>77.9</b> | <b>110.4</b> | <b>93.2</b> | <b>28.1</b> | <b>32.4</b> | <b>40.5</b> | <b>114.9</b> | <b>38.7</b> | <b>47.8</b> | <b>88.2</b> |  |
| <b>Beginning Balance</b>                            |                |               |              |              |              |             |              |             |             |             |             |              |             |             |             |  |
| <b>Total Surplus/(Shortfall)</b>                    |                |               |              |              |              |             |              |             |             |             |             |              |             |             |             |  |
| <b>Cumulative Ending Balance</b>                    |                |               |              |              |              |             |              |             |             |             |             |              |             |             |             |  |

**LACMTA Financial Forecasting Mode**  
**Congestion Mitigation & Air Quality (CMAQ)-Transit**  
**30-10 8/19/11**

| (\$ in millions)                                    | Plan           | Alloc %       | 2019        | 2020         | 2021        | 2022        | 2023        | 2024        | 2025     | 2026        | 2027        | 2028        |
|---|----------------|---------------|-------------|--------------|-------------|-------------|-------------|-------------|----------|-------------|-------------|-------------|
|   | Total          |               | 2020        | 2021         | 2022        | 2023        | 2024        | 2025        | 2026     | 2027        | 2028        | 2029        |
| Transfer from CMAQ - Hwy page                       | 1,213.7        |               | 49.8        | 100.8        | 62.3        | 80.5        | 17.7        | 18.1        | -        | 12.6        | 29.9        | 30.3        |
| <b>Total Transferred Revenues - CMAQ</b>            | <b>1,213.7</b> |               | <b>49.8</b> | <b>100.8</b> | <b>62.3</b> | <b>80.5</b> | <b>17.7</b> | <b>18.1</b> | <b>-</b> | <b>12.6</b> | <b>29.9</b> | <b>30.3</b> |
| <b>ALLOCATION OF FUNDS</b>                          |                |               |             |              |             |             |             |             |          |             |             |             |
| <b>Rail Ops. MTA Rail Corridors</b>                 | <b>429.8</b>   | <b>35.4%</b>  | <b>33.5</b> | <b>76.7</b>  | <b>43.5</b> | <b>44.3</b> | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Bus Ops. MTA Bus Corridors</b>                   | <b>141.3</b>   | <b>11.6%</b>  | <b>5.8</b>  | <b>24.1</b>  | <b>18.9</b> | <b>36.2</b> | <b>17.7</b> | <b>18.1</b> | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Bus Capital</b>                                  |                |               |             |              |             |             |             |             |          |             |             |             |
| MTA Bus Procurement                                 | 85.4           | 7.0%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| Torrance Transit Torrance-Long Beach Rapid Corridor | 7.9            | 0.7%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| MTA Facilities                                      | -              | 0.0%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| Universal Fare System                               | 5.0            | 0.4%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| MTA CRD Project                                     | 94.7           | 7.8%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| <b>Bus Capital Totals</b>                           | <b>193.0</b>   | <b>15.9%</b>  | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Agency-Wide Capital</b>                          | <b>-</b>       | <b>0.0%</b>   | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Rail Capital</b>                                 |                |               |             |              |             |             |             |             |          |             |             |             |
| Westside Subway Extension Segment 1                 | -              | 0.0%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| Westside Subway Extension Segment 2                 | -              | 0.0%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| Westside Subway Extension Segment 3                 | -              | 0.0%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| Exposition - Phase I                                | 45.3           | 3.7%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| Eastside Extension Phase II                         | 40.1           | 3.3%          | 8.8         | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| Green Line to LAX                                   | 34.1           | 2.8%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| South Bay Green Line Extension                      | 6.5            | 0.5%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| Crenshaw/LAX Corridor                               | 68.2           | 5.6%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| Exposition - Phase II                               | -              | 0.0%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| SFV I-405 Transit                                   | -              | 0.0%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| Rehab and Replacement                               | 214.1          | 17.6%         | 1.8         | -            | -           | -           | -           | -           | -        | 12.6        | 29.9        | 30.3        |
| Rail Fleet Procurement                              | 41.3           | 3.4%          | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| <b>Rail Capital Total</b>                           | <b>449.6</b>   | <b>37.0%</b>  | <b>10.6</b> | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>12.6</b> | <b>29.9</b> | <b>30.3</b> |
| <b>Rail Operations Totals</b>                       | <b>429.8</b>   | <b>35.4%</b>  | <b>33.5</b> | <b>76.7</b>  | <b>43.5</b> | <b>44.3</b> | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Bus Capital Totals</b>                           | <b>193.0</b>   | <b>15.9%</b>  | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Bus Operations Totals</b>                        | <b>141.3</b>   | <b>11.6%</b>  | <b>5.8</b>  | <b>24.1</b>  | <b>18.9</b> | <b>36.2</b> | <b>17.7</b> | <b>18.1</b> | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Subtotal Allocated</b>                           | <b>1,213.7</b> | <b>100.0%</b> | <b>49.8</b> | <b>100.8</b> | <b>62.3</b> | <b>80.5</b> | <b>17.7</b> | <b>18.1</b> | <b>-</b> | <b>12.6</b> | <b>29.9</b> | <b>30.3</b> |
| <b>Beginning Balance</b>                            |                |               | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| <b>Total Surplus/(Shortfall)</b>                    |                |               | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |
| <b>Cumulative Ending Balance</b>                    |                |               | -           | -            | -           | -           | -           | -           | -        | -           | -           | -           |

**LACMTA Financial Forecasting Mode**  
**Congestion Mitigation & Air Quality (CMAQ)-Transit**  
**30-10 8/19/11**

| (\$ in millions)                                    | Plan           | Alloc %       | 2029       | 2030       | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038       | 2039        |
|---|----------------|---------------|------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|-------------|
|   | Total          |               | 2030       | 2031       | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039       | 2040        |
| Transfer from CMAQ - Hwy page                       | 1,213.7        |               | 8.8        | 1.0        | 16.3        | 16.0        | 15.6        | 15.3        | 13.6        | 16.5        | 16.9        | 7.3        | 12.3        |
| <b>Total Transferred Revenues - CMAQ</b>            | <b>1,213.7</b> |               | <b>8.8</b> | <b>1.0</b> | <b>16.3</b> | <b>16.0</b> | <b>15.6</b> | <b>15.3</b> | <b>13.6</b> | <b>16.5</b> | <b>16.9</b> | <b>7.3</b> | <b>12.3</b> |
| <b>ALLOCATION OF FUNDS</b>                          |                |               |            |            |             |             |             |             |             |             |             |            |             |
| <b>Rail Ops. MTA Rail Corridors</b>                 | <b>429.8</b>   | <b>35.4%</b>  | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Bus Ops. MTA Bus Corridors</b>                   | <b>141.3</b>   | <b>11.6%</b>  | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Bus Capital</b>                                  |                |               |            |            |             |             |             |             |             |             |             |            |             |
| MTA Bus Procurement                                 | 85.4           | 7.0%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| Torrance Transit Torrance-Long Beach Rapid Corridor | 7.9            | 0.7%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| MTA Facilities                                      | -              | 0.0%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| Universal Fare System                               | 5.0            | 0.4%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| MTA CRD Project                                     | 94.7           | 7.8%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Bus Capital Totals</b>                           | <b>193.0</b>   | <b>15.9%</b>  | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Agency-Wide Capital</b>                          | <b>-</b>       | <b>0.0%</b>   | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Rail Capital</b>                                 |                |               |            |            |             |             |             |             |             |             |             |            |             |
| Westside Subway Extension Segment 1                 | -              | 0.0%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| Westside Subway Extension Segment 2                 | -              | 0.0%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| Westside Subway Extension Segment 3                 | -              | 0.0%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| Exposition - Phase I                                | 45.3           | 3.7%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| Eastside Extension Phase II                         | 40.1           | 3.3%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| Green Line to LAX                                   | 34.1           | 2.8%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| South Bay Green Line Extension                      | 6.5            | 0.5%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| Crenshaw/LAX Corridor                               | 68.2           | 5.6%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| Exposition - Phase II                               | -              | 0.0%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| SFV I-405 Transit                                   | -              | 0.0%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| Rehab and Replacement                               | 214.1          | 17.6%         | 8.8        | 1.0        | 16.3        | 16.0        | 15.6        | 15.3        | 13.6        | 16.5        | 16.9        | 7.3        | 12.3        |
| Rail Fleet Procurement                              | 41.3           | 3.4%          | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Rail Capital Total</b>                           | <b>449.6</b>   | <b>37.0%</b>  | <b>8.8</b> | <b>1.0</b> | <b>16.3</b> | <b>16.0</b> | <b>15.6</b> | <b>15.3</b> | <b>13.6</b> | <b>16.5</b> | <b>16.9</b> | <b>7.3</b> | <b>12.3</b> |
| <b>Rail Operations Totals</b>                       | <b>429.8</b>   | <b>35.4%</b>  | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Bus Capital Totals</b>                           | <b>193.0</b>   | <b>15.9%</b>  | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Bus Operations Totals</b>                        | <b>141.3</b>   | <b>11.6%</b>  | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Subtotal Allocated</b>                           | <b>1,213.7</b> | <b>100.0%</b> | <b>8.8</b> | <b>1.0</b> | <b>16.3</b> | <b>16.0</b> | <b>15.6</b> | <b>15.3</b> | <b>13.6</b> | <b>16.5</b> | <b>16.9</b> | <b>7.3</b> | <b>12.3</b> |
| <b>Beginning Balance</b>                            | -              | -             | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Total Surplus/(Shortfall)</b>                    | -              | -             | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |
| <b>Cumulative Ending Balance</b>                    | -              | -             | -          | -          | -           | -           | -           | -           | -           | -           | -           | -          | -           |

**LACMTA Financial Forecasting Model**  
**Other Federal Funds -- Highway Earmarks**  
**30-10 8/19/11**

| (\$ in millions)                           | Plan         | Years        | Years      | Years      | 2009        | 2010        | 2011        | 2012        | 2013       | 2014       | 2015       | 2016       | 2017       | 2018       |
|--|--------------|--------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|
|  | Total        | '10-'19      | '20-'29    | '30-'40    | 2010        | 2011        | 2012        | 2013        | 2014       | 2015       | 2016       | 2017       | 2018       | 2019       |
| <b>Total Revenues Available (Inflated)</b> | 109.2        | 109.2        | 0.0        | 0.0        | 41.0        | 31.0        | 16.0        | 21.2        | 0.0        | 0.0        | 0.0        | 0.0        | 0.0        | 0.0        |
| <b>Allocation of Funds</b>                 |              |              |            |            |             |             |             |             |            |            |            |            |            |            |
| Freeway Projects (cash flow basis)         | 109.2        | 109.2        | -          | -          | 41.0        | 31.0        | 16.0        | 21.2        | -          | -          | -          | -          | -          | -          |
| <b>Subtotal Allocated</b>                  | <b>109.2</b> | <b>109.2</b> | <b>0.0</b> | <b>0.0</b> | <b>41.0</b> | <b>31.0</b> | <b>16.0</b> | <b>21.2</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> |
| Beginning Balance                          | -            | -            | -          | -          | -           | -           | -           | -           | -          | -          | -          | -          | -          | -          |
| Annual Surplus/<Shortfall>                 | -            | -            | -          | -          | -           | -           | -           | -           | -          | -          | -          | -          | -          | -          |
| Cumulative Ending Balance                  | -            | -            | -          | -          | -           | -           | -           | -           | -          | -          | -          | -          | -          | -          |

**NOTES:**

The following earmark categories are reflected in the usage categories above:

1. SAFETEA-LU hwy earmarks;
2. High Priority Projects;
3. Projects of National and Regional Significance;
4. Transportation Improvement Projects;
5. National Corridor Infrastructure Improvement Program.

# LACMTA Financial Forecasting Model

## Homeland Security Grants

30-10 8/19/11

| (\$ in millions)                  | Plan<br>Total | Alloc %     | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|-----------------------------------|---------------|-------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenue Pool</b>         | <b>64.5</b>   |             | <b>22.5</b>      | <b>20.0</b>      | <b>22.0</b>      | <b>2.0</b>   | <b>2.0</b>   | <b>4.5</b>   | <b>2.0</b>   |
| Heavy Rail Security Operations    | -             | 0%          | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Light Rail Security Operations    | -             | 0%          | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Bus Security Operations           | 2.5           | 4%          | 2.5              | -                | -                |              |              | 2.5          |              |              |              |              |              |              |              |
| <b>Total Rail Operations</b>      | <b>2.5</b>    | <b>4%</b>   | <b>2.5</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>2.5</b>   | <b>-</b>     |
| <b>Agency-wide Capital</b>        | <b>62.0</b>   | <b>96%</b>  | <b>20.0</b>      | <b>20.0</b>      | <b>22.0</b>      | <b>2.0</b>   |
| <b>TOTAL</b>                      | <b>64.5</b>   | <b>100%</b> | <b>22.5</b>      | <b>20.0</b>      | <b>22.0</b>      | <b>2.0</b>   | <b>2.0</b>   | <b>4.5</b>   | <b>2.0</b>   |
| <b>Beginning Balance</b>          | -             |             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Annual Surplus/(Shortfall)</b> | -             | -           | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>  | -             |             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**Notes:**

1. FIS #609922.

## LACMTA Financial Forecasting Model

### Homeland Security Grants

30-10 8/19/11

| (\$ in millions)                  | Plan        | 2019       | 2020       | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       | 2027       | 2028       |
|-----------------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|                                   | Total       | 2020       | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       | 2027       | 2028       | 2029       |
| <b>Total Revenue Pool</b>         | <b>64.5</b> | <b>2.0</b> |
| Heavy Rail Security Operations    | -           |            |            |            |            |            |            |            |            |            |            |
| Light Rail Security Operations    | -           |            |            |            |            |            |            |            |            |            |            |
| Bus Security Operations           | 2.5         |            |            |            |            |            |            |            |            |            |            |
| <b>Total Rail Operations</b>      | <b>2.5</b>  | <b>-</b>   |
| <b>Agency-wide Capital</b>        | <b>62.0</b> | <b>2.0</b> |
| <b>TOTAL</b>                      | <b>64.5</b> | <b>2.0</b> |
| <b>Beginning Balance</b>          | <b>-</b>    | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>Annual Surplus/(Shortfall)</b> | <b>-</b>    | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>Cumulative Ending Balance</b>  | <b>-</b>    | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |

**Notes:**

1. FIS #609922.

# LACMTA Financial Forecasting Model

## Homeland Security Grants

30-10 8/19/11

| (\$ in millions)                  | Plan        | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|-----------------------------------|-------------|------|------|------|------|------|------|------|------|------|------|------|
|                                   | Total       | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| <b>Total Revenue Pool</b>         | <b>64.5</b> | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |
| Heavy Rail Security Operations    | -           |      |      |      |      |      |      |      |      |      |      |      |
| Light Rail Security Operations    | -           |      |      |      |      |      |      |      |      |      |      |      |
| Bus Security Operations           | 2.5         |      |      |      |      |      |      |      |      |      |      |      |
| <b>Total Rail Operations</b>      | <b>2.5</b>  | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| <b>Agency-wide Capital</b>        | <b>62.0</b> | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |
| <b>TOTAL</b>                      | <b>64.5</b> | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  | 2.0  |
| <b>Beginning Balance</b>          | -           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| <b>Annual Surplus/(Shortfall)</b> | -           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| <b>Cumulative Ending Balance</b>  | -           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |

**Notes:**

1. FIS #609922.

**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation**  
**Program (RSTP) - Highways**  
**with Transit Summary**

30-10 8/19/11

| (\$ in millions)                                    | Plan           | Years          | Years          | Years          | 2009         | 2010          | 2011          | 2012         | 2013         | 2014         | 2015          | 2016         | 2017         | 2018         |
|---|----------------|----------------|----------------|----------------|--------------|---------------|---------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|
|   | Total          | '10-'19        | '20-'29        | '30-'40        | 2010         | 2011          | 2012          | 2013         | 2014         | 2015         | 2016          | 2017         | 2018         | 2019         |
| Revenues Apportioned                                | 4,222.8        | 1,173.2        | 1,341.6        | 1,708.0        | 114.2        | 110.7         | 112.7         | 114.7        | 116.8        | 117.5        | 119.1         | 120.8        | 122.5        | 124.2        |
| Transfers   | 0.0            | 0.0            | 0.0            | 0.0            |              |               |               |              |              |              |               |              |              |              |
| <b>Total Revenues Available</b>                     | <b>4,222.8</b> | <b>1,173.2</b> | <b>1,341.6</b> | <b>1,708.0</b> | <b>114.2</b> | <b>110.7</b>  | <b>112.7</b>  | <b>114.7</b> | <b>116.8</b> | <b>117.5</b> | <b>119.1</b>  | <b>120.8</b> | <b>122.5</b> | <b>124.2</b> |
| Transfer to RSTP-Transit page                       | 2,582.8        | 694.9          | 732.3          | 1,155.6        | 54.4         | 69.0          | 84.4          | 57.4         | 66.5         | 60.2         | 109.6         | 63.1         | 64.5         | 65.8         |
| Transfer to STPL Program                            | 982.7          | 317.0          | 317.0          | 348.7          | 31.7         | 31.7          | 31.7          | 31.7         | 31.7         | 31.7         | 31.7          | 31.7         | 31.7         | 31.7         |
| Transfer to STPL Program (ARRA savings swap)        | 18.5           | 18.5           | 0.0            | 0.0            |              | 6.2           | 6.2           | 6.1          |              |              |               |              |              |              |
| <b>Net Revenue Available</b>                        | <b>638.9</b>   | <b>142.9</b>   | <b>292.3</b>   | <b>203.7</b>   | <b>28.1</b>  | <b>3.8</b>    | <b>(9.6)</b>  | <b>19.5</b>  | <b>18.6</b>  | <b>25.6</b>  | <b>(22.2)</b> | <b>26.0</b>  | <b>26.3</b>  | <b>26.7</b>  |
| Annual Percent Change (Apportioned Revenues)        |                |                |                |                |              | -3.09%        | 1.81%         | 1.77%        | 1.83%        | 0.60%        | 1.36%         | 1.43%        | 1.41%        | 1.39%        |
| <b>ALLOCATION OF FUNDS:</b>                         |                |                |                |                |              |               |               |              |              |              |               |              |              |              |
| HOV Lanes (FY20-30 not yet programmed)              | 155.6          | 50.1           | -              | 105.5          | -            | 26.8          | 23.3          | -            | -            | -            | -             | -            | -            | -            |
| Gap closures (FY20-30 not yet programmed)           | -              | -              | -              | -              | -            | -             | -             | -            | -            | -            | -             | -            | -            | -            |
| Freeway Interchanges                                | 49.9           | -              | -              | 49.9           | -            | -             | -             | -            | -            | -            | -             | -            | -            | -            |
| Subtotal  | 205.5          | 50.1           | -              | 155.4          | -            | 26.8          | 23.3          | -            | -            | -            | -             | -            | -            | -            |
| CFP Regional Surface Transportation Improvement     | 58.7           | 58.7           | -              | -              | 4.2          | 5.6           | -             | 7.4          | 4.2          | 7.8          | -             | 2.2          | 12.9         | 14.4         |
| SR-138 Widening                                     | 42.7           | 42.7           | -              | -              | -            | -             | 11.7          | 8.7          | -            | 3.5          | -             | 18.8         | -            | -            |
| Future Call for Projects - not yet programmed       | 359.8          | 35.7           | 292.3          | 31.8           | -            | -             | -             | -            | -            | -            | 5.0           | 5.0          | 13.4         | 12.3         |
| CFP Gerald Desmond Bridge                           | 11.3           | 11.3           | -              | -              | -            | -             | -             | -            | 11.3         | -            | -             | -            | -            | -            |
| <b>Subtotal Allocated</b>                           | <b>678.0</b>   | <b>198.5</b>   | <b>292.3</b>   | <b>187.2</b>   | <b>4.2</b>   | <b>32.4</b>   | <b>35.0</b>   | <b>16.1</b>  | <b>15.5</b>  | <b>11.3</b>  | <b>5.0</b>    | <b>26.0</b>  | <b>26.3</b>  | <b>26.7</b>  |
| <b>Beginning Balance</b>                            | <b>55.6</b>    | <b>55.6</b>    | <b>0.0</b>     | <b>0.0</b>     | <b>55.6</b>  | <b>79.6</b>   | <b>51.0</b>   | <b>6.4</b>   | <b>9.8</b>   | <b>12.9</b>  | <b>27.2</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>             | <b>(39.1)</b>  | <b>(55.6)</b>  | <b>0.0</b>     | <b>16.5</b>    | <b>24.0</b>  | <b>(28.6)</b> | <b>(44.6)</b> | <b>3.4</b>   | <b>3.1</b>   | <b>14.3</b>  | <b>(27.2)</b> | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |
| <b>Cummulative End Balance (avail -Hwy/Transit)</b> | <b>16.5</b>    | <b>0.0</b>     | <b>0.0</b>     | <b>16.5</b>    | <b>79.6</b>  | <b>51.0</b>   | <b>6.4</b>    | <b>9.8</b>   | <b>12.9</b>  | <b>27.2</b>  | <b>0.0</b>    | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |

**NOTES:**

1. Annual balance is available for hwy or transit use since RSTP is a flexible source.

**Freeway Projects Detail:**

|  |           |       |      |   |       |   |      |      |   |   |   |   |   |   |
|--|-----------|-------|------|---|-------|---|------|------|---|---|---|---|---|---|
| Carpool Lanes from SR-90 to I-10             | I-405     | -     | -    | - | -     | - | -    | -    | - | - | - | - | - | - |
| Carpool Lanes from I-10 to US-101            | I-405     | 10.1  | 10.1 | - | -     | - | 7.1  | 3.0  | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd.  | SR-60     | -     | -    | - | -     | - | -    | -    | - | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57           | I-10      | -     | -    | - | -     | - | -    | -    | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118          | I-5       | -     | -    | - | -     | - | -    | -    | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead  | I-5 South | -     | -    | - | -     | - | -    | -    | - | - | - | - | - | - |
| Carpool Lanes from SR-134 to SR-170, NB & SB | I-5 North | 40.0  | 40.0 | - | -     | - | 19.7 | 20.3 | - | - | - | - | - | - |
| Carpool Lanes and Truck Lanes                | I-5 North | 105.5 | -    | - | 105.5 | - | -    | -    | - | - | - | - | - | - |
| South Bay Ramp and Interchange Improvements  |           | 49.9  | -    | - | 49.9  | - | -    | -    | - | - | - | - | - | - |
| Subtotal Freeway Projects                    |           | 205.5 | 50.1 | - | 155.4 | - | 26.8 | 23.3 | - | - | - | - | - | - |

**LACMTA Financial Forecasting Model  
Regional Surface Transportation  
Program (RSTP) - Highways  
with Transit Summary**

30-10 8/19/11

| (\$ in millions)                                    | Plan           | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|   | Total          | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| Revenues Apportioned                                | 4,222.8        | 125.9        | 127.7        | 129.5        | 131.3        | 133.1        | 135.0        | 136.9        | 138.8        | 140.7        | 142.7        |
| Transfers   | 0.0            |              |              |              |              |              |              |              |              |              |              |
| <b>Total Revenues Available</b>                     | <b>4,222.8</b> | <b>125.9</b> | <b>127.7</b> | <b>129.5</b> | <b>131.3</b> | <b>133.1</b> | <b>135.0</b> | <b>136.9</b> | <b>138.8</b> | <b>140.7</b> | <b>142.7</b> |
| Transfer to RSTP-Transit page                       | 2,582.8        | 67.1         | 68.4         | 69.8         | 71.1         | 72.4         | 73.8         | 75.2         | 76.6         | 78.2         | 79.7         |
| Transfer to STPL Program                            | 982.7          | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         |
| Transfer to STPL Program (ARRA savings swap)        | 18.5           |              |              |              |              |              |              |              |              |              |              |
| <b>Net Revenue Available</b>                        | <b>638.9</b>   | <b>27.1</b>  | <b>27.6</b>  | <b>28.0</b>  | <b>28.5</b>  | <b>29.0</b>  | <b>29.5</b>  | <b>30.0</b>  | <b>30.5</b>  | <b>30.8</b>  | <b>31.3</b>  |
| Annual Percent Change (Apportioned Revenues)        |                | 1.37%        | 1.43%        | 1.41%        | 1.39%        | 1.37%        | 1.43%        | 1.41%        | 1.39%        | 1.37%        | 1.42%        |
| <b>ALLOCATION OF FUNDS:</b>                         |                |              |              |              |              |              |              |              |              |              |              |
| HOV Lanes (FY20-30 not yet programmed)              | 155.6          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Gap closures (FY20-30 not yet programmed)           | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Freeway Interchanges                                | 49.9           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Subtotal  | 205.5          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP Regional Surface Transportation Improvement     | 58.7           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| SR-138 Widening                                     | 42.7           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Future Call for Projects - not yet programmed       | 359.8          | 27.1         | 27.6         | 28.0         | 28.5         | 29.0         | 29.5         | 30.0         | 30.5         | 30.8         | 31.3         |
| CFP Gerald Desmond Bridge                           | 11.3           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Allocated</b>                           | <b>678.0</b>   | <b>27.1</b>  | <b>27.6</b>  | <b>28.0</b>  | <b>28.5</b>  | <b>29.0</b>  | <b>29.5</b>  | <b>30.0</b>  | <b>30.5</b>  | <b>30.8</b>  | <b>31.3</b>  |
| <b>Beginning Balance</b>                            | <b>55.6</b>    | <b>0.0</b>   |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>             | <b>(39.1)</b>  | <b>0.0</b>   |
| <b>Cummulative End Balance (avail -Hwy/Transit)</b> | <b>16.5</b>    | <b>0.0</b>   |

**NOTES:**

1. Annual balance is available for hwy or transit use since RSTP is a flexible source.

**Freeway Projects Detail:**

|  |           |       |   |   |   |   |   |   |   |   |   |
|--|-----------|-------|---|---|---|---|---|---|---|---|---|
| Carpool Lanes from SR-90 to I-10             | I-405     | -     | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-10 to US-101            | I-405     | 10.1  | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd.  | SR-60     | -     | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57           | I-10      | -     | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118          | I-5       | -     | - | - | - | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead  | I-5 South | -     | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-134 to SR-170, NB & SB | I-5 North | 40.0  | - | - | - | - | - | - | - | - | - |
| Carpool Lanes and Truck Lanes                | I-5 North | 105.5 | - | - | - | - | - | - | - | - | - |
| South Bay Ramp and Interchange Improvements  |           | 49.9  | - | - | - | - | - | - | - | - | - |
| Subtotal Freeway Projects                    |           | 205.5 | - | - | - | - | - | - | - | - | - |

**LACMTA Financial Forecasting Model  
Regional Surface Transportation  
Program (RSTP) - Highways  
with Transit Summary**

30-10 8/19/11

| (\$ in millions)                                    | Plan           | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|   | Total          | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| Revenues Apportioned                                | 4,222.8        | 144.7        | 146.7        | 148.8        | 150.9        | 153.0        | 155.1        | 157.3        | 159.5        | 161.7        | 164.0        | 166.3        |
| Transfers   | 0.0            |              |              |              |              |              |              |              |              |              |              |              |
| <b>Total Revenues Available</b>                     | <b>4,222.8</b> | <b>144.7</b> | <b>146.7</b> | <b>148.8</b> | <b>150.9</b> | <b>153.0</b> | <b>155.1</b> | <b>157.3</b> | <b>159.5</b> | <b>161.7</b> | <b>164.0</b> | <b>166.3</b> |
| Transfer to RSTP-Transit page                       | 2,582.8        | 81.2         | 99.9         | 101.8        | 103.6        | 105.6        | 107.5        | 96.6         | 111.7        | 113.7        | 115.9        | 118.1        |
| Transfer to STPL Program                            | 982.7          | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         | 31.7         |
| Transfer to STPL Program (ARRA savings swap)        | 18.5           |              |              |              |              |              |              |              |              |              |              |              |
| <b>Net Revenue Available</b>                        | <b>638.9</b>   | <b>31.8</b>  | <b>15.1</b>  | <b>15.3</b>  | <b>15.6</b>  | <b>15.7</b>  | <b>15.9</b>  | <b>29.0</b>  | <b>16.1</b>  | <b>16.3</b>  | <b>16.4</b>  | <b>16.5</b>  |
| Annual Percent Change (Apportioned Revenues)        |                | 1.40%        | 1.38%        | 1.43%        | 1.41%        | 1.39%        | 1.37%        | 1.42%        | 1.40%        | 1.38%        | 1.42%        | 1.40%        |
| <b>ALLOCATION OF FUNDS:</b>                         |                |              |              |              |              |              |              |              |              |              |              |              |
| HOV Lanes (FY20-30 not yet programmed)              | 155.6          | -            | 15.1         | 15.3         | 15.6         | 15.7         | 15.9         | 3.0          | 16.1         | 8.8          | -            | -            |
| Gap closures (FY20-30 not yet programmed)           | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Freeway Interchanges                                | 49.9           | -            | -            | -            | -            | -            | -            | 26.0         | -            | 7.5          | 16.4         | -            |
| Subtotal  | 205.5          | -            | 15.1         | 15.3         | 15.6         | 15.7         | 15.9         | 29.0         | 16.1         | 16.3         | 16.4         | -            |
| CFP Regional Surface Transportation Improvement     | 58.7           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| SR-138 Widening                                     | 42.7           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Future Call for Projects - not yet programmed       | 359.8          | 31.8         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CFP Gerald Desmond Bridge                           | 11.3           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Allocated</b>                           | <b>678.0</b>   | <b>31.8</b>  | <b>15.1</b>  | <b>15.3</b>  | <b>15.6</b>  | <b>15.7</b>  | <b>15.9</b>  | <b>29.0</b>  | <b>16.1</b>  | <b>16.3</b>  | <b>16.4</b>  | <b>0.0</b>   |
| <b>Beginning Balance</b>                            | <b>55.6</b>    | <b>0.0</b>   |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>             | <b>(39.1)</b>  | <b>0.0</b>   | <b>(0.0)</b> | <b>0.0</b>   | <b>16.5</b>  |
| <b>Cummulative End Balance (avail -Hwy/Transit)</b> | <b>16.5</b>    | <b>0.0</b>   | <b>16.5</b>  |

**NOTES:**

1. Annual balance is available for hwy or transit use since RSTP is a flexible source.

Freeway Projects Detail:

|  |           |       |   |      |      |      |      |      |      |      |      |      |
|--|-----------|-------|---|------|------|------|------|------|------|------|------|------|
| Carpool Lanes from SR-90 to I-10             | I-405     | -     | - | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from I-10 to US-101            | I-405     | 10.1  | - | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from I-605 to Brea Canyon Rd.  | SR-60     | -     | - | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from Citrus to SR-57           | I-10      | -     | - | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-170 to SR-118          | I-5       | -     | - | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool & Mixed Flow Lanes, OCL to Rosemead  | I-5 South | -     | - | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes from SR-134 to SR-170, NB & SB | I-5 North | 40.0  | - | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Carpool Lanes and Truck Lanes                | I-5 North | 105.5 | - | 15.1 | 15.3 | 15.6 | 15.7 | 15.9 | 3.0  | 16.1 | 8.8  | -    |
| South Bay Ramp and Interchange Improvements  |           | 49.9  | - | -    | -    | -    | -    | -    | 26.0 | -    | 7.5  | 16.4 |
| Subtotal Freeway Projects                    |           | 205.5 | - | 15.1 | 15.3 | 15.6 | 15.7 | 15.9 | 29.0 | 16.1 | 16.3 | 16.4 |

**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation Prog. (RSTP) - Transit**  
**30-10 8/19/11**

| (\$ in millions)                              | Plan Total     | Alloc %       | Years '10-'19 | Years '20-'29 | Years '30-'40  | 2009 2010   | 2010 2011   | 2011 2012   | 2012 2013   | 2013 2014   | 2014 2015   | 2015 2016    | 2016 2017   | 2017 2018   | 2018 2019   |
|---|----------------|---------------|---------------|---------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|
| Transfer from RSTP - Hwy page                 | 2,582.8        |               | 694.9         | 732.3         | 1,155.6        | 54.4        | 69.0        | 84.4        | 57.4        | 66.5        | 60.2        | 109.6        | 63.1        | 64.5        | 65.8        |
| <b>Total Transferred Revenues</b>             | <b>2,582.8</b> |               | <b>694.9</b>  | <b>732.3</b>  | <b>1,155.6</b> | <b>54.4</b> | <b>69.0</b> | <b>84.4</b> | <b>57.4</b> | <b>66.5</b> | <b>60.2</b> | <b>109.6</b> | <b>63.1</b> | <b>64.5</b> | <b>65.8</b> |
| <b>ALLOCATION</b>                             |                |               |               |               |                |             |             |             |             |             |             |              |             |             |             |
| <b>Bus Capital</b>                            |                |               |               |               |                |             |             |             |             |             |             |              |             |             |             |
| MTA Bus Fleet                                 | -              | 0.0%          | -             | -             | -              | -           | -           | -           | -           | -           | -           | -            | -           | -           | -           |
| MTA Facilities                                | -              | 0.0%          | -             | -             | -              | -           | -           | -           | -           | -           | -           | -            | -           | -           | -           |
| <b>Bus Capital Totals</b>                     | <b>-</b>       | <b>0.0%</b>   | <b>0.0</b>    | <b>0.0</b>    | <b>0.0</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Bus Operations</b>                         |                |               |               |               |                |             |             |             |             |             |             |              |             |             |             |
| Access Services Ops (Section 5310 Conversion) | 2,315.0        | 89.6%         | 597.2         | 732.3         | 985.5          | 54.4        | 55.1        | 56.2        | 57.4        | 58.8        | 60.2        | 61.7         | 63.1        | 64.5        | 65.8        |
| <b>Bus Operations Totals</b>                  | <b>2,315.0</b> | <b>89.6%</b>  | <b>597.2</b>  | <b>732.3</b>  | <b>985.5</b>   | <b>54.4</b> | <b>55.1</b> | <b>56.2</b> | <b>57.4</b> | <b>58.8</b> | <b>60.2</b> | <b>61.7</b>  | <b>63.1</b> | <b>64.5</b> | <b>65.8</b> |
| <b>Rail/Transit Corridors Capital</b>         |                |               |               |               |                |             |             |             |             |             |             |              |             |             |             |
| Westside Subway Extension Segment 2           | -              | 0.0%          | -             | -             | -              | -           | -           | -           | -           | -           | -           | -            | -           | -           | -           |
| Exposition LRT - Phase I                      | 28.3           | 1.1%          | 28.3          | -             | -              | -           | 0.1         | 28.2        | -           | -           | -           | -            | -           | -           | -           |
| Gold Line Eastside Extension                  | -              | 0.0%          | -             | -             | -              | -           | -           | -           | -           | -           | -           | -            | -           | -           | -           |
| San Fernando Valley I-405 Transit Corridor    | -              | 0.0%          | -             | -             | -              | -           | -           | -           | -           | -           | -           | -            | -           | -           | -           |
| Crenshaw Corridor                             | 20.0           | 0.8%          | 20.0          | -             | -              | -           | -           | -           | -           | -           | 20.0        | -            | -           | -           | -           |
| Rehab and Replacement                         | 170.1          | 6.6%          | -             | -             | 170.1          | -           | -           | -           | -           | -           | -           | -            | -           | -           | -           |
| LRV Fleet Procurement                         | 49.4           | 1.9%          | 49.4          | -             | -              | -           | 13.8        | -           | -           | 7.7         | -           | 27.9         | -           | -           | -           |
| <b>Rail Capital Totals</b>                    | <b>267.8</b>   | <b>10.4%</b>  | <b>97.7</b>   | <b>0.0</b>    | <b>170.1</b>   | <b>-</b>    | <b>13.9</b> | <b>28.2</b> | <b>-</b>    | <b>7.7</b>  | <b>-</b>    | <b>47.9</b>  | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Agencywide Admin (Planning-MIS Study)</b>  | <b>-</b>       | <b>0.0%</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>       | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Bus Capital Totals</b>                     | <b>-</b>       | <b>0.0%</b>   | <b>0.0</b>    | <b>0.0</b>    | <b>0.0</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Bus Operations Totals</b>                  | <b>2,315.0</b> |               | <b>597.2</b>  | <b>732.3</b>  | <b>985.5</b>   | <b>54.4</b> | <b>55.1</b> | <b>56.2</b> | <b>57.4</b> | <b>58.8</b> | <b>60.2</b> | <b>61.7</b>  | <b>63.1</b> | <b>64.5</b> | <b>65.8</b> |
| <b>Subtotal Allocated</b>                     | <b>2,582.8</b> | <b>100.0%</b> | <b>694.9</b>  | <b>732.3</b>  | <b>1,155.6</b> | <b>54.4</b> | <b>69.0</b> | <b>84.4</b> | <b>57.4</b> | <b>66.5</b> | <b>60.2</b> | <b>109.6</b> | <b>63.1</b> | <b>64.5</b> | <b>65.8</b> |
| <b>Beginning Balance</b>                      | <b>-</b>       |               | <b>-</b>      | <b>-</b>      | <b>-</b>       | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Total Surplus/(Shortfall)</b>              | <b>-</b>       | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>       | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Cumulative Ending Balance</b>              | <b>-</b>       |               | <b>-</b>      | <b>-</b>      | <b>-</b>       | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    |

NOTES:

**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation Prog. (RSTP) - Transit**  
**30-10 8/19/11**

| (\$ in millions)                              | Plan           | Alloc %       | 2019        | 2020        | 2021        | 2022        | 2023        | 2024        | 2025        | 2026        | 2027        | 2028        | 2029     |
|---|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------|
|   | Total          |               | 2020        | 2021        | 2022        | 2023        | 2024        | 2025        | 2026        | 2027        | 2028        | 2029        |          |
| Transfer from RSTP - Hwy page                 | 2,582.8        |               | 67.1        | 68.4        | 69.8        | 71.1        | 72.4        | 73.8        | 75.2        | 76.6        | 78.2        | 79.7        |          |
| <b>Total Transferred Revenues</b>             | <b>2,582.8</b> |               | <b>67.1</b> | <b>68.4</b> | <b>69.8</b> | <b>71.1</b> | <b>72.4</b> | <b>73.8</b> | <b>75.2</b> | <b>76.6</b> | <b>78.2</b> | <b>79.7</b> |          |
| <b>ALLOCATION</b>                             |                |               |             |             |             |             |             |             |             |             |             |             |          |
| <b>Bus Capital</b>                            |                |               |             |             |             |             |             |             |             |             |             |             |          |
| MTA Bus Fleet                                 | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| MTA Facilities                                | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| <b>Bus Capital Totals</b>                     | <b>-</b>       | <b>0.0%</b>   | <b>-</b>    | <b>-</b> |
| <b>Bus Operations</b>                         |                |               |             |             |             |             |             |             |             |             |             |             |          |
| Access Services Ops (Section 5310 Conversion) | 2,315.0        | 89.6%         | 67.1        | 68.4        | 69.8        | 71.1        | 72.4        | 73.8        | 75.2        | 76.6        | 78.2        | 79.7        |          |
| <b>Bus Operations Totals</b>                  | <b>2,315.0</b> | <b>89.6%</b>  | <b>67.1</b> | <b>68.4</b> | <b>69.8</b> | <b>71.1</b> | <b>72.4</b> | <b>73.8</b> | <b>75.2</b> | <b>76.6</b> | <b>78.2</b> | <b>79.7</b> |          |
| <b>Rail/Transit Corridors Capital</b>         |                |               |             |             |             |             |             |             |             |             |             |             |          |
| Westside Subway Extension Segment 2           | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Exposition LRT - Phase I                      | 28.3           | 1.1%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Gold Line Eastside Extension                  | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| San Fernando Valley I-405 Transit Corridor    | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Crenshaw Corridor                             | 20.0           | 0.8%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Rehab and Replacement                         | 170.1          | 6.6%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| LRV Fleet Procurement                         | 49.4           | 1.9%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| <b>Rail Capital Totals</b>                    | <b>267.8</b>   | <b>10.4%</b>  | <b>-</b>    | <b>-</b> |
| Agencywide Admin (Planning-MIS Study)         | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| <b>Bus Capital Totals</b>                     | <b>-</b>       | <b>0.0%</b>   | <b>-</b>    | <b>-</b> |
| <b>Bus Operations Totals</b>                  | <b>2,315.0</b> |               | <b>67.1</b> | <b>68.4</b> | <b>69.8</b> | <b>71.1</b> | <b>72.4</b> | <b>73.8</b> | <b>75.2</b> | <b>76.6</b> | <b>78.2</b> | <b>79.7</b> |          |
| <b>Subtotal Allocated</b>                     | <b>2,582.8</b> | <b>100.0%</b> | <b>67.1</b> | <b>68.4</b> | <b>69.8</b> | <b>71.1</b> | <b>72.4</b> | <b>73.8</b> | <b>75.2</b> | <b>76.6</b> | <b>78.2</b> | <b>79.7</b> |          |
| Beginning Balance                             | -              |               | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| Total Surplus/(Shortfall)                     | -              |               | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -        |
| <b>Cumulative Ending Balance</b>              |                |               | <b>-</b>    | <b>-</b> |

NOTES:

**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation Prog. (RSTP) - Transit**  
**30-10 8/19/11**

| (\$ in millions)                              | Plan           | Alloc %       | 2029        | 2030        | 2031         | 2032         | 2033         | 2034         | 2035        | 2036         | 2037         | 2038         | 2039         |
|---|----------------|---------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|
|   | Total          |               | 2030        | 2031        | 2032         | 2033         | 2034         | 2035         | 2036        | 2037         | 2038         | 2039         | 2040         |
| Transfer from RSTP - Hwy page                 | 2,582.8        |               | 81.2        | 99.9        | 101.8        | 103.6        | 105.6        | 107.5        | 96.6        | 111.7        | 113.7        | 115.9        | 118.1        |
| <b>Total Transferred Revenues</b>             | <b>2,582.8</b> |               | <b>81.2</b> | <b>99.9</b> | <b>101.8</b> | <b>103.6</b> | <b>105.6</b> | <b>107.5</b> | <b>96.6</b> | <b>111.7</b> | <b>113.7</b> | <b>115.9</b> | <b>118.1</b> |
| <b>ALLOCATION</b>                             |                |               |             |             |              |              |              |              |             |              |              |              |              |
| <b>Bus Capital</b>                            |                |               |             |             |              |              |              |              |             |              |              |              |              |
| MTA Bus Fleet                                 | -              | 0.0%          | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| MTA Facilities                                | -              | 0.0%          | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| <b>Bus Capital Totals</b>                     | <b>-</b>       | <b>0.0%</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Bus Operations</b>                         |                |               |             |             |              |              |              |              |             |              |              |              |              |
| Access Services Ops (Section 5310 Conversion) | 2,315.0        | 89.6%         | 81.2        | 82.7        | 84.3         | 85.9         | 87.6         | 89.3         | 91.1        | 93.0         | 94.9         | 96.8         | 98.7         |
| <b>Bus Operations Totals</b>                  | <b>2,315.0</b> | <b>89.6%</b>  | <b>81.2</b> | <b>82.7</b> | <b>84.3</b>  | <b>85.9</b>  | <b>87.6</b>  | <b>89.3</b>  | <b>91.1</b> | <b>93.0</b>  | <b>94.9</b>  | <b>96.8</b>  | <b>98.7</b>  |
| <b>Rail/Transit Corridors Capital</b>         |                |               |             |             |              |              |              |              |             |              |              |              |              |
| Westside Subway Extension Segment 2           | -              | 0.0%          | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| Exposition LRT - Phase I                      | 28.3           | 1.1%          | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| Gold Line Eastside Extension                  | -              | 0.0%          | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| San Fernando Valley I-405 Transit Corridor    | -              | 0.0%          | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| Crenshaw Corridor                             | 20.0           | 0.8%          | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| Rehab and Replacement                         | 170.1          | 6.6%          | -           | 17.2        | 17.5         | 17.7         | 18.0         | 18.2         | 5.5         | 18.7         | 18.8         | 19.1         | 19.4         |
| LRV Fleet Procurement                         | 49.4           | 1.9%          | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| <b>Rail Capital Totals</b>                    | <b>267.8</b>   | <b>10.4%</b>  | <b>-</b>    | <b>17.2</b> | <b>17.5</b>  | <b>17.7</b>  | <b>18.0</b>  | <b>18.2</b>  | <b>5.5</b>  | <b>18.7</b>  | <b>18.8</b>  | <b>19.1</b>  | <b>19.4</b>  |
| Agencywide Admin (Planning-MIS Study)         | -              | 0.0%          | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| <b>Bus Capital Totals</b>                     | <b>-</b>       | <b>0.0%</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Bus Operations Totals</b>                  | <b>2,315.0</b> |               | <b>81.2</b> | <b>82.7</b> | <b>84.3</b>  | <b>85.9</b>  | <b>87.6</b>  | <b>89.3</b>  | <b>91.1</b> | <b>93.0</b>  | <b>94.9</b>  | <b>96.8</b>  | <b>98.7</b>  |
| <b>Subtotal Allocated</b>                     | <b>2,582.8</b> | <b>100.0%</b> | <b>81.2</b> | <b>99.9</b> | <b>101.8</b> | <b>103.6</b> | <b>105.6</b> | <b>107.5</b> | <b>96.6</b> | <b>111.7</b> | <b>113.7</b> | <b>115.9</b> | <b>118.1</b> |
| Beginning Balance                             | -              |               | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| Total Surplus/(Shortfall)                     | -              |               | -           | -           | -            | -            | -            | -            | -           | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>              |                |               | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

NOTES:

**LACMTA Financial Forecasting Model**  
**Safe Routes to Schools**  
**30-10 8/19/11**

| (\$ in millions)                 | Plan<br>Total | Alloc % | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|----------------------------------|---------------|---------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available</b>  | 11.2          |         | 11.2             | -                | -                | 3.0          | 6.3          | 1.9          | -            | -            | -            | -            | -            | -            | -            |
| <b>ALLOCATION OF FUNDS</b>       |               |         |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Highway Projects                 | 11.2          | 100.0%  | 11.2             | -                | -                | 3.0          | 6.3          | 1.9          | -            | -            | -            | -            | -            | -            | -            |
|                                  | 11.2          | 100.0%  | 11.2             | -                | -                | 3.0          | 6.3          | 1.9          | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Allocated</b>        | 11.2          | 100.0%  | 11.2             | -                | -                | 3.0          | 6.3          | 1.9          | -            | -            | -            | -            | -            | -            | -            |
| <b>Beginning Balance</b>         |               |         |                  |                  |                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b> | -             |         | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b> | -             |         | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Section 5307**  
**Urbanized Area Formula Grants**

**30-10 8/19/11**

| (\$ in millions)                            | Plan Total     | Alloc %       | Years '10-'19  | Years '20-'29  | Years '30-'40  | 2009 2010    | 2010 2011    | 2011 2012    | 2012 2013    | 2013 2014    | 2014 2015    | 2015 2016    | 2016 2017    | 2017 2018    | 2018 2019    |
|---|----------------|---------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 5307 Revenues Total Appropriated            | 8,905.3        |               | 2,465.4        | 2,833.1        | 3,606.8        | 231.4        | 234.6        | 237.9        | 241.3        | 244.6        | 248.1        | 251.5        | 255.1        | 258.6        | 262.2        |
| <b>Total Revenues Appropriated</b>          | <b>8,905.3</b> |               | <b>2,465.4</b> | <b>2,833.1</b> | <b>3,606.8</b> | <b>231.4</b> | <b>234.6</b> | <b>237.9</b> | <b>241.3</b> | <b>244.6</b> | <b>248.1</b> | <b>251.5</b> | <b>255.1</b> | <b>258.6</b> | <b>262.2</b> |
| Less: County TEA (1%) Allocated             | 0.0            |               | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Unalloc. Muni Oper's future cap alloc.      | 0.0            |               | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Revenues Available</b>             | <b>8,905.3</b> |               | <b>2,465.4</b> | <b>2,833.1</b> | <b>3,606.8</b> | <b>231.4</b> | <b>234.6</b> | <b>237.9</b> | <b>241.3</b> | <b>244.6</b> | <b>248.1</b> | <b>251.5</b> | <b>255.1</b> | <b>258.6</b> | <b>262.2</b> |
| Annual Percent Change                       |                |               |                |                |                |              | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        |
| <b>Other LA County UZAs (see note 3)</b>    |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| 5307 Other LA County UZAs                   | 393.3          |               | 108.9          | 125.1          | 159.3          | 10.2         | 10.4         | 10.5         | 10.7         | 10.8         | 11.0         | 11.1         | 11.3         | 11.4         | 11.6         |
| <b>Total Other LA County UZAs Allocated</b> | <b>393.3</b>   |               | <b>108.9</b>   | <b>125.1</b>   | <b>159.3</b>   | <b>10.2</b>  | <b>10.4</b>  | <b>10.5</b>  | <b>10.7</b>  | <b>10.8</b>  | <b>11.0</b>  | <b>11.1</b>  | <b>11.3</b>  | <b>11.4</b>  | <b>11.6</b>  |
| <b>ALLOCATION OF REMAINDER</b>              |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>                          |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| MTA Bus Fleet                               | 1,923.0        | 21.6%         | 26.8           | 531.6          | 1,364.5        | -            | -            | -            | -            | -            | -            | -            | 7.6          | 2.4          | 16.9         |
| MTA Facilities                              | 122.8          | 1.4%          | -              | 7.0            | 115.8          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA CRD Project                             | 85.8           | 1.0%          | 85.8           | -              | -              | -            | 85.8         | -            | -            | -            | -            | -            | -            | -            | -            |
| Municipal Capital                           | 2,809.0        | 31.5%         | 777.6          | 893.6          | 1,137.7        | 73.0         | 74.0         | 75.0         | 76.1         | 77.2         | 78.2         | 79.3         | 80.5         | 81.6         | 82.7         |
| <b>Bus Capital Totals</b>                   | <b>4,940.5</b> | <b>55.5%</b>  | <b>890.3</b>   | <b>1,432.3</b> | <b>2,618.0</b> | <b>73.0</b>  | <b>159.8</b> | <b>75.0</b>  | <b>76.1</b>  | <b>77.2</b>  | <b>78.2</b>  | <b>79.3</b>  | <b>88.0</b>  | <b>84.0</b>  | <b>99.6</b>  |
| <b>Bus Operations</b>                       |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| MTA Operations                              | -              | -             | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA Preventive Maintenance                  | 3,091.5        | -             | 1,088.2        | 1,173.7        | 829.6          | 148.2        | 64.5         | 152.4        | 94.5         | 96.7         | 108.9        | 103.1        | 105.8        | 113.2        | 101.1        |
| Municipal Operators                         | -              | -             | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Bus Operations Totals</b>                | <b>3,091.5</b> | <b>34.7%</b>  | <b>1,088.2</b> | <b>1,173.7</b> | <b>829.6</b>   | <b>148.2</b> | <b>64.5</b>  | <b>152.4</b> | <b>94.5</b>  | <b>96.7</b>  | <b>108.9</b> | <b>103.1</b> | <b>105.8</b> | <b>113.2</b> | <b>101.1</b> |
| <b>Agency-wide Capital &amp; Admin.</b>     |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| Agency-wide Cap. & Admin. Totals            | -              | 0.0%          | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Operations</b>                      | <b>480.0</b>   | <b>-</b>      | <b>378.0</b>   | <b>102.0</b>   | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>60.0</b>  | <b>60.0</b>  | <b>50.0</b>  | <b>58.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  |
| <b>Rail Operations Totals</b>               | <b>480.0</b>   | <b>5.4%</b>   | <b>378.0</b>   | <b>102.0</b>   | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>60.0</b>  | <b>60.0</b>  | <b>50.0</b>  | <b>58.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  |
| <b>Subtotal Allocated</b>                   | <b>8,905.3</b> | <b>100.0%</b> | <b>2,465.4</b> | <b>2,833.1</b> | <b>3,606.8</b> | <b>231.4</b> | <b>234.6</b> | <b>237.9</b> | <b>241.3</b> | <b>244.6</b> | <b>248.1</b> | <b>251.5</b> | <b>255.1</b> | <b>258.6</b> | <b>262.2</b> |
| Beginning Balance                           | -              | -             | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Annual Surplus/(Shortfall)                  | -              | -             | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>            | <b>-</b>       | <b>-</b>      | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Beginning balance, if any, reflects prior year unencumbered funds.
2. Revenues are escalated at 1.4% per year.
3. Other L.A. County UZAs (Lancaster and Santa Clarita) receive their UZAs' portion of Section 5307 funds through established FTA grant procedures.
4. Countywide 1% TEA is shown on Municipal Operators' bus capital page.
5. Santa Clarita's share includes the Small Transit Intensive Cities portion.

**LACMTA Financial Forecasting Model**  
**Section 5307**  
**Urbanized Area Formula Grants**

**30-10 8/19/11**

| (\$ in millions)                            | Plan<br>Total  | Alloc %       | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2028         |
|---|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|   |                |               | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |              |
| 5307 Revenues Total Appropriated            | 8,905.3        |               | 265.9        | 269.6        | 273.4        | 277.2        | 281.1        | 285.1        | 289.0        | 293.1        | 297.2        | 301.4        | 301.4        |
| <b>Total Revenues Appropriated</b>          | <b>8,905.3</b> |               | <b>265.9</b> | <b>269.6</b> | <b>273.4</b> | <b>277.2</b> | <b>281.1</b> | <b>285.1</b> | <b>289.0</b> | <b>293.1</b> | <b>297.2</b> | <b>301.4</b> | <b>301.4</b> |
| Less: County TEA (1%) Allocated             | 0.0            |               |              |              |              |              |              |              |              |              |              |              |              |
| Unalloc. Muni Oper's future cap alloc.      | 0.0            |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Total Revenues Available</b>             | <b>8,905.3</b> |               | <b>265.9</b> | <b>269.6</b> | <b>273.4</b> | <b>277.2</b> | <b>281.1</b> | <b>285.1</b> | <b>289.0</b> | <b>293.1</b> | <b>297.2</b> | <b>301.4</b> | <b>301.4</b> |
| Annual Percent Change                       |                |               | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        |
| <b>Other LA County UZAs (see note 3)</b>    |                |               |              |              |              |              |              |              |              |              |              |              |              |
| 5307 Other LA County UZAs                   | 393.3          |               | 11.7         | 11.9         | 12.1         | 12.2         | 12.4         | 12.6         | 12.8         | 12.9         | 13.1         | 13.3         | 13.3         |
| <b>Total Other LA County UZAs Allocated</b> | <b>393.3</b>   |               | <b>11.7</b>  | <b>11.9</b>  | <b>12.1</b>  | <b>12.2</b>  | <b>12.4</b>  | <b>12.6</b>  | <b>12.8</b>  | <b>12.9</b>  | <b>13.1</b>  | <b>13.3</b>  | <b>13.3</b>  |
| <b>ALLOCATION OF REMAINDER</b>              |                |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>                          |                |               |              |              |              |              |              |              |              |              |              |              |              |
| MTA Bus Fleet                               | 1,923.0        | 21.6%         | 9.2          | 26.6         | 30.5         | 33.3         | 31.4         | 57.0         | 69.0         | 91.9         | 78.1         | 104.5        | 104.5        |
| MTA Facilities                              | 122.8          | 1.4%          |              |              | 6.0          | 1.0          |              |              |              |              |              |              |              |
| MTA CRD Project                             | 85.8           | 1.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Municipal Capital                           | 2,809.0        | 31.5%         | 83.9         | 85.1         | 86.2         | 87.4         | 88.7         | 89.9         | 91.2         | 92.4         | 93.7         | 95.1         | 95.1         |
| <b>Bus Capital Totals</b>                   | <b>4,940.5</b> | <b>55.5%</b>  | <b>93.0</b>  | <b>111.6</b> | <b>122.7</b> | <b>121.8</b> | <b>120.1</b> | <b>146.9</b> | <b>160.2</b> | <b>184.4</b> | <b>171.9</b> | <b>199.6</b> | <b>199.6</b> |
| <b>Bus Operations</b>                       |                |               |              |              |              |              |              |              |              |              |              |              |              |
| MTA Operations                              | -              |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA Preventive Maintenance                  | 3,091.5        |               | 111.1        | 140.1        | 112.6        | 133.2        | 138.6        | 125.5        | 116.1        | 95.8         | 112.2        | 88.4         | 88.4         |
| Municipal Operators                         | -              |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Bus Operations Totals</b>                | <b>3,091.5</b> | <b>34.7%</b>  | <b>111.1</b> | <b>140.1</b> | <b>112.6</b> | <b>133.2</b> | <b>138.6</b> | <b>125.5</b> | <b>116.1</b> | <b>95.8</b>  | <b>112.2</b> | <b>88.4</b>  | <b>88.4</b>  |
| <b>Agency-wide Capital &amp; Admin.</b>     |                |               |              |              |              |              |              |              |              |              |              |              |              |
| Agency-wide Cap. & Admin. Totals            | -              | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Operations</b>                      | <b>480.0</b>   |               | <b>50.0</b>  | <b>6.0</b>   | <b>26.0</b>  | <b>10.0</b>  | <b>10.0</b>  | -            | -            | -            | -            | -            | -            |
| <b>Rail Operations Totals</b>               | <b>480.0</b>   | <b>5.4%</b>   | <b>50.0</b>  | <b>6.0</b>   | <b>26.0</b>  | <b>10.0</b>  | <b>10.0</b>  | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Allocated</b>                   | <b>8,905.3</b> | <b>100.0%</b> | <b>265.9</b> | <b>269.6</b> | <b>273.4</b> | <b>277.2</b> | <b>281.1</b> | <b>285.1</b> | <b>289.0</b> | <b>293.1</b> | <b>297.2</b> | <b>301.4</b> | <b>301.4</b> |
| Beginning Balance                           | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Annual Surplus/(Shortfall)                  | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>            | <b>-</b>       | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Beginning balance, if any, reflects prior year unencumbered funds.
2. Revenues are escalated at 1.4% per year.
3. Other L.A. County UZAs (Lancaster and Santa Clarita) receive their UZAs' portion of Section 5307 funds through established FTA grant procedures.
4. Countywide 1% TEA is shown on Municipal Operators' bus capital page.
5. Santa Clarita's share includes the Small Transit Intensive Cities portion.

**LACMTA Financial Forecasting Model**

**Section 5307**

**Urbanized Area Formula Grants**

**30-10 8/19/11**

| (\$ in millions)                            | Plan<br>Total  | Alloc %       | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|---|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 5307 Revenues Total Appropriated            | 8,905.3        |               | 305.6        | 309.9        | 314.2        | 318.6        | 323.1        | 327.6        | 332.2        | 336.8        | 341.5        | 346.3        | 351.2        |
| <b>Total Revenues Appropriated</b>          | <b>8,905.3</b> |               | <b>305.6</b> | <b>309.9</b> | <b>314.2</b> | <b>318.6</b> | <b>323.1</b> | <b>327.6</b> | <b>332.2</b> | <b>336.8</b> | <b>341.5</b> | <b>346.3</b> | <b>351.2</b> |
| Less: County TEA (1%) Allocated             | 0.0            |               |              |              |              |              |              |              |              |              |              |              |              |
| Unalloc.Muni Oper's future cap alloc.       | 0.0            |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Total Revenues Available</b>             | <b>8,905.3</b> |               | <b>305.6</b> | <b>309.9</b> | <b>314.2</b> | <b>318.6</b> | <b>323.1</b> | <b>327.6</b> | <b>332.2</b> | <b>336.8</b> | <b>341.5</b> | <b>346.3</b> | <b>351.2</b> |
| Annual Percent Change                       |                |               | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        |
| <b>Other LA County UZAs (see note 3)</b>    |                |               |              |              |              |              |              |              |              |              |              |              |              |
| 5307 Other LA County UZAs                   | 393.3          |               | 13.5         | 13.7         | 13.9         | 14.1         | 14.3         | 14.5         | 14.7         | 14.9         | 15.1         | 15.3         | 15.5         |
| <b>Total Other LA County UZAs Allocated</b> | <b>393.3</b>   |               | <b>13.5</b>  | <b>13.7</b>  | <b>13.9</b>  | <b>14.1</b>  | <b>14.3</b>  | <b>14.5</b>  | <b>14.7</b>  | <b>14.9</b>  | <b>15.1</b>  | <b>15.3</b>  | <b>15.5</b>  |
| <b>ALLOCATION OF REMAINDER</b>              |                |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>                          |                |               |              |              |              |              |              |              |              |              |              |              |              |
| MTA Bus Fleet                               | 1,923.0        | 21.6%         | 99.7         | 111.3        | 116.6        | 133.7        | 125.3        | 118.1        | 163.0        | 141.8        | 186.2        | 136.1        | 32.6         |
| MTA Facilities                              | 122.8          | 1.4%          |              |              |              |              | 14.3         | 41.4         | 2.6          | 47.6         | 9.9          |              |              |
| MTA CRD Project                             | 85.8           | 1.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Municipal Capital                           | 2,809.0        | 31.5%         | 96.4         | 97.7         | 99.1         | 100.5        | 101.9        | 103.3        | 104.8        | 106.2        | 107.7        | 109.2        | 110.8        |
| <b>Bus Capital Totals</b>                   | <b>4,940.5</b> | <b>55.5%</b>  | <b>196.1</b> | <b>209.0</b> | <b>215.7</b> | <b>234.1</b> | <b>241.5</b> | <b>262.8</b> | <b>270.4</b> | <b>295.7</b> | <b>303.9</b> | <b>245.3</b> | <b>143.4</b> |
| <b>Bus Operations</b>                       |                |               |              |              |              |              |              |              |              |              |              |              |              |
| MTA Operations                              | -              |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| MTA Preventive Maintenance                  | 3,091.5        |               | 96.0         | 87.1         | 84.6         | 70.4         | 67.3         | 50.3         | 47.1         | 26.3         | 22.6         | 85.7         | 192.3        |
| Municipal Operators                         | -              |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Bus Operations Totals</b>                | <b>3,091.5</b> | <b>34.7%</b>  | <b>96.0</b>  | <b>87.1</b>  | <b>84.6</b>  | <b>70.4</b>  | <b>67.3</b>  | <b>50.3</b>  | <b>47.1</b>  | <b>26.3</b>  | <b>22.6</b>  | <b>85.7</b>  | <b>192.3</b> |
| <b>Agency-wide Capital &amp; Admin.</b>     | -              |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Agency-wide Cap. &amp; Admin. Totals</b> | -              | <b>0.0%</b>   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Operations</b>                      | 480.0          |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Operations Totals</b>               | <b>480.0</b>   | <b>5.4%</b>   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Allocated</b>                   | <b>8,905.3</b> | <b>100.0%</b> | <b>305.6</b> | <b>309.9</b> | <b>314.2</b> | <b>318.6</b> | <b>323.1</b> | <b>327.6</b> | <b>332.2</b> | <b>336.8</b> | <b>341.5</b> | <b>346.3</b> | <b>351.2</b> |
| <b>Beginning Balance</b>                    | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Annual Surplus/(Shortfall)</b>           | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>            | -              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Beginning balance, if any, reflects prior year unencumbered funds.
2. Revenues are escalated at 1.4% per year.
3. Other L.A. County UZAs (Lancaster and Santa Clarita) receive their UZAs' portion of Section 5307 funds through established FTA grant procedures.
4. Countywide 1% TEA is shown on Municipal Operators' bus capital page.
5. Santa Clarita's share includes the Small Transit Intensive Cities portion.

**LACMTA Financial Forecasting Model**  
**Section 5309 Bus and Bus-Related Facilities**  
**Earmarks and Discretionary Appropriations**  
**30-10 8/19/11**

| (\$ in millions)                                 | Plan<br>Total | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|---------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available</b>                  | <b>239.6</b>  |               | <b>134.6</b>     | <b>50.0</b>      | <b>55.0</b>      | <b>85.5</b>  | <b>1.4</b>   | <b>8.9</b>   | <b>30.0</b>  | <b>8.8</b>   | -            | -            | -            | -            | -            |
| <b>ALLOCATION OF FUNDS</b>                       |               |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>                               |               |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| MTA Facilities                                   | 232.9         | 97.2%         | 127.9            | 50.0             | 55.0             | 79.7         | 0.4          | 8.9          | 30.0         | 8.8          | -            | -            | -            | -            | -            |
| MTA Bus Fleet                                    | 0.5           | 0.2%          | 0.5              | -                | -                | -            | 0.5          | -            | -            | -            | -            | -            | -            | -            | -            |
| Municipal Operators (bus purchase earmarks)      | -             | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Bus Capital</b>                         | <b>233.4</b>  | <b>97.4%</b>  | <b>128.4</b>     | <b>50.0</b>      | <b>55.0</b>      | <b>79.7</b>  | <b>0.9</b>   | <b>8.9</b>   | <b>30.0</b>  | <b>8.8</b>   | -            | -            | -            | -            | -            |
| <b>Rail and Transit Corridors Capital</b>        |               |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Expo Phase I                                     | 0.5           | 0.2%          | 0.5              | -                | -                | -            | 0.5          | -            | -            | -            | -            | -            | -            | -            | -            |
| Crenshaw/LAX Corridor                            | 5.8           | 2.4%          | 5.8              | -                | -                | 5.8          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Transit Corridors Capital</b>           | <b>6.3</b>    | <b>2.6%</b>   | <b>6.3</b>       | -                | -                | <b>5.8</b>   | <b>0.5</b>   | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Transit Capital/Park and Ride</b>             |               |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Transit Capital Projects-Local Agency (earmarks) | -             | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Transit Capital/Park and Ride</b>       | <b>-</b>      | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Subtotal Allocated</b>                        | <b>239.6</b>  | <b>100.0%</b> | <b>134.6</b>     | <b>50.0</b>      | <b>55.0</b>      | <b>85.5</b>  | <b>1.4</b>   | <b>8.9</b>   | <b>30.0</b>  | <b>8.8</b>   | -            | -            | -            | -            | -            |
| <b>Beginning Balance</b>                         |               |               |                  |                  |                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b>                 |               |               |                  |                  |                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>                 |               |               |                  |                  |                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Includes Section 5308 Clean Fuel program which is transferred to Section 5309 Bus.

**LACMTA Financial Forecasting Model**  
**Section 5309 Bus and Bus-Related Facilities**  
**Earmarks and Discretionary Appropriations**  
**30-10 8/19/11**

| (\$ in millions)                                 | Plan<br>Total | Alloc %       | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available</b>                  | <b>239.6</b>  |               | <b>5.0</b>   |
| <b>ALLOCATION OF FUNDS</b>                       |               |               |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>                               |               |               |              |              |              |              |              |              |              |              |              |              |
| MTA Facilities                                   | 232.9         | 97.2%         | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          |
| MTA Bus Fleet                                    | 0.5           | 0.2%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Municipal Operators (bus purchase earmarks)      | -             | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Bus Capital</b>                         | <b>233.4</b>  | <b>97.4%</b>  | <b>5.0</b>   |
| <b>Rail and Transit Corridors Capital</b>        |               |               |              |              |              |              |              |              |              |              |              |              |
| Expo Phase I                                     | 0.5           | 0.2%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Crenshaw/LAX Corridor                            | 5.8           | 2.4%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Transit Corridors Capital</b>           | <b>6.3</b>    | <b>2.6%</b>   | <b>-</b>     |
| <b>Transit Capital/Park and Ride</b>             |               |               |              |              |              |              |              |              |              |              |              |              |
| Transit Capital Projects-Local Agency (earmarks) | -             | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Transit Capital/Park and Ride</b>       | <b>-</b>      | <b>0.0%</b>   | <b>-</b>     |
| <b>Subtotal Allocated</b>                        | <b>239.6</b>  | <b>100.0%</b> | <b>5.0</b>   |
| <b>Beginning Balance</b>                         |               |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b>                 |               |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>                 |               |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Includes Section 5308 Clean Fuel program which is transferred to Section 5309 Bus.

**LACMTA Financial Forecasting Model**  
**Section 5309 Bus and Bus-Related Facilities**  
**Earmarks and Discretionary Appropriations**  
**30-10 8/19/11**

| (\$ in millions)                                 | Plan Total   | Alloc %       | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available</b>                  | <b>239.6</b> |               | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          |
| <b>ALLOCATION OF FUNDS</b>                       |              |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>                               |              |               |              |              |              |              |              |              |              |              |              |              |              |
| MTA Facilities                                   | 232.9        | 97.2%         | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          |
| MTA Bus Fleet                                    | 0.5          | 0.2%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Municipal Operators (bus purchase earmarks)      | -            | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Bus Capital</b>                         | <b>233.4</b> | <b>97.4%</b>  | <b>5.0</b>   |
| <b>Rail and Transit Corridors Capital</b>        |              |               |              |              |              |              |              |              |              |              |              |              |              |
| Expo Phase I                                     | 0.5          | 0.2%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Crenshaw/LAX Corridor                            | 5.8          | 2.4%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Transit Corridors Capital</b>           | <b>6.3</b>   | <b>2.6%</b>   | <b>-</b>     |
| <b>Transit Capital/Park and Ride</b>             |              |               |              |              |              |              |              |              |              |              |              |              |              |
| Transit Capital Projects-Local Agency (earmarks) | -            | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Transit Capital/Park and Ride</b>       | <b>-</b>     | <b>0.0%</b>   | <b>-</b>     |
| <b>Subtotal Allocated</b>                        | <b>239.6</b> | <b>100.0%</b> | <b>5.0</b>   |
| <b>Beginning Balance</b>                         |              |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b>                 |              |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>                 |              |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Includes Section 5308 Clean Fuel program which is transferred to Section 5309 Bus.

# LACMTA Financial Forecasting Model

## Section 5309 Fixed Guideway Modernization

30-10 8/19/11

| (\$ in millions)                           | Plan Total     | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|----------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Annual Percent Change                      |                |               |               |               |              | 6.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        |
| <b>Total Revenues Available</b>            | <b>1,542.5</b> | <b>425.7</b>  | <b>491.3</b>  | <b>625.5</b>  | <b>38.2</b>  | <b>40.7</b>  | <b>41.3</b>  | <b>41.8</b>  | <b>42.4</b>  | <b>43.0</b>  | <b>43.6</b>  | <b>44.2</b>  | <b>44.9</b>  | <b>45.5</b>  |
| <b>ALLOCATION</b>                          |                |               |               |               |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>                         | -              | -             | -             | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Operations</b>                     | <b>1,412.7</b> | <b>415.0</b>  | <b>378.4</b>  | <b>619.3</b>  | <b>37.9</b>  | <b>40.3</b>  | <b>40.9</b>  | <b>41.4</b>  | <b>42.0</b>  | <b>42.6</b>  | <b>43.2</b>  | <b>43.8</b>  | <b>43.2</b>  | <b>39.8</b>  |
| <b>Rail Capital</b>                        |                |               |               |               |              |              |              |              |              |              |              |              |              |              |
| Rail Cars                                  | 58.5           | -             | 58.5          | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Rehab & Replacement (state of good repair) | 56.1           | 6.5           | 49.6          | -             | -            | -            | -            | -            | -            | -            | -            | -            | 1.2          | 5.2          |
|  | -              | -             | -             | -             |              |              |              |              |              |              |              |              |              |              |
| <b>Rail Capital Totals</b>                 | <b>114.6</b>   | <b>6.5</b>    | <b>108.1</b>  | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>1.2</b>   | <b>5.2</b>   |
| <b>Agencywide Capital</b>                  | <b>15.2</b>    | <b>4.2</b>    | <b>4.8</b>    | <b>6.2</b>    | <b>0.4</b>   |
| <b>Subtotal Allocated</b>                  | <b>1,542.5</b> | <b>425.7</b>  | <b>491.3</b>  | <b>625.5</b>  | <b>38.2</b>  | <b>40.7</b>  | <b>41.3</b>  | <b>41.8</b>  | <b>42.4</b>  | <b>43.0</b>  | <b>43.6</b>  | <b>44.2</b>  | <b>44.9</b>  | <b>45.5</b>  |
| <b>Beginning Balance</b>                   | -              | -             | -             | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>    | -              | -             | -             | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>           | -              | -             | -             | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Funds are for rehabilitation of fixed guideway systems.
2. Federal share is 90% (10% local match) for the incremental costs of vehicle-related equipment needed to comply with the Clear Air Act Amendments and ADA requirements and 80% (20% local match) for all other eligible costs.

**LACMTA Financial Forecasting Model**  
**Section 5309 Fixed Guideway Modernization**

**30-10 8/19/11**

|  | Plan<br>Total  | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>(\$ in millions)</b>                    |                |              |              |              |              |              |              |              |              |              |              |
| Annual Percent Change                      |                | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        |
| <b>Total Revenues Available</b>            | <b>1,542.5</b> | <b>46.1</b>  | <b>46.8</b>  | <b>47.4</b>  | <b>48.1</b>  | <b>48.8</b>  | <b>49.4</b>  | <b>50.1</b>  | <b>50.8</b>  | <b>51.5</b>  | <b>52.3</b>  |
| <b>ALLOCATION</b>                          |                |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>                         | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Operations</b>                     | <b>1,412.7</b> | <b>27.8</b>  | <b>9.8</b>   | <b>8.1</b>   | <b>32.7</b>  | <b>48.3</b>  | <b>48.9</b>  | <b>49.6</b>  | <b>50.3</b>  | <b>51.0</b>  | <b>51.7</b>  |
| <b>Rail Capital</b>                        |                |              |              |              |              |              |              |              |              |              |              |
| Rail Cars                                  | 58.5           | 8.2          | 25.0         | 25.4         | -            | -            | -            | -            | -            | -            | -            |
| Rehab & Replacement (state of good repair) | 56.1           | 9.7          | 11.6         | 13.5         | 14.9         | -            | -            | -            | -            | -            | -            |
|  | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Capital Totals</b>                 | <b>114.6</b>   | <b>17.9</b>  | <b>36.5</b>  | <b>38.8</b>  | <b>14.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Agencywide Capital</b>                  | <b>15.2</b>    | <b>0.5</b>   |
| <b>Subtotal Allocated</b>                  | <b>1,542.5</b> | <b>46.1</b>  | <b>46.8</b>  | <b>47.4</b>  | <b>48.1</b>  | <b>48.8</b>  | <b>49.4</b>  | <b>50.1</b>  | <b>50.8</b>  | <b>51.5</b>  | <b>52.3</b>  |
| <b>Beginning Balance</b>                   | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>    | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>           | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Funds are for rehabilitation of fixed guideway systems.
2. Federal share is 90% (10% local match) for the incremental costs of vehicle-related equipment needed to comply with the Clear Air Act Amendments and ADA requirements and 80% (20% local match) for all other eligible costs.

**LACMTA Financial Forecasting Model**  
**Section 5309 Fixed Guideway Modernization**

**30-10 8/19/11**

| (\$ in millions)                           | Plan<br>Total  | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Annual Percent Change                      |                | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        | 1.40%        |
| <b>Total Revenues Available</b>            | <b>1,542.5</b> | <b>53.0</b>  | <b>53.7</b>  | <b>54.5</b>  | <b>55.3</b>  | <b>56.0</b>  | <b>56.8</b>  | <b>57.6</b>  | <b>58.4</b>  | <b>59.2</b>  | <b>60.1</b>  | <b>60.9</b>  |
| <b>ALLOCATION</b>                          |                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>                         | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Operations</b>                     | <b>1,412.7</b> | <b>52.5</b>  | <b>53.2</b>  | <b>54.0</b>  | <b>54.7</b>  | <b>55.5</b>  | <b>56.2</b>  | <b>57.0</b>  | <b>57.8</b>  | <b>58.6</b>  | <b>59.5</b>  | <b>60.3</b>  |
| <b>Rail Capital</b>                        |                |              |              |              |              |              |              |              |              |              |              |              |
| Rail Cars                                  | 58.5           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Rehab & Replacement (state of good repair) | 56.1           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Rail Capital Totals</b>                 | <b>114.6</b>   | <b>-</b>     |
| <b>Agencywide Capital</b>                  | <b>15.2</b>    | <b>0.5</b>   | <b>0.5</b>   | <b>0.5</b>   | <b>0.5</b>   | <b>0.6</b>   |
| <b>Subtotal Allocated</b>                  | <b>1,542.5</b> | <b>53.0</b>  | <b>53.7</b>  | <b>54.5</b>  | <b>55.3</b>  | <b>56.0</b>  | <b>56.8</b>  | <b>57.6</b>  | <b>58.4</b>  | <b>59.2</b>  | <b>60.1</b>  | <b>60.9</b>  |
| <b>Beginning Balance</b>                   | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>    | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>           | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Funds are for rehabilitation of fixed guideway systems.
2. Federal share is 90% (10% local match) for the incremental costs of vehicle-related equipment needed to comply with the Clear Air Act Amendments and ADA requirements and 80% (20% local match) for all other eligible costs.

# LACMTA Financial Forecasting Model

## Section 5309 New Starts

30-10 8/19/11

| (\$ in millions)                                 | Plan           | Years          | Years          | Years          | 2009        | 2010       | 2011       | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         |
|--|----------------|----------------|----------------|----------------|-------------|------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|  | Total          | '10-'19        | '20-'29        | '30-'40        | 2010        | 2011       | 2012       | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         |
| <b>Total Revenue Pool</b>                        | <b>5,344.8</b> | <b>1,785.8</b> | <b>1,559.0</b> | <b>2,000.0</b> | <b>74.0</b> | <b>0.0</b> | <b>0.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>212.0</b> |
| <b>FFGA Project Drawdowns</b>                    |                |                |                |                |             |            |            |              |              |              |              |              |              |              |
| Red Line - Segment-3 to North Hollywood          | -              | -              | -              | -              | -           | -          | -          | -            | -            | -            | -            | -            | -            | -            |
| Gold Line Eastside Extension                     | 74.0           | 74.0           | -              | -              | 74.0        | -          | -          | -            | -            | -            | -            | -            | -            | -            |
| <b>FFGA Drawdowns</b>                            | <b>74.0</b>    | <b>74.0</b>    | <b>-</b>       | <b>-</b>       | <b>74.0</b> | <b>-</b>   | <b>-</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Projected Projects</b>                        |                |                |                |                |             |            |            |              |              |              |              |              |              |              |
| Exposition - Phase II                            | -              | -              | -              | -              | -           | -          | -          | -            | -            | -            | -            | -            | -            | -            |
| Gold Line Foothill Extension                     | -              | -              | -              | -              | -           | -          | -          | -            | -            | -            | -            | -            | -            | -            |
| Westside Subway Extension Segment 1 (50%)        | 2,399.5        | 1,049.8        | 1,349.7        | -              | -           | -          | -          | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        |
| Westside Subway Extension Segment 2 (50%)        | -              | -              | -              | -              | -           | -          | -          | -            | -            | -            | -            | -            | -            | -            |
| Westside Subway Extension Segment 3 (41.8%)      | -              | -              | -              | -              | -           | -          | -          | -            | -            | -            | -            | -            | -            | -            |
| Subtotal Westside Subway Extension               | 2,399.5        | 1,049.8        | 1,349.7        | -              | -           | -          | -          | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        |
| Regional Connector (50%)                         | 671.3          | 662.0          | 9.3            | -              | -           | -          | -          | 100.0        | 100.0        | 100.0        | 100.0        | 100.0        | 100.0        | 62.0         |
| Crenshaw/LAX Corridor                            | -              | -              | -              | -              | -           | -          | -          | -            | -            | -            | -            | -            | -            | -            |
| Green Line Extension to LAX                      | -              | -              | -              | -              | -           | -          | -          | -            | -            | -            | -            | -            | -            | -            |
| Gold Line Eastside Extension Phase II (41%)      | -              | -              | -              | -              | -           | -          | -          | -            | -            | -            | -            | -            | -            | -            |
| San Fernando Valley I-405 Corridor Connect (27%) | -              | -              | -              | -              | -           | -          | -          | -            | -            | -            | -            | -            | -            | -            |
| <b>Projected Projects Total</b>                  | <b>3,070.8</b> | <b>1,711.8</b> | <b>1,359.0</b> | <b>-</b>       | <b>-</b>    | <b>-</b>   | <b>-</b>   | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>212.0</b> |
| <b>TOTAL DRAWDOWNS</b>                           | <b>3,144.8</b> | <b>1,785.8</b> | <b>1,359.0</b> | <b>-</b>       | <b>74.0</b> | <b>0.0</b> | <b>0.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>250.0</b> | <b>212.0</b> |
| <b>Beginning Balance</b>                         | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>200.0</b>   | <b>-</b>    | <b>-</b>   | <b>-</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Annual Surplus/(Shortfall)</b>                | <b>2,200.0</b> | <b>-</b>       | <b>200.0</b>   | <b>2,000.0</b> | <b>-</b>    | <b>-</b>   | <b>-</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Cumulative Ending Balance</b>                 | <b>2,200.0</b> | <b>-</b>       | <b>200.0</b>   | <b>2,200.0</b> | <b>-</b>    | <b>-</b>   | <b>-</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. A discretionary source of Federal funds.

# LACMTA Financial Forecasting Model

## Section 5309 New Starts

30-10 8/19/11

| (\$ In millions)                                 | Plan<br>Total  | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenue Pool</b>                        | <b>5,344.8</b> | <b>159.2</b> | <b>150.0</b> | <b>200.0</b> |
| <b>FFGA Project Drawdowns</b>                    |                |              |              |              |              |              |              |              |              |              |              |
| Red Line - Segment-3 to North Hollywood          | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Gold Line Eastside Extension                     | 74.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>FFGA Drawdowns</b>                            | <b>74.0</b>    | <b>-</b>     |
| <b>Projected Projects</b>                        |                |              |              |              |              |              |              |              |              |              |              |
| Exposition - Phase II                            | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Gold Line Foothill Extension                     | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Westside Subway Extension Segment 1 (50%)        | 2,399.5        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | -            |
| Westside Subway Extension Segment 2 (50%)        | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Westside Subway Extension Segment 3 (41.8%)      | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Subtotal Westside Subway Extension               | 2,399.5        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | 150.0        | -            |
| Regional Connector (50%)                         | 671.3          | 9.3          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Crenshaw/LAX Corridor                            | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Green Line Extension to LAX                      | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Gold Line Eastside Extension Phase II (41%)      | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| San Fernando Valley I-405 Corridor Connect (27%) | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Projected Projects Total</b>                  | <b>3,070.8</b> | <b>159.2</b> | <b>150.0</b> | <b>-</b>     |
| <b>TOTAL DRAWDOWNS</b>                           | <b>3,144.8</b> | <b>159.2</b> | <b>150.0</b> | <b>0.0</b>   |
| <b>Beginning Balance</b>                         | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Annual Surplus/(Shortfall)</b>                | <b>2,200.0</b> | <b>-</b>     | <b>200.0</b> |
| <b>Cumulative Ending Balance</b>                 | <b>2,200.0</b> | <b>-</b>     | <b>200.0</b> |

**NOTES:**

1. A discretionary source of Federal funds.

# LACMTA Financial Forecasting Model

## Section 5309 New Starts

30-10 8/19/11

| (\$ in millions)                                 | Plan           | 2029         | 2030         | 2031         | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|--|----------------|--------------|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|  | Total          | 2030         | 2031         | 2032         | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| <b>Total Revenue Pool</b>                        | <b>5,344.8</b> | <b>200.0</b> | <b>200.0</b> | <b>200.0</b> | <b>200.0</b>   | <b>200.0</b>   | <b>200.0</b>   | <b>200.0</b>   | <b>200.0</b>   | <b>200.0</b>   | <b>200.0</b>   |                |
| <b>FFGA Project Drawdowns</b>                    |                |              |              |              |                |                |                |                |                |                |                |                |
| Red Line - Segment-3 to North Hollywood          | -              | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| Gold Line Eastside Extension                     | 74.0           | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>FFGA Drawdowns</b>                            | <b>74.0</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       |
| <b>Projected Projects</b>                        |                |              |              |              |                |                |                |                |                |                |                |                |
| Exposition - Phase II                            | -              | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| Gold Line Foothill Extension                     | -              | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| Westside Subway Extension Segment 1 (50%)        | 2,399.5        | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| Westside Subway Extension Segment 2 (50%)        | -              | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| Westside Subway Extension Segment 3 (41.8%)      | -              | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| Subtotal Westside Subway Extension               | 2,399.5        | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| Regional Connector (50%)                         | 671.3          | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| Crenshaw/LAX Corridor                            | -              | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| Green Line Extension to LAX                      | -              | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| Gold Line Eastside Extension Phase II (41%)      | -              | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| San Fernando Valley I-405 Corridor Connect (27%) | -              | -            | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>Projected Projects Total</b>                  | <b>3,070.8</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       |
| <b>TOTAL DRAWDOWNS</b>                           | <b>3,144.8</b> | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>     | <b>0.0</b>     | <b>0.0</b>     | <b>0.0</b>     | <b>0.0</b>     | <b>0.0</b>     | <b>0.0</b>     | <b>0.0</b>     |
| <b>Beginning Balance</b>                         | <b>-</b>       | <b>200.0</b> | <b>400.0</b> | <b>600.0</b> | <b>800.0</b>   | <b>1,000.0</b> | <b>1,200.0</b> | <b>1,400.0</b> | <b>1,600.0</b> | <b>1,800.0</b> | <b>2,000.0</b> | <b>2,200.0</b> |
| <b>Annual Surplus/(Shortfall)</b>                | <b>2,200.0</b> | <b>200.0</b> | <b>200.0</b> | <b>200.0</b> | <b>200.0</b>   | <b>200.0</b>   | <b>200.0</b>   | <b>200.0</b>   | <b>200.0</b>   | <b>200.0</b>   | <b>200.0</b>   | <b>-</b>       |
| <b>Cumulative Ending Balance</b>                 | <b>2,200.0</b> | <b>400.0</b> | <b>600.0</b> | <b>800.0</b> | <b>1,000.0</b> | <b>1,200.0</b> | <b>1,400.0</b> | <b>1,600.0</b> | <b>1,800.0</b> | <b>2,000.0</b> | <b>2,200.0</b> | <b>2,200.0</b> |

**NOTES:**

1. A discretionary source of Federal funds.

**LACMTA Financial Forecasting Model**  
**Section 5309 Small Starts & Very Small Starts**  
**30-10 8/19/11**

| (\$ in millions)                 | Plan<br>Total | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|----------------------------------|---------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available</b>  | <b>42.3</b>   |               | <b>42.3</b>      | -                | -                | <b>0.9</b>   | <b>17.6</b>  | <b>20.4</b>  | -            | <b>3.4</b>   | -            | -            | -            | -            | -            |
| <b>ALLOCATION OF FUNDS</b>       |               |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Highway Uses</b>              |               |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Rapid Bus                        | 20.0          | 47.2%         | 20.0             | -                | -                | -            | 8.4          | 8.2          | -            | 3.4          | -            | -            | -            | -            | -            |
| Wilshire Bus Only Lane           | 22.3          | 52.8%         | 22.3             | -                | -                | 0.9          | 9.2          | 12.2         | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Highway Uses</b>        | <b>42.3</b>   | <b>100.0%</b> | <b>42.3</b>      | -                | -                | <b>0.9</b>   | <b>17.6</b>  | <b>20.4</b>  | -            | <b>3.4</b>   | -            | -            | -            | -            | -            |
| <b>Subtotal Allocated</b>        | <b>42.3</b>   | <b>100.0%</b> | <b>42.3</b>      | -                | -                | <b>0.9</b>   | <b>17.6</b>  | <b>20.4</b>  | -            | <b>3.4</b>   | -            | -            | -            | -            | -            |
| <b>Beginning Balance</b>         |               |               |                  |                  |                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b> |               |               |                  |                  |                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b> |               |               |                  |                  |                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Section 5310 Elderly and Disabled Transit**  
**30-10 8/19/11**

| (\$ in millions)                 | Plan<br>Total | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|----------------------------------|---------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available</b>  | 12.4          |               | 4.0              | 4.0              | 4.4              | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| <b>ALLOCATION OF FUNDS</b>       |               |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>               |               |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| MTA                              | -             |               | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Municipal Operators              | -             |               | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Access Services                  | 12.4          | 100.0%        | 4.0              | 4.0              | 4.4              | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| Other Operators                  | -             | 0.0%          | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Total Bus Capital</b>         | <b>12.4</b>   | <b>100.0%</b> | <b>4.0</b>       | <b>4.0</b>       | <b>4.4</b>       | <b>0.4</b>   |
| <b>Subtotal Allocated</b>        | <b>12.4</b>   | <b>100.0%</b> | <b>4.0</b>       | <b>4.0</b>       | <b>4.4</b>       | <b>0.4</b>   |
| <b>Beginning Balance</b>         |               |               |                  |                  |                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b> |               |               |                  |                  |                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b> |               |               |                  |                  |                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

**LACMTA Financial Forecasting Model  
Section 5310 Elderly and Disabled Transit  
30-10 8/19/11**

| (\$ in millions)                 | Plan        | Alloc %       | 2019       | 2020       | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       | 2027       | 2028       |
|----------------------------------|-------------|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|                                  | Total       |               | 2020       | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       | 2027       | 2028       | 2029       |
| <b>Total Revenues Available</b>  | <b>12.4</b> |               | <b>0.4</b> |
| <b>ALLOCATION OF FUNDS</b>       |             |               |            |            |            |            |            |            |            |            |            |            |
| <b>Bus Capital</b>               |             |               |            |            |            |            |            |            |            |            |            |            |
| MTA                              | -           |               |            |            |            |            |            |            |            |            |            |            |
| Municipal Operators              | -           |               |            |            |            |            |            |            |            |            |            |            |
| Access Services                  | 12.4        | 100.0%        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        |
| Other Operators                  | -           | 0.0%          |            |            |            |            |            |            |            |            |            |            |
| <b>Total Bus Capital</b>         | <b>12.4</b> | <b>100.0%</b> | <b>0.4</b> |
| <b>Subtotal Allocated</b>        | <b>12.4</b> | <b>100.0%</b> | <b>0.4</b> |
| <b>Beginning Balance</b>         | -           |               | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Total Surplus/(Shortfall)</b> | -           |               | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Cumulative Ending Balance</b> | -           |               | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Section 5310 Elderly and Disabled Transit**  
**30-10 8/19/11**

| (\$ in millions)                 | Plan<br>Total | Alloc %       | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|----------------------------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total Revenues Available</b>  | <b>12.4</b>   |               | <b>0.4</b>   |
| <b>ALLOCATION OF FUNDS</b>       |               |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Bus Capital</b>               |               |               |              |              |              |              |              |              |              |              |              |              |              |
| MTA                              | -             |               |              |              |              |              |              |              |              |              |              |              |              |
| Municipal Operators              | -             |               |              |              |              |              |              |              |              |              |              |              |              |
| Access Services                  | 12.4          | 100.0%        | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| Other Operators                  | -             | 0.0%          |              |              |              |              |              |              |              |              |              |              |              |
| <b>Total Bus Capital</b>         | <b>12.4</b>   | <b>100.0%</b> | <b>0.4</b>   |
| <b>Subtotal Allocated</b>        | <b>12.4</b>   | <b>100.0%</b> | <b>0.4</b>   |
| <b>Beginning Balance</b>         |               |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b> |               |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b> |               |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

**LACMTA Financial Forecasting Model  
Job Access & Reverse Commute (JARC)  
30-10 8/19/11**

| (\$ in millions)                        | Plan        | Years       | Years      | Years      | 2009       | 2010       | 2011       | 2012       | 2013       | 2014       | 2015       | 2016       | 2017       | 2018       |
|---|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|   | Total       | '10-'19     | '20-'29    | '30-'40    | 2010       | 2011       | 2012       | 2013       | 2014       | 2015       | 2016       | 2017       | 2018       | 2019       |
| <b>Total Revenues Available</b>         | 48.0        | 48.0        | 0.0        | 0.0        | 8.0        | 8.0        | 8.0        | 8.0        | 8.0        | 8.0        | -          | -          | -          | -          |
| <b>ALLOCATION OF FUNDS:</b>             |             |             |            |            |            |            |            |            |            |            |            |            |            |            |
| Transit (shuttles and other transit)    | 48.0        | 48.0        | 0.0        | 0.0        | 8.0        | 8.0        | 8.0        | 8.0        | 8.0        | 8.0        |            |            |            |            |
| <b>Subtotal Transit Allocated</b>       | <b>48.0</b> | <b>48.0</b> | <b>-</b>   | <b>-</b>   | <b>8.0</b> | <b>8.0</b> | <b>8.0</b> | <b>8.0</b> | <b>8.0</b> | <b>8.0</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>Total Allocated</b>                  | <b>48.0</b> | <b>48.0</b> | <b>0.0</b> | <b>0.0</b> | <b>8.0</b> | <b>8.0</b> | <b>8.0</b> | <b>8.0</b> | <b>8.0</b> | <b>8.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> |
| <b>Beginning Balance</b>                | -           | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Annual Surplus/&lt;Shortfall&gt;</b> | -           | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Cumulative Ending Balance</b>        | -           | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |

**NOTES:**

1. FTA Section 5316.

**LACMTA Financial Forecasting Model**

**New Freedom**

**30-10 8/19/11**

| (\$ in millions)                        | Plan        | Years       | Years      | Years      | 2009       | 2010       | 2011       | 2012       | 2013       | 2014       | 2015       | 2016       | 2017       | 2018       |
|---|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|   | Total       | '10-'19     | '20-'29    | '30-'40    | 2010       | 2011       | 2012       | 2013       | 2014       | 2015       | 2016       | 2017       | 2018       | 2019       |
| <b>Total Revenues Available</b>         | 21.0        | 21.0        | 0.0        | 0.0        | 3.5        | 3.5        | 3.5        | 3.5        | 3.5        | 3.5        | -          | -          | -          | -          |
| <b>ALLOCATION OF FUNDS:</b>             |             |             |            |            |            |            |            |            |            |            |            |            |            |            |
| Transit (beyond ADA requirements)       | 21.0        | 21.0        | -          | -          | 3.5        | 3.5        | 3.5        | 3.5        | 3.5        | 3.5        |            |            |            |            |
| <b>Subtotal Transit Allocated</b>       | <b>21.0</b> | <b>21.0</b> | <b>-</b>   | <b>-</b>   | <b>3.5</b> | <b>3.5</b> | <b>3.5</b> | <b>3.5</b> | <b>3.5</b> | <b>3.5</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>Total Allocated</b>                  | <b>21.0</b> | <b>21.0</b> | <b>0.0</b> | <b>0.0</b> | <b>3.5</b> | <b>3.5</b> | <b>3.5</b> | <b>3.5</b> | <b>3.5</b> | <b>3.5</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> |
| <b>Beginning Balance</b>                | -           | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Annual Surplus/&lt;Shortfall&gt;</b> | -           | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Cumulative Ending Balance</b>        | -           | -           | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |

**NOTES:**

1. FTA Section 5317.

**LACMTA Financial Forecasting Model**  
**Section 5340 Formula**  
**Growing States & High Density Formula**  
**30-10 8/19/11**

| (\$ in millions)                            | Plan Total   | Alloc %       | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010  | 2010 2011  | 2011 2012  | 2012 2013  | 2013 2014  | 2014 2015  | 2015 2016  | 2016 2017  | 2017 2018  | 2018 2019  |
|---|--------------|---------------|---------------|---------------|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| <b>5340 Revenues Total Appropriated</b>     | <b>261.5</b> |               | <b>72.4</b>   | <b>83.2</b>   | <b>105.9</b>  | <b>6.8</b> | <b>6.9</b> | <b>7.0</b> | <b>7.1</b> | <b>7.2</b> | <b>7.3</b> | <b>7.4</b> | <b>7.5</b> | <b>7.6</b> | <b>7.7</b> |
| <b>Other LA County UZAs (see note)</b>      |              |               |               |               |               |            |            |            |            |            |            |            |            |            |            |
| 5340 Other LA County UZAs                   | 13.5         | 5.2%          | 3.7           | 4.3           | 5.5           | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        | 0.4        |
| <b>Total Other LA County UZAs Allocated</b> | <b>13.5</b>  | <b>5.2%</b>   | <b>3.7</b>    | <b>4.3</b>    | <b>5.5</b>    | <b>0.4</b> |
| <b>Revenue Remainder - LA County UZA</b>    | <b>248.0</b> |               | <b>68.7</b>   | <b>78.9</b>   | <b>100.4</b>  | <b>6.4</b> | <b>6.5</b> | <b>6.6</b> | <b>6.7</b> | <b>6.8</b> | <b>6.9</b> | <b>7.0</b> | <b>7.1</b> | <b>7.2</b> | <b>7.3</b> |
| <b>ALLOCATION OF REMAINDER</b>              |              |               |               |               |               |            |            |            |            |            |            |            |            |            |            |
| <b>Rail Operations</b>                      | <b>248.0</b> | <b>94.8%</b>  | <b>68.7</b>   | <b>78.9</b>   | <b>100.4</b>  | <b>6.4</b> | <b>6.5</b> | <b>6.6</b> | <b>6.7</b> | <b>6.8</b> | <b>6.9</b> | <b>7.0</b> | <b>7.1</b> | <b>7.2</b> | <b>7.3</b> |
| <b>Rail Operations Totals</b>               | <b>248.0</b> | <b>94.8%</b>  | <b>68.7</b>   | <b>78.9</b>   | <b>100.4</b>  | <b>6.4</b> | <b>6.5</b> | <b>6.6</b> | <b>6.7</b> | <b>6.8</b> | <b>6.9</b> | <b>7.0</b> | <b>7.1</b> | <b>7.2</b> | <b>7.3</b> |
| <b>Rail Capital</b>                         | -            | 0.0%          | -             | -             | -             | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Total Rail Capital</b>                   | -            | <b>0.0%</b>   | -             | -             | -             | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Subtotal Allocated</b>                   | <b>261.5</b> | <b>100.0%</b> | <b>72.4</b>   | <b>83.2</b>   | <b>105.9</b>  | <b>6.8</b> | <b>6.9</b> | <b>7.0</b> | <b>7.1</b> | <b>7.2</b> | <b>7.3</b> | <b>7.4</b> | <b>7.5</b> | <b>7.6</b> | <b>7.7</b> |
| <b>Beginning Balance</b>                    | -            | -             | -             | -             | -             | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Annual Surplus/(Shortfall)</b>           | -            | -             | -             | -             | -             | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |
| <b>Cumulative Ending Balance</b>            | -            | -             | -             | -             | -             | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |

**NOTES:**

1. The Growing States half of the funds are apportioned based on state population forecasts for 15 years beyond the most recent Census and are allocated to urbanized and rural areas based on the states urban/rural population ratio.
2. The High Density half of the funds are distributed to states with population densities over 370 people per sq mile; apportioned only to urbanized areas within those states.
3. Other L.A. County UZAs (Lancaster-Palmdale and Santa Clarita) receive their UZAs' portion of Section 5340 funds through established FTA grant procedures.

**LACMTA Financial Forecasting Model**  
**Section 5340 Formula**  
**Growing States & High Density Formula**

**30-10 8/19/11**

| (\$ in millions)                            | Plan Total   | Alloc %       | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|---|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>5340 Revenues Total Appropriated</b>     | <b>261.5</b> |               | <b>7.8</b>   | <b>7.9</b>   | <b>8.0</b>   | <b>8.1</b>   | <b>8.3</b>   | <b>8.4</b>   | <b>8.5</b>   | <b>8.6</b>   | <b>8.7</b>   | <b>8.8</b>   |
| <b>Other LA County UZAs (see note)</b>      |              |               |              |              |              |              |              |              |              |              |              |              |
| 5340 Other LA County UZAs                   | 13.5         | 5.2%          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.5          |
| <b>Total Other LA County UZAs Allocated</b> | <b>13.5</b>  | <b>5.2%</b>   | <b>0.4</b>   | <b>0.5</b>   |
| <b>Revenue Remainder - LA County UZA</b>    | <b>248.0</b> |               | <b>7.4</b>   | <b>7.5</b>   | <b>7.6</b>   | <b>7.7</b>   | <b>7.8</b>   | <b>7.9</b>   | <b>8.0</b>   | <b>8.2</b>   | <b>8.3</b>   | <b>8.4</b>   |
| <b>ALLOCATION OF REMAINDER</b>              |              |               |              |              |              |              |              |              |              |              |              |              |
| <b>Rail Operations</b>                      | <b>248.0</b> | <b>94.8%</b>  | <b>7.4</b>   | <b>7.5</b>   | <b>7.6</b>   | <b>7.7</b>   | <b>7.8</b>   | <b>7.9</b>   | <b>8.0</b>   | <b>8.2</b>   | <b>8.3</b>   | <b>8.4</b>   |
| <b>Rail Operations Totals</b>               | <b>248.0</b> | <b>94.8%</b>  | <b>7.4</b>   | <b>7.5</b>   | <b>7.6</b>   | <b>7.7</b>   | <b>7.8</b>   | <b>7.9</b>   | <b>8.0</b>   | <b>8.2</b>   | <b>8.3</b>   | <b>8.4</b>   |
| <b>Rail Capital</b>                         | -            | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Rail Capital</b>                   | -            | <b>0.0%</b>   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Allocated</b>                   | <b>261.5</b> | <b>100.0%</b> | <b>7.8</b>   | <b>7.9</b>   | <b>8.0</b>   | <b>8.1</b>   | <b>8.3</b>   | <b>8.4</b>   | <b>8.5</b>   | <b>8.6</b>   | <b>8.7</b>   | <b>8.8</b>   |
| <b>Beginning Balance</b>                    | -            | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Annual Surplus/(Shortfall)</b>           | -            | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Cumulative Ending Balance</b>            | -            | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. The Growing States half of the funds are apportioned based on state population forecasts for 15 years beyond the most recent Census and are allocated to urbanized and rural areas based on the states urban/rural population ratio.
2. The High Density half of the funds are distributed to states with population densities over 370 people per sq mile; apportioned only to urbanized areas within those states.
3. Other L.A. County UZAs (Lancaster-Palmdale and Santa Clarita) receive their UZAs' portion of Section 5340 funds through established FTA grant procedures.

**LACMTA Financial Forecasting Model**  
**Section 5340 Formula**  
**Growing States & High Density Formula**

30-10 8/19/11

| (\$ in millions)                            | Plan<br>Total | Alloc %       | 2029       | 2030       | 2031       | 2032       | 2033       | 2034       | 2035       | 2036       | 2037        | 2038        | 2039        |
|---|---------------|---------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|
|   |               |               | 2030       | 2031       | 2032       | 2033       | 2034       | 2035       | 2036       | 2037       | 2038        | 2039        | 2040        |
| <b>5340 Revenues Total Appropriated</b>     | <b>261.5</b>  |               | <b>9.0</b> | <b>9.1</b> | <b>9.2</b> | <b>9.4</b> | <b>9.5</b> | <b>9.6</b> | <b>9.8</b> | <b>9.9</b> | <b>10.0</b> | <b>10.2</b> | <b>10.3</b> |
| <b>Other LA County UZAs (see note)</b>      |               |               |            |            |            |            |            |            |            |            |             |             |             |
| 5340 Other LA County UZAs                   | 13.5          | 5.2%          | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5        | 0.5         | 0.5         | 0.5         |
| <b>Total Other LA County UZAs Allocated</b> | <b>13.5</b>   | <b>5.2%</b>   | <b>0.5</b>  | <b>0.5</b>  | <b>0.5</b>  |
| <b>Revenue Remainder - LA County UZA</b>    | <b>248.0</b>  |               | <b>8.5</b> | <b>8.6</b> | <b>8.7</b> | <b>8.9</b> | <b>9.0</b> | <b>9.1</b> | <b>9.2</b> | <b>9.4</b> | <b>9.5</b>  | <b>9.6</b>  | <b>9.8</b>  |
| <b>ALLOCATION OF REMAINDER</b>              |               |               |            |            |            |            |            |            |            |            |             |             |             |
| <b>Rail Operations</b>                      | 248.0         | 94.8%         | 8.5        | 8.6        | 8.7        | 8.9        | 9.0        | 9.1        | 9.2        | 9.4        | 9.5         | 9.6         | 9.8         |
| <b>Rail Operations Totals</b>               | <b>248.0</b>  | <b>94.8%</b>  | <b>8.5</b> | <b>8.6</b> | <b>8.7</b> | <b>8.9</b> | <b>9.0</b> | <b>9.1</b> | <b>9.2</b> | <b>9.4</b> | <b>9.5</b>  | <b>9.6</b>  | <b>9.8</b>  |
| <b>Rail Capital</b>                         | -             | 0.0%          | -          | -          | -          | -          | -          | -          | -          | -          | -           | -           | -           |
| <b>Total Rail Capital</b>                   | <b>-</b>      | <b>0.0%</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Subtotal Allocated</b>                   | <b>261.5</b>  | <b>100.0%</b> | <b>9.0</b> | <b>9.1</b> | <b>9.2</b> | <b>9.4</b> | <b>9.5</b> | <b>9.6</b> | <b>9.8</b> | <b>9.9</b> | <b>10.0</b> | <b>10.2</b> | <b>10.3</b> |
| <b>Beginning Balance</b>                    | -             | -             | -          | -          | -          | -          | -          | -          | -          | -          | -           | -           | -           |
| <b>Annual Surplus/(Shortfall)</b>           | -             | -             | -          | -          | -          | -          | -          | -          | -          | -          | -           | -           | -           |
| <b>Cumulative Ending Balance</b>            | -             | -             | -          | -          | -          | -          | -          | -          | -          | -          | -           | -           | -           |

**NOTES:**

1. The Growing States half of the funds are apportioned based on state population forecasts for 15 years beyond the most recent Census and are allocated to urbanized and rural areas based on the states urban/rural population ratio.
2. The High Density half of the funds are distributed to states with population densities over 370 people per sq mile; apportioned only to urbanized areas within those states.
3. Other L.A. County UZAs (Lancaster-Palmdale and Santa Clarita) receive their UZAs' portion of Section 5340 funds through established FTA grant procedures.

**LACMTA Financial Forecasting Model**  
**Transportation Enhancements-Federal (TE)**  
**30-10 8/19/11**

|  | Plan         | Years        | Years        | Years        | 2009        | 2010       | 2011        | 2012        | 2013        | 2014        | 2015        | 2016        | 2017        | 2018        |       |
|--|--------------|--------------|--------------|--------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------|
| (\$ in millions)                                 | Total        | '10-'19      | '20-'29      | '30-'40      | 2010        | 2011       | 2012        | 2013        | 2014        | 2015        | 2016        | 2017        | 2018        | 2019        |       |
| <b>Total Revenues Available</b>                  | 488.0        | 138.8        | 155.0        | 194.2        | 15.7        | 3.5        | 18.8        | 11.3        | 14.4        | 18.7        | 13.8        | 14.0        | 14.2        | 14.4        |       |
| Annual Percent Change                            |              |              |              |              |             |            |             |             |             |             |             |             | 1.45%       | 1.43%       | 1.41% |
| <b>ALLOCATION OF FUNDS:</b>                      |              |              |              |              |             |            |             |             |             |             |             |             |             |             |       |
| <b>Highway</b>                                   |              |              |              |              |             |            |             |             |             |             |             |             |             |             |       |
| CFP - Transportation Enhancements                | 71.2         | 71.2         | -            | -            | 15.7        | 3.5        | 18.2        | 10.9        | 6.7         | 16.1        | -           | -           | -           | -           |       |
| CFP - Park & Ride/Transit Centers                | -            | -            | -            | -            | -           | -          | -           | -           | -           | -           | -           | -           | -           | -           |       |
| Future Call for Projects - not yet programmed    | 228.0        | 56.4         | 155.0        | 16.6         | -           | -          | -           | -           | -           | -           | 13.8        | 14.0        | 14.2        | 14.4        |       |
| CFP - Transportation Demand Mgt                  | -            | -            | -            | -            | -           | -          | -           | -           | -           | -           | -           | -           | -           | -           |       |
| CFP - Regional Bikeways & Pedestrian Improvments | -            | -            | -            | -            | -           | -          | -           | -           | -           | -           | -           | -           | -           | -           |       |
| Expo Phase II Bikeway                            | 11.2         | 11.2         | -            | -            | -           | -          | 0.6         | 0.3         | 7.7         | 2.6         | -           | -           | -           | -           |       |
| <b>Subtotal Highway Allocated</b>                | <b>310.4</b> | <b>138.8</b> | <b>155.0</b> | <b>16.6</b>  | <b>15.7</b> | <b>3.5</b> | <b>18.8</b> | <b>11.3</b> | <b>14.4</b> | <b>18.7</b> | <b>13.8</b> | <b>14.0</b> | <b>14.2</b> | <b>14.4</b> |       |
| <b>Total Allocated</b>                           | <b>310.4</b> | <b>138.8</b> | <b>155.0</b> | <b>16.6</b>  | <b>15.7</b> | <b>3.5</b> | <b>18.8</b> | <b>11.3</b> | <b>14.4</b> | <b>18.7</b> | <b>13.8</b> | <b>14.0</b> | <b>14.2</b> | <b>14.4</b> |       |
| <b>Beginning Balance</b>                         | -            | -            | -            | -            | -           | -          | -           | -           | -           | -           | -           | -           | -           | -           |       |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>          | <b>177.6</b> | -            | -            | <b>177.6</b> | -           | -          | -           | -           | -           | -           | -           | -           | -           | -           |       |
| <b>Cumulative Ending Balance</b>                 | <b>177.6</b> | -            | -            | <b>177.6</b> | -           | -          | -           | -           | -           | -           | -           | -           | -           | -           |       |

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Transportation Enhancements-Federal (TE)**  
**30-10 8/19/11**

| (\$ in millions)                                 | Plan         | 2019        | 2020        | 2021        | 2022        | 2023        | 2024        | 2025        | 2026        | 2027        | 2028        |
|--|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|  | Total        | 2020        | 2021        | 2022        | 2023        | 2024        | 2025        | 2026        | 2027        | 2028        | 2029        |
| <b>Total Revenues Available</b>                  | 488.0        | 14.6        | 14.8        | 15.0        | 15.2        | 15.4        | 15.6        | 15.8        | 16.0        | 16.2        | 16.4        |
| Annual Percent Change                            |              | 1.39%       | 1.37%       | 1.35%       | 1.33%       | 1.32%       | 1.30%       | 1.28%       | 1.27%       | 1.25%       | 1.23%       |
| <b>ALLOCATION OF FUNDS:</b>                      |              |             |             |             |             |             |             |             |             |             |             |
| <b>Highway</b>                                   |              |             |             |             |             |             |             |             |             |             |             |
| CFP - Transportation Enhancements                | 71.2         | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| CFP - Park & Ride/Transit Centers                | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Future Call for Projects - not yet programmed    | 228.0        | 14.6        | 14.8        | 15.0        | 15.2        | 15.4        | 15.6        | 15.8        | 16.0        | 16.2        | 16.4        |
| CFP - Transportation Demand Mgt                  | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| CFP - Regional Bikeways & Pedestrian Improvments | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Expo Phase II Bikeway                            | 11.2         | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Subtotal Highway Allocated</b>                | <b>310.4</b> | <b>14.6</b> | <b>14.8</b> | <b>15.0</b> | <b>15.2</b> | <b>15.4</b> | <b>15.6</b> | <b>15.8</b> | <b>16.0</b> | <b>16.2</b> | <b>16.4</b> |
| <b>Total Allocated</b>                           | <b>310.4</b> | <b>14.6</b> | <b>14.8</b> | <b>15.0</b> | <b>15.2</b> | <b>15.4</b> | <b>15.6</b> | <b>15.8</b> | <b>16.0</b> | <b>16.2</b> | <b>16.4</b> |
| <b>Beginning Balance</b>                         | -            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>          | <b>177.6</b> | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Cumulative Ending Balance</b>                 | <b>177.6</b> | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Transportation Enhancements-Federal (TE)**  
**30-10 8/19/11**

|   | Plan         | 2029        | 2030        | 2031        | 2032        | 2033        | 2034        | 2035         | 2036         | 2037         | 2038         | 2039         |
|---|--------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                | Total        | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>Total Revenues Available</b>                 | 488.0        | 16.6        | 16.8        | 17.0        | 17.2        | 17.4        | 17.6        | 17.8         | 18.0         | 18.3         | 18.6         | 18.9         |
| Annual Percent Change                           |              | 1.22%       | 1.20%       | 1.19%       | 1.18%       | 1.16%       | 1.15%       | 1.14%        | 1.12%        | 1.67%        | 1.64%        | 1.61%        |
| <b>ALLOCATION OF FUNDS:</b>                     |              |             |             |             |             |             |             |              |              |              |              |              |
| <b>Highway</b>                                  |              |             |             |             |             |             |             |              |              |              |              |              |
| CFP - Transportation Enhancements               | 71.2         | -           | -           | -           | -           | -           | -           | -            | -            | -            | -            | -            |
| CFP - Park & Ride/Transit Centers               | -            | -           | -           | -           | -           | -           | -           | -            | -            | -            | -            | -            |
| Future Call for Projects - not yet programmed   | 228.0        | 16.6        | -           | -           | -           | -           | -           | -            | -            | -            | -            | -            |
| CFP - Transportation Demand Mgt                 | -            | -           | -           | -           | -           | -           | -           | -            | -            | -            | -            | -            |
| CFP - Regional Bikeways & Pedestrian Improvmnts | -            | -           | -           | -           | -           | -           | -           | -            | -            | -            | -            | -            |
| Expo Phase II Bikeway                           | 11.2         | -           | -           | -           | -           | -           | -           | -            | -            | -            | -            | -            |
| <b>Subtotal Highway Allocated</b>               | <b>310.4</b> | <b>16.6</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Allocated</b>                          | <b>310.4</b> | <b>16.6</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Beginning Balance</b>                        | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>16.8</b> | <b>33.8</b> | <b>51.0</b> | <b>68.4</b> | <b>86.0</b>  | <b>103.8</b> | <b>121.8</b> | <b>140.1</b> | <b>158.7</b> |
| <b>Annual Surplus/&lt;Shortfall&gt;</b>         | <b>177.6</b> | <b>-</b>    | <b>16.8</b> | <b>17.0</b> | <b>17.2</b> | <b>17.4</b> | <b>17.6</b> | <b>17.8</b>  | <b>18.0</b>  | <b>18.3</b>  | <b>18.6</b>  | <b>18.9</b>  |
| <b>Cumulative Ending Balance</b>                | <b>177.6</b> | <b>-</b>    | <b>16.8</b> | <b>33.8</b> | <b>51.0</b> | <b>68.4</b> | <b>86.0</b> | <b>103.8</b> | <b>121.8</b> | <b>140.1</b> | <b>158.7</b> | <b>177.6</b> |

**NOTES:**

**LACMTA Financial Forecasting Model**  
**LACMTA Regional Agency Administration**  
**30-10 8/19/11**

| (\$ in millions)                                    | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Total<br>'10-'40 | %             | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 |
|---|------------------|------------------|------------------|------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>SOURCES OF FUNDS</b>                             |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| Measure R (Admin Portion)                           | 110.7            | 179.5            | 251.0            | 541.2            | 13.1%         | 8.3          | 8.9          | 9.5          | 10.1         | 10.7         | 11.3         | 12.0         | 12.7         | 13.3         |
| TDA (Admin. Portion)                                | 60.0             | 60.0             | 66.0             | 186.0            | 4.5%          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          |
| Proposition A (Admin. Portion)                      | 370.1            | 598.3            | 933.9            | 1,902.3          | 46.1%         | 28.3         | 29.8         | 31.7         | 33.6         | 35.6         | 37.7         | 40.0         | 42.2         | 44.5         |
| Proposition C (Admin. Portion)                      | 110.5            | 179.5            | 280.2            | 570.2            | 13.8%         | 8.2          | 9.0          | 9.5          | 9.9          | 10.6         | 11.3         | 12.0         | 12.7         | 13.3         |
| Proposition C Interest                              | 12.3             | 15.1             | 20.4             | 47.9             | 1.2%          | 1.1          | 1.1          | 1.2          | 1.2          | 1.2          | 1.2          | 1.3          | 1.3          | 1.3          |
| Proposition C 40% (Cash)                            | 176.3            | 147.0            | 190.5            | 513.8            | 12.4%         | 23.8         | 25.7         | 9.0          | 19.7         | 24.2         | 23.8         | 10.3         | 13.1         | 13.3         |
| Lease Revenues                                      | 103.5            | 107.8            | 145.1            | 356.3            | 8.6%          | 10.0         | 8.8          | 17.0         | 5.1          | 5.1          | 5.0          | 14.1         | 14.3         | 14.5         |
| Other (General Fund)                                | 10.1             | -                | -                | 10.1             | 0.2%          | 10.1         | -            | -            | -            | -            | -            | -            | -            | -            |
| Net Bond Proceeds - Prop. C 40%                     | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Local</b>                               | <b>953.6</b>     | <b>1,287.2</b>   | <b>1,887.0</b>   | <b>4,127.8</b>   | <b>1.0</b>    | <b>95.7</b>  | <b>89.2</b>  | <b>83.9</b>  | <b>85.5</b>  | <b>93.3</b>  | <b>96.4</b>  | <b>95.6</b>  | <b>102.2</b> | <b>106.3</b> |
| <b>State</b>  |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| Reg Improv Prog (RIP) (PPM - see Hwy Sum pg)        | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Misc. Grants (No Revenue Sheet)                     | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>0.0%</b>   | <b>-</b>     |
| <b>Federal</b>                                      |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| RSTP  | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                             | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>0.0%</b>   | <b>-</b>     |
| <b>Total Sources of Funds</b>                       | <b>953.6</b>     | <b>1,287.2</b>   | <b>1,887.0</b>   | <b>4,127.8</b>   | <b>100.0%</b> | <b>95.7</b>  | <b>89.2</b>  | <b>83.9</b>  | <b>85.5</b>  | <b>93.3</b>  | <b>96.4</b>  | <b>95.6</b>  | <b>102.2</b> | <b>106.3</b> |
| <b>USES OF FUNDS</b>                                |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| <b>Cash Only</b>                                    |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| Non-Allocable & Unit Overhead                       | 290.3            | 357.8            | 481.8            | 1,129.9          | 27.3%         | 26.4         | 26.5         | 26.5         | 28.1         | 28.7         | 29.4         | 30.2         | 30.9         | 31.5         |
| Property Mgt & Development (610041, 51, 61)         | 141.5            | 179.6            | 241.8            | 562.9            | 13.6%         | 10.0         | 11.8         | 13.8         | 14.1         | 14.4         | 14.8         | 15.1         | 15.5         | 15.8         |
| Union Station Master Plan (405557)                  | 2.3              | -                | -                | 2.3              | 0.1%          | -            | -            | 2.3          | -            | -            | -            | -            | -            | -            |
| Transit Corridor Development Plans (part of 405511) | 35.0             | -                | -                | 35.0             | 0.8%          | -            | -            | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          |
| Other P & P Planning (405510, 51)                   | 65.4             | 72.2             | 108.8            | 246.4            | 6.0%          | 11.7         | 8.3          | 5.2          | 5.3          | 5.5          | 5.6          | 5.7          | 5.9          | 6.0          |
| Other Administrative Expenses (300015)              | 104.8            | 131.1            | 134.9            | 370.9            | 9.0%          | 7.4          | 10.1         | 10.1         | 10.3         | 10.5         | 10.8         | 11.1         | 11.3         | 11.5         |
| Project Management Information System (860001)      | 0.4              | -                | -                | 0.4              | 0.0%          | -            | -            | 0.4          | -            | -            | -            | -            | -            | -            |
| Supplemental Admin Expenses                         | 84.2             | 290.2            | 574.7            | 949.2            | 23.0%         | 4.6          | -            | 4.0          | 8.0          | 9.4          | 9.8          | 6.9          | 11.6         | 13.8         |
| Immed Needs/Genr'l Relief Tokens (part of 410016)   | 98.0             | 117.0            | 157.5            | 372.5            | 9.0%          | 9.0          | 11.1         | 9.0          | 9.2          | 9.4          | 9.6          | 9.9          | 10.1         | 10.3         |
| Investment & Debt Management (610340)               | 12.3             | 15.1             | 20.4             | 47.9             | 1.2%          | 1.1          | 1.1          | 1.2          | 1.2          | 1.2          | 1.2          | 1.3          | 1.3          | 1.3          |
| Bond Payments - Worker's Comp COP                   | 27.8             | -                | -                | 27.8             | 0.7%          | 14.0         | 13.8         | -            | -            | -            | -            | -            | -            | -            |
| Bond Payments - Capital Grant Receipts              | 1.6              | -                | -                | 1.6              | 0.0%          | 0.8          | 0.8          | -            | -            | -            | -            | -            | -            | -            |
| Bond Payments - Prop. C 40%                         | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal, Cash Only Uses</b>                     | <b>863.6</b>     | <b>1,163.1</b>   | <b>1,720.0</b>   | <b>3,746.7</b>   | <b>90.6%</b>  | <b>84.9</b>  | <b>83.5</b>  | <b>77.4</b>  | <b>81.1</b>  | <b>84.2</b>  | <b>86.2</b>  | <b>85.1</b>  | <b>91.5</b>  | <b>95.4</b>  |
| <b>Bond Eligible</b>                                |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| Transit Planning (part of 405511)                   | 97.9             | 124.1            | 167.1            | 389.0            | 9.4%          | 6.5          | 8.7          | 9.5          | 9.7          | 10.0         | 10.2         | 10.5         | 10.7         | 10.9         |
| <b>Subtotal, Bond Eligible Uses</b>                 | <b>97.9</b>      | <b>124.1</b>     | <b>167.1</b>     | <b>389.0</b>     | <b>9.4%</b>   | <b>6.5</b>   | <b>8.7</b>   | <b>9.5</b>   | <b>9.7</b>   | <b>10.0</b>  | <b>10.2</b>  | <b>10.5</b>  | <b>10.7</b>  | <b>10.9</b>  |
| <b>Total Uses</b>                                   | <b>961.5</b>     | <b>1,287.2</b>   | <b>1,887.0</b>   | <b>4,135.7</b>   | <b>100.0%</b> | <b>91.4</b>  | <b>92.2</b>  | <b>86.9</b>  | <b>90.9</b>  | <b>94.2</b>  | <b>96.4</b>  | <b>95.6</b>  | <b>102.2</b> | <b>106.3</b> |
| <b>Beginning Balance</b>                            | <b>7.9</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>7.9</b>       | <b>-</b>      | <b>7.9</b>   | <b>12.3</b>  | <b>9.3</b>   | <b>6.3</b>   | <b>0.9</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |
| <b>Annual Surplus/(Shortfall)</b>                   | <b>(7.9)</b>     | <b>0.0</b>       | <b>0.0</b>       | <b>(7.9)</b>     | <b>-</b>      | <b>4.3</b>   | <b>(3.0)</b> | <b>(3.0)</b> | <b>(5.4)</b> | <b>(0.9)</b> | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>(0.0)</b> |
| <b>Cumulative Ending Balance</b>                    | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>-</b>      | <b>12.3</b>  | <b>9.3</b>   | <b>6.3</b>   | <b>0.9</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |

**LACMTA Financial Forecasting Model**  
**LACMTA Regional Agency Administration**  
**30-10 8/19/11**

|   | 2018         | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                    | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>SOURCES OF FUNDS</b>                             |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |              |              |              |              |              |              |              |              |              |              |              |
| Measure R (Admin Portion)                           | 14.0         | 14.7         | 15.5         | 16.2         | 16.8         | 17.5         | 18.3         | 19.0         | 19.7         | 20.5         | 21.2         |
| TDA (Admin. Portion)                                | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          |
| Proposition A (Admin. Portion)                      | 46.8         | 49.2         | 51.6         | 53.9         | 56.2         | 58.5         | 60.9         | 63.4         | 65.8         | 68.3         | 70.7         |
| Proposition C (Admin. Portion)                      | 14.0         | 14.7         | 15.5         | 16.2         | 16.8         | 17.5         | 18.3         | 19.0         | 19.7         | 20.5         | 21.2         |
| Proposition C Interest                              | 1.4          | 1.4          | 1.4          | 1.4          | 1.5          | 1.5          | 1.5          | 1.6          | 1.6          | 1.6          | 1.6          |
| Proposition C 40% (Cash)                            | 13.5         | 13.7         | 13.9         | 14.2         | 14.4         | 14.6         | 14.8         | 15.0         | 15.2         | 15.5         | 15.7         |
| Lease Revenues                                      | 9.7          | 9.9          | 10.1         | 10.3         | 10.5         | 10.7         | 10.9         | 11.1         | 11.3         | 11.5         | 11.7         |
| Other (General Fund)                                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Net Bond Proceeds - Prop. C 40%                     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Local</b>                               | <b>105.4</b> | <b>109.6</b> | <b>114.1</b> | <b>118.0</b> | <b>122.2</b> | <b>126.3</b> | <b>130.6</b> | <b>135.0</b> | <b>139.3</b> | <b>143.8</b> | <b>148.2</b> |
| <b>State</b>  |              |              |              |              |              |              |              |              |              |              |              |
| Reg Improv Prog (RIP) (PPM - see Hwy Sum pg)        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Misc. Grants (No Revenue Sheet)                     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                               | <b>-</b>     |
| <b>Federal</b>                                      |              |              |              |              |              |              |              |              |              |              |              |
| RSTP  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                             | <b>-</b>     |
| <b>Total Sources of Funds</b>                       | <b>105.4</b> | <b>109.6</b> | <b>114.1</b> | <b>118.0</b> | <b>122.2</b> | <b>126.3</b> | <b>130.6</b> | <b>135.0</b> | <b>139.3</b> | <b>143.8</b> | <b>148.2</b> |
| <b>USES OF FUNDS</b>                                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Cash Only</b>                                    |              |              |              |              |              |              |              |              |              |              |              |
| Non-Allocable & Unit Overhead                       | 32.2         | 32.8         | 33.4         | 34.1         | 34.8         | 35.4         | 36.1         | 36.7         | 37.4         | 38.2         | 38.9         |
| Property Mgt & Development (610041, 51, 61)         | 16.1         | 16.5         | 16.8         | 17.1         | 17.4         | 17.8         | 18.1         | 18.4         | 18.8         | 19.2         | 19.5         |
| Union Station Master Plan (405557)                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Transit Corridor Development Plans (part of 405511) | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Other P & P Planning (405510, 51)                   | 6.1          | 6.2          | 6.4          | 6.5          | 6.6          | 6.7          | 6.9          | 7.0          | 8.5          | 8.6          | 8.8          |
| Other Administrative Expenses (300015)              | 11.8         | 12.0         | 12.3         | 12.5         | 12.7         | 13.0         | 13.2         | 13.5         | 13.7         | 14.0         | 14.3         |
| Project Management Information System (860001)      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Supplemental Admin Expenses                         | 16.1         | 18.6         | 21.2         | 23.4         | 25.7         | 28.1         | 30.6         | 33.1         | 34.2         | 36.5         | 38.8         |
| Immed Needs/Genr'l Relief Tokens (part of 410016)   | 10.5         | 10.7         | 10.9         | 11.2         | 11.4         | 11.6         | 11.8         | 12.0         | 12.2         | 12.5         | 12.7         |
| Investment & Debt Management (610340)               | 1.4          | 1.4          | 1.4          | 1.4          | 1.5          | 1.5          | 1.5          | 1.6          | 1.6          | 1.6          | 1.6          |
| Bond Payments - Worker's Comp COP                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Bond Payments - Capital Grant Receipts              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Bond Payments - Prop. C 40%                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal, Cash Only Uses</b>                     | <b>94.3</b>  | <b>98.3</b>  | <b>102.5</b> | <b>106.2</b> | <b>110.1</b> | <b>114.0</b> | <b>118.1</b> | <b>122.3</b> | <b>126.4</b> | <b>130.6</b> | <b>134.7</b> |
| <b>Bond Eligible</b>                                |              |              |              |              |              |              |              |              |              |              |              |
| Transit Planning (part of 405511)                   | 11.2         | 11.4         | 11.6         | 11.8         | 12.1         | 12.3         | 12.5         | 12.7         | 13.0         | 13.2         | 13.5         |
| <b>Subtotal, Bond Eligible Uses</b>                 | <b>11.2</b>  | <b>11.4</b>  | <b>11.6</b>  | <b>11.8</b>  | <b>12.1</b>  | <b>12.3</b>  | <b>12.5</b>  | <b>12.7</b>  | <b>13.0</b>  | <b>13.2</b>  | <b>13.5</b>  |
| <b>Total Uses</b>                                   | <b>105.4</b> | <b>109.6</b> | <b>114.1</b> | <b>118.0</b> | <b>122.2</b> | <b>126.3</b> | <b>130.6</b> | <b>135.0</b> | <b>139.3</b> | <b>143.8</b> | <b>148.2</b> |
| <b>Beginning Balance</b>                            | <b>0.0</b>   |
| <b>Annual Surplus/(Shortfall)</b>                   | <b>0.0</b>   |
| <b>Cumulative Ending Balance</b>                    | <b>0.0</b>   |

**LACMTA Financial Forecasting Model**  
**LACMTA Regional Agency Administration**  
**30-10 8/19/11**

|   | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                    | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>SOURCES OF FUNDS</b>                             |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |              |              |              |              |              |              |              |              |              |              |              |
| Measure R (Admin Portion)                           | 21.9         | 22.6         | 23.3         | 23.9         | 24.7         | 25.4         | 26.1         | 26.9         | 27.7         | 28.4         | -            |
| TDA (Admin. Portion)                                | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          |
| Proposition A (Admin. Portion)                      | 73.1         | 75.3         | 77.5         | 79.8         | 82.3         | 84.8         | 87.1         | 89.7         | 92.3         | 94.7         | 97.2         |
| Proposition C (Admin. Portion)                      | 21.9         | 22.6         | 23.3         | 24.0         | 24.7         | 25.4         | 26.1         | 26.9         | 27.7         | 28.4         | 29.2         |
| Proposition C Interest                              | 1.7          | 1.7          | 1.7          | 1.8          | 1.8          | 1.8          | 1.9          | 1.9          | 2.0          | 2.0          | 2.0          |
| Proposition C 40% (Cash)                            | 16.0         | 16.2         | 16.5         | 16.7         | 17.0         | 17.3         | 17.6         | 17.9         | 18.2         | 18.5         | 18.8         |
| Lease Revenues                                      | 12.0         | 12.2         | 12.4         | 12.6         | 12.9         | 13.2         | 13.4         | 13.7         | 14.0         | 14.2         | 14.5         |
| Other (General Fund)                                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Net Bond Proceeds - Prop. C 40%                     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Local</b>                               | <b>152.6</b> | <b>156.6</b> | <b>160.6</b> | <b>164.9</b> | <b>169.4</b> | <b>173.9</b> | <b>178.3</b> | <b>183.0</b> | <b>187.7</b> | <b>192.2</b> | <b>167.7</b> |
| <b>State</b>  |              |              |              |              |              |              |              |              |              |              |              |
| Reg Improv Prog (RIP) (PPM - see Hwy Sum pg)        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Misc. Grants (No Revenue Sheet)                     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                               | <b>-</b>     |
| <b>Federal</b>                                      |              |              |              |              |              |              |              |              |              |              |              |
| RSTP  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                             | <b>-</b>     |
| <b>Total Sources of Funds</b>                       | <b>152.6</b> | <b>156.6</b> | <b>160.6</b> | <b>164.9</b> | <b>169.4</b> | <b>173.9</b> | <b>178.3</b> | <b>183.0</b> | <b>187.7</b> | <b>192.2</b> | <b>167.7</b> |
| <b>USES OF FUNDS</b>                                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Cash Only</b>                                    |              |              |              |              |              |              |              |              |              |              |              |
| Non-Allocable & Unit Overhead                       | 39.7         | 40.4         | 41.2         | 42.0         | 42.8         | 43.7         | 44.6         | 45.5         | 46.4         | 47.3         | 48.2         |
| Property Mgt & Development (610041, 51, 61)         | 19.9         | 20.3         | 20.7         | 21.1         | 21.5         | 21.9         | 22.4         | 22.8         | 23.3         | 23.7         | 24.2         |
| Union Station Master Plan (405557)                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Transit Corridor Development Plans (part of 405511) | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Other P & P Planning (405510, 51)                   | 9.0          | 9.1          | 9.3          | 9.5          | 9.7          | 9.9          | 10.1         | 10.3         | 10.5         | 10.7         | 10.9         |
| Other Administrative Expenses (300015)              | 14.5         | 1.9          | 3.6          | 5.6          | 8.1          | 10.7         | 13.1         | 15.7         | 17.1         | 18.4         | 26.4         |
| Project Management Information System (860001)      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Supplemental Admin Expenses                         | 41.1         | 55.9         | 56.4         | 56.7         | 56.6         | 56.5         | 56.4         | 56.2         | 57.3         | 58.2         | 23.4         |
| Immed Needs/Gen'l Relief Tokens (part of 410016)    | 13.0         | 13.2         | 13.5         | 13.7         | 14.0         | 14.3         | 14.6         | 14.9         | 15.2         | 15.5         | 15.8         |
| Investment & Debt Management (610340)               | 1.7          | 1.7          | 1.7          | 1.8          | 1.8          | 1.8          | 1.9          | 1.9          | 2.0          | 2.0          | 2.0          |
| Bond Payments - Worker's Comp COP                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Bond Payments - Capital Grant Receipts              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Bond Payments - Prop. C 40%                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal, Cash Only Uses</b>                     | <b>138.8</b> | <b>142.6</b> | <b>146.3</b> | <b>150.3</b> | <b>154.5</b> | <b>158.8</b> | <b>162.9</b> | <b>167.2</b> | <b>171.6</b> | <b>175.8</b> | <b>151.0</b> |
| <b>Bond Eligible</b>                                |              |              |              |              |              |              |              |              |              |              |              |
| Transit Planning (part of 405511)                   | 13.8         | 14.0         | 14.3         | 14.6         | 14.8         | 15.1         | 15.4         | 15.8         | 16.1         | 16.4         | 16.7         |
| <b>Subtotal, Bond Eligible Uses</b>                 | <b>13.8</b>  | <b>14.0</b>  | <b>14.3</b>  | <b>14.6</b>  | <b>14.8</b>  | <b>15.1</b>  | <b>15.4</b>  | <b>15.8</b>  | <b>16.1</b>  | <b>16.4</b>  | <b>16.7</b>  |
| <b>Total Uses</b>                                   | <b>152.6</b> | <b>156.6</b> | <b>160.6</b> | <b>164.9</b> | <b>169.4</b> | <b>173.9</b> | <b>178.3</b> | <b>183.0</b> | <b>187.7</b> | <b>192.2</b> | <b>167.7</b> |
| <b>Beginning Balance</b>                            | <b>0.0</b>   |
| <b>Annual Surplus/(Shortfall)</b>                   | <b>0.0</b>   |
| <b>Cumulative Ending Balance</b>                    | <b>0.0</b>   |

LACMTA Financial Forecasting Model

LACMTA Agency-wide Capital

30-10 8/19/11

| (\$ in millions)                       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Total<br>'10-'40 | %             | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>SOURCES OF FUNDS</b>                |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |              |
| TDA Article 4                          | 10.7             | 12.9             | 18.1             | 41.8             | 6.3%          | 5.4          | -            | -            | -            | -            | 1.0          | 1.0          | 1.1          | 1.1          | 1.1          |
| Proposition A (Admin)                  | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Proposition C (Admin)                  | 0.6              | -                | -                | 0.6              | 0.1%          | 0.3          | -            | -            | 0.2          | 0.1          | -            | -            | -            | -            | -            |
| Proposition C 10% (Cash)               | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Proposition C 40% (Cash)               | 47.0             | 104.7            | 205.9            | 357.6            | 53.7%         | 2.9          | 1.3          | 12.6         | 8.7          | 8.9          | 9.2          | 0.8          | 0.8          | 0.9          | 1.0          |
| Lease Revenues                         | 42.8             | 29.0             | 0.0              | 71.8             | 10.8%         | -            | 5.9          | 0.7          | 0.1          | 0.1          | 0.1          | 8.7          | 8.9          | 9.1          | 9.3          |
| Advertising and Other General revenues | 29.8             | 36.4             | 45.0             | 111.1            | 16.7%         | 3.1          | 2.4          | -            | 4.4          | 4.4          | 2.9          | 3.0          | 3.1          | 3.2          | 3.2          |
| <b>Subtotal Local</b>                  | <b>130.9</b>     | <b>183.0</b>     | <b>269.0</b>     | <b>582.9</b>     | <b>87.4%</b>  | <b>11.6</b>  | <b>9.6</b>   | <b>13.3</b>  | <b>13.5</b>  | <b>13.5</b>  | <b>13.2</b>  | <b>13.5</b>  | <b>13.8</b>  | <b>14.2</b>  | <b>14.6</b>  |
| <b>State</b>                           |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |              |
| STA - Operator Revenue Share           | 1.2              | 2.3              | 2.9              | 6.5              | 1.0%          | -            | -            | -            | -            | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          |
| <b>Subtotal State</b>                  | <b>1.2</b>       | <b>2.3</b>       | <b>2.9</b>       | <b>6.5</b>       | <b>1.0%</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>   |
| <b>Federal</b>                         |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |              |
| Section 5309 Fixed Guideway Mod.       | 4.2              | 4.8              | 6.2              | 15.2             | 2.3%          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| Homeland Security Grants               | 20.0             | 20.0             | 22.0             | 62.0             | 9.3%          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          |
| <b>Subtotal Federal</b>                | <b>24.2</b>      | <b>24.8</b>      | <b>28.2</b>      | <b>77.2</b>      | <b>11.6%</b>  | <b>2.4</b>   |
| <b>Total Sources of Funds</b>          | <b>156.3</b>     | <b>210.2</b>     | <b>300.1</b>     | <b>666.5</b>     | <b>100.0%</b> | <b>14.0</b>  | <b>12.0</b>  | <b>15.7</b>  | <b>15.9</b>  | <b>16.1</b>  | <b>15.8</b>  | <b>16.2</b>  | <b>16.5</b>  | <b>16.9</b>  | <b>17.3</b>  |
| <b>USES OF FUNDS</b>                   |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |              |
| Non-Revenue Vehicles & Equip.          | 42.0             | 52.7             | 70.9             | 165.6            | 24.9%         | 5.4          | 1.6          | 4.0          | 4.1          | 4.2          | 4.3          | 4.4          | 4.5          | 4.6          | 4.7          |
| IT/Communications                      | 26.1             | 36.3             | 48.9             | 111.4            | 16.7%         | 2.2          | 0.9          | 1.7          | 2.9          | 2.9          | 3.0          | 3.1          | 3.1          | 3.2          | 3.3          |
| Anti-Terrorism (Homeland Security)     | 20.0             | 20.0             | 22.0             | 62.0             | 9.3%          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          | 2.0          |
| General Svcs Maint & Wrhse Ops         | 28.1             | 38.3             | 51.5             | 117.9            | 17.7%         | 1.8          | 1.9          | 1.9          | 3.0          | 3.1          | 3.1          | 3.2          | 3.3          | 3.4          | 3.4          |
| Local Transportation Projects (410034) | 13.7             | 30.7             | 63.3             | 107.7            | 16.2%         | 0.3          | 3.2          | 3.6          | 1.4          | 1.3          | 0.7          | 0.7          | 0.7          | 0.8          | 0.9          |
| Metro Art Program                      | 2.4              | 2.9              | 4.0              | 9.3              | 1.4%          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.3          | 0.3          | 0.3          |
| <b>Subtotal, Cash Only Uses</b>        | <b>132.4</b>     | <b>180.9</b>     | <b>260.7</b>     | <b>574.0</b>     | <b>86.1%</b>  | <b>11.8</b>  | <b>9.7</b>   | <b>13.4</b>  | <b>13.6</b>  | <b>13.7</b>  | <b>13.4</b>  | <b>13.7</b>  | <b>14.0</b>  | <b>14.3</b>  | <b>14.6</b>  |
| <b>Bond Eligible</b>                   |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |              |
| USG Headquarters Building              | 10.5             | 12.9             | 17.3             | 40.6             | 6.1%          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.1          | 1.1          | 1.1          | 1.1          | 1.2          |
| Gateway Transit Plaza                  | 2.4              | 3.0              | 4.0              | 9.4              | 1.4%          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.2          | 0.3          | 0.3          | 0.3          |
| Other Agencywide Capital               | 11.0             | 13.5             | 18.1             | 42.5             | 6.4%          | 1.0          | 1.0          | 1.0          | 1.1          | 1.1          | 1.1          | 1.1          | 1.2          | 1.2          | 1.2          |
| <b>Subtotal, Bond Eligible Uses</b>    | <b>23.9</b>      | <b>29.3</b>      | <b>39.4</b>      | <b>92.5</b>      | <b>13.9%</b>  | <b>2.2</b>   | <b>2.2</b>   | <b>2.2</b>   | <b>2.3</b>   | <b>2.4</b>   | <b>2.4</b>   | <b>2.5</b>   | <b>2.5</b>   | <b>2.6</b>   | <b>2.6</b>   |
| <b>Total Uses</b>                      | <b>156.3</b>     | <b>210.2</b>     | <b>300.1</b>     | <b>666.5</b>     | <b>100.0%</b> | <b>14.0</b>  | <b>11.9</b>  | <b>15.7</b>  | <b>15.9</b>  | <b>16.1</b>  | <b>15.8</b>  | <b>16.2</b>  | <b>16.5</b>  | <b>16.9</b>  | <b>17.3</b>  |
| <b>Beginning Balance</b>               | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>-</b>      | <b>0.0</b>   |
| <b>Total Surplus/(Shortfall)</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>-</b>      | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>(0.0)</b> | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>   |
| <b>Cumulative Ending Balance</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>-</b>      | <b>0.0</b>   |

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|  | 2019        | 2020        | 2021        | 2022        | 2023         | 2024         | 2025        | 2026        | 2027        | 2028        |
|--|-------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|
| (\$ in millions)                       | 2020        | 2021        | 2022        | 2023        | 2024         | 2025         | 2026        | 2027        | 2028        | 2029        |
| <b>SOURCES OF FUNDS</b>                |             |             |             |             |              |              |             |             |             |             |
| <b>Local</b>                           |             |             |             |             |              |              |             |             |             |             |
| TDA Article 4                          | 1.2         | 1.2         | 1.2         | 1.2         | 1.3          | 1.3          | 1.3         | 1.4         | 1.4         | 1.4         |
| Proposition A (Admin)                  | -           | -           | -           | -           | -            | -            | -           | -           | -           | -           |
| Proposition C (Admin)                  | -           | -           | -           | -           | -            | -            | -           | -           | -           | -           |
| Proposition C 10% (Cash)               | -           | -           | -           | -           | -            | -            | -           | -           | -           | -           |
| Proposition C 40% (Cash)               | 1.0         | 1.1         | 1.2         | 11.3        | 11.5         | 15.2         | 15.5        | 15.7        | 16.0        | 16.3        |
| Lease Revenues                         | 9.5         | 9.7         | 9.8         | 0.0         | 0.0          | 0.0          | 0.0         | 0.0         | 0.0         | 0.0         |
| Advertising and Other General revenues | 3.3         | 3.4         | 3.4         | 3.5         | 3.6          | 3.7          | 3.7         | 3.8         | 3.9         | 4.0         |
| <b>Subtotal Local</b>                  | <b>15.0</b> | <b>15.3</b> | <b>15.7</b> | <b>16.0</b> | <b>16.4</b>  | <b>20.2</b>  | <b>20.5</b> | <b>20.9</b> | <b>21.3</b> | <b>21.7</b> |
| <b>State</b>                           |             |             |             |             |              |              |             |             |             |             |
| STA - Operator Revenue Share           | 0.2         | 0.2         | 0.2         | 0.2         | 0.2          | 0.2          | 0.2         | 0.2         | 0.2         | 0.2         |
| <b>Subtotal State</b>                  | <b>0.2</b>  | <b>0.2</b>  | <b>0.2</b>  | <b>0.2</b>  | <b>0.2</b>   | <b>0.2</b>   | <b>0.2</b>  | <b>0.2</b>  | <b>0.2</b>  | <b>0.2</b>  |
| <b>Federal</b>                         |             |             |             |             |              |              |             |             |             |             |
| Section 5309 Fixed Guideway Mod.       | 0.5         | 0.5         | 0.5         | 0.5         | 0.5          | 0.5          | 0.5         | 0.5         | 0.5         | 0.5         |
| Homeland Security Grants               | 2.0         | 2.0         | 2.0         | 2.0         | 2.0          | 2.0          | 2.0         | 2.0         | 2.0         | 2.0         |
| <b>Subtotal Federal</b>                | <b>2.5</b>  | <b>2.5</b>  | <b>2.5</b>  | <b>2.5</b>  | <b>2.5</b>   | <b>2.5</b>   | <b>2.5</b>  | <b>2.5</b>  | <b>2.5</b>  | <b>2.5</b>  |
| <b>Total Sources of Funds</b>          | <b>17.6</b> | <b>18.0</b> | <b>18.4</b> | <b>18.7</b> | <b>19.1</b>  | <b>22.9</b>  | <b>23.3</b> | <b>23.6</b> | <b>24.1</b> | <b>24.5</b> |
| <b>USES OF FUNDS</b>                   |             |             |             |             |              |              |             |             |             |             |
| Non-Revenue Vehicles & Equip.          | 4.8         | 4.9         | 5.0         | 5.1         | 5.2          | 5.3          | 5.4         | 5.5         | 5.6         | 5.7         |
| IT/Communications                      | 3.3         | 3.4         | 3.5         | 3.5         | 3.6          | 3.7          | 3.7         | 3.8         | 3.9         | 4.0         |
| Anti-Terrorism (Homeland Security)     | 2.0         | 2.0         | 2.0         | 2.0         | 2.0          | 2.0          | 2.0         | 2.0         | 2.0         | 2.0         |
| General Srvcs Maint & Wrhse Ops        | 3.5         | 3.6         | 3.6         | 3.7         | 3.8          | 3.9          | 3.9         | 4.0         | 4.1         | 4.2         |
| Local Transportation Projects (410034) | 1.0         | 1.1         | 1.2         | 1.2         | 1.3          | 4.8          | 4.9         | 5.0         | 5.0         | 5.1         |
| Metro Art Program                      | 0.3         | 0.3         | 0.3         | 0.3         | 0.3          | 0.3          | 0.3         | 0.3         | 0.3         | 0.3         |
| <b>Subtotal, Cash Only Uses</b>        | <b>14.9</b> | <b>15.3</b> | <b>15.6</b> | <b>15.9</b> | <b>16.2</b>  | <b>20.0</b>  | <b>20.3</b> | <b>20.6</b> | <b>20.9</b> | <b>21.3</b> |
| <b>Bond Eligible</b>                   |             |             |             |             |              |              |             |             |             |             |
| USG Headquarters Building              | 1.2         | 1.2         | 1.2         | 1.2         | 1.3          | 1.3          | 1.3         | 1.3         | 1.4         | 1.4         |
| Gateway Transit Plaza                  | 0.3         | 0.3         | 0.3         | 0.3         | 0.3          | 0.3          | 0.3         | 0.3         | 0.3         | 0.3         |
| Other Agencywide Capital               | 1.2         | 1.3         | 1.3         | 1.3         | 1.3          | 1.4          | 1.4         | 1.4         | 1.4         | 1.5         |
| <b>Subtotal, Bond Eligible Uses</b>    | <b>2.7</b>  | <b>2.7</b>  | <b>2.8</b>  | <b>2.8</b>  | <b>2.9</b>   | <b>2.9</b>   | <b>3.0</b>  | <b>3.1</b>  | <b>3.1</b>  | <b>3.2</b>  |
| <b>Total Uses</b>                      | <b>17.6</b> | <b>18.0</b> | <b>18.4</b> | <b>18.7</b> | <b>19.1</b>  | <b>22.9</b>  | <b>23.3</b> | <b>23.6</b> | <b>24.1</b> | <b>24.5</b> |
| <b>Beginning Balance</b>               | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  |
| <b>Total Surplus/(Shortfall)</b>       | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>(0.0)</b> | <b>(0.0)</b> | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  |
| <b>Cumulative Ending Balance</b>       | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>  |

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|  | 2029        | 2030         | 2031        | 2032        | 2033         | 2034        | 2035         | 2036        | 2037         | 2038        | 2039        | 2039 |
|--|-------------|--------------|-------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|-------------|------|
| (\$ in millions)                       | 2030        | 2031         | 2032        | 2033        | 2034         | 2035        | 2036         | 2037        | 2038         | 2039        | 2040        |      |
| <b>SOURCES OF FUNDS</b>                |             |              |             |             |              |             |              |             |              |             |             |      |
| <b>Local</b>                           |             |              |             |             |              |             |              |             |              |             |             |      |
| TDA Article 4                          | 1.5         | 1.5          | 1.5         | 1.6         | 1.6          | 1.6         | 1.7          | 1.7         | 1.8          | 1.8         | 1.8         |      |
| Proposition A (Admin)                  | -           | -            | -           | -           | -            | -           | -            | -           | -            | -           | -           |      |
| Proposition C (Admin)                  | -           | -            | -           | -           | -            | -           | -            | -           | -            | -           | -           |      |
| Proposition C 10% (Cash)               | -           | -            | -           | -           | -            | -           | -            | -           | -            | -           | -           |      |
| Proposition C 40% (Cash)               | 16.6        | 17.0         | 17.4        | 17.8        | 18.2         | 18.6        | 19.1         | 19.6        | 20.1         | 20.5        | 21.0        |      |
| Lease Revenues                         | 0.0         | 0.0          | 0.0         | 0.0         | 0.0          | 0.0         | 0.0          | 0.0         | 0.0          | 0.0         | 0.0         |      |
| Advertising and Other General revenues | 4.1         | 4.1          | 4.1         | 4.1         | 4.1          | 4.1         | 4.1          | 4.1         | 4.1          | 4.1         | 4.1         |      |
| <b>Subtotal Local</b>                  | <b>22.2</b> | <b>22.6</b>  | <b>23.0</b> | <b>23.4</b> | <b>23.9</b>  | <b>24.4</b> | <b>24.9</b>  | <b>25.4</b> | <b>25.9</b>  | <b>26.4</b> | <b>26.9</b> |      |
| <b>State</b>                           |             |              |             |             |              |             |              |             |              |             |             |      |
| STA - Operator Revenue Share           | 0.2         | 0.3          | 0.3         | 0.3         | 0.3          | 0.3         | 0.3          | 0.3         | 0.3          | 0.3         | 0.3         |      |
| <b>Subtotal State</b>                  | <b>0.2</b>  | <b>0.3</b>   | <b>0.3</b>  | <b>0.3</b>  | <b>0.3</b>   | <b>0.3</b>  | <b>0.3</b>   | <b>0.3</b>  | <b>0.3</b>   | <b>0.3</b>  | <b>0.3</b>  |      |
| <b>Federal</b>                         |             |              |             |             |              |             |              |             |              |             |             |      |
| Section 5309 Fixed Guideway Mod.       | 0.5         | 0.5          | 0.5         | 0.5         | 0.6          | 0.6         | 0.6          | 0.6         | 0.6          | 0.6         | 0.6         |      |
| Homeland Security Grants               | 2.0         | 2.0          | 2.0         | 2.0         | 2.0          | 2.0         | 2.0          | 2.0         | 2.0          | 2.0         | 2.0         |      |
| <b>Subtotal Federal</b>                | <b>2.5</b>  | <b>2.5</b>   | <b>2.5</b>  | <b>2.5</b>  | <b>2.6</b>   | <b>2.6</b>  | <b>2.6</b>   | <b>2.6</b>  | <b>2.6</b>   | <b>2.6</b>  | <b>2.6</b>  |      |
| <b>Total Sources of Funds</b>          | <b>24.9</b> | <b>25.4</b>  | <b>25.8</b> | <b>26.2</b> | <b>26.7</b>  | <b>27.2</b> | <b>27.7</b>  | <b>28.2</b> | <b>28.8</b>  | <b>29.3</b> | <b>29.8</b> |      |
| <b>USES OF FUNDS</b>                   |             |              |             |             |              |             |              |             |              |             |             |      |
| Non-Revenue Vehicles & Equip.          | 5.8         | 6.0          | 6.1         | 6.2         | 6.3          | 6.4         | 6.6          | 6.7         | 6.8          | 7.0         | 7.1         |      |
| IT/Communications                      | 4.0         | 4.1          | 4.2         | 4.3         | 4.3          | 4.4         | 4.5          | 4.6         | 4.7          | 4.8         | 4.9         |      |
| Anti-Terrorism (Homeland Security)     | 2.0         | 2.0          | 2.0         | 2.0         | 2.0          | 2.0         | 2.0          | 2.0         | 2.0          | 2.0         | 2.0         |      |
| General Svcs Maint & Wrhse Ops         | 4.2         | 4.3          | 4.4         | 4.5         | 4.6          | 4.7         | 4.8          | 4.9         | 5.0          | 5.1         | 5.2         |      |
| Local Transportation Projects (410034) | 5.2         | 5.3          | 5.4         | 5.5         | 5.6          | 5.7         | 5.9          | 6.0         | 6.1          | 6.2         | 6.3         |      |
| Metro Art Program                      | 0.3         | 0.3          | 0.3         | 0.3         | 0.4          | 0.4         | 0.4          | 0.4         | 0.4          | 0.4         | 0.4         |      |
| <b>Subtotal, Cash Only Uses</b>        | <b>21.7</b> | <b>22.0</b>  | <b>22.4</b> | <b>22.8</b> | <b>23.2</b>  | <b>23.6</b> | <b>24.1</b>  | <b>24.5</b> | <b>25.0</b>  | <b>25.4</b> | <b>25.9</b> |      |
| <b>Bond Eligible</b>                   |             |              |             |             |              |             |              |             |              |             |             |      |
| USG Headquarters Building              | 1.4         | 1.5          | 1.5         | 1.5         | 1.5          | 1.6         | 1.6          | 1.6         | 1.7          | 1.7         | 1.7         |      |
| Gateway Transit Plaza                  | 0.3         | 0.3          | 0.3         | 0.3         | 0.4          | 0.4         | 0.4          | 0.4         | 0.4          | 0.4         | 0.4         |      |
| Other Agencywide Capital               | 1.5         | 1.5          | 1.5         | 1.6         | 1.6          | 1.6         | 1.7          | 1.7         | 1.7          | 1.8         | 1.8         |      |
| <b>Subtotal, Bond Eligible Uses</b>    | <b>3.2</b>  | <b>3.3</b>   | <b>3.4</b>  | <b>3.4</b>  | <b>3.5</b>   | <b>3.6</b>  | <b>3.6</b>   | <b>3.7</b>  | <b>3.8</b>   | <b>3.9</b>  | <b>3.9</b>  |      |
| <b>Total Uses</b>                      | <b>24.9</b> | <b>25.4</b>  | <b>25.8</b> | <b>26.2</b> | <b>26.7</b>  | <b>27.2</b> | <b>27.7</b>  | <b>28.2</b> | <b>28.8</b>  | <b>29.3</b> | <b>29.8</b> |      |
| <b>Beginning Balance</b>               | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>  |      |
| <b>Total Surplus/(Shortfall)</b>       | <b>0.0</b>  | <b>(0.0)</b> | <b>0.0</b>  | <b>0.0</b>  | <b>(0.0)</b> | <b>0.0</b>  | <b>(0.0)</b> | <b>0.0</b>  | <b>(0.0)</b> | <b>0.0</b>  | <b>0.0</b>  |      |
| <b>Cumulative Ending Balance</b>       | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>   | <b>0.0</b>  | <b>0.0</b>  |      |

LACMTA Financial Forecasting Model

Bus Operations Summary - All Operators

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| (\$ in millions)                               | Years '10-'19   | Years '20-'29   | Years '30-'40   | Total '10-'40   | %             | 2009 2010      | 2010 2011      | 2011 2012      | 2012 2013      | 2013 2014      | 2014 2015      | 2015 2016      | 2016 2017      |
|--|-----------------|-----------------|-----------------|-----------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>SOURCES OF FUNDS</b>                        |                 |                 |                 |                 |               |                |                |                |                |                |                |                |                |
| <b>Local</b>                                   |                 |                 |                 |                 |               |                |                |                |                |                |                |                |                |
| 1 Fare Revenues                                | 4,088.7         | 5,634.6         | 7,869.3         | 17,592.6        | 24.9%         | 344.4          | 356.7          | 351.4          | 361.7          | 398.8          | 412.3          | 445.1          | 450.8          |
| 3 Proposition A - Discretionary (40%)          | 2,292.9         | 2,799.6         | 3,809.7         | 8,902.1         | 12.6%         | 250.2          | 205.7          | 210.2          | 215.3          | 220.8          | 226.6          | 232.5          | 238.3          |
| 4 Proposition A - Local Return (25%)           | 1,120.8         | 1,811.8         | 2,827.9         | 5,760.5         | 8.1%          | 85.7           | 90.4           | 96.1           | 101.7          | 107.7          | 114.2          | 121.0          | 127.8          |
| 5 Proposition C - Discretionary (40%)          | 1,365.2         | 2,177.4         | 4,470.0         | 8,012.6         | 11.3%         | 130.8          | 129.3          | 139.8          | 135.5          | 128.0          | 130.6          | 136.7          | 148.0          |
| 6 Proposition C - Local Return (20%)           | 143.5           | 232.0           | 362.1           | 737.6           | 1.0%          | 11.0           | 11.6           | 12.3           | 13.0           | 13.8           | 14.6           | 15.5           | 16.4           |
| 7 TDA Article 4                                | 2,480.9         | 3,806.0         | 6,970.7         | 13,257.6        | 18.7%         | 252.5          | 226.9          | 216.9          | 238.6          | 224.9          | 238.4          | 246.3          | 262.7          |
| 8 Proposition C 5% Security                    | 346.3           | 471.2           | 656.0           | 1,473.5         | 2.1%          | 27.9           | 29.4           | 25.7           | 33.1           | 35.0           | 36.8           | 38.0           | 39.1           |
| 9 Other (General, Advertising, Misc.)          | 219.7           | 150.7           | 207.0           | 577.4           | 0.8%          | 27.9           | 38.3           | 35.0           | 32.0           | 26.5           | 11.4           | 10.8           | 11.0           |
| 10 Measure R Sales Tax                         | 1,454.4         | 2,357.4         | 3,296.3         | 7,108.1         | 10.0%         | 108.6          | 116.5          | 125.0          | 132.4          | 140.1          | 148.6          | 157.4          | 166.3          |
| 11 <b>Subtotal Local</b>                       | <b>13,512.5</b> | <b>19,440.7</b> | <b>30,468.8</b> | <b>63,422.0</b> | <b>89.7%</b>  | <b>1,238.9</b> | <b>1,204.7</b> | <b>1,212.4</b> | <b>1,263.3</b> | <b>1,295.7</b> | <b>1,333.5</b> | <b>1,403.3</b> | <b>1,460.3</b> |
| <b>State</b>                                   |                 |                 |                 |                 |               |                |                |                |                |                |                |                |                |
| 12 STA - Operator Revenue Share                | 485.0           | 576.0           | 702.8           | 1,763.8         | 2.5%          | -              | 62.3           | 51.7           | 51.7           | 51.9           | 52.4           | 52.9           | 53.5           |
| 14 <b>Subtotal State</b>                       | <b>485.0</b>    | <b>576.0</b>    | <b>702.8</b>    | <b>1,763.8</b>  | <b>2.5%</b>   | <b>-</b>       | <b>62.3</b>    | <b>51.7</b>    | <b>51.7</b>    | <b>51.9</b>    | <b>52.4</b>    | <b>52.9</b>    | <b>53.5</b>    |
| <b>Federal</b>                                 |                 |                 |                 |                 |               |                |                |                |                |                |                |                |                |
| 16 CMAQ  | 20.6            | 120.7           | -               | 141.3           | 0.2%          | -              | -              | -              | 4.9            | 5.1            | 5.0            | -              | -              |
| 17 Section 5307 (Preventive Maintenance)       | 1,088.2         | 1,173.7         | 829.6           | 3,091.5         | 4.4%          | 148.2          | 64.5           | 152.4          | 94.5           | 96.7           | 108.9          | 103.1          | 105.8          |
| 18 RSTP  | 599.7           | 732.3           | 985.5           | 2,317.5         | 3.3%          | 54.4           | 55.1           | 58.7           | 57.4           | 58.8           | 60.2           | 61.7           | 63.1           |
| 19 <b>Subtotal Federal</b>                     | <b>1,708.5</b>  | <b>2,026.7</b>  | <b>1,815.1</b>  | <b>5,550.3</b>  | <b>7.8%</b>   | <b>202.6</b>   | <b>119.6</b>   | <b>211.0</b>   | <b>156.8</b>   | <b>160.6</b>   | <b>174.1</b>   | <b>164.8</b>   | <b>168.9</b>   |
| 20 <b>Subtotal</b>                             | <b>15,706.0</b> | <b>22,043.4</b> | <b>32,986.7</b> | <b>70,736.0</b> | <b>100.0%</b> | <b>1,441.5</b> | <b>1,386.6</b> | <b>1,475.2</b> | <b>1,471.8</b> | <b>1,508.2</b> | <b>1,560.0</b> | <b>1,621.1</b> | <b>1,682.7</b> |
| 21 Prop A 40% (for Other Eligible Operators)   | 250.4           | 284.3           | 382.9           | 917.5           |               | 21.1           | 27.4           | 27.9           | 28.6           | 22.8           | 23.4           | 24.0           | 24.5           |
| 22 TDA Article 8 (paratransit)                 | 195.7           | 319.0           | 499.4           | 1,014.1         |               | 14.9           | 14.6           | 17.5           | 17.8           | 18.8           | 20.0           | 21.2           | 22.4           |
| 23 <b>GRAND TOTAL SOURCES</b>                  | <b>16,152.0</b> | <b>22,646.8</b> | <b>33,868.9</b> | <b>72,667.7</b> |               | <b>1,477.5</b> | <b>1,428.6</b> | <b>1,520.6</b> | <b>1,518.2</b> | <b>1,549.9</b> | <b>1,603.3</b> | <b>1,666.2</b> | <b>1,729.6</b> |
| <b>USES OF FUNDS</b>                           |                 |                 |                 |                 |               |                |                |                |                |                |                |                |                |
| 25 Bus Operations-Countywide                   | 14,564.5        | 20,218.9        | 30,476.7        | 65,260.1        | 92.1%         | 1,358.4        | 1,376.1        | 1,371.0        | 1,356.3        | 1,387.4        | 1,432.6        | 1,487.9        | 1,542.2        |
| 26 BSIP-Countywide                             | 152.1           | 187.5           | 252.4           | 592.0           | 0.8%          | 13.1           | 14.1           | 14.4           | 14.7           | 15.1           | 15.4           | 15.8           | 16.2           |
| 27 Bus Security-Countywide                     | 364.7           | 471.2           | 656.0           | 1,491.9         | 2.1%          | 32.3           | 32.9           | 33.8           | 34.7           | 35.8           | 36.8           | 38.0           | 39.1           |
| 28 Expansion Costs-Countywide                  | 738.8           | 1,165.8         | 1,601.5         | 3,506.2         | 4.9%          | 52.1           | 57.2           | 62.0           | 66.1           | 69.9           | 75.1           | 79.4           | 85.3           |
| 29 UNMET NEED (UNFUNDED)-Metro                 | 0.0             | 0.0             | 0.0             | 0.0             | 0.0           | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 30 <b>Subtotal</b>                             | <b>15,820.1</b> | <b>22,043.4</b> | <b>32,986.7</b> | <b>70,850.2</b> | <b>100.0%</b> | <b>1,455.9</b> | <b>1,480.3</b> | <b>1,481.2</b> | <b>1,471.9</b> | <b>1,508.2</b> | <b>1,560.0</b> | <b>1,621.1</b> | <b>1,682.7</b> |
| 31 Other Eligible Operators (Prop A 40% Alloc) | 250.4           | 284.3           | 382.9           | 917.5           |               | 21.1           | 27.4           | 27.9           | 28.6           | 22.8           | 23.4           | 24.0           | 24.5           |
| 32 Paratransit (TDA Article 8)                 | 195.7           | 319.0           | 499.4           | 1,014.1         |               | 14.9           | 14.6           | 17.5           | 17.8           | 18.8           | 20.0           | 21.2           | 22.4           |
| 33 <b>GRAND TOTAL USES</b>                     | <b>16,266.2</b> | <b>22,646.8</b> | <b>33,868.9</b> | <b>72,781.8</b> |               | <b>1,492.0</b> | <b>1,522.3</b> | <b>1,526.7</b> | <b>1,518.2</b> | <b>1,549.9</b> | <b>1,603.3</b> | <b>1,666.2</b> | <b>1,729.6</b> |
| <b>CASH BALANCE</b>                            |                 |                 |                 |                 |               |                |                |                |                |                |                |                |                |
| 35 Beginning Fiscal Year Cash Balance          | 114.1           | 0.0             | (0.0)           | 114.1           |               | 114.1          | 99.7           | 6.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 36 Annual Net Change to Cash Balance           | (114.1)         | (0.0)           | 0.0             | (114.1)         |               | (14.4)         | (93.7)         | (6.0)          | (0.0)          | 0.0            | 0.0            | 0.0            | 0.0            |
| 37 Ending Fiscal Year Cash Balance             | 0.0             | (0.0)           | 0.0             | 0.0             |               | 99.7           | 6.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |

LACMTA Financial Forecasting Model

Bus Operations Summary - All Operators

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|  | 2017           | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
| (\$ in millions)                               | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           |      |
| <b>SOURCES OF FUNDS</b>                        |                |                |                |                |                |                |                |                |                |                |                |                |      |
| <b>Local</b>                                   |                |                |                |                |                |                |                |                |                |                |                |                |      |
| 1 Fare Revenues                                | 481.3          | 486.2          | 505.9          | 510.9          | 531.6          | 536.8          | 558.4          | 563.8          | 588.8          | 594.5          | 618.8          | 624.9          |      |
| 3 Proposition A - Discretionary (40%)          | 243.9          | 249.4          | 254.8          | 260.3          | 265.8          | 271.3          | 276.6          | 282.3          | 288.1          | 293.8          | 300.2          | 306.4          |      |
| 4 Proposition A - Local Return (25%)           | 134.7          | 141.6          | 148.9          | 156.4          | 163.1          | 170.1          | 177.0          | 184.5          | 191.9          | 199.2          | 206.7          | 214.1          |      |
| 5 Proposition C - Discretionary (40%)          | 130.1          | 156.3          | 149.1          | 171.2          | 141.6          | 172.3          | 181.4          | 228.7          | 249.5          | 286.9          | 288.3          | 308.4          |      |
| 6 Proposition C - Local Return (20%)           | 17.2           | 18.1           | 19.1           | 20.0           | 20.9           | 21.8           | 22.7           | 23.6           | 24.6           | 25.5           | 26.5           | 27.4           |      |
| 7 TDA Article 4                                | 277.3          | 296.4          | 300.8          | 288.9          | 360.3          | 315.9          | 349.3          | 381.2          | 430.1          | 433.4          | 454.9          | 491.2          |      |
| 8 Proposition C 5% Security                    | 40.1           | 41.2           | 42.2           | 43.3           | 44.4           | 45.4           | 46.5           | 47.6           | 48.7           | 49.8           | 51.0           | 52.2           |      |
| 9 Other (General, Advertising, Misc.)          | 13.3           | 13.6           | 13.8           | 14.1           | 14.4           | 14.7           | 14.9           | 15.2           | 15.5           | 15.7           | 16.1           | 16.4           |      |
| 10 Measure R Sales Tax                         | 175.2          | 184.3          | 193.7          | 203.5          | 212.2          | 221.3          | 230.3          | 240.0          | 249.7          | 259.1          | 269.0          | 278.6          |      |
| 11 <b>Subtotal Local</b>                       | <b>1,513.1</b> | <b>1,587.1</b> | <b>1,628.2</b> | <b>1,668.6</b> | <b>1,754.4</b> | <b>1,769.6</b> | <b>1,857.2</b> | <b>1,966.9</b> | <b>2,086.8</b> | <b>2,158.1</b> | <b>2,231.4</b> | <b>2,319.6</b> |      |
| <b>State</b>                                   |                |                |                |                |                |                |                |                |                |                |                |                |      |
| 13 STA - Operator Revenue Share                | 54.0           | 54.5           | 55.1           | 55.6           | 56.2           | 56.7           | 57.3           | 57.9           | 58.4           | 59.0           | 59.6           | 60.2           |      |
| 14 <b>Subtotal State</b>                       | <b>54.0</b>    | <b>54.5</b>    | <b>55.1</b>    | <b>55.6</b>    | <b>56.2</b>    | <b>56.7</b>    | <b>57.3</b>    | <b>57.9</b>    | <b>58.4</b>    | <b>59.0</b>    | <b>59.6</b>    | <b>60.2</b>    |      |
| <b>Federal</b>                                 |                |                |                |                |                |                |                |                |                |                |                |                |      |
| 16 CMAQ  | -              | 5.5            | 5.8            | 24.1           | 18.9           | 36.2           | 17.7           | 18.1           | -              | -              | -              | -              |      |
| 17 Section 5307 (Preventive Maintenance)       | 113.2          | 101.1          | 111.1          | 140.1          | 112.6          | 133.2          | 138.6          | 125.5          | 116.1          | 95.8           | 112.2          | 88.4           |      |
| 18 RSTP  | 64.5           | 65.8           | 67.1           | 68.4           | 69.8           | 71.1           | 72.4           | 73.8           | 75.2           | 76.6           | 78.2           | 79.7           |      |
| 19 <b>Subtotal Federal</b>                     | <b>177.7</b>   | <b>172.4</b>   | <b>184.0</b>   | <b>232.6</b>   | <b>201.3</b>   | <b>240.5</b>   | <b>228.7</b>   | <b>217.5</b>   | <b>191.3</b>   | <b>172.4</b>   | <b>190.4</b>   | <b>168.1</b>   |      |
| 20 <b>Subtotal</b>                             | <b>1,744.8</b> | <b>1,814.1</b> | <b>1,867.3</b> | <b>1,956.8</b> | <b>2,011.8</b> | <b>2,066.8</b> | <b>2,143.1</b> | <b>2,242.2</b> | <b>2,336.5</b> | <b>2,389.5</b> | <b>2,481.4</b> | <b>2,547.9</b> |      |
| 21 Prop A 40% (for Other Eligible Operators)   | 25.0           | 25.6           | 26.1           | 26.6           | 27.1           | 27.6           | 28.1           | 28.6           | 29.2           | 29.7           | 30.3           | 30.9           |      |
| 22 TDA Article 8 (paratransit)                 | 23.6           | 24.9           | 26.2           | 27.5           | 28.7           | 29.9           | 31.2           | 32.5           | 33.8           | 35.1           | 36.4           | 37.8           |      |
| 23 <b>GRAND TOTAL SOURCES</b>                  | <b>1,793.5</b> | <b>1,864.5</b> | <b>1,919.5</b> | <b>2,010.9</b> | <b>2,067.6</b> | <b>2,124.3</b> | <b>2,202.4</b> | <b>2,303.3</b> | <b>2,399.5</b> | <b>2,454.3</b> | <b>2,548.2</b> | <b>2,616.6</b> |      |
| <b>USES OF FUNDS</b>                           |                |                |                |                |                |                |                |                |                |                |                |                |      |
| 25 Bus Operations-Countywide                   | 1,594.0        | 1,658.4        | 1,706.8        | 1,791.4        | 1,841.7        | 1,891.9        | 1,963.5        | 2,057.6        | 2,146.9        | 2,194.8        | 2,281.5        | 2,342.7        |      |
| 26 BSIP-Countywide                             | 16.5           | 16.9           | 17.2           | 17.5           | 17.9           | 18.2           | 18.5           | 18.9           | 19.2           | 19.6           | 20.0           | 20.4           |      |
| 27 Bus Security-Countywide                     | 40.1           | 41.2           | 42.2           | 43.3           | 44.4           | 45.4           | 46.5           | 47.6           | 48.7           | 49.8           | 51.0           | 52.2           |      |
| 28 Expansion Costs-Countywide                  | 94.3           | 97.6           | 101.0          | 104.6          | 107.9          | 111.2          | 114.6          | 118.1          | 121.7          | 125.2          | 128.9          | 132.6          |      |
| 29 UNMET NEED (UNFUNDED)-Metro                 | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |      |
| 30 <b>Subtotal</b>                             | <b>1,744.8</b> | <b>1,814.1</b> | <b>1,867.3</b> | <b>1,956.8</b> | <b>2,011.8</b> | <b>2,066.8</b> | <b>2,143.1</b> | <b>2,242.2</b> | <b>2,336.5</b> | <b>2,389.5</b> | <b>2,481.4</b> | <b>2,547.9</b> |      |
| 31 Other Eligible Operators (Prop A 40% Alloc) | 25.0           | 25.6           | 26.1           | 26.6           | 27.1           | 27.6           | 28.1           | 28.6           | 29.2           | 29.7           | 30.3           | 30.9           |      |
| 32 Paratransit (TDA Article 8)                 | 23.6           | 24.9           | 26.2           | 27.5           | 28.7           | 29.9           | 31.2           | 32.5           | 33.8           | 35.1           | 36.4           | 37.8           |      |
| 33 <b>GRAND TOTAL USES</b>                     | <b>1,793.5</b> | <b>1,864.5</b> | <b>1,919.5</b> | <b>2,010.9</b> | <b>2,067.6</b> | <b>2,124.3</b> | <b>2,202.4</b> | <b>2,303.3</b> | <b>2,399.5</b> | <b>2,454.3</b> | <b>2,548.2</b> | <b>2,616.6</b> |      |
| <b>CASH BALANCE</b>                            |                |                |                |                |                |                |                |                |                |                |                |                |      |
| 35 Beginning Fiscal Year Cash Balance          | 0.0            | 0.0            | 0.0            | 0.0            | (0.0)          | (0.0)          | 0.0            | 0.0            | 0.0            | 0.0            | (0.0)          | (0.0)          |      |
| 36 Annual Net Change to Cash Balance           | 0.0            | 0.0            | 0.0            | (0.0)          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | (0.0)          | 0.0            | 0.0            |      |
| 37 Ending Fiscal Year Cash Balance             | 0.0            | 0.0            | 0.0            | (0.0)          | (0.0)          | 0.0            | 0.0            | 0.0            | 0.0            | (0.0)          | (0.0)          | (0.0)          |      |

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|  | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)                               | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| <b>SOURCES OF FUNDS</b>                        |                |                |                |                |                |                |                |                |                |                |                |
| <b>Local</b>                                   |                |                |                |                |                |                |                |                |                |                |                |
| 1 Fare Revenues                                | 645.5          | 651.8          | 673.2          | 679.8          | 702.3          | 709.2          | 732.8          | 740.1          | 764.8          | 772.2          | 797.7          |
| 3 Proposition A - Discretionary (40%)          | 312.7          | 318.9          | 325.1          | 331.6          | 338.4          | 345.4          | 352.6          | 360.0          | 367.6          | 375.0          | 382.4          |
| 4 Proposition A - Local Return (25%)           | 221.4          | 228.1          | 234.7          | 241.7          | 249.2          | 256.7          | 263.9          | 271.6          | 279.4          | 286.7          | 294.4          |
| 5 Proposition C - Discretionary (40%)          | 315.5          | 385.6          | 354.1          | 402.3          | 360.7          | 386.3          | 438.1          | 409.3          | 418.5          | 413.3          | 586.1          |
| 6 Proposition C - Local Return (20%)           | 28.4           | 29.2           | 30.0           | 31.0           | 31.9           | 32.9           | 33.8           | 34.8           | 35.8           | 36.7           | 37.7           |
| 7 TDA Article 4                                | 522.6          | 495.5          | 549.7          | 552.5          | 619.7          | 650.9          | 627.3          | 720.2          | 742.3          | 728.5          | 761.4          |
| 8 Proposition C 5% Security                    | 53.4           | 54.5           | 55.7           | 56.9           | 58.2           | 59.5           | 60.8           | 62.2           | 63.6           | 64.9           | 66.3           |
| 9 Other (General, Advertising, Misc.)          | 16.7           | 17.1           | 17.5           | 17.9           | 18.3           | 18.8           | 19.2           | 19.7           | 20.2           | 20.7           | 21.1           |
| 10 Measure R Sales Tax                         | 288.1          | 296.8          | 305.4          | 314.5          | 324.2          | 334.0          | 343.4          | 353.4          | 363.5          | 373.1          | -              |
| 11 <b>Subtotal Local</b>                       | <b>2,404.3</b> | <b>2,477.5</b> | <b>2,545.3</b> | <b>2,628.2</b> | <b>2,703.0</b> | <b>2,793.6</b> | <b>2,871.9</b> | <b>2,971.1</b> | <b>3,055.6</b> | <b>3,071.1</b> | <b>2,947.2</b> |
| <b>State</b>                                   |                |                |                |                |                |                |                |                |                |                |                |
| 13 STA - Operator Revenue Share                | 60.8           | 61.4           | 62.0           | 62.6           | 63.2           | 63.9           | 64.5           | 65.1           | 65.8           | 66.4           | 67.1           |
| 14 <b>Subtotal State</b>                       | <b>60.8</b>    | <b>61.4</b>    | <b>62.0</b>    | <b>62.6</b>    | <b>63.2</b>    | <b>63.9</b>    | <b>64.5</b>    | <b>65.1</b>    | <b>65.8</b>    | <b>66.4</b>    | <b>67.1</b>    |
| <b>Federal</b>                                 |                |                |                |                |                |                |                |                |                |                |                |
| 16 CMAQ  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 17 Section 5307 (Preventive Maintenance)       | 96.0           | 87.1           | 84.6           | 70.4           | 67.3           | 50.3           | 47.1           | 26.3           | 22.6           | 85.7           | 192.3          |
| 18 RSTP  | 81.2           | 82.7           | 84.3           | 85.9           | 87.6           | 89.3           | 91.1           | 93.0           | 94.9           | 96.8           | 98.7           |
| 19 <b>Subtotal Federal</b>                     | <b>177.2</b>   | <b>169.8</b>   | <b>168.9</b>   | <b>156.3</b>   | <b>154.9</b>   | <b>139.6</b>   | <b>138.2</b>   | <b>119.3</b>   | <b>117.5</b>   | <b>182.5</b>   | <b>291.0</b>   |
| 20 <b>Subtotal</b>                             | <b>2,642.3</b> | <b>2,708.7</b> | <b>2,776.2</b> | <b>2,847.1</b> | <b>2,921.0</b> | <b>2,997.0</b> | <b>3,074.5</b> | <b>3,155.5</b> | <b>3,238.9</b> | <b>3,320.0</b> | <b>3,305.2</b> |
| 21 Prop A 40% (for Other Eligible Operators)   | 31.5           | 32.1           | 32.7           | 33.4           | 34.0           | 34.7           | 35.4           | 36.1           | 36.9           | 37.6           | 38.3           |
| 22 TDA Article 8 (paratransit)                 | 39.1           | 40.2           | 41.4           | 42.7           | 44.0           | 45.3           | 46.6           | 48.0           | 49.4           | 50.7           | 52.0           |
| 23 <b>GRAND TOTAL SOURCES</b>                  | <b>2,712.9</b> | <b>2,781.1</b> | <b>2,850.4</b> | <b>2,923.2</b> | <b>2,999.1</b> | <b>3,077.0</b> | <b>3,156.6</b> | <b>3,239.6</b> | <b>3,325.1</b> | <b>3,408.3</b> | <b>3,395.6</b> |
| <b>USES OF FUNDS</b>                           |                |                |                |                |                |                |                |                |                |                |                |
| 25 Bus Operations-Countywide                   | 2,431.8        | 2,493.4        | 2,555.9        | 2,621.5        | 2,690.0        | 2,760.3        | 2,832.3        | 2,907.4        | 2,984.8        | 3,060.2        | 3,139.2        |
| 26 BSIP-Countywide                             | 20.8           | 21.2           | 21.6           | 22.0           | 22.4           | 22.9           | 23.3           | 23.8           | 24.3           | 24.8           | 25.3           |
| 27 Bus Security-Countywide                     | 53.4           | 54.5           | 55.7           | 56.9           | 58.2           | 59.5           | 60.8           | 62.2           | 63.6           | 64.9           | 66.3           |
| 28 Expansion Costs-Countywide                  | 136.2          | 139.6          | 143.1          | 146.7          | 150.5          | 154.3          | 158.1          | 162.1          | 166.2          | 170.1          | 74.5           |
| 29 UNMET NEED (UNFUNDED)-Metro                 | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 30 <b>Subtotal</b>                             | <b>2,642.3</b> | <b>2,708.7</b> | <b>2,776.2</b> | <b>2,847.1</b> | <b>2,921.0</b> | <b>2,997.0</b> | <b>3,074.5</b> | <b>3,155.5</b> | <b>3,238.9</b> | <b>3,320.0</b> | <b>3,305.2</b> |
| 31 Other Eligible Operators (Prop A 40% Alloc) | 31.5           | 32.1           | 32.7           | 33.4           | 34.0           | 34.7           | 35.4           | 36.1           | 36.9           | 37.6           | 38.3           |
| 32 Paratransit (TDA Article 8)                 | 39.1           | 40.2           | 41.4           | 42.7           | 44.0           | 45.3           | 46.6           | 48.0           | 49.4           | 50.7           | 52.0           |
| 33 <b>GRAND TOTAL USES</b>                     | <b>2,712.9</b> | <b>2,781.1</b> | <b>2,850.4</b> | <b>2,923.2</b> | <b>2,999.1</b> | <b>3,077.0</b> | <b>3,156.6</b> | <b>3,239.6</b> | <b>3,325.1</b> | <b>3,408.3</b> | <b>3,395.6</b> |
| <b>CASH BALANCE</b>                            |                |                |                |                |                |                |                |                |                |                |                |
| 35 Beginning Fiscal Year Cash Balance          | (0.0)          | (0.0)          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 36 Annual Net Change to Cash Balance           | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 37 Ending Fiscal Year Cash Balance             | (0.0)          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |

**LACMTA Financial Forecasting Model  
Bus Operations - MTA Operations**

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| (\$ in millions)                                | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Plan<br>Total   | %             | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016   | 2016<br>2017   |
|---|------------------|------------------|------------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|
| <b>SOURCES OF FUNDS</b>                         |                  |                  |                  |                 |               |              |              |              |              |              |              |                |                |
| <b>Local</b>                                    |                  |                  |                  |                 |               |              |              |              |              |              |              |                |                |
| 1 Fare Revenues                                 | 3,097.6          | 4,327.4          | 6,109.1          | 13,534.1        | 30.3%         | 260.5        | 270.8        | 269.3        | 271.2        | 305.6        | 307.8        | 337.6          | 340.0          |
| 2 Fare Freezes/Reductions                       | (46.6)           | -                | -                | (46.6)          | -0.1%         | (8.0)        | (8.1)        | (14.1)       | (8.2)        | (8.2)        |              |                |                |
| 3 Proposition A - Discretionary (40%)           | 1,583.6          | 1,901.8          | 2,554.8          | 6,040.2         | 13.5%         | 166.2        | 146.1        | 147.5        | 149.7        | 153.3        | 156.9        | 160.6          | 164.3          |
| 4 Prop C 40%/BSIP/Foothill Mitigation/Exp       | 431.1            | 1,013.7          | 2,864.6          | 4,309.4         | 9.7%          | 54.6         | 41.9         | 45.9         | 45.7         | 35.9         | 36.3         | 40.1           | 49.0           |
| 5 TDA Article 4                                 | 1,746.1          | 2,616.6          | 5,054.9          | 9,417.6         | 21.1%         | 191.8        | 169.4        | 137.2        | 165.0        | 159.9        | 168.7        | 171.7          | 183.1          |
| 6 Proposition C 5% Security                     | 284.3            | 371.0            | 499.5            | 1,154.7         | 2.6%          | 23.1         | 24.4         | 20.4         | 27.5         | 29.1         | 30.5         | 31.3           | 32.0           |
| 7 Other (Advertising and General, & Lease Rev.) | 170.1            | 90.0             | 125.2            | 385.3           | 0.9%          | 23.4         | 33.7         | 30.3         | 27.2         | 21.6         | 6.4          | 5.7            | 5.8            |
| 8 <b>Subtotal Local</b>                         | <b>7,266.2</b>   | <b>10,320.5</b>  | <b>17,208.0</b>  | <b>34,794.7</b> | <b>78.0%</b>  | <b>711.6</b> | <b>678.2</b> | <b>636.5</b> | <b>678.0</b> | <b>697.2</b> | <b>706.6</b> | <b>747.0</b>   | <b>774.1</b>   |
| 9 <b>Measure R Sales Tax</b>                    | <b>1,080.5</b>   | <b>1,744.5</b>   | <b>2,439.3</b>   | <b>5,264.2</b>  | <b>11.8%</b>  | <b>82.5</b>  | <b>87.7</b>  | <b>93.1</b>  | <b>98.0</b>  | <b>103.7</b> | <b>109.9</b> | <b>116.5</b>   | <b>123.1</b>   |
| <b>State</b>                                    |                  |                  |                  |                 |               |              |              |              |              |              |              |                |                |
| 11 STA - Operator Revenue Share                 | 359.6            | 425.6            | 519.3            | 1,304.5         | 2.9%          | -            | 46.9         | 38.5         | 38.3         | 38.4         | 38.7         | 39.1           | 39.5           |
| 12 <b>Subtotal State</b>                        | <b>359.6</b>     | <b>425.6</b>     | <b>519.3</b>     | <b>1,304.5</b>  | <b>2.9%</b>   | <b>-</b>     | <b>46.9</b>  | <b>38.5</b>  | <b>38.3</b>  | <b>38.4</b>  | <b>38.7</b>  | <b>39.1</b>    | <b>39.5</b>    |
| <b>Federal</b>                                  |                  |                  |                  |                 |               |              |              |              |              |              |              |                |                |
| 14 CMAQ (Expansion/Corridors)                   | 20.6             | 120.7            | -                | 141.3           | 0.3%          | -            | -            | -            | 4.9          | 5.1          | 5.0          | -              | -              |
| 15 Section 5307 (Preventive Maintenance)        | 1,088.2          | 1,173.7          | 829.6            | 3,091.5         | 6.9%          | 148.2        | 64.5         | 152.4        | 94.5         | 96.7         | 108.9        | 103.1          | 105.8          |
| 16 Homeland Security Grants                     | 2.5              | -                | -                | 2.5             | 0.0%          | -            | -            | 2.5          | -            | -            | -            | -              | -              |
| 17 <b>Subtotal Federal</b>                      | <b>1,111.3</b>   | <b>1,294.4</b>   | <b>829.6</b>     | <b>3,235.3</b>  | <b>7.3%</b>   | <b>148.2</b> | <b>64.5</b>  | <b>154.8</b> | <b>99.4</b>  | <b>101.8</b> | <b>113.9</b> | <b>103.1</b>   | <b>105.8</b>   |
| 18 <b>TOTAL SOURCES</b>                         | <b>9,817.6</b>   | <b>13,785.0</b>  | <b>20,996.2</b>  | <b>44,598.8</b> | <b>100.0%</b> | <b>942.3</b> | <b>877.2</b> | <b>923.0</b> | <b>913.7</b> | <b>941.1</b> | <b>969.1</b> | <b>1,005.7</b> | <b>1,042.5</b> |
| <b>USES OF FUNDS</b>                            |                  |                  |                  |                 |               |              |              |              |              |              |              |                |                |
| 21 Bus Operations (incl. Maint. & BRTs)         | 9,452.5          | 13,271.9         | 20,305.3         | 43,029.7        | 96.4%         | 885.1        | 905.1        | 889.6        | 873.4        | 899.8        | 926.9        | 962.4          | 998.2          |
| 22 BSIP   | 115.2            | 142.1            | 191.4            | 448.7           | 1.0%          | 9.8          | 10.7         | 10.9         | 11.1         | 11.4         | 11.7         | 12.0           | 12.3           |
| 23 Bus Security                                 | 302.6            | 371.0            | 499.5            | 1,173.1         | 2.6%          | 27.6         | 27.9         | 28.5         | 29.1         | 29.8         | 30.5         | 31.3           | 32.0           |
| 24 Operating Surplus (Deficit)                  | 0.0              | 0.0              | 0.0              | 0.0             | 0.0%          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0            | 0.0            |
| 25 <b>TOTAL USES</b>                            | <b>9,870.4</b>   | <b>13,785.0</b>  | <b>20,996.2</b>  | <b>44,651.5</b> | <b>100.0%</b> | <b>922.5</b> | <b>943.7</b> | <b>929.0</b> | <b>913.7</b> | <b>941.1</b> | <b>969.1</b> | <b>1,005.7</b> | <b>1,042.5</b> |
| 26 Total uses percent change                    |                  |                  |                  |                 |               |              | 2.30%        | -1.56%       | -1.65%       | 3.00%        | 2.98%        | 3.77%          | 3.66%          |
| <b>CASH BALANCE</b>                             |                  |                  |                  |                 |               |              |              |              |              |              |              |                |                |
| 28 Beginning Fiscal Year Cash Balance           | 52.7             | 0.0              | (0.0)            | 52.7            | -             | 52.7         | 72.5         | 6.0          | 0.0          | 0.0          | 0.0          | 0.0            | 0.0            |
| 29 Annual Net Change to Cash Balance            | (52.7)           | (0.0)            | 0.0              | (52.7)          | -             | 19.8         | (66.5)       | (6.0)        | 0.0          | 0.0          | 0.0          | 0.0            | 0.0            |
| 30 Ending Fiscal Year Cash Balance              | 0.0              | (0.0)            | 0.0              | 0.0             | -             | 72.5         | 6.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0            | 0.0            |

**NOTES:**

- Fare revenues from expansion are reflected.
- Metro Rapid Transitway Revenue Operation:  
Expo Shuttles - November 2011  
San Fernando Valley N-S (Canoga) - July 2012  
San Fernando Valley I-405 - July 2020  
Wilshire BRT - July 2022

**LACMTA Financial Forecasting Model  
Bus Operations - MTA Operations**

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|   | 2017            | 2018           | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           |
|---|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)                                | 2018            | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           |
| <b>SOURCES OF FUNDS</b>                         |                 |                |                |                |                |                |                |                |                |                |                |                |
| <b>Local</b>                                    |                 |                |                |                |                |                |                |                |                |                |                |                |
| 1 Fare Revenues                                 | 366.2           | 368.7          | 386.1          | 388.8          | 407.0          | 409.9          | 429.1          | 432.1          | 454.6          | 457.8          | 479.3          | 482.7          |
| 2 Fare Freezes/Reductions                       |                 |                |                |                |                |                |                |                |                |                |                |                |
| 3 Proposition A - Discretionary (40%)           | 167.8           | 171.2          | 174.5          | 177.9          | 181.4          | 184.8          | 188.1          | 191.6          | 195.2          | 198.8          | 202.8          | 206.7          |
| 4 Prop C 40%/BSIP/Foothill Mitigation/Exp       | 28.9            | 52.9           | 43.5           | 63.2           | 31.3           | 59.7           | 66.5           | 111.4          | 129.7          | 164.6          | 163.3          | 180.6          |
| 5 TDA Article 4                                 | 192.7           | 206.6          | 205.7          | 188.2          | 254.7          | 205.2          | 233.4          | 259.8          | 303.2          | 301.2          | 317.1          | 348.1          |
| 6 Proposition C 5% Security                     | 32.7            | 33.3           | 34.0           | 34.7           | 35.4           | 36.0           | 36.7           | 37.4           | 38.1           | 38.8           | 39.6           | 40.4           |
| 7 Other (Advertising and General, & Lease Rev.) | 8.0             | 8.1            | 8.3            | 8.4            | 8.6            | 8.8            | 8.9            | 9.1            | 9.2            | 9.4            | 9.6            | 9.8            |
| 8 <b>Subtotal Local</b>                         | <b>796.2</b>    | <b>840.9</b>   | <b>852.0</b>   | <b>861.2</b>   | <b>918.4</b>   | <b>904.4</b>   | <b>962.8</b>   | <b>1,041.3</b> | <b>1,130.0</b> | <b>1,170.6</b> | <b>1,211.6</b> | <b>1,268.2</b> |
| 9 <b>Measure R Sales Tax</b>                    | <b>129.6</b>    | <b>136.4</b>   | <b>143.3</b>   | <b>150.6</b>   | <b>157.0</b>   | <b>163.7</b>   | <b>170.4</b>   | <b>177.6</b>   | <b>184.8</b>   | <b>191.8</b>   | <b>199.1</b>   | <b>206.1</b>   |
| <b>State</b>                                    |                 |                |                |                |                |                |                |                |                |                |                |                |
| 11 STA - Operator Revenue Share                 | 39.9            | 40.3           | 40.7           | 41.1           | 41.5           | 41.9           | 42.3           | 42.8           | 43.2           | 43.6           | 44.0           | 44.5           |
| 12 <b>Subtotal State</b>                        | <b>39.9</b>     | <b>40.3</b>    | <b>40.7</b>    | <b>41.1</b>    | <b>41.5</b>    | <b>41.9</b>    | <b>42.3</b>    | <b>42.8</b>    | <b>43.2</b>    | <b>43.6</b>    | <b>44.0</b>    | <b>44.5</b>    |
| <b>Federal</b>                                  |                 |                |                |                |                |                |                |                |                |                |                |                |
| 14 CMAQ (Expansion/Corridors)                   | -               | 5.5            | 5.8            | 24.1           | 18.9           | 36.2           | 17.7           | 18.1           | -              | -              | -              | -              |
| 15 Section 5307 (Preventive Maintenance)        | 113.2           | 101.1          | 111.1          | 140.1          | 112.6          | 133.2          | 138.6          | 125.5          | 116.1          | 95.8           | 112.2          | 88.4           |
| 16 Homeland Security Grants                     | -               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 17 <b>Subtotal Federal</b>                      | <b>113.2</b>    | <b>106.6</b>   | <b>116.9</b>   | <b>164.2</b>   | <b>131.5</b>   | <b>169.4</b>   | <b>156.3</b>   | <b>143.7</b>   | <b>116.1</b>   | <b>95.8</b>    | <b>112.2</b>   | <b>88.4</b>    |
| 18 <b>TOTAL SOURCES</b>                         | <b>1,079.0</b>  | <b>1,124.2</b> | <b>1,152.9</b> | <b>1,217.1</b> | <b>1,248.4</b> | <b>1,279.4</b> | <b>1,331.8</b> | <b>1,405.4</b> | <b>1,474.1</b> | <b>1,501.7</b> | <b>1,566.9</b> | <b>1,607.3</b> |
| 19  |                 |                |                |                |                |                |                |                |                |                |                |                |
| <b>USES OF FUNDS</b>                            |                 |                |                |                |                |                |                |                |                |                |                |                |
| 21 Bus Operations (incl. Maint. & BRTs)         | 1,033.8         | 1,078.1        | 1,105.9        | 1,169.1        | 1,199.5        | 1,229.6        | 1,281.1        | 1,353.7        | 1,421.4        | 1,448.1        | 1,512.2        | 1,551.5        |
| 22 BSIP   | 12.5            | 12.8           | 13.0           | 13.3           | 13.6           | 13.8           | 14.1           | 14.3           | 14.6           | 14.9           | 15.2           | 15.5           |
| 23 Bus Security                                 | 32.7            | 33.3           | 34.0           | 34.7           | 35.4           | 36.0           | 36.7           | 37.4           | 38.1           | 38.8           | 39.6           | 40.4           |
| 24 Operating Surplus (Deficit)                  | 0.0             | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 25 <b>TOTAL USES</b>                            | <b>1,078.96</b> | <b>1,124.2</b> | <b>1,152.9</b> | <b>1,217.1</b> | <b>1,248.4</b> | <b>1,279.4</b> | <b>1,331.8</b> | <b>1,405.4</b> | <b>1,474.1</b> | <b>1,501.7</b> | <b>1,566.9</b> | <b>1,607.3</b> |
| 26 Total uses percent change                    | 3.50%           | 4.19%          | 2.56%          | 5.56%          | 2.58%          | 2.48%          | 4.10%          | 5.52%          | 4.89%          | 1.88%          | 4.34%          | 2.58%          |
| <b>CASH BALANCE</b>                             |                 |                |                |                |                |                |                |                |                |                |                |                |
| 28 Beginning Fiscal Year Cash Balance           | 0.0             | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 29 Annual Net Change to Cash Balance            | 0.0             | 0.0            | 0.0            | (0.0)          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | (0.0)          | 0.0            | 0.0            |
| 30 Ending Fiscal Year Cash Balance              | 0.0             | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |

**NOTES:**

1. Fare revenues from expansion are reflected.
2. Metro Rapid Transitway Revenue Operation:  
Expo Shuttles - November 2011  
San Fernando Valley N-S (Canoga) - July 2012  
San Fernando Valley I-405 - July 2020  
Wilshire BRT - July 2022

**LACMTA Financial Forecasting Model  
Bus Operations - MTA Operations**

**30-10 & 19/11**

|   | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)                                | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| <b>SOURCES OF FUNDS</b>                         |                |                |                |                |                |                |                |                |                |                |                |
| <b>Local</b>                                    |                |                |                |                |                |                |                |                |                |                |                |
| 1 Fare Revenues                                 | 500.5          | 504.0          | 522.7          | 526.3          | 545.8          | 549.6          | 570.0          | 574.0          | 595.2          | 599.4          | 621.5          |
| 2 Fare Freezes/Reductions                       |                |                |                |                |                |                |                |                |                |                |                |
| 3 Proposition A - Discretionary (40%)           | 210.7          | 214.6          | 218.6          | 222.8          | 227.1          | 231.6          | 236.2          | 241.0          | 246.0          | 250.7          | 255.5          |
| 4 Prop C 40%/BSIP/Foothill Mitigation/Exp       | 185.0          | 252.3          | 217.9          | 263.2          | 218.6          | 241.0          | 289.6          | 257.4          | 263.2          | 254.5          | 421.9          |
| 5 TDA Article 4                                 | 374.2          | 342.2          | 391.6          | 389.4          | 451.2          | 477.0          | 448.2          | 535.5          | 552.1          | 533.1          | 560.4          |
| 6 Proposition C 5% Security                     | 41.1           | 41.9           | 42.7           | 43.5           | 44.4           | 45.3           | 46.2           | 47.1           | 48.1           | 49.1           | 50.0           |
| 7 Other (Advertising and General, & Lease Rev.) | 9.9            | 10.2           | 10.5           | 10.7           | 11.0           | 11.3           | 11.6           | 12.0           | 12.3           | 12.6           | 12.9           |
| 8 <b>Subtotal Local</b>                         | <b>1,321.4</b> | <b>1,365.3</b> | <b>1,404.0</b> | <b>1,456.0</b> | <b>1,498.2</b> | <b>1,555.8</b> | <b>1,601.9</b> | <b>1,667.0</b> | <b>1,716.8</b> | <b>1,699.3</b> | <b>1,922.2</b> |
| 9 <b>Measure R Sales Tax</b>                    | <b>213.2</b>   | <b>219.6</b>   | <b>226.0</b>   | <b>232.8</b>   | <b>239.9</b>   | <b>247.1</b>   | <b>254.1</b>   | <b>261.5</b>   | <b>269.0</b>   | <b>276.1</b>   | -              |
| <b>State</b>                                    |                |                |                |                |                |                |                |                |                |                |                |
| 11 STA - Operator Revenue Share                 | 44.9           | 45.4           | 45.8           | 46.3           | 46.7           | 47.2           | 47.7           | 48.1           | 48.6           | 49.1           | 49.6           |
| 12 <b>Subtotal State</b>                        | <b>44.9</b>    | <b>45.4</b>    | <b>45.8</b>    | <b>46.3</b>    | <b>46.7</b>    | <b>47.2</b>    | <b>47.7</b>    | <b>48.1</b>    | <b>48.6</b>    | <b>49.1</b>    | <b>49.6</b>    |
| <b>Federal</b>                                  |                |                |                |                |                |                |                |                |                |                |                |
| 14 CMAQ (Expansion/Corridors)                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 15 Section 5307 (Preventive Maintenance)        | 96.0           | 87.1           | 84.6           | 70.4           | 67.3           | 50.3           | 47.1           | 26.3           | 22.6           | 85.7           | 192.3          |
| 16 Homeland Security Grants                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 17 <b>Subtotal Federal</b>                      | <b>96.0</b>    | <b>87.1</b>    | <b>84.6</b>    | <b>70.4</b>    | <b>67.3</b>    | <b>50.3</b>    | <b>47.1</b>    | <b>26.3</b>    | <b>22.6</b>    | <b>85.7</b>    | <b>192.3</b>   |
| 18 <b>TOTAL SOURCES</b>                         | <b>1,675.5</b> | <b>1,717.5</b> | <b>1,760.4</b> | <b>1,805.4</b> | <b>1,852.1</b> | <b>1,900.4</b> | <b>1,950.7</b> | <b>2,002.9</b> | <b>2,057.0</b> | <b>2,110.2</b> | <b>2,164.1</b> |
| 19  |                |                |                |                |                |                |                |                |                |                |                |
| <b>USES OF FUNDS</b>                            |                |                |                |                |                |                |                |                |                |                |                |
| 21 Bus Operations (incl. Maint. & BRTs)         | 1,618.6        | 1,659.5        | 1,701.4        | 1,745.2        | 1,790.7        | 1,837.8        | 1,886.8        | 1,937.7        | 1,990.4        | 2,042.3        | 2,094.9        |
| 22 BSIP   | 15.8           | 16.1           | 16.4           | 16.7           | 17.0           | 17.4           | 17.7           | 18.1           | 18.4           | 18.8           | 19.2           |
| 23 Bus Security                                 | 41.1           | 41.9           | 42.7           | 43.5           | 44.4           | 45.3           | 46.2           | 47.1           | 48.1           | 49.1           | 50.0           |
| 24 Operating Surplus (Deficit)                  | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 25 <b>TOTAL USES</b>                            | <b>1,675.5</b> | <b>1,717.5</b> | <b>1,760.4</b> | <b>1,805.4</b> | <b>1,852.1</b> | <b>1,900.4</b> | <b>1,950.7</b> | <b>2,002.9</b> | <b>2,057.0</b> | <b>2,110.2</b> | <b>2,164.1</b> |
| 26 Total uses percent change                    | 4.24%          | 2.50%          | 2.50%          | 2.55%          | 2.58%          | 2.61%          | 2.64%          | 2.67%          | 2.70%          | 2.58%          | 2.56%          |
| <b>CASH BALANCE</b>                             |                |                |                |                |                |                |                |                |                |                |                |
| 28 Beginning Fiscal Year Cash Balance           | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 29 Annual Net Change to Cash Balance            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 30 Ending Fiscal Year Cash Balance              | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |

**NOTES:**

1. Fare revenues from expansion are reflected.
2. Metro Rapid Transitway Revenue Operation:  
Expo Shuttles - November 2011  
San Fernando Valley N-S (Canoga) - July 2012  
San Fernando Valley I-405 - July 2020  
Wilshire BRT - July 2022

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal and Non-MTA Operators**  
**30-10 8/19/11**

| (\$ in millions)                           | Years          | Years          | Years          | Plan            | %             | 2009         | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         |
|--|----------------|----------------|----------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|  | '10-'19        | '20-'29        | '30-'40        | Total           |               | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         |
| <b>SOURCES OF FUNDS</b>                    |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |              |
| Fare Revenues                              | 966.9          | 1,220.4        | 1,643.3        | 3,830.7         | 18.3%         | 85.4         | 87.4         | 89.6         | 91.9         | 94.4         | 97.4         | 100.2        | 103.4        | 107.5        | 109.7        |
| Proposition A - Discretionary (40%)        | 551.3          | 670.3          | 900.0          | 2,121.6         | 10.1%         | 55.9         | 48.3         | 50.7         | 52.8         | 54.1         | 55.3         | 56.7         | 57.9         | 59.2         | 60.4         |
| Prop A - Local Return (25%)                | 1,120.8        | 1,811.8        | 2,827.9        | 5,760.5         | 27.5%         | 85.7         | 90.4         | 96.1         | 101.7        | 107.7        | 114.2        | 121.0        | 127.8        | 134.7        | 141.6        |
| Proposition C - Discretionary (40%)        | 254.2          | 329.1          | 479.6          | 1,062.9         | 5.1%          | 22.6         | 23.2         | 23.8         | 24.4         | 25.0         | 25.7         | 26.3         | 27.0         | 27.7         | 28.4         |
| Proposition C - Local Return (20%)         | 143.5          | 232.0          | 362.1          | 737.6           | 3.5%          | 11.0         | 11.6         | 12.3         | 13.0         | 13.8         | 14.6         | 15.5         | 16.4         | 17.2         | 18.1         |
| Prop. C 40%- Shuttles/BSIP                 | 214.1          | 262.6          | 353.5          | 830.2           | 4.0%          | 19.5         | 19.8         | 20.1         | 20.6         | 21.1         | 21.6         | 22.1         | 22.6         | 23.1         | 23.6         |
| TDA Article 4                              | 734.8          | 1,189.4        | 1,915.8        | 3,840.0         | 18.3%         | 60.7         | 57.5         | 79.6         | 73.7         | 65.0         | 69.7         | 74.6         | 79.6         | 84.6         | 89.8         |
| Proposition C 5% Security                  | 62.0           | 100.3          | 156.5          | 318.8           | 1.5%          | 4.7          | 5.0          | 5.3          | 5.6          | 6.0          | 6.3          | 6.7          | 7.1          | 7.5          | 7.8          |
| Other (Advertising, Charter, Misc)         | 37.8           | 46.4           | 62.4           | 146.6           | 0.7%          | 3.4          | 3.5          | 3.6          | 3.6          | 3.7          | 3.8          | 3.9          | 4.0          | 4.1          | 4.2          |
| <b>Subtotal Local</b>                      | <b>4,085.5</b> | <b>5,862.2</b> | <b>8,701.0</b> | <b>18,648.8</b> | <b>89.0%</b>  | <b>349.0</b> | <b>346.6</b> | <b>381.1</b> | <b>387.4</b> | <b>390.8</b> | <b>408.6</b> | <b>427.0</b> | <b>445.8</b> | <b>465.5</b> | <b>483.7</b> |
| <b>Measure R Sales Tax</b>                 | <b>373.9</b>   | <b>612.9</b>   | <b>857.0</b>   | <b>1,843.9</b>  | <b>8.8%</b>   | <b>26.1</b>  | <b>28.8</b>  | <b>31.9</b>  | <b>34.4</b>  | <b>36.4</b>  | <b>38.6</b>  | <b>40.9</b>  | <b>43.2</b>  | <b>45.6</b>  | <b>47.9</b>  |
| <b>State</b>                               |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |              |
| STA - Operator Revenue Share               | 125.4          | 150.4          | 183.5          | 459.2           | 2.2%          | -            | 15.4         | 13.2         | 13.4         | 13.5         | 13.7         | 13.8         | 14.0         | 14.1         | 14.2         |
| <b>Subtotal State</b>                      | <b>125.4</b>   | <b>150.4</b>   | <b>183.5</b>   | <b>459.2</b>    | <b>2.2%</b>   | <b>-</b>     | <b>15.4</b>  | <b>13.2</b>  | <b>13.4</b>  | <b>13.5</b>  | <b>13.7</b>  | <b>13.8</b>  | <b>14.0</b>  | <b>14.1</b>  | <b>14.2</b>  |
| <b>Federal</b>                             |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |              |
| Section 5307 (operating)                   | -              | -              | -              | -               | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>        | <b>0.0%</b>   | <b>-</b>     |
| <b>TOTAL SOURCES</b>                       | <b>4,584.9</b> | <b>6,625.5</b> | <b>9,741.5</b> | <b>20,951.9</b> | <b>100.0%</b> | <b>375.1</b> | <b>390.9</b> | <b>426.2</b> | <b>435.2</b> | <b>440.7</b> | <b>461.0</b> | <b>481.8</b> | <b>503.0</b> | <b>525.2</b> | <b>545.8</b> |
| <b>USES OF FUNDS</b>                       |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |              |
| Bus Operations (Fixed Route & Paratransit) | 3,750.0        | 5,242.4        | 7,826.0        | 16,818.4        | 80.0%         | 343.8        | 347.1        | 349.9        | 354.3        | 355.5        | 369.9        | 385.8        | 400.6        | 413.2        | 429.8        |
| BSIP                                       | 36.9           | 45.3           | 61.0           | 143.3           | 0.7%          | 3.3          | 3.4          | 3.5          | 3.6          | 3.6          | 3.7          | 3.8          | 3.9          | 4.0          | 4.1          |
| Shuttles                                   | 58.5           | 71.7           | 96.5           | 226.7           | 1.1%          | 5.3          | 5.4          | 5.5          | 5.6          | 5.8          | 5.9          | 6.0          | 6.2          | 6.3          | 6.4          |
| Bus Security                               | 62.0           | 100.3          | 156.5          | 318.8           | 1.5%          | 4.7          | 5.0          | 5.3          | 5.6          | 6.0          | 6.3          | 6.7          | 7.1          | 7.5          | 7.8          |
| Expansion Costs (from Expansion page)      | 364.9          | 552.9          | 744.5          | 1,662.3         | 7.9%          | 26.0         | 28.3         | 30.2         | 31.7         | 33.5         | 36.4         | 38.4         | 42.0         | 48.7         | 49.7         |
| Expansion Costs (Measure R)                | 373.9          | 612.9          | 857.0          | 1,843.9         | 8.8%          | 26.1         | 28.8         | 31.9         | 34.4         | 36.4         | 38.6         | 40.9         | 43.2         | 45.6         | 47.9         |
| <b>TOTAL USES</b>                          | <b>4,646.3</b> | <b>6,625.5</b> | <b>9,741.5</b> | <b>21,013.3</b> | <b>100.0%</b> | <b>409.3</b> | <b>418.0</b> | <b>426.2</b> | <b>435.2</b> | <b>440.7</b> | <b>461.0</b> | <b>481.8</b> | <b>503.0</b> | <b>525.2</b> | <b>545.8</b> |
| Uses excluding expansion percent change    |                |                |                |                 |               |              | 1.66%        | 1.63%        | 1.90%        | 0.91%        | 4.24%        | 4.43%        | 3.98%        | 3.36%        | 4.12%        |
| Total uses percent change                  |                |                |                |                 |               |              | 2.14%        | 1.96%        | 2.11%        | 1.27%        | 4.59%        | 4.51%        | 4.41%        | 4.41%        | 3.93%        |
| <b>CASH BALANCE</b>                        |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |              |
| Beginning Fiscal Year Cash Balance         | 61.4           | 0.0            | 0.0            | 61.4            |               | 61.4         | 27.2         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Annual Net Change to Cash Balance          | (61.4)         | 0.0            | 0.0            | (61.4)          |               | (34.2)       | (27.2)       | (0.0)        | (0.0)        | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Ending Fiscal Year Cash Balance            | 0.0            | 0.0            | 0.0            | 0.0             |               | 27.2         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES:**

1. Also includes Foothill Mitigation, Transit Service Expansion, and Base Restructuring.
2. "Municipal Oper." = "Included & Eligible Operators".
3. "Other Eligible Operators" are shown on the Operations Summary page.

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal and Non-MTA Operators**  
**30-10 8/19/11**

|  | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                           | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>SOURCES OF FUNDS</b>                    |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |              |              |              |              |              |              |              |              |              |              |
| Fare Revenues                              | 111.9        | 114.1        | 116.3        | 118.5        | 120.7        | 123.0        | 125.3        | 127.6        | 130.2        | 132.8        |
| Proposition A - Discretionary (40%)        | 61.5         | 62.7         | 64.0         | 65.1         | 66.3         | 67.5         | 68.8         | 70.1         | 71.5         | 72.8         |
| Prop A - Local Return (25%)                | 148.9        | 156.4        | 163.1        | 170.1        | 177.0        | 184.5        | 191.9        | 199.2        | 206.7        | 214.1        |
| Proposition C - Discretionary (40%)        | 29.2         | 29.9         | 30.7         | 31.5         | 32.4         | 33.2         | 34.1         | 35.0         | 36.0         | 37.0         |
| Proposition C - Local Return (20%)         | 19.1         | 20.0         | 20.9         | 21.8         | 22.7         | 23.6         | 24.6         | 25.5         | 26.5         | 27.4         |
| Prop. C 40%- Shuttles/BSIP                 | 24.1         | 24.5         | 25.0         | 25.5         | 26.0         | 26.5         | 27.0         | 27.5         | 28.0         | 28.6         |
| TDA Article 4                              | 95.1         | 100.7        | 105.6        | 110.7        | 115.9        | 121.4        | 126.9        | 132.2        | 137.7        | 143.1        |
| Proposition C 5% Security                  | 8.2          | 8.7          | 9.0          | 9.4          | 9.8          | 10.2         | 10.6         | 11.0         | 11.4         | 11.8         |
| Other (Advertising, Charter, Misc)         | 4.2          | 4.3          | 4.4          | 4.5          | 4.6          | 4.7          | 4.8          | 4.8          | 4.9          | 5.0          |
| <b>Subtotal Local</b>                      | <b>502.2</b> | <b>521.4</b> | <b>539.1</b> | <b>557.2</b> | <b>575.3</b> | <b>594.5</b> | <b>613.9</b> | <b>633.0</b> | <b>653.0</b> | <b>672.7</b> |
| <b>Measure R Sales Tax</b>                 | <b>50.4</b>  | <b>52.9</b>  | <b>55.2</b>  | <b>57.5</b>  | <b>59.9</b>  | <b>62.4</b>  | <b>64.9</b>  | <b>67.4</b>  | <b>69.9</b>  | <b>72.4</b>  |
| <b>State</b>                               |              |              |              |              |              |              |              |              |              |              |
| STA - Operator Revenue Share               | 14.4         | 14.5         | 14.7         | 14.8         | 15.0         | 15.1         | 15.3         | 15.4         | 15.6         | 15.7         |
| <b>Subtotal State</b>                      | <b>14.4</b>  | <b>14.5</b>  | <b>14.7</b>  | <b>14.8</b>  | <b>15.0</b>  | <b>15.1</b>  | <b>15.3</b>  | <b>15.4</b>  | <b>15.6</b>  | <b>15.7</b>  |
| <b>Federal</b>                             |              |              |              |              |              |              |              |              |              |              |
| Section 5307 (operating)                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>-</b>     |
| <b>TOTAL SOURCES</b>                       | <b>566.9</b> | <b>588.8</b> | <b>608.9</b> | <b>629.5</b> | <b>650.1</b> | <b>672.1</b> | <b>694.1</b> | <b>715.7</b> | <b>738.5</b> | <b>760.8</b> |
| <b>USES OF FUNDS</b>                       |              |              |              |              |              |              |              |              |              |              |
| Bus Operations (Fixed Route & Paratransit) | 446.9        | 464.6        | 480.9        | 497.5        | 514.2        | 531.9        | 549.8        | 567.3        | 585.7        | 603.7        |
| BSIP                                       | 4.2          | 4.2          | 4.3          | 4.4          | 4.5          | 4.6          | 4.7          | 4.7          | 4.8          | 4.9          |
| Shuttles                                   | 6.6          | 6.7          | 6.8          | 7.0          | 7.1          | 7.2          | 7.4          | 7.5          | 7.6          | 7.8          |
| Bus Security                               | 8.2          | 8.7          | 9.0          | 9.4          | 9.8          | 10.2         | 10.6         | 11.0         | 11.4         | 11.8         |
| Expansion Costs (from Expansion page)      | 50.7         | 51.7         | 52.7         | 53.7         | 54.7         | 55.7         | 56.8         | 57.8         | 59.0         | 60.2         |
| Expansion Costs (Measure R)                | 50.4         | 52.9         | 55.2         | 57.5         | 59.9         | 62.4         | 64.9         | 67.4         | 69.9         | 72.4         |
| <b>TOTAL USES</b>                          | <b>566.9</b> | <b>588.8</b> | <b>608.9</b> | <b>629.5</b> | <b>650.1</b> | <b>672.1</b> | <b>694.1</b> | <b>715.7</b> | <b>738.5</b> | <b>760.8</b> |
| Uses excluding expansion percent change    | 4.05%        | 4.05%        | 3.55%        | 3.53%        | 3.41%        | 3.51%        | 3.40%        | 3.23%        | 3.28%        | 3.11%        |
| Total uses percent change                  | 3.86%        | 3.86%        | 3.42%        | 3.39%        | 3.27%        | 3.37%        | 3.28%        | 3.12%        | 3.18%        | 3.02%        |
| <b>CASH BALANCE</b>                        |              |              |              |              |              |              |              |              |              |              |
| Beginning Fiscal Year Cash Balance         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Annual Net Change to Cash Balance          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Ending Fiscal Year Cash Balance            | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES:**

1. Also includes Foothill Mitigation, Transit Service Expansion, and Base Restructuring.
2. "Municipal Oper." = "Included & Eligible Operators".
3. "Other Eligible Operators" are shown on the Operations Summary page.

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal and Non-MTA Operators**  
**30-10 8/19/11**

|  | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                           | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>SOURCES OF FUNDS</b>                    |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |              |              |              |              |              |              |              |              |              |              |              |
| Fare Revenues                              | 135.4        | 137.9        | 140.5        | 143.2        | 146.1        | 149.0        | 152.0        | 155.1        | 158.3        | 161.4        | 164.5        |
| Proposition A - Discretionary (40%)        | 74.2         | 75.6         | 77.0         | 78.5         | 80.0         | 81.6         | 83.2         | 84.9         | 86.6         | 88.3         | 90.0         |
| Prop A - Local Return (25%)                | 221.4        | 228.1        | 234.7        | 241.7        | 249.2        | 256.7        | 263.9        | 271.6        | 279.4        | 286.7        | 294.4        |
| Proposition C - Discretionary (40%)        | 38.0         | 39.0         | 40.0         | 41.1         | 42.3         | 43.4         | 44.6         | 45.8         | 47.1         | 48.4         | 49.8         |
| Proposition C - Local Return (20%)         | 28.4         | 29.2         | 30.0         | 31.0         | 31.9         | 32.9         | 33.8         | 34.8         | 35.8         | 36.7         | 37.7         |
| Prop. C 40%- Shuttles/BSIP                 | 29.1         | 29.7         | 30.2         | 30.8         | 31.4         | 32.0         | 32.7         | 33.4         | 34.1         | 34.7         | 35.4         |
| TDA Article 4                              | 148.5        | 153.3        | 158.0        | 163.1        | 168.5        | 173.9        | 179.1        | 184.6        | 190.2        | 195.5        | 201.0        |
| Proposition C 5% Security                  | 12.3         | 12.6         | 13.0         | 13.4         | 13.8         | 14.2         | 14.6         | 15.0         | 15.5         | 15.9         | 16.3         |
| Other (Advertising, Charter, Misc)         | 5.1          | 5.2          | 5.3          | 5.4          | 5.5          | 5.7          | 5.8          | 5.9          | 6.0          | 6.1          | 6.2          |
| <b>Subtotal Local</b>                      | <b>692.3</b> | <b>710.7</b> | <b>728.9</b> | <b>748.3</b> | <b>768.7</b> | <b>789.4</b> | <b>809.7</b> | <b>831.1</b> | <b>852.9</b> | <b>873.7</b> | <b>895.2</b> |
| <b>Measure R Sales Tax</b>                 | <b>74.9</b>  | <b>77.2</b>  | <b>79.4</b>  | <b>81.8</b>  | <b>84.3</b>  | <b>86.8</b>  | <b>89.3</b>  | <b>91.9</b>  | <b>94.5</b>  | <b>97.0</b>  | <b>-</b>     |
| <b>State</b>                               |              |              |              |              |              |              |              |              |              |              |              |
| STA - Operator Revenue Share               | 15.9         | 16.0         | 16.2         | 16.3         | 16.5         | 16.7         | 16.8         | 17.0         | 17.2         | 17.3         | 17.5         |
| <b>Subtotal State</b>                      | <b>15.9</b>  | <b>16.0</b>  | <b>16.2</b>  | <b>16.3</b>  | <b>16.5</b>  | <b>16.7</b>  | <b>16.8</b>  | <b>17.0</b>  | <b>17.2</b>  | <b>17.3</b>  | <b>17.5</b>  |
| <b>Federal</b>                             |              |              |              |              |              |              |              |              |              |              |              |
| Section 5307 (operating)                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>-</b>     |
| <b>TOTAL SOURCES</b>                       | <b>783.1</b> | <b>803.9</b> | <b>824.5</b> | <b>846.5</b> | <b>869.5</b> | <b>892.9</b> | <b>915.8</b> | <b>940.0</b> | <b>964.6</b> | <b>988.1</b> | <b>912.8</b> |
| <b>USES OF FUNDS</b>                       |              |              |              |              |              |              |              |              |              |              |              |
| Bus Operations (Fixed Route & Paratransit) | 621.6        | 638.4        | 655.0        | 672.7        | 691.3        | 710.1        | 728.5        | 748.0        | 767.7        | 786.6        | 806.2        |
| BSIP                                       | 5.0          | 5.1          | 5.2          | 5.3          | 5.4          | 5.5          | 5.6          | 5.8          | 5.9          | 6.0          | 6.1          |
| Shuttles                                   | 8.0          | 8.1          | 8.3          | 8.4          | 8.6          | 8.7          | 8.9          | 9.1          | 9.3          | 9.5          | 9.7          |
| Bus Security                               | 12.3         | 12.6         | 13.0         | 13.4         | 13.8         | 14.2         | 14.6         | 15.0         | 15.5         | 15.9         | 16.3         |
| Expansion Costs (from Expansion page)      | 61.3         | 62.5         | 63.7         | 64.9         | 66.2         | 67.5         | 68.8         | 70.3         | 71.7         | 73.1         | 74.5         |
| Expansion Costs (Measure R)                | 74.9         | 77.2         | 79.4         | 81.8         | 84.3         | 86.8         | 89.3         | 91.9         | 94.5         | 97.0         | -            |
| <b>TOTAL USES</b>                          | <b>783.1</b> | <b>803.9</b> | <b>824.5</b> | <b>846.5</b> | <b>869.5</b> | <b>892.9</b> | <b>915.8</b> | <b>940.0</b> | <b>964.6</b> | <b>988.1</b> | <b>912.8</b> |
| Uses excluding expansion percent change    | 3.01%        | 2.71%        | 2.63%        | 2.72%        | 2.79%        | 2.74%        | 2.61%        | 2.69%        | 2.66%        | 2.47%        | -8.38%       |
| Total uses percent change                  | 2.93%        | 2.65%        | 2.57%        | 2.66%        | 2.72%        | 2.68%        | 2.56%        | 2.65%        | 2.62%        | 2.43%        | -7.62%       |
| <b>CASH BALANCE</b>                        |              |              |              |              |              |              |              |              |              |              |              |
| Beginning Fiscal Year Cash Balance         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Annual Net Change to Cash Balance          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Ending Fiscal Year Cash Balance            | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES:**

1. Also includes Foothill Mitigation, Transit Service Expansion, and Base Restructuring.
2. "Municipal Oper." = "Included & Eligible Operators".
3. "Other Eligible Operators" are shown on the Operations Summary page.

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal Operators Expansion**  
**30-10 8/19/11**

| (\$ in millions)                          | Years        | Years        | Years        | Plan           | %             | 2009        | 2010        | 2011        | 2012        | 2013        | 2014        | 2015        | 2016        | 2017        | 2018        |  |
|---|--------------|--------------|--------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
|   | '10-'19      | '20-'29      | '30-'40      | Total          |               | 2010        | 2011        | 2012        | 2013        | 2014        | 2015        | 2016        | 2017        | 2018        | 2019        |  |
| <b>SOURCES OF FUNDS</b>                   |              |              |              |                |               |             |             |             |             |             |             |             |             |             |             |  |
| <b>Local</b>                              |              |              |              |                |               |             |             |             |             |             |             |             |             |             |             |  |
| Fare Revenues                             | 193.7        | 272.6        | 367.1        | 833.4          | 50.1%         | 15.0        | 16.1        | 16.9        | 17.5        | 18.3        | 19.4        | 20.3        | 21.6        | 24.0        | 24.5        |  |
| Proposition A - Discretionary (40%)       | -            | -            | -            | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |
| Proposition A - Local Return 25%          | -            | -            | -            | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |
| Proposition C 40%                         | -            | -            | -            | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |
| Proposition C - Local Return              | -            | -            | -            | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |
| TDA Article 4                             | 171.2        | 280.3        | 377.4        | 828.9          | 49.9%         | 10.9        | 12.2        | 13.3        | 14.1        | 15.2        | 17.0        | 18.1        | 20.4        | 24.7        | 25.2        |  |
| Proposition C 5% Security                 | -            | -            | -            | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |
| Other (Advertising, Charter, Misc)        | -            | -            | -            | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |
| <b>Subtotal Local</b>                     | <b>364.9</b> | <b>552.9</b> | <b>744.5</b> | <b>1,662.3</b> | <b>100.0%</b> | <b>26.0</b> | <b>28.3</b> | <b>30.2</b> | <b>31.7</b> | <b>33.5</b> | <b>36.4</b> | <b>38.4</b> | <b>42.0</b> | <b>48.7</b> | <b>49.7</b> |  |
| <b>State</b>                              |              |              |              |                |               |             |             |             |             |             |             |             |             |             |             |  |
| STA - Revenue Share                       | -            | -            | -            | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |
| <b>Subtotal State</b>                     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>       | <b>0.0%</b>   | <b>-</b>    |  |
| <b>Federal</b>                            |              |              |              |                |               |             |             |             |             |             |             |             |             |             |             |  |
| Section 5307 (operating)                  | -            | -            | -            | -              | 0.0%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |
| <b>Subtotal Federal</b>                   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>       | <b>0.0%</b>   | <b>-</b>    |  |
| <b>TOTAL SOURCES</b>                      | <b>364.9</b> | <b>552.9</b> | <b>744.5</b> | <b>1,662.3</b> | <b>100.0%</b> | <b>26.0</b> | <b>28.3</b> | <b>30.2</b> | <b>31.7</b> | <b>33.5</b> | <b>36.4</b> | <b>38.4</b> | <b>42.0</b> | <b>48.7</b> | <b>49.7</b> |  |
| <b>USES OF FUNDS</b>                      |              |              |              |                |               |             |             |             |             |             |             |             |             |             |             |  |
| Expansion Paratransit Vehicles            | 16           | -            | -            | 16             |               | 4           | 10          | 2           | -           | -           | -           | -           | -           | -           | -           |  |
| Expansion Buses                           | 110          | -            | -            | 110            |               | 40          | 4           | 5           | 4           | 5           | 10          | 5           | 12          | 25          | -           |  |
| <b>Total Number of Expansion Vehicles</b> | <b>126</b>   | <b>-</b>     | <b>-</b>     | <b>126</b>     |               | <b>44</b>   | <b>14</b>   | <b>7</b>    | <b>4</b>    | <b>5</b>    | <b>10</b>   | <b>5</b>    | <b>12</b>   | <b>25</b>   | <b>-</b>    |  |
| Expansion Costs                           | 364.9        | 552.9        | 744.5        | 1,662.3        | 100.0%        | 26.0        | 28.3        | 30.2        | 31.7        | 33.5        | 36.4        | 38.4        | 42.0        | 48.7        | 49.7        |  |
| <b>TOTAL USES</b>                         | <b>364.9</b> | <b>552.9</b> | <b>744.5</b> | <b>1,662.3</b> | <b>100.0%</b> | <b>26.0</b> | <b>28.3</b> | <b>30.2</b> | <b>31.7</b> | <b>33.5</b> | <b>36.4</b> | <b>38.4</b> | <b>42.0</b> | <b>48.7</b> | <b>49.7</b> |  |
| <b>CASH BALANCE</b>                       |              |              |              |                |               |             |             |             |             |             |             |             |             |             |             |  |
| Beginning Fiscal Year Cash Balance        |              |              |              |                |               |             |             |             |             |             |             |             |             |             |             |  |
| Beginning Fiscal Year Cash Balance        | -            | -            | -            | -              |               | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |
| Annual Net Change to Cash Balance         | -            | -            | -            | -              |               | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |
| Ending Fiscal Year Cash Balance           | -            | -            | -            | -              |               | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |  |

**Notes:**

1. Average operating cost for each expansion bus is \$136,700 (\$106,400 Paratransit/\$167,000 Fixed Route). Each year is escalated by the CPI for L.A. County.
2. Total Uses from this page are included on the Bus Operations-Municipal and Non-MTA Operators page.

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal Operators Expansion**  
**30-10 8/19/11**

|   | 2019        | 2020        | 2021        | 2022        | 2023        | 2024        | 2025        | 2026        | 2027        | 2028        |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions)                          | 2020        | 2021        | 2022        | 2023        | 2024        | 2025        | 2026        | 2027        | 2028        | 2029        |
| <b>SOURCES OF FUNDS</b>                   |             |             |             |             |             |             |             |             |             |             |
| <b>Local</b>                              |             |             |             |             |             |             |             |             |             |             |
| Fare Revenues                             | 25.0        | 25.5        | 26.0        | 26.5        | 27.0        | 27.5        | 28.0        | 28.5        | 29.1        | 29.7        |
| Proposition A - Discretionary (40%)       | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Proposition A - Local Return 25%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Proposition C 40%                         | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Proposition C - Local Return              | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| TDA Article 4                             | 25.7        | 26.2        | 26.7        | 27.2        | 27.7        | 28.2        | 28.8        | 29.3        | 29.9        | 30.5        |
| Proposition C 5% Security                 | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Other (Advertising, Charter, Misc)        | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Subtotal Local</b>                     | <b>50.7</b> | <b>51.7</b> | <b>52.7</b> | <b>53.7</b> | <b>54.7</b> | <b>55.7</b> | <b>56.8</b> | <b>57.8</b> | <b>59.0</b> | <b>60.2</b> |
| <b>State</b>                              |             |             |             |             |             |             |             |             |             |             |
| STA - Revenue Share                       | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Subtotal State</b>                     | <b>-</b>    |
| <b>Federal</b>                            |             |             |             |             |             |             |             |             |             |             |
| Section 5307 (operating)                  | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Subtotal Federal</b>                   | <b>-</b>    |
| <b>TOTAL SOURCES</b>                      | <b>50.7</b> | <b>51.7</b> | <b>52.7</b> | <b>53.7</b> | <b>54.7</b> | <b>55.7</b> | <b>56.8</b> | <b>57.8</b> | <b>59.0</b> | <b>60.2</b> |
| <b>USES OF FUNDS</b>                      |             |             |             |             |             |             |             |             |             |             |
| Expansion Paratransit Vehicles            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Expansion Buses                           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Total Number of Expansion Vehicles</b> | <b>-</b>    |
| Expansion Costs                           | 50.7        | 51.7        | 52.7        | 53.7        | 54.7        | 55.7        | 56.8        | 57.8        | 59.0        | 60.2        |
| <b>TOTAL USES</b>                         | <b>50.7</b> | <b>51.7</b> | <b>52.7</b> | <b>53.7</b> | <b>54.7</b> | <b>55.7</b> | <b>56.8</b> | <b>57.8</b> | <b>59.0</b> | <b>60.2</b> |
| <b>CASH BALANCE</b>                       |             |             |             |             |             |             |             |             |             |             |
| Beginning Fiscal Year Cash Balance        | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Beginning Fiscal Year Cash Balance        | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Annual Net Change to Cash Balance         | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Ending Fiscal Year Cash Balance           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |

**Notes:**

1. Average operating cost for each expansion bus is \$136,700 (\$106,400 Paratransit/\$167,000 Fixed Route). Each year is escalated by the CPI for L.A. County.
2. Total Uses from this page are included on the Bus Operations-Municipal and Non-MTA Operators page.

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal Operators Expansion**  
**30-10 8/19/11**

|   | 2029        | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039        |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions)                          | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039        | 2040        |
| <b>SOURCES OF FUNDS</b>                   |             |             |             |             |             |             |             |             |             |             |             |
| <b>Local</b>                              |             |             |             |             |             |             |             |             |             |             |             |
| Fare Revenues                             | 30.2        | 30.8        | 31.4        | 32.0        | 32.6        | 33.3        | 33.9        | 34.6        | 35.4        | 36.0        | 36.7        |
| Proposition A - Discretionary (40%)       | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Proposition A - Local Return 25%          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Proposition C 40%                         | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Proposition C - Local Return              | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| TDA Article 4                             | 31.1        | 31.7        | 32.3        | 32.9        | 33.5        | 34.2        | 34.9        | 35.6        | 36.4        | 37.1        | 37.8        |
| Proposition C 5% Security                 | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Other (Advertising, Charter, Misc)        | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Subtotal Local</b>                     | <b>61.3</b> | <b>62.5</b> | <b>63.7</b> | <b>64.9</b> | <b>66.2</b> | <b>67.5</b> | <b>68.8</b> | <b>70.3</b> | <b>71.7</b> | <b>73.1</b> | <b>74.5</b> |
| <b>State</b>                              |             |             |             |             |             |             |             |             |             |             |             |
| STA - Revenue Share                       | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Subtotal State</b>                     | <b>-</b>    |
| <b>Federal</b>                            |             |             |             |             |             |             |             |             |             |             |             |
| Section 5307 (operating)                  | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Subtotal Federal</b>                   | <b>-</b>    |
| <b>TOTAL SOURCES</b>                      | <b>61.3</b> | <b>62.5</b> | <b>63.7</b> | <b>64.9</b> | <b>66.2</b> | <b>67.5</b> | <b>68.8</b> | <b>70.3</b> | <b>71.7</b> | <b>73.1</b> | <b>74.5</b> |
| <b>USES OF FUNDS</b>                      |             |             |             |             |             |             |             |             |             |             |             |
| Expansion Paratransit Vehicles            | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Expansion Buses                           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| <b>Total Number of Expansion Vehicles</b> | <b>-</b>    |
| Expansion Costs                           | 61.3        | 62.5        | 63.7        | 64.9        | 66.2        | 67.5        | 68.8        | 70.3        | 71.7        | 73.1        | 74.5        |
| <b>TOTAL USES</b>                         | <b>61.3</b> | <b>62.5</b> | <b>63.7</b> | <b>64.9</b> | <b>66.2</b> | <b>67.5</b> | <b>68.8</b> | <b>70.3</b> | <b>71.7</b> | <b>73.1</b> | <b>74.5</b> |
| <b>CASH BALANCE</b>                       |             |             |             |             |             |             |             |             |             |             |             |
| Beginning Fiscal Year Cash Balance        | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Beginning Fiscal Year Cash Balance        | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Annual Net Change to Cash Balance         | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Ending Fiscal Year Cash Balance           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |

**Notes:**

1. Average operating cost for each expansion bus is \$136,700 (\$106,400 Paratransit/\$167,000 Fixed Route). Each year is escalated by the CPI for L.A. County.
2. Total Uses from this page are included on the Bus Operations-Municipal and Non-MTA Operators page.

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| (\$ in millions)                                   | Years          | Years          | Years          | Plan           | %             | 2009        | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         |  |
|--|----------------|----------------|----------------|----------------|---------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|
|  | '10-'19        | '20-'29        | '30-'40        | Total          |               | 2010        | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         |  |
| <b>SOURCES OF FUNDS</b>                            |                |                |                |                |               |             |              |              |              |              |              |              |              |              |              |  |
| <b>Local</b>                                       |                |                |                |                |               |             |              |              |              |              |              |              |              |              |              |  |
| Fare Revenues                                      | 70.8           | 86.8           | 116.9          | 274.5          | 6.2%          | 6.5         | 6.5          | 6.7          | 6.8          | 7.0          | 7.1          | 7.3          | 7.5          | 7.6          | 7.8          |  |
| Proposition C 40% (Discretionary) - for capital    | 0.5            | 0.5            | 0.6            | 1.6            | 0.0%          | 0.1         | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          |  |
| Proposition C 40% (Discretionary) - for operations | 465.7          | 572.0          | 772.3          | 1,810.1        | 40.6%         | 34.1        | 44.5         | 49.9         | 44.9         | 45.9         | 47.1         | 48.2         | 49.3         | 50.4         | 51.4         |  |
| Proposition C - Local Return                       | -              | -              | -              | -              | 0.0%          | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| TDA Article 4                                      | -              | -              | -              | -              | 0.0%          | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| Proposition C 5% Security                          | -              | -              | -              | -              | 0.0%          | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| Other (Advertising, Charter, Misc)                 | 11.8           | 14.4           | 19.4           | 45.6           | 1.0%          | 1.1         | 1.1          | 1.1          | 1.1          | 1.2          | 1.2          | 1.2          | 1.2          | 1.3          | 1.3          |  |
| <b>Subtotal Local</b>                              | <b>548.8</b>   | <b>673.7</b>   | <b>909.2</b>   | <b>2,131.7</b> | <b>47.8%</b>  | <b>41.7</b> | <b>52.2</b>  | <b>57.8</b>  | <b>52.8</b>  | <b>54.1</b>  | <b>55.4</b>  | <b>56.8</b>  | <b>58.1</b>  | <b>59.3</b>  | <b>60.6</b>  |  |
| <b>State</b>                                       |                |                |                |                |               |             |              |              |              |              |              |              |              |              |              |  |
| STA - Revenue Share                                | -              | -              | -              | -              | 0.0%          | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| <b>Subtotal State</b>                              | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>0.0%</b>   | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |  |
| <b>Federal</b>                                     |                |                |                |                |               |             |              |              |              |              |              |              |              |              |              |  |
| Section 5310 (for capital)                         | 4.0            | 4.0            | 4.4            | 12.4           | 0.3%          | 0.4         | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |  |
| RSTP   | 597.2          | 732.3          | 985.5          | 2,315.0        | 51.9%         | 54.4        | 55.1         | 56.2         | 57.4         | 58.8         | 60.2         | 61.7         | 63.1         | 64.5         | 65.8         |  |
| <b>Subtotal Federal</b>                            | <b>601.2</b>   | <b>736.3</b>   | <b>989.9</b>   | <b>2,327.4</b> | <b>52.2%</b>  | <b>54.8</b> | <b>55.5</b>  | <b>56.6</b>  | <b>57.8</b>  | <b>59.2</b>  | <b>60.6</b>  | <b>62.1</b>  | <b>63.5</b>  | <b>64.9</b>  | <b>66.2</b>  |  |
| <b>TOTAL SOURCES</b>                               | <b>1,150.0</b> | <b>1,410.0</b> | <b>1,899.1</b> | <b>4,459.1</b> | <b>100.0%</b> | <b>96.5</b> | <b>107.7</b> | <b>114.4</b> | <b>110.6</b> | <b>113.3</b> | <b>116.0</b> | <b>118.9</b> | <b>121.6</b> | <b>124.2</b> | <b>126.8</b> |  |
| <b>USES OF FUNDS</b>                               |                |                |                |                |               |             |              |              |              |              |              |              |              |              |              |  |
| Bus Operations                                     | 1,145.5        | 1,405.5        | 1,894.1        | 4,445.1        | 99.7%         | 96.0        | 107.2        | 113.9        | 110.2        | 112.9        | 115.6        | 118.4        | 121.1        | 123.8        | 126.3        |  |
| Bus Capital  | 4.5            | 4.5            | 5.0            | 14.0           | 0.3%          | 0.5         | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          |  |
| <b>TOTAL USES</b>                                  | <b>1,150.0</b> | <b>1,410.0</b> | <b>1,899.1</b> | <b>4,459.1</b> | <b>100.0%</b> | <b>96.5</b> | <b>107.7</b> | <b>114.4</b> | <b>110.6</b> | <b>113.3</b> | <b>116.0</b> | <b>118.9</b> | <b>121.6</b> | <b>124.2</b> | <b>126.8</b> |  |
| Uses Percent Change                                |                |                |                |                |               |             | 11.56%       | 6.23%        | -3.26%       | 2.43%        | 2.39%        | 2.45%        | 2.28%        | 2.18%        | 2.03%        |  |
| <b>CASH BALANCE</b>                                |                |                |                |                |               |             |              |              |              |              |              |              |              |              |              |  |
| Beginning Fiscal Year Cash Balance                 | -              | -              | -              | -              | -             | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| Annual Net Change to Cash Balance                  | -              | -              | -              | -              | -             | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| Ending Fiscal Year Cash Balance                    | -              | -              | -              | -              | -             | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| <b>MTA Subsidy (Prop C 40% and RSTP):</b>          | <b>1,063.4</b> | <b>1,304.8</b> | <b>1,758.4</b> | <b>4,126.7</b> |               | <b>88.6</b> | <b>99.6</b>  | <b>106.2</b> | <b>102.3</b> | <b>104.8</b> | <b>107.3</b> | <b>109.9</b> | <b>112.5</b> | <b>114.9</b> | <b>117.3</b> |  |
| MTA Subsidy Percent Change:                        |                |                |                |                |               |             | 12.49%       | 6.58%        | -3.67%       | 2.43%        | 2.39%        | 2.46%        | 2.29%        | 2.19%        | 2.04%        |  |

- NOTES:**  
 1. Sec 5310=Elderly & Disabled Persons (capital).  
 2. MTA FIS #410011.

**LACMTA Financial Forecasting Model  
Bus Operations - ADA/Paratransit  
(Access Services)  
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|  | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                   | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>SOURCES OF FUNDS</b>                            |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                       |              |              |              |              |              |              |              |              |              |              |
| Fare Revenues                                      | 8.0          | 8.1          | 8.3          | 8.4          | 8.6          | 8.7          | 8.9          | 9.1          | 9.3          | 9.4          |
| Proposition C 40% (Discretionary) - for capital    | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          |
| Proposition C 40% (Discretionary) - for operations | 52.4         | 53.5         | 54.5         | 55.6         | 56.6         | 57.6         | 58.7         | 59.8         | 61.0         | 62.2         |
| Proposition C - Local Return                       |              |              |              |              |              |              |              |              |              |              |
| TDA Article 4                                      |              |              |              |              |              |              |              |              |              |              |
| Proposition C 5% Security                          |              |              |              |              |              |              |              |              |              |              |
| Other (Advertising, Charter, Misc)                 | 1.3          | 1.3          | 1.4          | 1.4          | 1.4          | 1.5          | 1.5          | 1.5          | 1.5          | 1.6          |
| <b>Subtotal Local</b>                              | <b>61.8</b>  | <b>63.0</b>  | <b>64.2</b>  | <b>65.4</b>  | <b>66.6</b>  | <b>67.9</b>  | <b>69.2</b>  | <b>70.5</b>  | <b>71.9</b>  | <b>73.3</b>  |
| <b>State</b>                                       |              |              |              |              |              |              |              |              |              |              |
| STA - Revenue Share                                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                              | <b>-</b>     |
| <b>Federal</b>                                     |              |              |              |              |              |              |              |              |              |              |
| Section 5310 (for capital)                         | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| RSTP   | 67.1         | 68.4         | 69.8         | 71.1         | 72.4         | 73.8         | 75.2         | 76.6         | 78.2         | 79.7         |
| <b>Subtotal Federal</b>                            | <b>67.5</b>  | <b>68.8</b>  | <b>70.2</b>  | <b>71.5</b>  | <b>72.8</b>  | <b>74.2</b>  | <b>75.6</b>  | <b>77.0</b>  | <b>78.6</b>  | <b>80.1</b>  |
| <b>TOTAL SOURCES</b>                               | <b>129.3</b> | <b>131.8</b> | <b>134.4</b> | <b>136.9</b> | <b>139.4</b> | <b>142.1</b> | <b>144.8</b> | <b>147.5</b> | <b>150.5</b> | <b>153.4</b> |
| <b>USES OF FUNDS</b>                               |              |              |              |              |              |              |              |              |              |              |
| Bus Operations                                     | 128.8        | 131.3        | 134.0        | 136.5        | 139.0        | 141.6        | 144.3        | 147.0        | 150.0        | 153.0        |
| Bus Capital  | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          |
| <b>TOTAL USES</b>                                  | <b>129.3</b> | <b>131.8</b> | <b>134.4</b> | <b>136.9</b> | <b>139.4</b> | <b>142.1</b> | <b>144.8</b> | <b>147.5</b> | <b>150.5</b> | <b>153.4</b> |
| Uses Percent Change                                | 1.97%        | 1.94%        | 2.01%        | 1.87%        | 1.82%        | 1.90%        | 1.90%        | 1.85%        | 2.05%        | 1.94%        |
| <b>CASH BALANCE</b>                                |              |              |              |              |              |              |              |              |              |              |
| Beginning Fiscal Year Cash Balance                 | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Annual Net Change to Cash Balance                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Ending Fiscal Year Cash Balance                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>MTA Subsidy (Prop C 40% and RSTP):</b>          | <b>119.6</b> | <b>121.9</b> | <b>124.4</b> | <b>126.7</b> | <b>129.0</b> | <b>131.5</b> | <b>134.0</b> | <b>136.5</b> | <b>139.3</b> | <b>142.0</b> |
| MTA Subsidy Percent Change:                        | 1.97%        | 1.95%        | 2.02%        | 1.87%        | 1.83%        | 1.91%        | 1.90%        | 1.86%        | 2.06%        | 1.94%        |

**NOTES:**

1. Sec 5310=Elderly & Disabled Persons (capital).
2. MTA FIS #410011.

**LACMTA Financial Forecasting Model  
Bus Operations - ADA/Paratransit  
(Access Services)**

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|  | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                   | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>SOURCES OF FUNDS</b>                            |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                       |              |              |              |              |              |              |              |              |              |              |              |
| Fare Revenues                                      | 9.6          | 9.8          | 10.0         | 10.2         | 10.4         | 10.6         | 10.8         | 11.0         | 11.3         | 11.5         | 11.7         |
| Proposition C 40% (Discretionary) - for capital    | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          | 0.1          |
| Proposition C 40% (Discretionary) - for operations | 63.5         | 64.7         | 65.9         | 67.1         | 68.5         | 69.8         | 71.2         | 72.7         | 74.2         | 75.7         | 79.1         |
| Proposition C - Local Return                       |              |              |              |              |              |              |              |              |              |              |              |
| TDA Article 4                                      |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 5% Security                          |              |              |              |              |              |              |              |              |              |              |              |
| Other (Advertising, Charter, Misc)                 | 1.6          | 1.6          | 1.7          | 1.7          | 1.7          | 1.8          | 1.8          | 1.8          | 1.9          | 1.9          | 1.9          |
| <b>Subtotal Local</b>                              | <b>74.7</b>  | <b>76.1</b>  | <b>77.6</b>  | <b>79.1</b>  | <b>80.6</b>  | <b>82.2</b>  | <b>83.9</b>  | <b>85.6</b>  | <b>87.4</b>  | <b>89.1</b>  | <b>92.8</b>  |
| <b>State</b>                                       |              |              |              |              |              |              |              |              |              |              |              |
| STA - Revenue Share                                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                              | <b>-</b>     |
| <b>Federal</b>                                     |              |              |              |              |              |              |              |              |              |              |              |
| Section 5310 (for capital)                         | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| RSTP   | 81.2         | 82.7         | 84.3         | 85.9         | 87.6         | 89.3         | 91.1         | 93.0         | 94.9         | 96.8         | 98.7         |
| <b>Subtotal Federal</b>                            | <b>81.6</b>  | <b>83.1</b>  | <b>84.7</b>  | <b>86.3</b>  | <b>88.0</b>  | <b>89.7</b>  | <b>91.5</b>  | <b>93.4</b>  | <b>95.3</b>  | <b>97.2</b>  | <b>99.1</b>  |
| <b>TOTAL SOURCES</b>                               | <b>156.3</b> | <b>159.2</b> | <b>162.3</b> | <b>165.4</b> | <b>168.6</b> | <b>171.9</b> | <b>175.4</b> | <b>179.0</b> | <b>182.7</b> | <b>186.3</b> | <b>191.9</b> |
| <b>USES OF FUNDS</b>                               |              |              |              |              |              |              |              |              |              |              |              |
| Bus Operations                                     | 155.9        | 158.8        | 161.8        | 164.9        | 168.2        | 171.5        | 174.9        | 178.6        | 182.2        | 185.8        | 191.5        |
| Bus Capital  | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          |
| <b>TOTAL USES</b>                                  | <b>156.3</b> | <b>159.2</b> | <b>162.3</b> | <b>165.4</b> | <b>168.6</b> | <b>171.9</b> | <b>175.4</b> | <b>179.0</b> | <b>182.7</b> | <b>186.3</b> | <b>191.9</b> |
| Uses Percent Change                                | 1.91%        | 1.86%        | 1.91%        | 1.91%        | 1.97%        | 1.96%        | 2.01%        | 2.06%        | 2.05%        | 1.97%        | 3.01%        |
| <b>CASH BALANCE</b>                                |              |              |              |              |              |              |              |              |              |              |              |
| Beginning Fiscal Year Cash Balance                 | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Annual Net Change to Cash Balance                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Ending Fiscal Year Cash Balance                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>MTA Subsidy (Prop C 40% and RSTP):</b>          | <b>144.7</b> | <b>147.4</b> | <b>150.2</b> | <b>153.1</b> | <b>156.1</b> | <b>159.2</b> | <b>162.4</b> | <b>165.8</b> | <b>169.2</b> | <b>172.5</b> | <b>177.9</b> |
| MTA Subsidy Percent Change:                        | 1.91%        | 1.87%        | 1.91%        | 1.91%        | 1.97%        | 1.96%        | 2.02%        | 2.07%        | 2.06%        | 1.98%        | 3.10%        |

**NOTES:**

1. Sec 5310=Elderly & Disabled Persons (capital).
2. MTA FIS #410011.

**LACMTA Financial Forecasting Model  
 Bus Operations  
 Incentive Program (Seniors & Disabled)  
 30-10 8/19/11**

| (\$ in millions)                            | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Plan<br>Total | %             | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|------------------|------------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>SOURCES OF FUNDS</b>                     |                  |                  |                  |               |               |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                |                  |                  |                  |               |               |              |              |              |              |              |              |              |              |              |              |
| Proposition A 5% of 40% (Incentive Program) | 158.0            | 227.4            | 354.9            | 740.2         | 100.0%        | 28.1         | 11.3         | 12.1         | 12.8         | 13.5         | 14.3         | 15.2         | 16.0         | 16.9         | 17.8         |
| <b>Subtotal Local</b>                       | <b>158.0</b>     | <b>227.4</b>     | <b>354.9</b>     | <b>740.2</b>  | <b>100.0%</b> | <b>28.1</b>  | <b>11.3</b>  | <b>12.1</b>  | <b>12.8</b>  | <b>13.5</b>  | <b>14.3</b>  | <b>15.2</b>  | <b>16.0</b>  | <b>16.9</b>  | <b>17.8</b>  |
| <b>TOTAL SOURCES</b>                        | <b>158.0</b>     | <b>227.4</b>     | <b>354.9</b>     | <b>740.2</b>  | <b>100.0%</b> | <b>28.1</b>  | <b>11.3</b>  | <b>12.1</b>  | <b>12.8</b>  | <b>13.5</b>  | <b>14.3</b>  | <b>15.2</b>  | <b>16.0</b>  | <b>16.9</b>  | <b>17.8</b>  |
| <b>USES OF FUNDS</b>                        |                  |                  |                  |               |               |              |              |              |              |              |              |              |              |              |              |
| Bus Operations                              | 158.0            | 227.4            | 354.9            | 740.2         | 100.0%        | 28.1         | 11.3         | 12.1         | 12.8         | 13.5         | 14.3         | 15.2         | 16.0         | 16.9         | 17.8         |
| <b>TOTAL USES</b>                           | <b>158.0</b>     | <b>227.4</b>     | <b>354.9</b>     | <b>740.2</b>  | <b>100.0%</b> | <b>28.1</b>  | <b>11.3</b>  | <b>12.1</b>  | <b>12.8</b>  | <b>13.5</b>  | <b>14.3</b>  | <b>15.2</b>  | <b>16.0</b>  | <b>16.9</b>  | <b>17.8</b>  |
| <b>CASH BALANCE</b>                         |                  |                  |                  |               |               |              |              |              |              |              |              |              |              |              |              |
| Beginning Fiscal Year Cash Balance          | -                | -                | -                | -             |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Annual Net Change to Cash Balance           | -                | -                | -                | -             |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Ending Fiscal Year Cash Balance             | -                | -                | -                | -             |               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. For coordinated, multi-jurisdictional dial-a-ride services that increase regional mobility for seniors and persons with disabilities.

**LACMTA Financial Forecasting Model  
 Bus Operations  
 Incentive Program (Seniors & Disabled)  
 30-10 8/19/11**

|   | 2019        | 2020        | 2021        | 2022        | 2023        | 2024        | 2025        | 2026        | 2027        | 2028        |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions)                            | 2020        | 2021        | 2022        | 2023        | 2024        | 2025        | 2026        | 2027        | 2028        | 2029        |
| <b>SOURCES OF FUNDS</b>                     |             |             |             |             |             |             |             |             |             |             |
| <b>Local</b>                                |             |             |             |             |             |             |             |             |             |             |
| Proposition A 5% of 40% (Incentive Program) | 18.7        | 19.6        | 20.5        | 21.3        | 22.2        | 23.1        | 24.1        | 25.0        | 25.9        | 26.9        |
| <b>Subtotal Local</b>                       | <b>18.7</b> | <b>19.6</b> | <b>20.5</b> | <b>21.3</b> | <b>22.2</b> | <b>23.1</b> | <b>24.1</b> | <b>25.0</b> | <b>25.9</b> | <b>26.9</b> |
| <b>TOTAL SOURCES</b>                        | <b>18.7</b> | <b>19.6</b> | <b>20.5</b> | <b>21.3</b> | <b>22.2</b> | <b>23.1</b> | <b>24.1</b> | <b>25.0</b> | <b>25.9</b> | <b>26.9</b> |
| <b>USES OF FUNDS</b>                        |             |             |             |             |             |             |             |             |             |             |
| Bus Operations                              | 18.7        | 19.6        | 20.5        | 21.3        | 22.2        | 23.1        | 24.1        | 25.0        | 25.9        | 26.9        |
| <b>TOTAL USES</b>                           | <b>18.7</b> | <b>19.6</b> | <b>20.5</b> | <b>21.3</b> | <b>22.2</b> | <b>23.1</b> | <b>24.1</b> | <b>25.0</b> | <b>25.9</b> | <b>26.9</b> |
| <b>CASH BALANCE</b>                         |             |             |             |             |             |             |             |             |             |             |
| Beginning Fiscal Year Cash Balance          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Annual Net Change to Cash Balance           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Ending Fiscal Year Cash Balance             | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |

**NOTES:**

1. For coordinated, multi-jurisdictional dial-a-ride services that increase regional mobility for seniors and persons with disabilities.

**LACMTA Financial Forecasting Model  
 Bus Operations  
 Incentive Program (Seniors & Disabled)  
 30-10 8/19/11**

|   | 2029        | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039        |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions)                            | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037        | 2038        | 2039        | 2040        |
| <b>SOURCES OF FUNDS</b>                     |             |             |             |             |             |             |             |             |             |             |             |
| <b>Local</b>                                |             |             |             |             |             |             |             |             |             |             |             |
| Proposition A 5% of 40% (Incentive Program) | 27.8        | 28.6        | 29.5        | 30.3        | 31.3        | 32.2        | 33.1        | 34.1        | 35.1        | 36.0        | 36.9        |
| <b>Subtotal Local</b>                       | <b>27.8</b> | <b>28.6</b> | <b>29.5</b> | <b>30.3</b> | <b>31.3</b> | <b>32.2</b> | <b>33.1</b> | <b>34.1</b> | <b>35.1</b> | <b>36.0</b> | <b>36.9</b> |
| <b>TOTAL SOURCES</b>                        | <b>27.8</b> | <b>28.6</b> | <b>29.5</b> | <b>30.3</b> | <b>31.3</b> | <b>32.2</b> | <b>33.1</b> | <b>34.1</b> | <b>35.1</b> | <b>36.0</b> | <b>36.9</b> |
| <b>USES OF FUNDS</b>                        |             |             |             |             |             |             |             |             |             |             |             |
| Bus Operations                              | 27.8        | 28.6        | 29.5        | 30.3        | 31.3        | 32.2        | 33.1        | 34.1        | 35.1        | 36.0        | 36.9        |
| <b>TOTAL USES</b>                           | <b>27.8</b> | <b>28.6</b> | <b>29.5</b> | <b>30.3</b> | <b>31.3</b> | <b>32.2</b> | <b>33.1</b> | <b>34.1</b> | <b>35.1</b> | <b>36.0</b> | <b>36.9</b> |
| <b>CASH BALANCE</b>                         |             |             |             |             |             |             |             |             |             |             |             |
| Beginning Fiscal Year Cash Balance          | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Annual Net Change to Cash Balance           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |
| Ending Fiscal Year Cash Balance             | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           | -           |

**NOTES:**

1. For coordinated, multi-jurisdictional dial-a-ride services that increase regional mobility for seniors and persons with disabilities.

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30-10 & 19/11**

|  | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Total<br>'10-'40 | %             | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 |
|--|------------------|------------------|------------------|------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                       |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| <b>SOURCES OF FUNDS</b>                                |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| <b>Local</b>   |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| 1 Measure R 35% Clean Fuel Buses                       | 50.0             | 50.0             | 50.0             | 150.0            | 0.9%          | 6.4          | 3.6          | 5.6          | -            | 14.4         | -            | 10.0         | -            | 10.0         |
| 2 Proposition C Local Return                           | 206.5            | 333.8            | 521.0            | 1,061.4          | 6.2%          | 15.8         | 16.7         | 17.7         | 18.7         | 19.8         | 21.0         | 22.3         | 23.6         | 24.8         |
| 3 Proposition A Local Return                           | 373.6            | 603.9            | 942.6            | 1,920.2          | 11.2%         | 28.6         | 30.1         | 32.0         | 33.9         | 35.9         | 38.1         | 40.3         | 42.6         | 44.9         |
| 4 Proposition C 10%                                    | 1.1              | -                | -                | 1.1              | 0.0%          | -            | 1.1          | -            | -            | -            | -            | -            | -            | -            |
| 5 Proposition C Discretionary 40%                      | 366.1            | 631.9            | 1,203.0          | 2,201.0          | 12.9%         | 17.0         | 28.1         | 15.0         | 43.2         | 37.9         | 22.2         | 42.5         | 54.4         | 46.5         |
| 6 Proposition C 25%                                    | 28.4             | -                | -                | 28.4             | 0.2%          | -            | 1.8          | 26.5         | -            | -            | -            | -            | -            | -            |
| 7 TDA Article 4  | 1,214.3          | 1,774.2          | 1,709.3          | 4,697.8          | 27.5%         | 81.7         | 65.3         | 62.7         | 97.1         | 104.3        | 139.8        | 163.0        | 138.8        | 198.0        |
| 8 Lease/Leaseback                                      | 40.6             | -                | -                | 40.6             | 0.2%          | -            | 27.1         | 13.5         | -            | -            | -            | -            | -            | -            |
| 9 SAFE   | 4.0              | -                | -                | 4.0              | 0.0%          | -            | -            | 2.0          | 2.0          | -            | -            | -            | -            | -            |
| 10 State repayment of capital proj loans (fund 3562)   | 38.2             | -                | -                | 38.2             | 0.2%          | -            | 18.1         | 2.1          | 18.0         | -            | -            | -            | -            | -            |
| <b>11 Subtotal Local</b>                               | <b>2,322.8</b>   | <b>3,393.9</b>   | <b>4,425.9</b>   | <b>10,142.6</b>  | <b>59.4%</b>  | <b>149.4</b> | <b>191.9</b> | <b>177.2</b> | <b>213.0</b> | <b>212.3</b> | <b>221.2</b> | <b>278.1</b> | <b>259.3</b> | <b>324.2</b> |
| <b>State</b>   |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| 13 SCAQMD/AB 2766                                      | 4.0              | 6.0              | 8.0              | 18.0             | 0.1%          | -            | -            | -            | -            | -            | 2.0          | -            | -            | 2.0          |
| 14 STA - Operator Revenue Share                        | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 15 Traffic Congestion Relief                           | 33.6             | -                | -                | 33.6             | 0.2%          | 33.6         | -            | -            | -            | -            | -            | -            | -            | -            |
| 16 Prop 1B State Bonds - PTMISEA                       | 283.0            | -                | -                | 283.0            | 1.7%          | 29.4         | 17.1         | 53.1         | 67.6         | 77.4         | 38.4         | -            | -            | -            |
| 17 Prop 1B State Bonds - SLPP                          | 58.6             | -                | -                | 58.6             | 0.3%          | -            | 20.0         | 3.6          | 17.0         | 18.0         | -            | -            | -            | -            |
| 18 Regional Improvement Prog Funds (RIP)               | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>19 Subtotal State</b>                               | <b>379.1</b>     | <b>6.0</b>       | <b>8.0</b>       | <b>393.1</b>     | <b>2.3%</b>   | <b>63.0</b>  | <b>37.1</b>  | <b>56.6</b>  | <b>84.6</b>  | <b>95.4</b>  | <b>40.4</b>  | <b>-</b>     | <b>-</b>     | <b>2.0</b>   |
| <b>Federal</b>   |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| 21 Sect. 5309 Bus and Bus-Related Facilities           | 128.4            | 50.0             | 55.0             | 233.4            | 1.4%          | 79.7         | 0.9          | 8.9          | 30.0         | 8.8          | -            | -            | -            | -            |
| 22 Section 5310  | 4.0              | 4.0              | 4.4              | 12.4             | 0.1%          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| 23 CMAQ  | 193.0            | -                | -                | 193.0            | 1.1%          | 50.9         | 83.0         | 29.6         | 1.0          | 5.9          | 15.0         | 7.6          | -            | -            |
| 25 Sect 5340 Growing States and High Density           | 3.7              | 4.3              | 5.5              | 13.5             | 0.1%          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| 26 ARRA (5307, 5340 incl. ARRA TE)                     | 148.6            | -                | -                | 148.6            | 0.9%          | 86.1         | 62.5         | -            | -            | -            | -            | -            | -            | -            |
| 27 Sect 5307 Capital, incl Other UZAs and Cntywd TEA   | 999.1            | 1,557.4          | 2,777.2          | 5,333.8          | 31.2%         | 83.2         | 170.1        | 85.6         | 86.8         | 88.0         | 89.2         | 90.4         | 99.3         | 95.4         |
| <b>28 Subtotal Federal</b>                             | <b>1,476.8</b>   | <b>1,615.7</b>   | <b>2,842.1</b>   | <b>5,934.6</b>   | <b>34.8%</b>  | <b>300.7</b> | <b>317.3</b> | <b>124.8</b> | <b>118.5</b> | <b>103.5</b> | <b>105.0</b> | <b>98.8</b>  | <b>100.1</b> | <b>96.2</b>  |
| <b>Financing Revenues</b>                              |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |              |
| 27 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)  | -                | -                | -                | -                | 0.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 28 Add'l Bonds 12-yr Prop C 40% (Gross Model Generat)  | 91.6             | 333.2            | 23.0             | 447.8            | 2.6%          | -            | -            | -            | -            | -            | -            | 22.9         | 22.9         | 22.9         |
| 29 Bond Issue Expense 12-Yr Prop C 40% Bonds           | (1.3)            | (4.7)            | (0.3)            | (6.3)            | 0.0%          | -            | -            | -            | -            | -            | -            | (0.3)        | (0.3)        | (0.3)        |
| 30 Bond Reserve Fund 12-Yr Prop C 40% Bonds            | (10.3)           | (38.6)           | (2.7)            | (51.6)           | -0.3%         | -            | -            | -            | -            | -            | -            | (2.6)        | (2.6)        | (2.6)        |
| 31 Add'l Bonds 30-yr Prop C 40 % (Gross Model Generat) | 54.2             | 174.4            | -                | 228.6            | 1.3%          | -            | -            | -            | 10.8         | 21.7         | -            | -            | -            | 21.7         |
| 32 Bond Issue Expense 30-Yr Prop C 40% Bonds           | (0.8)            | (2.4)            | -                | (3.2)            | 0.0%          | -            | -            | -            | (0.2)        | (0.3)        | -            | -            | -            | (0.3)        |
| 33 Bond Reserve Fund 30-Yr Prop C 40% Bonds            | (3.5)            | (11.9)           | -                | (15.4)           | -0.1%         | -            | -            | -            | (0.7)        | (1.4)        | -            | -            | -            | (1.4)        |
| <b>34 Subtotal Net Financing Revenues</b>              | <b>130.0</b>     | <b>450.0</b>     | <b>20.0</b>      | <b>600.0</b>     | <b>3.5%</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>10.0</b>  | <b>20.0</b>  | <b>-</b>     | <b>20.0</b>  | <b>20.0</b>  | <b>40.0</b>  |
| <b>35 TOTAL SOURCES</b>                                | <b>4,308.8</b>   | <b>5,465.6</b>   | <b>7,296.0</b>   | <b>17,070.3</b>  | <b>100.0%</b> | <b>513.1</b> | <b>546.3</b> | <b>358.6</b> | <b>426.1</b> | <b>431.2</b> | <b>366.6</b> | <b>397.0</b> | <b>379.4</b> | <b>462.4</b> |

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30-10 & 19/11**

|   | Years          | Years          | Years          | Total           |               | 2009         | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         |
|---|----------------|----------------|----------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)  | '10-'19        | '20-'29        | '30-'40        | '10-'40         | %             | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         |
| <b>36 USES OF FUNDS</b>                                   |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |
| <b>37 Capital Expenditures</b>                            |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |
| 38 All Operators  |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |
| 39 MTA Bus (excl Infrastruc Bond uses, incl new divs)     | 2,155.8        | 2,804.8        | 3,709.0        | 8,669.6         | 50.8%         | 301.5        | 163.7        | 130.4        | 241.7        | 248.9        | 181.2        | 212.7        | 189.8        | 263.1        |
| 40 Municipal Operators                                    | 1,856.6        | 2,230.5        | 3,124.8        | 7,211.9         | 42.2%         | 188.6        | 189.3        | 193.4        | 181.6        | 180.5        | 182.9        | 179.2        | 181.8        | 188.3        |
| 41 Paratransit - Access Services (Section 5310 capital)   | 4.5            | 4.5            | 5.0            | 14.0            | 0.1%          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          |
| 42 Paratransit - Other Operators (Section 5310 capital)   | -              | -              | -              | -               | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 43  | -              | -              | -              | -               | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>44 Subtotal All Operators (Incl Expansion)</b>         | <b>4,016.9</b> | <b>5,039.8</b> | <b>6,838.8</b> | <b>15,895.5</b> | <b>93.1%</b>  | <b>490.5</b> | <b>353.4</b> | <b>324.2</b> | <b>423.8</b> | <b>429.9</b> | <b>364.5</b> | <b>392.3</b> | <b>372.1</b> | <b>451.9</b> |
| 45  |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |
| 46  |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |
| 47 <b>Number of Buses Purchased - MTA</b>                 | <b>2,058</b>   | <b>2,063</b>   | <b>2,308</b>   | <b>6,429</b>    |               | <b>302</b>   | <b>91</b>    | <b>200</b>   | <b>250</b>   | <b>250</b>   | <b>150</b>   | <b>200</b>   | <b>150</b>   | <b>272</b>   |
| 48 <b>Number of Expansion Buses - Municipal Operators</b> | <b>110</b>     | <b>-</b>       | <b>-</b>       | <b>110</b>      |               | <b>40</b>    | <b>4</b>     | <b>5</b>     | <b>4</b>     | <b>5</b>     | <b>10</b>    | <b>5</b>     | <b>12</b>    | <b>25</b>    |
| 49 <b>Expansion Only (MTA &amp; Municipal Operators)</b>  | <b>2,168</b>   | <b>2,063</b>   | <b>2,308</b>   | <b>6,539</b>    |               | <b>-</b>     |
| <b>50 Subtotal Capital Expenditures</b>                   | <b>4,016.9</b> | <b>5,039.8</b> | <b>6,838.8</b> | <b>15,895.5</b> | <b>93.1%</b>  | <b>490.5</b> | <b>353.4</b> | <b>324.2</b> | <b>423.8</b> | <b>429.9</b> | <b>364.5</b> | <b>392.3</b> | <b>372.1</b> | <b>451.9</b> |
| 51 <b>MTA CRD Project</b>                                 | <b>251.8</b>   | <b>-</b>       | <b>-</b>       | <b>251.8</b>    | <b>1.5%</b>   | <b>-</b>     | <b>209.6</b> | <b>40.2</b>  | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| 52 <b>Financing Payments</b>                              |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |
| 53 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40%)      | -              | -              | -              | -               | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 54 COPs (Actual/Treasury Fcst; TDA, Sect. 5307)           | -              | -              | -              | -               | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 55 Add'l Bonds 12-yr Prop C 40% (Model Generated)         | 25.8           | 302.4          | 287.7          | 616.0           | 3.6%          | -            | -            | -            | -            | -            | -            | 2.6          | 5.2          | 7.8          |
| 56 Add'l Bonds 30-yr Prop C 40 % (Model Generated)        | 14.2           | 123.3          | 169.4          | 307.0           | 1.8%          | -            | -            | -            | 0.3          | 1.4          | 2.1          | 2.1          | 2.1          | 2.8          |
| <b>57 Subtotal Financing Payment</b>                      | <b>40.0</b>    | <b>425.8</b>   | <b>457.2</b>   | <b>923.0</b>    | <b>5.4%</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>0.3</b>   | <b>1.4</b>   | <b>2.1</b>   | <b>4.7</b>   | <b>7.2</b>   | <b>10.5</b>  |
| <b>58 TOTAL USES</b>                                      | <b>4,308.8</b> | <b>5,465.6</b> | <b>7,296.0</b> | <b>17,070.3</b> | <b>100.0%</b> | <b>490.5</b> | <b>563.0</b> | <b>364.4</b> | <b>426.1</b> | <b>431.3</b> | <b>366.6</b> | <b>397.0</b> | <b>379.4</b> | <b>462.4</b> |
| 59 <b>CASH BALANCE</b>                                    |                |                |                |                 |               |              |              |              |              |              |              |              |              |              |
| 60 Beginning Fiscal Year Cash Balance                     | 0.0            | 0.0            | 0.0            | 0.0             | -             | 0.0          | 22.6         | 5.9          | 0.1          | 0.1          | 0.0          | 0.0          | 0.0          | 0.1          |
| 61 Annual Net Change to Cash Balance                      | 0.0            | 0.0            | 0.0            | 0.0             | -             | 22.6         | (16.7)       | (5.8)        | (0.0)        | (0.0)        | 0.0          | 0.0          | 0.0          | (0.0)        |
| 62 Ending Fiscal Year Cash Balance incl Muni Oper         | 0.0            | 0.0            | 0.0            | 0.0             | -             | 22.6         | 5.9          | 0.1          | 0.1          | 0.0          | 0.0          | 0.0          | 0.1          | 0.0          |

**NOTES**

1. Bus expansion includes 20% for spares.

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30-10 8/19/11**

|   | 2018         | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                      | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>SOURCES OF FUNDS</b>                               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |              |              |              |              |              |              |              |              |              |              |              |
| 1 Measure R 35% Clean Fuel Buses                      | -            | 10.0         | -            | 10.0         | -            | 10.0         | -            | 10.0         | -            | 10.0         | -            |
| 2 Proposition C Local Return                          | 26.1         | 27.4         | 28.8         | 30.1         | 31.3         | 32.6         | 34.0         | 35.4         | 36.7         | 38.1         | 39.4         |
| 3 Proposition A Local Return                          | 47.2         | 49.6         | 52.1         | 54.4         | 56.7         | 59.0         | 61.5         | 64.0         | 66.4         | 68.9         | 71.4         |
| 4 Proposition C 10%                                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 5 Proposition C Discretionary 40%                     | 59.3         | 47.3         | 27.7         | 29.8         | 74.8         | 48.5         | 71.2         | 92.4         | 85.8         | 76.4         | 77.9         |
| 6 Proposition C 25%                                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 7 TDA Article 4                                       | 163.6        | 185.4        | 189.6        | 138.8        | 204.7        | 192.8        | 183.9        | 157.9        | 177.0        | 178.9        | 165.3        |
| 8 Lease/Leaseback                                     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 9 SAFE  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 10 State repayment of capital proj loans (fund 3562)  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 11 <b>Subtotal Local</b>                              | <b>296.2</b> | <b>319.8</b> | <b>298.2</b> | <b>263.1</b> | <b>367.5</b> | <b>342.9</b> | <b>350.6</b> | <b>359.6</b> | <b>365.9</b> | <b>372.4</b> | <b>354.0</b> |
| <b>State</b>  |              |              |              |              |              |              |              |              |              |              |              |
| 13 SCAQMD/AB 2766                                     | -            | -            | 2.0          | -            | -            | 2.0          | -            | -            | 2.0          | -            | -            |
| 14 STA - Operator Revenue Share                       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 15 Traffic Congestion Relief                          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 16 Prop 1B State Bonds - PTMISEA                      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 17 Prop 1B State Bonds - SLPP                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 18 Regional Improvement Prog Funds (RIP)              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 19 <b>Subtotal State</b>                              | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>  |              |              |              |              |              |              |              |              |              |              |              |
| 21 Sect. 5309 Bus and Bus-Related Facilities          | -            | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          |
| 22 Section 5310                                       | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| 23 CMAQ   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 25 Sect 5340 Growing States and High Density          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.5          |
| 26 ARRA (5307, 5340 incl. ARRA TE)                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 27 Sect 5307 Capital, incl Other UZAs and Cntywd TEA  | 111.2        | 104.8        | 123.5        | 134.8        | 134.0        | 132.5        | 159.5        | 173.0        | 197.3        | 185.0        | 212.9        |
| 28 <b>Subtotal Federal</b>                            | <b>112.0</b> | <b>110.6</b> | <b>129.4</b> | <b>140.6</b> | <b>139.8</b> | <b>138.3</b> | <b>165.3</b> | <b>178.8</b> | <b>203.2</b> | <b>190.8</b> | <b>218.8</b> |
| <b>Financing Revenues</b>                             |              |              |              |              |              |              |              |              |              |              |              |
| 27 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 28 Add'l Bonds 12-yr Prop C 40% (Gross Model Generat  | 22.9         | 34.4         | 23.0         | -            | 92.0         | -            | 34.5         | 57.5         | 34.5         | 34.5         | 23.0         |
| 29 Bond Issue Expense 12-Yr Prop C 40% Bonds          | (0.3)        | (0.5)        | (0.3)        | -            | (1.3)        | -            | (0.5)        | (0.8)        | (0.5)        | (0.5)        | (0.3)        |
| 30 Bond Reserve Fund 12-Yr Prop C 40% Bonds           | (2.6)        | (3.9)        | (2.7)        | -            | (10.7)       | -            | (4.0)        | (6.7)        | (4.0)        | (4.0)        | (2.7)        |
| 31 Add'l Bonds 30-yr Prop C 40 % (Gross Model Generat | -            | 21.7         | 32.7         | 54.5         | 43.6         | 21.8         | -            | -            | -            | -            | -            |
| 32 Bond Issue Expense 30-Yr Prop C 40% Bonds          | -            | (0.3)        | (0.5)        | (0.8)        | (0.6)        | (0.3)        | -            | -            | -            | -            | -            |
| 33 Bond Reserve Fund 30-Yr Prop C 40% Bonds           | -            | (1.4)        | (2.3)        | (3.8)        | (3.0)        | (1.5)        | -            | -            | -            | -            | -            |
| 34 <b>Subtotal Net Financing Revenues</b>             | <b>20.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>120.0</b> | <b>20.0</b>  | <b>30.0</b>  | <b>50.0</b>  | <b>30.0</b>  | <b>30.0</b>  | <b>20.0</b>  |
| 35 <b>TOTAL SOURCES</b>                               | <b>428.2</b> | <b>480.3</b> | <b>479.5</b> | <b>453.7</b> | <b>627.4</b> | <b>503.3</b> | <b>546.0</b> | <b>588.4</b> | <b>601.0</b> | <b>593.2</b> | <b>592.7</b> |

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30-10 8/19/11**

|   | 2018         | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)  | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>36 USES OF FUNDS</b>                                   |              |              |              |              |              |              |              |              |              |              |              |
| <b>37 Capital Expenditures</b>                            |              |              |              |              |              |              |              |              |              |              |              |
| 38 All Operators  |              |              |              |              |              |              |              |              |              |              |              |
| 39 MTA Bus (excl Infrastruc Bond uses, incl new divs)     | 222.8        | 262.3        | 253.9        | 217.1        | 373.9        | 239.5        | 274.3        | 301.7        | 307.2        | 289.4        | 285.6        |
| 40 Municipal Operators                                    | 191.1        | 199.2        | 202.3        | 210.2        | 213.1        | 221.1        | 224.3        | 232.7        | 235.8        | 244.3        | 247.6        |
| 41 Paratransit - Access Services (Section 5310 capital)   | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          |
| 42 Paratransit - Other Operators (Section 5310 capital)   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 43  |              |              |              |              |              |              |              |              |              |              |              |
| <b>44 Subtotal All Operators (incl Expansion)</b>         | <b>414.4</b> | <b>461.9</b> | <b>456.6</b> | <b>427.8</b> | <b>587.4</b> | <b>461.1</b> | <b>499.0</b> | <b>534.8</b> | <b>543.4</b> | <b>534.2</b> | <b>533.6</b> |
| 45  |              |              |              |              |              |              |              |              |              |              |              |
| 46  |              |              |              |              |              |              |              |              |              |              |              |
| 47 <b>Number of Buses Purchased - MTA</b>                 | <b>193</b>   | <b>227</b>   | <b>180</b>   | <b>64</b>    | <b>334</b>   | <b>143</b>   | <b>200</b>   | <b>250</b>   | <b>250</b>   | <b>215</b>   | <b>200</b>   |
| 48 <b>Number of Expansion Buses - Municipal Operators</b> | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 49 <b>Expansion Only (MTA &amp; Municipal Operators)</b>  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>50 Subtotal Capital Expenditures</b>                   | <b>414.4</b> | <b>461.9</b> | <b>456.6</b> | <b>427.8</b> | <b>587.4</b> | <b>461.1</b> | <b>499.0</b> | <b>534.8</b> | <b>543.4</b> | <b>534.2</b> | <b>533.6</b> |
| 51 <b>MTA CRD Project</b>                                 | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 52 <b>Financing Payments</b>                              |              |              |              |              |              |              |              |              |              |              |              |
| 53 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40%)      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 54 COPs (Actual/Treasury Fcst; TDA, Sect. 5307)           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 55 Add'l Bonds 12-yr Prop C 40% (Model Generated)         | 10.3         | 14.2         | 16.9         | 16.9         | 27.6         | 27.6         | 31.6         | 38.2         | 42.2         | 43.6         | 43.7         |
| 56 Add'l Bonds 30-yr Prop C 40 % (Model Generated)        | 3.5          | 4.2          | 6.0          | 9.0          | 12.4         | 14.7         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         |
| <b>57 Subtotal Financing Payment</b>                      | <b>13.8</b>  | <b>18.4</b>  | <b>22.9</b>  | <b>25.9</b>  | <b>40.0</b>  | <b>42.2</b>  | <b>47.0</b>  | <b>53.6</b>  | <b>57.6</b>  | <b>59.0</b>  | <b>59.1</b>  |
| <b>58 TOTAL USES</b>                                      | <b>428.2</b> | <b>480.3</b> | <b>479.5</b> | <b>453.7</b> | <b>627.4</b> | <b>503.3</b> | <b>546.0</b> | <b>588.4</b> | <b>601.0</b> | <b>593.2</b> | <b>592.7</b> |
| 59 <b>CASH BALANCE</b>                                    |              |              |              |              |              |              |              |              |              |              |              |
| 60 Beginning Fiscal Year Cash Balance                     | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 61 Annual Net Change to Cash Balance                      | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 62 Ending Fiscal Year Cash Balance incl Muni Oper         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES**

1. Bus expansion includes 20% for spares.

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30-10 8/19/11**

|   | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                      | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>SOURCES OF FUNDS</b>                               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |              |              |              |              |              |              |              |              |              |              |              |
| 1 Measure R 35% Clean Fuel Buses                      | 10.0         | -            | 10.0         | -            | 10.0         | -            | 10.0         | -            | 10.0         | -            | -            |
| 2 Proposition C Local Return                          | 40.8         | 42.0         | 43.2         | 44.5         | 45.9         | 47.3         | 48.6         | 50.0         | 51.5         | 52.8         | 54.2         |
| 3 Proposition A Local Return                          | 73.8         | 76.0         | 78.2         | 80.6         | 83.1         | 85.6         | 88.0         | 90.5         | 93.1         | 95.6         | 98.1         |
| 4 Proposition C 10%                                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 5 Proposition C Discretionary 40%                     | 95.1         | 114.1        | 77.9         | 77.7         | 70.4         | 48.5         | 141.6        | 64.0         | 115.3        | 139.9        | 258.4        |
| 6 Proposition C 25%                                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 7 TDA Article 4                                       | 156.5        | 204.2        | 170.3        | 189.3        | 145.0        | 137.0        | 182.8        | 113.7        | 115.6        | 152.0        | 142.9        |
| 8 Lease/Leaseback                                     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 9 SAFE  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 10 State repayment of capital proj loans (fund 3562)  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 11 <b>Subtotal Local</b>                              | <b>376.2</b> | <b>436.3</b> | <b>379.8</b> | <b>392.0</b> | <b>354.4</b> | <b>318.3</b> | <b>471.0</b> | <b>318.3</b> | <b>385.5</b> | <b>440.4</b> | <b>553.7</b> |
| <b>State</b>  |              |              |              |              |              |              |              |              |              |              |              |
| 13 SCAQMD/AB 2766                                     | 2.0          | -            | -            | 2.0          | -            | -            | 2.0          | -            | -            | 2.0          | -            |
| 14 STA - Operator Revenue Share                       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 15 Traffic Congestion Relief                          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 16 Prop 1B State Bonds - PTMISEA                      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 17 Prop 1B State Bonds - SLPP                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 18 Regional Improvement Prog Funds (RIP)              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 19 <b>Subtotal State</b>                              | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     |
| <b>Federal</b>  |              |              |              |              |              |              |              |              |              |              |              |
| 21 Sect. 5309 Bus and Bus-Related Facilities          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          |
| 22 Section 5310                                       | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| 23 CMAQ   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 25 Sect 5340 Growing States and High Density          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          |
| 26 ARRA (5307, 5340 incl. ARRA TE)                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 27 Sect 5307 Capital, incl Other UZAs and Cntywd TEA  | 209.6        | 222.7        | 229.6        | 248.2        | 255.8        | 277.3        | 285.1        | 310.6        | 318.9        | 260.6        | 158.9        |
| 28 <b>Subtotal Federal</b>                            | <b>215.5</b> | <b>228.6</b> | <b>235.4</b> | <b>254.1</b> | <b>261.7</b> | <b>283.2</b> | <b>291.0</b> | <b>316.5</b> | <b>324.9</b> | <b>266.5</b> | <b>164.8</b> |
| <b>Financing Revenues</b>                             |              |              |              |              |              |              |              |              |              |              |              |
| 27 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 28 Add'l Bonds 12-yr Prop C 40% (Gross Model Generat  | 23.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 29 Bond Issue Expense 12-Yr Prop C 40% Bonds          | (0.3)        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 30 Bond Reserve Fund 12-Yr Prop C 40% Bonds           | (2.7)        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 31 Add'l Bonds 30-yr Prop C 40 % (Gross Model Generat | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 32 Bond Issue Expense 30-Yr Prop C 40% Bonds          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 33 Bond Reserve Fund 30-Yr Prop C 40% Bonds           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 34 <b>Subtotal Net Financing Revenues</b>             | <b>20.0</b>  | <b>-</b>     |
| 35 <b>TOTAL SOURCES</b>                               | <b>613.6</b> | <b>664.9</b> | <b>615.2</b> | <b>648.1</b> | <b>616.1</b> | <b>601.5</b> | <b>763.9</b> | <b>634.8</b> | <b>710.4</b> | <b>708.9</b> | <b>718.5</b> |

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30-10 8/19/11**

|   | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)  | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>36 USES OF FUNDS</b>                                   |              |              |              |              |              |              |              |              |              |              |              |
| <b>37 Capital Expenditures</b>                            |              |              |              |              |              |              |              |              |              |              |              |
| 38 All Operators  |              |              |              |              |              |              |              |              |              |              |              |
| 39 MTA Bus (excl Infrastruc Bond uses, incl new divs)     | 297.9        | 348.9        | 294.9        | 327.3        | 286.6        | 279.2        | 433.0        | 304.1        | 377.3        | 376.3        | 383.5        |
| 40 Municipal Operators                                    | 256.0        | 259.0        | 267.1        | 270.3        | 279.0        | 282.5        | 291.1        | 294.8        | 303.8        | 307.4        | 313.8        |
| 41 Paratransit - Access Services (Section 5310 capital)   | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          |
| 42 Paratransit - Other Operators (Section 5310 capital)   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 43  |              |              |              |              |              |              |              |              |              |              |              |
| <b>44 Subtotal All Operators (incl Expansion)</b>         | <b>554.4</b> | <b>608.3</b> | <b>562.4</b> | <b>598.1</b> | <b>566.0</b> | <b>562.1</b> | <b>724.5</b> | <b>599.3</b> | <b>681.6</b> | <b>684.1</b> | <b>697.8</b> |
| 45  |              |              |              |              |              |              |              |              |              |              |              |
| 46  |              |              |              |              |              |              |              |              |              |              |              |
| 47 <b>Number of Buses Purchased - MTA</b>                 | <b>185</b>   | <b>272</b>   | <b>193</b>   | <b>227</b>   | <b>180</b>   | <b>64</b>    | <b>334</b>   | <b>143</b>   | <b>200</b>   | <b>250</b>   | <b>250</b>   |
| 48 <b>Number of Expansion Buses - Municipal Operators</b> | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 49 <b>Expansion Only (MTA &amp; Municipal Operators)</b>  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 50 <b>Subtotal Capital Expenditures</b>                   | <b>554.4</b> | <b>608.3</b> | <b>562.4</b> | <b>598.1</b> | <b>566.0</b> | <b>562.1</b> | <b>724.5</b> | <b>599.3</b> | <b>681.6</b> | <b>684.1</b> | <b>697.8</b> |
| 51 <b>MTA CRD Project</b>                                 | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 52 <b>Financing Payments</b>                              |              |              |              |              |              |              |              |              |              |              |              |
| 53 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40%)      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 54 COPs (Actual/Treasury Fcst; TDA, Sect. 5307)           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 55 Add'l Bonds 12-yr Prop C 40% (Model Generated)         | 43.8         | 41.2         | 37.3         | 34.7         | 34.7         | 24.0         | 24.0         | 20.0         | 13.3         | 9.3          | 5.3          |
| 56 Add'l Bonds 30-yr Prop C 40 % (Model Generated)        | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         |
| 57 <b>Subtotal Financing Payment</b>                      | <b>59.2</b>  | <b>56.6</b>  | <b>52.7</b>  | <b>50.1</b>  | <b>50.1</b>  | <b>39.4</b>  | <b>39.4</b>  | <b>35.4</b>  | <b>28.7</b>  | <b>24.7</b>  | <b>20.7</b>  |
| 58 <b>TOTAL USES</b>                                      | <b>613.6</b> | <b>664.9</b> | <b>615.2</b> | <b>648.1</b> | <b>616.1</b> | <b>601.5</b> | <b>763.9</b> | <b>634.8</b> | <b>710.4</b> | <b>708.9</b> | <b>718.5</b> |
| 59 <b>CASH BALANCE</b>                                    |              |              |              |              |              |              |              |              |              |              |              |
| 60 Beginning Fiscal Year Cash Balance                     | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 61 Annual Net Change to Cash Balance                      | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 62 Ending Fiscal Year Cash Balance incl Muni Oper         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES**

1. Bus expansion includes 20% for spares.

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Summary**  
**30-10 8/19/11**

| (\$ in millions)  | Years          | Years          | Years          | Plan           | %             | 2009         | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         |
|---|----------------|----------------|----------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|   | '10-'19        | '20-'29        | '30-'40        | Total          |               | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         |
| <b>SOURCES OF FUNDS</b>                                 |                |                |                |                |               |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |                |                |                |                |               |              |              |              |              |              |              |              |              |              |              |
| 1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)    | -              | -              | -              | -              | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 2 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen)        | 91.6           | 333.2          | 23.0           | 447.8          | 4.7%          | -            | -            | -            | -            | -            | -            | 22.9         | 22.9         | 22.9         | 22.9         |
| 3 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)       | 54.2           | 174.4          | -              | 228.6          | 2.4%          | -            | -            | -            | 10.8         | 21.7         | -            | -            | -            | 21.7         | -            |
| 4 Bond Issue Expense 12-yr bonds                        | (1.3)          | (4.7)          | (0.3)          | (6.3)          | -0.1%         | -            | -            | -            | -            | -            | -            | (0.3)        | (0.3)        | (0.3)        | (0.3)        |
| 5 Bond Reserve Fund 12-yr bonds                         | (10.3)         | (38.6)         | (2.7)          | (51.6)         | -0.5%         | -            | -            | -            | -            | -            | -            | (2.6)        | (2.6)        | (2.6)        | (2.6)        |
| 6 Bond Issue Expense 30-yr bonds                        | (0.8)          | (2.4)          | -              | (3.2)          | 0.0%          | -            | -            | -            | (0.2)        | (0.3)        | -            | -            | -            | (0.3)        | -            |
| 7 Bond Reserve Fund 30-yr bonds                         | (3.5)          | (11.9)         | -              | (15.4)         | -0.2%         | -            | -            | -            | (0.7)        | (1.4)        | -            | -            | -            | (1.4)        | -            |
| 8 Proposition C Discretionary 40%                       | 306.9          | 631.4          | 1,202.4        | 2,140.7        | 22.3%         | 7.2          | 5.0          | 5.0          | 33.1         | 36.3         | 20.7         | 41.0         | 52.9         | 46.4         | 59.3         |
| 9 TDA Article 4   | 1,004.8        | 1,517.5        | 1,363.5        | 3,885.9        | 40.5%         | 62.6         | 46.0         | 43.0         | 77.0         | 83.7         | 118.7        | 141.3        | 116.6        | 175.4        | 140.5        |
| 10 Measure R 35% Clean Fuel Buses                       | 33.4           | 37.0           | 37.0           | 107.4          | 1.1%          | 3.8          | -            | 3.0          | -            | 11.8         | -            | 7.4          | -            | 7.4          | -            |
| 11 Lease/Leaseback & General Fund                       | 40.6           | -              | -              | 40.6           | 0.4%          | -            | 27.1         | 13.5         | -            | -            | -            | -            | -            | -            | -            |
| 12 State Repayment of Capital Proj Loans Fund 3562      | 37.0           | -              | -              | 37.0           | 0.4%          | -            | 16.9         | 2.1          | 18.0         | -            | -            | -            | -            | -            | -            |
| <b>13 Subtotal Local</b>                                | <b>1,552.7</b> | <b>2,635.9</b> | <b>2,622.9</b> | <b>6,811.5</b> | <b>71.0%</b>  | <b>73.5</b>  | <b>95.0</b>  | <b>66.6</b>  | <b>138.1</b> | <b>151.8</b> | <b>139.4</b> | <b>209.7</b> | <b>189.5</b> | <b>269.2</b> | <b>219.8</b> |
| <b>State</b>  |                |                |                |                |               |              |              |              |              |              |              |              |              |              |              |
| 15 SCAQMD/(AB 2766/Carl Moyer)                          | 4.0            | 6.0            | 8.0            | 18.0           | 0.2%          | -            | -            | -            | -            | -            | 2.0          | -            | -            | 2.0          | -            |
| 17 Traffic Congestion Relief                            | 33.6           | -              | -              | 33.6           | 0.4%          | 33.6         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 18 Prop 1B State Infrastructure Bonds PTMISEA           | 212.9          | -              | -              | 212.9          | 2.2%          | 17.7         | 5.4          | 41.4         | 55.9         | 65.7         | 26.8         | -            | -            | -            | -            |
| 19 Prop 1B State Infrastructure Bonds SLPP              | 38.6           | -              | -              | 38.6           | 0.4%          | -            | -            | 3.6          | 17.0         | 18.0         | -            | -            | -            | -            | -            |
| 20 Regional Improvement Prog Funds (RIP)                | -              | -              | -              | -              | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>21 Subtotal State</b>                                | <b>289.0</b>   | <b>6.0</b>     | <b>8.0</b>     | <b>303.0</b>   | <b>3.2%</b>   | <b>51.3</b>  | <b>5.4</b>   | <b>44.9</b>  | <b>72.9</b>  | <b>83.7</b>  | <b>28.8</b>  | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     |
| <b>Federal</b>  |                |                |                |                |               |              |              |              |              |              |              |              |              |              |              |
| 23 ARRA   | 108.5          | -              | -              | 108.5          | 1.1%          | 46.0         | 62.5         | -            | -            | -            | -            | -            | -            | -            | -            |
| 24 CMAQ - Transit                                       | 90.4           | -              | -              | 90.4           | 0.9%          | 50.9         | -            | 10.0         | 1.0          | 5.9          | 15.0         | 7.6          | -            | -            | -            |
| 25 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P     | 128.4          | 50.0           | 55.0           | 233.4          | 2.4%          | 79.7         | 0.9          | 8.9          | 30.0         | 8.8          | -            | -            | -            | -            | -            |
| 26 Section 5307 Capital                                 | 26.8           | 538.6          | 1,480.3        | 2,045.8        | 21.3%         | -            | -            | -            | -            | -            | -            | -            | 7.6          | 2.4          | 16.9         |
| <b>27 Subtotal Federal</b>                              | <b>354.1</b>   | <b>588.6</b>   | <b>1,535.3</b> | <b>2,478.0</b> | <b>25.8%</b>  | <b>176.6</b> | <b>63.4</b>  | <b>18.9</b>  | <b>31.0</b>  | <b>14.7</b>  | <b>15.0</b>  | <b>7.6</b>   | <b>7.6</b>   | <b>2.4</b>   | <b>16.9</b>  |
| <b>28 TOTAL SOURCES</b>                                 | <b>2,195.9</b> | <b>3,230.5</b> | <b>4,166.2</b> | <b>9,592.6</b> | <b>100.0%</b> | <b>301.5</b> | <b>163.8</b> | <b>130.4</b> | <b>242.0</b> | <b>250.3</b> | <b>183.2</b> | <b>217.3</b> | <b>197.1</b> | <b>273.6</b> | <b>236.6</b> |
| <b>USES OF FUNDS</b>                                    |                |                |                |                |               |              |              |              |              |              |              |              |              |              |              |
| <b>30 Capital Expenditures</b>                          |                |                |                |                |               |              |              |              |              |              |              |              |              |              |              |
| 31 Bus Acquisition (see separate page)                  | 975.2          | 1,362.4        | 1,992.0        | 4,329.7        | 45.1%         | 108.2        | 77.8         | 19.8         | 114.7        | 117.5        | 79.4         | 108.5        | 83.3         | 154.2        | 111.7        |
| 32 Bus Vehicle Maintenance (from Maint/Facil page)      | 543.9          | 594.3          | 800.2          | 1,938.3        | 20.2%         | 110.2        | 41.0         | 42.4         | 46.6         | 47.7         | 48.9         | 50.1         | 51.2         | 52.3         | 53.4         |
| 33 Facility Maintenance (from Maint/Facil page)         | 540.1          | 642.0          | 864.4          | 2,046.4        | 21.3%         | 76.4         | 39.5         | 45.8         | 50.3         | 51.6         | 52.8         | 54.1         | 55.3         | 56.5         | 57.7         |
| 34 Univl Fare/Adv Trans Mgt Sys (from Maint/Facil page) | -              | -              | -              | -              | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 36 Div 13 (Union Div) (from Maint/Facil page)           | 95.0           | -              | -              | 95.0           | 1.0%          | 5.0          | 5.4          | 22.4         | 30.0         | 32.1         | -            | -            | -            | -            | -            |
| 37 LAX Bus Division (from Maint/Facil page)             | -              | 150.0          | -              | 150.0          | 1.6%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 38 Other Bus Capital Expenses (from Maint/Facil page)   | 1.6            | 56.1           | 52.4           | 110.1          | 1.1%          | 1.6          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>39 Subtotal Metro</b>                                | <b>2,155.8</b> | <b>2,804.8</b> | <b>3,709.0</b> | <b>8,669.6</b> | <b>90.4%</b>  | <b>301.5</b> | <b>163.7</b> | <b>130.4</b> | <b>241.7</b> | <b>248.9</b> | <b>181.2</b> | <b>212.7</b> | <b>189.8</b> | <b>263.1</b> | <b>222.8</b> |
| <b>40 Financing Payments</b>                            |                |                |                |                |               |              |              |              |              |              |              |              |              |              |              |
| 41 Sr. Lien Bonds (Actual Prop C 40%)                   | -              | -              | -              | -              | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 42 Add'l Bonds 12-yr Prop C 40% (Model Generated)       | 25.8           | 302.4          | 287.7          | 616.0          | -             | -            | -            | -            | -            | -            | -            | 2.6          | 5.2          | 7.8          | 10.3         |
| 43 Add'l Bonds 30-yr Prop C 40 % (Model Generated)      | 14.2           | 123.3          | 169.4          | 307.0          | 3.2%          | -            | -            | -            | 0.3          | 1.4          | 2.1          | 2.1          | 2.1          | 2.8          | 3.5          |
| <b>44 Subtotal Payments</b>                             | <b>40.0</b>    | <b>425.8</b>   | <b>457.2</b>   | <b>923.0</b>   | <b>3.2%</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>0.3</b>   | <b>1.4</b>   | <b>2.1</b>   | <b>4.7</b>   | <b>7.2</b>   | <b>10.5</b>  | <b>13.8</b>  |
| <b>45 TOTAL USES</b>                                    | <b>2,195.9</b> | <b>3,230.5</b> | <b>4,166.2</b> | <b>9,592.6</b> | <b>93.6%</b>  | <b>301.5</b> | <b>163.7</b> | <b>130.4</b> | <b>242.0</b> | <b>250.3</b> | <b>183.2</b> | <b>217.3</b> | <b>197.1</b> | <b>273.6</b> | <b>236.6</b> |
| 46 Total capital (excluding debt service) % change      |                |                |                |                |               |              | -45.69%      | -20.37%      | 85.38%       | 3.00%        | -27.23%      | 17.40%       | -10.74%      | 38.59%       | -15.31%      |
| <b>47 CASH BALANCE</b>                                  |                |                |                |                |               |              |              |              |              |              |              |              |              |              |              |
| 48 Beginning Fiscal Year Cash Balance                   | 0.0            | 0.0            | 0.0            | 0.0            | -             | 0.0          | 0.0          | 0.1          | 0.1          | 0.1          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 49 Annual Net Change to Cash Balance                    | 0.0            | 0.0            | 0.0            | 0.0            | -             | 0.0          | 0.0          | 0.0          | (0.0)        | (0.0)        | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 50 Ending Fiscal Year Cash Balance                      | 0.0            | 0.0            | 0.0            | 0.0            | -             | 0.0          | 0.1          | 0.1          | 0.1          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

1. 13-Year replacement cycle for MTA buses.
2. This page does not include the MTA CRD Project.

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Summary**  
**30-10 8/19/11**

| (\$ in millions)  | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------|
|   | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |      |
| <b>SOURCES OF FUNDS</b>                                 |              |              |              |              |              |              |              |              |              |              |      |
| <b>Local</b>  |              |              |              |              |              |              |              |              |              |              |      |
| 1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 2 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen)        | 34.4         | 23.0         | -            | 92.0         | -            | 34.5         | 57.5         | 34.5         | 34.5         | 23.0         |      |
| 3 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)       | 21.7         | 32.7         | 54.5         | 43.6         | 21.8         | -            | -            | -            | -            | -            |      |
| 4 Bond Issue Expense 12-yr bonds                        | (0.5)        | (0.3)        | -            | (1.3)        | -            | (0.5)        | (0.8)        | (0.5)        | (0.5)        | (0.3)        |      |
| 5 Bond Reserve Fund 12-yr bonds                         | (3.9)        | (2.7)        | -            | (10.7)       | -            | (4.0)        | (6.7)        | (4.0)        | (4.0)        | (2.7)        |      |
| 6 Bond Issue Expense 30-yr bonds                        | (0.3)        | (0.5)        | (0.8)        | (0.6)        | (0.3)        | -            | -            | -            | -            | -            |      |
| 7 Bond Reserve Fund 30-yr bonds                         | (1.4)        | (2.3)        | (3.8)        | (3.0)        | (1.5)        | -            | -            | -            | -            | -            |      |
| 8 Proposition C Discretionary 40%                       | 47.2         | 27.6         | 29.8         | 74.8         | 48.5         | 71.2         | 92.3         | 85.8         | 76.4         | 77.8         |      |
| 9 TDA Article 4   | 161.9        | 165.6        | 114.3        | 179.7        | 167.4        | 158.0        | 131.5        | 150.1        | 151.5        | 137.3        |      |
| 10 Measure R 35% Clean Fuel Buses                       | 7.4          | -            | 7.4          | -            | 7.4          | -            | 7.4          | -            | 7.4          | -            |      |
| 11 Lease/Leaseback & General Fund                       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 12 State Repayment of Capital Proj Loans Fund 3562      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 13 <b>Subtotal Local</b>                                | <b>266.5</b> | <b>243.2</b> | <b>201.5</b> | <b>374.5</b> | <b>243.3</b> | <b>259.2</b> | <b>281.3</b> | <b>265.9</b> | <b>265.3</b> | <b>235.2</b> |      |
| <b>State</b>  |              |              |              |              |              |              |              |              |              |              |      |
| 15 SCAQMD/(AB 2766/Carl Moyer)                          | -            | 2.0          | -            | -            | 2.0          | -            | -            | 2.0          | -            | -            |      |
| 17 Traffic Congestion Relief                            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 18 Prop 1B State Infrastructure Bonds PTMISEA           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 19 Prop 1B State Infrastructure Bonds SLPP              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 20 Regional Improvement Prog Funds (RIP)                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 21 <b>Subtotal State</b>                                | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     |      |
| <b>Federal</b>  |              |              |              |              |              |              |              |              |              |              |      |
| 23 ARRA   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 24 CMAQ - Transit                                       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 25 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P     | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          |      |
| 26 Section 5307 Capital                                 | 9.2          | 26.6         | 36.5         | 34.3         | 31.4         | 57.0         | 69.0         | 91.9         | 78.1         | 104.5        |      |
| 27 <b>Subtotal Federal</b>                              | <b>14.2</b>  | <b>31.6</b>  | <b>41.5</b>  | <b>39.3</b>  | <b>36.4</b>  | <b>62.0</b>  | <b>74.0</b>  | <b>96.9</b>  | <b>83.1</b>  | <b>109.5</b> |      |
| 28 <b>TOTAL SOURCES</b>                                 | <b>280.7</b> | <b>276.8</b> | <b>243.0</b> | <b>413.9</b> | <b>281.7</b> | <b>321.2</b> | <b>355.3</b> | <b>364.8</b> | <b>348.4</b> | <b>344.7</b> |      |
| <b>USES OF FUNDS</b>                                    |              |              |              |              |              |              |              |              |              |              |      |
| <b>Capital Expenditures</b>                             |              |              |              |              |              |              |              |              |              |              |      |
| 31 Bus Acquisition (see separate page)                  | 134.0        | 108.3        | 39.3         | 208.8        | 101.0        | 149.7        | 165.2        | 168.3        | 147.7        | 140.1        |      |
| 32 Bus Vehicle Maintenance (from Maint/Facil page)      | 54.5         | 55.5         | 56.7         | 57.7         | 58.8         | 59.9         | 61.0         | 62.1         | 63.4         | 64.7         |      |
| 33 Facility Maintenance (from Maint/Facil page)         | 58.8         | 60.0         | 61.2         | 62.4         | 63.5         | 64.7         | 65.9         | 67.1         | 68.5         | 69.8         |      |
| 34 Univr Fare/Adv Trans Mgt Sys (from Maint/Facil page) | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 36 Div 13 (Union Div) (from Maint/Facil page)           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 37 LAX Bus Division (from Maint/Facil page)             | 15.0         | 30.0         | 60.0         | 45.0         | -            | -            | -            | -            | -            | -            |      |
| 38 Other Bus Capital Expenses (from Maint/Facil page)   | -            | -            | -            | -            | 16.2         | -            | 9.5          | 9.6          | 9.8          | 11.0         |      |
| 39 <b>Subtotal Metro</b>                                | <b>262.3</b> | <b>253.9</b> | <b>217.1</b> | <b>373.9</b> | <b>239.5</b> | <b>274.3</b> | <b>301.7</b> | <b>307.2</b> | <b>289.4</b> | <b>285.6</b> |      |
| <b>Financing Payments</b>                               |              |              |              |              |              |              |              |              |              |              |      |
| 41 Sr. Lien Bonds (Actual Prop C 40%)                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |      |
| 42 Add'l Bonds 12-yr Prop C 40% (Model Generated)       | 14.2         | 16.9         | 16.9         | 27.6         | 27.6         | 31.6         | 38.2         | 42.2         | 43.6         | 43.7         |      |
| 43 Add'l Bonds 30-yr Prop C 40 % (Model Generated)      | 4.2          | 6.0          | 9.0          | 12.4         | 14.7         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         |      |
| 44 <b>Subtotal Payments</b>                             | <b>18.4</b>  | <b>22.9</b>  | <b>25.9</b>  | <b>40.0</b>  | <b>42.2</b>  | <b>47.0</b>  | <b>53.6</b>  | <b>57.6</b>  | <b>59.0</b>  | <b>59.1</b>  |      |
| 45 <b>TOTAL USES</b>                                    | <b>280.7</b> | <b>276.8</b> | <b>243.0</b> | <b>413.9</b> | <b>281.7</b> | <b>321.2</b> | <b>355.3</b> | <b>364.8</b> | <b>348.4</b> | <b>344.7</b> |      |
| 46 Total capital (excluding debt service) % change      | 17.71%       | -3.21%       | -14.47%      | 72.21%       | -35.94%      | 14.51%       | 9.99%        | 1.83%        | -5.80%       | -1.32%       |      |
| <b>CASH BALANCE</b>                                     |              |              |              |              |              |              |              |              |              |              |      |
| 48 Beginning Fiscal Year Cash Balance                   | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |      |
| 49 Annual Net Change to Cash Balance                    | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |      |
| 50 Ending Fiscal Year Cash Balance                      | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |      |

1. 13-Year replacement cycle for MTA buses.  
2. This page does not include the MTA CRD Project.

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Summary**  
**30-10 8/19/11**

|   | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------|
| (\$ in millions)  | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |      |
| <b>SOURCES OF FUNDS</b>                                 |              |              |              |              |              |              |              |              |              |              |              |      |
| <b>Local</b>  |              |              |              |              |              |              |              |              |              |              |              |      |
| 1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 2 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen)        | 23.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 3 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 4 Bond Issue Expense 12-yr bonds                        | (0.3)        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 5 Bond Reserve Fund 12-yr bonds                         | (2.7)        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 6 Bond Issue Expense 30-yr bonds                        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 7 Bond Reserve Fund 30-yr bonds                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 8 Proposition C Discretionary 40%                       | 95.0         | 114.1        | 77.9         | 77.6         | 70.4         | 48.5         | 141.5        | 63.9         | 115.3        | 139.9        | 258.3        |      |
| 9 TDA Article 4   | 128.0        | 175.1        | 140.8        | 159.1        | 114.3        | 105.6        | 150.8        | 81.1         | 82.3         | 118.1        | 108.3        |      |
| 10 Measure R 35% Clean Fuel Buses                       | 7.4          | -            | 7.4          | -            | 7.4          | -            | 7.4          | -            | 7.4          | -            | -            | -    |
| 11 Lease/Leaseback & General Fund                       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 12 State Repayment of Capital Proj Loans Fund 3562      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| <b>13 Subtotal Local</b>                                | <b>250.4</b> | <b>289.2</b> | <b>226.1</b> | <b>236.7</b> | <b>192.1</b> | <b>154.1</b> | <b>299.7</b> | <b>145.0</b> | <b>204.9</b> | <b>258.0</b> | <b>366.6</b> |      |
| <b>State</b>  |              |              |              |              |              |              |              |              |              |              |              |      |
| 15 SCAQMD/(AB 2766/Carl Moyer)                          | 2.0          | -            | -            | 2.0          | -            | -            | 2.0          | -            | -            | 2.0          | -            | -    |
| 17 Traffic Congestion Relief                            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 18 Prop 1B State Infrastructure Bonds PTMISEA           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 19 Prop 1B State Infrastructure Bonds SLPP              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 20 Regional Improvement Prog Funds (RIP)                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| <b>21 Subtotal State</b>                                | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     |      |
| <b>Federal</b>  |              |              |              |              |              |              |              |              |              |              |              |      |
| 23 ARRA   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 24 CMAQ - Transit                                       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 25 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P     | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          |      |
| 26 Section 5307 Capital                                 | 99.7         | 111.3        | 116.6        | 133.7        | 139.6        | 159.5        | 165.6        | 189.4        | 196.1        | 136.1        | 32.6         |      |
| <b>27 Subtotal Federal</b>                              | <b>104.7</b> | <b>116.3</b> | <b>121.6</b> | <b>138.7</b> | <b>144.6</b> | <b>164.5</b> | <b>170.6</b> | <b>194.4</b> | <b>201.1</b> | <b>141.1</b> | <b>37.6</b>  |      |
| <b>28 TOTAL SOURCES</b>                                 | <b>357.2</b> | <b>405.5</b> | <b>347.6</b> | <b>377.4</b> | <b>336.7</b> | <b>318.6</b> | <b>472.4</b> | <b>339.5</b> | <b>406.1</b> | <b>401.0</b> | <b>404.3</b> |      |
| <b>USES OF FUNDS</b>                                    |              |              |              |              |              |              |              |              |              |              |              |      |
| <b>Capital Expenditures</b>                             |              |              |              |              |              |              |              |              |              |              |              |      |
| 31 Bus Acquisition (see separate page)                  | 159.2        | 197.9        | 143.1        | 171.5        | 138.7        | 120.3        | 267.7        | 147.0        | 217.0        | 212.8        | 216.9        |      |
| 32 Bus Vehicle Maintenance (from Maint/Facil page)      | 65.9         | 67.2         | 68.4         | 69.8         | 71.1         | 72.5         | 74.0         | 75.5         | 77.1         | 78.6         | 80.1         |      |
| 33 Facility Maintenance (from Maint/Facil page)         | 71.2         | 72.5         | 73.9         | 75.3         | 76.8         | 78.4         | 79.9         | 81.6         | 83.3         | 84.9         | 86.5         |      |
| 34 Univl Fare/Adv Trans Mgt Sys (from Maint/Facil page) | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 36 Div 13 (Union Div) (from Maint/Facil page)           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 37 LAX Bus Division (from Maint/Facil page)             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 38 Other Bus Capital Expenses (from Maint/Facil page)   | 1.6          | 11.3         | 9.5          | 10.7         | -            | 8.0          | 11.3         | -            | -            | -            | -            | -    |
| <b>39 Subtotal Metro</b>                                | <b>297.9</b> | <b>348.9</b> | <b>294.9</b> | <b>327.3</b> | <b>286.6</b> | <b>279.2</b> | <b>433.0</b> | <b>304.1</b> | <b>377.3</b> | <b>376.3</b> | <b>383.5</b> |      |
| <b>Financing Payments</b>                               |              |              |              |              |              |              |              |              |              |              |              |      |
| 41 Sr. Lien Bonds (Actual Prop C 40%)                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -    |
| 42 Add'l Bonds 12-yr Prop C 40% (Model Generated)       | 43.8         | 41.2         | 37.3         | 34.7         | 34.7         | 24.0         | 24.0         | 20.0         | 13.3         | 9.3          | 5.3          |      |
| 43 Add'l Bonds 30-yr Prop C 40 % (Model Generated)      | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         |      |
| <b>44 Subtotal Payments</b>                             | <b>59.2</b>  | <b>56.6</b>  | <b>52.7</b>  | <b>50.1</b>  | <b>50.1</b>  | <b>39.4</b>  | <b>39.4</b>  | <b>35.4</b>  | <b>28.7</b>  | <b>24.7</b>  | <b>20.7</b>  |      |
| <b>45 TOTAL USES</b>                                    | <b>357.2</b> | <b>405.5</b> | <b>347.6</b> | <b>377.4</b> | <b>336.7</b> | <b>318.6</b> | <b>472.4</b> | <b>339.5</b> | <b>406.1</b> | <b>401.0</b> | <b>404.3</b> |      |
| 46 Total capital (excluding debt service) % change      | 4.33%        | 17.10%       | -15.47%      | 10.99%       | -12.43%      | -2.60%       | 55.09%       | -29.77%      | 24.10%       | -0.28%       | 1.92%        |      |
| <b>CASH BALANCE</b>                                     |              |              |              |              |              |              |              |              |              |              |              |      |
| 48 Beginning Fiscal Year Cash Balance                   | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |      |
| 49 Annual Net Change to Cash Balance                    | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |      |
| 50 Ending Fiscal Year Cash Balance                      | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |      |

1. 13-Year replacement cycle for MTA buses.
2. This page does not include the MTA CRD Project.

**LACMTA Financial Forecasting Model**  
**Metro Bus Fleet Replacement**  
**30-10 8/19/11**

| (\$ in millions)                                     | Years '10-'19 | Years '20-'29 | Years '30-'40 | Plan Total | %      | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 2016 | 2016 2017 | 2017 2018 | 2018 2019 |
|--|---------------|---------------|---------------|------------|--------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>SOURCES OF FUNDS</b>                              |               |               |               |            |        |           |           |           |           |           |           |           |           |           |           |
| <b>Local</b>   |               |               |               |            |        |           |           |           |           |           |           |           |           |           |           |
| 1 Bus Bonds 12-yr Prop C 40% (Gross Model Genera     | 91.6          | 333.2         | 23.0          | 447.8      | 9.1%   | -         | -         | -         | -         | -         | -         | 22.9      | 22.9      | 22.9      | 22.9      |
| 2 Bond Issue Expense 12-yr bonds                     | (1.3)         | (4.7)         | (0.3)         | (6.3)      | -0.1%  | -         | -         | -         | -         | -         | -         | (0.3)     | (0.3)     | (0.3)     | (0.3)     |
| 3 Bond Reserve Fund 12-yr bonds                      | (10.3)        | (38.6)        | (2.7)         | (51.6)     | -1.0%  | -         | -         | -         | -         | -         | -         | (2.6)     | (2.6)     | (2.6)     | (2.6)     |
| 4 Proposition C Discretionary 40%                    | 209.9         | 446.8         | 800.7         | 1,457.5    | 29.5%  | 3.9       | -         | 3.0       | 18.7      | 18.9      | 15.2      | 35.0      | 44.8      | 23.4      | 47.1      |
| 5 TDA Article 4                                      | 253.4         | 353.4         | 49.6          | 656.4      | 13.3%  | 13.9      | -         | -         | 5.1       | 4.6       | 20.4      | 48.5      | 16.0      | 106.8     | 38.1      |
| 6 Measure R Sales Tax                                | 11.8          | 37.0          | 37.0          | 85.8       | 1.7%   | -         | -         | 0.0       | -         | 4.4       | -         | -         | -         | 7.4       | -         |
| 7 Lease/Leaseback & General Fund                     | -             | -             | -             | -          | 0.0%   | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| 8 State Repayment of Cap Proj Loans Fund 3562        | 35.0          | -             | -             | 35.0       | 0.7%   | -         | 14.9      | 2.1       | 18.0      | -         | -         | -         | -         | -         | -         |
| 9 Subtotal Local                                     | 590.1         | 1,127.2       | 907.3         | 2,624.6    | 53.1%  | 17.8      | 14.9      | 5.1       | 41.7      | 27.9      | 35.6      | 103.5     | 80.8      | 157.6     | 105.2     |
| <b>State</b>   |               |               |               |            |        |           |           |           |           |           |           |           |           |           |           |
| 11 SCAQMD/(AB 2766/Carl Moyer)                       | 4.0           | 6.0           | 8.0           | 18.0       | 0.4%   | -         | -         | -         | -         | -         | 2.0       | -         | -         | 2.0       | -         |
| 12 STA - Operator Revenue Share                      | -             | -             | -             | -          | 0.0%   | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| 13 Traffic Congestion Relief                         | -             | -             | -             | -          | 0.0%   | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| 14 Prop 1B State Infrastructure Bonds PTMISEA        | 148.7         | -             | -             | 148.7      | 3.0%   | -         | -         | 1.1       | 55.0      | 65.7      | 26.8      | -         | -         | -         | -         |
| 15 Prop 1B State Infrastructure Bonds SLPP           | 38.6          | -             | -             | 38.6       | 0.8%   | -         | -         | 3.6       | 17.0      | 18.0      | -         | -         | -         | -         | -         |
| 16 Regional Improvement Prog Funds (RIP)             | -             | -             | -             | -          | 0.0%   | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| 17 Subtotal State                                    | 191.2         | 6.0           | 8.0           | 205.2      | 4.1%   | -         | -         | 4.7       | 72.0      | 83.7      | 28.8      | -         | -         | 2.0       | -         |
| <b>Federal</b>                                       |               |               |               |            |        |           |           |           |           |           |           |           |           |           |           |
| 19 ARRA  | 107.0         | -             | -             | 107.0      | 2.2%   | 44.5      | 62.5      | -         | -         | -         | -         | -         | -         | -         | -         |
| 20 CMAQ - Transit                                    | 85.4          | -             | -             | 85.4       | 1.7%   | 45.9      | -         | 10.0      | 1.0       | 5.9       | 15.0      | 7.6       | -         | -         | -         |
| 21 RSTP - Transit                                    | -             | -             | -             | -          | 0.0%   | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| 22 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel Pr | 0.5           | -             | -             | 0.5        | 0.0%   | -         | 0.5       | -         | -         | -         | -         | -         | -         | -         | -         |
| 22 Section 5307 Capital                              | 26.8          | 531.6         | 1,364.5       | 1,923.0    | 38.9%  | -         | -         | -         | -         | -         | -         | -         | 7.6       | 2.4       | 16.9      |
| 23 Subtotal Federal                                  | 219.7         | 531.6         | 1,364.5       | 2,115.9    | 42.8%  | 90.4      | 63.0      | 10.0      | 1.0       | 5.9       | 15.0      | 7.6       | 7.6       | 2.4       | 16.9      |
| 24 TOTAL SOURCES                                     | 1,001.0       | 1,664.9       | 2,279.8       | 4,945.7    | 100.0% | 108.2     | 77.8      | 19.8      | 114.8     | 117.5     | 79.4      | 111.1     | 88.4      | 162.0     | 122.0     |
| <b>USES OF FUNDS</b>                                 |               |               |               |            |        |           |           |           |           |           |           |           |           |           |           |
| <b>Metro Replacement Buses (Number)</b>              |               |               |               |            |        |           |           |           |           |           |           |           |           |           |           |
| 27 40-ft Contract Bus                                | 172           | 50            | 172           | 394        | -      | 50        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 122       | 0         |
| 28 40-ft Standard Bus                                | 1,543         | 1,908         | 2,091         | 5,542      | -      | 0         | 0         | 200       | 250       | 250       | 150       | 200       | 150       | 150       | 193       |
| 29 45-ft High-Capacity Bus                           | 343           | -             | -             | 343        | -      | 252       | 91        | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 30 60-ft Articulated Bus                             | -             | -             | -             | -          | -      | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| <b>Metro Expansion Buses (Number)</b>                |               |               |               |            |        |           |           |           |           |           |           |           |           |           |           |
| 32 40-ft Standard Bus                                | -             | 105           | 45            | 150        | -      | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |
| 33 Total New Buses (Number of Vehicles)              | 2,058         | 2,063         | 2,308         | 6,429      | -      | 302       | 91        | 200       | 250       | 250       | 150       | 200       | 150       | 272       | 193       |
| <b>Bus Cost per Vehicle</b>                          |               |               |               |            |        |           |           |           |           |           |           |           |           |           |           |
| 35 40-ft Standard Bus                                | -             | -             | -             | -          | -      | 463,662   | 440,287   | 449,048   | 458,990   | 470,142   | 529,624   | 542,468   | 555,014   | 566,984   | 578,689   |
| 36 45-ft High-Capacity Bus                           | -             | -             | -             | -          | -      | 650,904   | 639,164   | 651,883   | 666,316   | 682,504   | 698,959   | 715,909   | 732,467   | 748,264   | 763,711   |
| 37 60-ft Articulated Bus                             | -             | -             | -             | -          | -      | 884,263   | 884,394   | 901,992   | 921,963   | 944,363   | 967,131   | 990,583   | 1,013,495 | 1,035,352 | 1,056,726 |
| 38 Subtotal MTA Bus Acquisition (\$)                 | 975.2         | 1,362.4       | 1,992.0       | 4,329.7    | 87.5%  | 108.2     | 77.8      | 19.8      | 114.7     | 117.5     | 79.4      | 108.5     | 83.3      | 154.2     | 111.7     |
| <b>Financing Payments</b>                            |               |               |               |            |        |           |           |           |           |           |           |           |           |           |           |
| 40 Add'l Bonds 12-yr Prop C 40 % (Model Generated)   | 25.8          | 302.4         | 287.7         | 616.0      | 12.5%  | -         | -         | -         | -         | -         | -         | 2.6       | 5.2       | 7.8       | 10.3      |
| 41 TOTAL USES  | 1,001.0       | 1,664.9       | 2,279.8       | 4,945.7    | 100.0% | 108.2     | 77.8      | 19.8      | 114.7     | 117.5     | 79.4      | 111.1     | 88.4      | 162.0     | 122.0     |
| <b>CASH BALANCE</b>                                  |               |               |               |            |        |           |           |           |           |           |           |           |           |           |           |
| 42 Beginning Fiscal Year Cash Balance                | 0.0           | 0.0           | 0.0           | 0.0        | -      | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       |
| 44 Annual Net Change to Cash Balance                 | 0.0           | 0.0           | 0.0           | 0.0        | -      | 0.0       | 0.0       | (0.0)     | 0.0       | (0.0)     | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       |
| 45 Ending Fiscal Year Cash Balance                   | 0.0           | 0.0           | 0.0           | 0.0        | -      | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       |

**NOTES:**

1. Cost per vehicle based on fully loaded contract cost, including tax, delivery, etc.
2. 13-Year replacement cycle for MTA buses.

**LACMTA Financial Forecasting Model**  
**Metro Bus Fleet Replacement**  
**30-10 8/19/11**

|  | 2019         | 2020         | 2021        | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|--|--------------|--------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                     | 2020         | 2021         | 2022        | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>SOURCES OF FUNDS</b>                              |              |              |             |              |              |              |              |              |              |              |
| <b>Local</b>   |              |              |             |              |              |              |              |              |              |              |
| 1 Bus Bonds 12-yr Prop C 40% (Gross Model Genera     | 34.4         | 23.0         | -           | 92.0         | -            | 34.5         | 57.5         | 34.5         | 34.5         | 23.0         |
| 2 Bond Issue Expense 12-yr bonds                     | (0.5)        | (0.3)        | -           | (1.3)        | -            | (0.5)        | (0.8)        | (0.5)        | (0.5)        | (0.3)        |
| 3 Bond Reserve Fund 12-yr bonds                      | (3.9)        | (2.7)        | -           | (10.7)       | -            | (4.0)        | (6.7)        | (4.0)        | (4.0)        | (2.7)        |
| 4 Proposition C Discretionary 40%                    | 17.7         | 21.3         | 18.3        | 58.7         | 30.5         | 50.3         | 72.3         | 65.4         | 55.6         | 56.8         |
| 5 TDA Article 4                                      | 83.9         | 55.3         | -           | 64.4         | 57.3         | 44.0         | 4.7          | 21.2         | 20.2         | 2.4          |
| 6 Measure R Sales Tax                                | 7.4          | -            | 7.4         | -            | 7.4          | -            | 7.4          | -            | 7.4          | -            |
| 7 Lease/Leaseback & General Fund                     | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 8 State Repayment of Cap Proj Loans Fund 3562        | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 9 <b>Subtotal Local</b>                              | <b>139.0</b> | <b>96.6</b>  | <b>25.7</b> | <b>203.1</b> | <b>95.2</b>  | <b>124.3</b> | <b>134.4</b> | <b>116.6</b> | <b>113.2</b> | <b>79.2</b>  |
| <b>State</b>   |              |              |             |              |              |              |              |              |              |              |
| 11 SCAQMD/(AB 2766/Carl Moyer)                       | -            | 2.0          | -           | -            | 2.0          | -            | -            | 2.0          | -            | -            |
| 12 STA - Operator Revenue Share                      | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 13 Traffic Congestion Relief                         | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 14 Prop 1B State Infrastructure Bonds PTMISEA        | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 15 Prop 1B State Infrastructure Bonds SLPP           | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 16 Regional Improvement Prog Funds (RIP)             | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 17 <b>Subtotal State</b>                             | <b>-</b>     | <b>2.0</b>   | <b>-</b>    | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>                                       |              |              |             |              |              |              |              |              |              |              |
| 19 ARRA  | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 20 CMAQ - Transit                                    | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 21 RSTP - Transit                                    | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 22 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel Pr | -            | -            | -           | -            | -            | -            | -            | -            | -            | -            |
| 22 Section 5307 Capital                              | 9.2          | 26.6         | 30.5        | 33.3         | 31.4         | 57.0         | 69.0         | 91.9         | 78.1         | 104.5        |
| 23 <b>Subtotal Federal</b>                           | <b>9.2</b>   | <b>26.6</b>  | <b>30.5</b> | <b>33.3</b>  | <b>31.4</b>  | <b>57.0</b>  | <b>69.0</b>  | <b>91.9</b>  | <b>78.1</b>  | <b>104.5</b> |
| 24 <b>TOTAL SOURCES</b>                              | <b>148.2</b> | <b>125.2</b> | <b>56.2</b> | <b>236.4</b> | <b>128.6</b> | <b>181.3</b> | <b>203.5</b> | <b>210.5</b> | <b>191.3</b> | <b>183.8</b> |
| <b>USES OF FUNDS</b>                                 |              |              |             |              |              |              |              |              |              |              |
| <b>Metro Replacement Buses (Number)</b>              |              |              |             |              |              |              |              |              |              |              |
| 27 40-ft Contract Bus                                | 0            | 0            | 0           | 50           | 0            | 0            | 0            | 0            | 0            | 0            |
| 28 40-ft Standard Bus                                | 227          | 180          | 64          | 284          | 103          | 200          | 250          | 250          | 150          | 200          |
| 29 45-ft High-Capacity Bus                           | 0            | 0            | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| 30 60-ft Articulated Bus                             | 0            | 0            | 0           | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| <b>Metro Expansion Buses (Number)</b>                |              |              |             |              |              |              |              |              |              |              |
| 32 40-ft Standard Bus                                | 0            | 0            | 0           | 0            | 40           | 0            | 0            | 0            | 65           | 0            |
| 33 <b>Total New Buses (Number of Vehicles)</b>       | <b>227</b>   | <b>180</b>   | <b>64</b>   | <b>334</b>   | <b>143</b>   | <b>200</b>   | <b>250</b>   | <b>250</b>   | <b>215</b>   | <b>200</b>   |
| <b>Bus Cost per Vehicle</b>                          |              |              |             |              |              |              |              |              |              |              |
| 35 40-ft Standard Bus                                | 590,103      | 601,702      | 613,662     | 625,253      | 636,663      | 648,563      | 660,962      | 673,230      | 686,870      | 700,380      |
| 36 45-ft High-Capacity Bus                           | 778,775      | 794,082      | 809,866     | 825,163      | 840,221      | 855,926      | 872,289      | 888,479      | 906,480      | 924,310      |
| 37 60-ft Articulated Bus                             | 1,077,570    | 1,098,750    | 1,120,590   | 1,141,756    | 1,162,591    | 1,184,321    | 1,206,963    | 1,229,365    | 1,254,273    | 1,278,943    |
| 38 <b>Subtotal MTA Bus Acquisition (\$)</b>          | <b>134.0</b> | <b>108.3</b> | <b>39.3</b> | <b>208.8</b> | <b>101.0</b> | <b>149.7</b> | <b>165.2</b> | <b>168.3</b> | <b>147.7</b> | <b>140.1</b> |
| <b>Financing Payments</b>                            |              |              |             |              |              |              |              |              |              |              |
| 40 Add'l Bonds 12-yr Prop C 40 % (Model Generated)   | 14.2         | 16.9         | 16.9        | 27.6         | 27.6         | 31.6         | 38.2         | 42.2         | 43.6         | 43.7         |
| 41 <b>TOTAL USES</b>                                 | <b>148.2</b> | <b>125.2</b> | <b>56.2</b> | <b>236.4</b> | <b>128.6</b> | <b>181.3</b> | <b>203.5</b> | <b>210.5</b> | <b>191.3</b> | <b>183.8</b> |
| <b>CASH BALANCE</b>                                  |              |              |             |              |              |              |              |              |              |              |
| 43 Beginning Fiscal Year Cash Balance                | 0.0          | 0.0          | 0.0         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 44 Annual Net Change to Cash Balance                 | 0.0          | 0.0          | 0.0         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 45 Ending Fiscal Year Cash Balance                   | 0.0          | 0.0          | 0.0         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES:**

1. Cost per vehicle based on fully loaded contract cost, including tax, delivery, etc.
2. 13-Year replacement cycle for MTA buses.

**LACMTA Financial Forecasting Model**  
**Metro Bus Fleet Replacement**  
**30-10 8/19/11**

|  | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                     | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>SOURCES OF FUNDS</b>                              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>   |              |              |              |              |              |              |              |              |              |              |              |
| 1 Bus Bonds 12-yr Prop C 40% (Gross Model Genera     | 23.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 2 Bond Issue Expense 12-yr bonds                     | (0.3)        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 3 Bond Reserve Fund 12-yr bonds                      | (2.7)        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 4 Proposition C Discretionary 40%                    | 73.9         | 92.8         | 56.4         | 55.9         | 40.6         | 26.2         | 119.3        | 25.1         | 36.7         | 84.1         | 189.6        |
| 5 TDA Article 4                                      | -            | 35.0         | -            | 14.6         | -            | -            | -            | -            | -            | -            | -            |
| 6 Measure R Sales Tax                                | 7.4          | -            | 7.4          | -            | 7.4          | -            | 7.4          | -            | 7.4          | -            | -            |
| 7 Lease/Leaseback & General Fund                     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 8 State Repayment of Cap Proj Loans Fund 3562        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 9 <b>Subtotal Local</b>                              | <b>101.3</b> | <b>127.8</b> | <b>63.8</b>  | <b>70.5</b>  | <b>48.0</b>  | <b>26.2</b>  | <b>126.7</b> | <b>25.1</b>  | <b>44.1</b>  | <b>84.1</b>  | <b>189.6</b> |
| <b>State</b>   |              |              |              |              |              |              |              |              |              |              |              |
| 11 SCAQMD/(AB 2766/Carl Moyer)                       | 2.0          | -            | -            | 2.0          | -            | -            | 2.0          | -            | -            | 2.0          | -            |
| 12 STA - Operator Revenue Share                      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 13 Traffic Congestion Relief                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 14 Prop 1B State Infrastructure Bonds PTMISEA        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 15 Prop 1B State Infrastructure Bonds SLPP           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 16 Regional Improvement Prog Funds (RIP)             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 17 <b>Subtotal State</b>                             | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     | <b>-</b>     | <b>2.0</b>   | <b>-</b>     |
| <b>Federal</b>                                       |              |              |              |              |              |              |              |              |              |              |              |
| 19 ARRA  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 20 CMAQ - Transit                                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 21 RSTP - Transit                                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 22 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel Pr | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 22 Section 5307 Capital                              | 99.7         | 111.3        | 116.6        | 133.7        | 125.3        | 118.1        | 163.0        | 141.8        | 186.2        | 136.1        | 32.6         |
| 23 <b>Subtotal Federal</b>                           | <b>99.7</b>  | <b>111.3</b> | <b>116.6</b> | <b>133.7</b> | <b>125.3</b> | <b>118.1</b> | <b>163.0</b> | <b>141.8</b> | <b>186.2</b> | <b>136.1</b> | <b>32.6</b>  |
| 24 <b>TOTAL SOURCES</b>                              | <b>203.0</b> | <b>239.1</b> | <b>180.4</b> | <b>206.2</b> | <b>173.3</b> | <b>144.3</b> | <b>291.7</b> | <b>167.0</b> | <b>230.3</b> | <b>222.1</b> | <b>222.2</b> |
| <b>USES OF FUNDS</b>                                 |              |              |              |              |              |              |              |              |              |              |              |
| <b>Metro Replacement Buses (Number)</b>              |              |              |              |              |              |              |              |              |              |              |              |
| 27 40-ft Contract Bus                                | 0            | 122          | 0            | 0            | 0            | 0            | 50           | 0            | 0            | 0            | 0            |
| 28 40-ft Standard Bus                                | 150          | 150          | 193          | 227          | 180          | 64           | 284          | 143          | 200          | 250          | 250          |
| 29 45-ft High-Capacity Bus                           | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| 30 60-ft Articulated Bus                             | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| <b>Metro Expansion Buses (Number)</b>                |              |              |              |              |              |              |              |              |              |              |              |
| 32 40-ft Standard Bus                                | 45           | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            |
| 33 <b>Total New Buses (Number of Vehicles)</b>       | <b>195</b>   | <b>272</b>   | <b>193</b>   | <b>227</b>   | <b>180</b>   | <b>64</b>    | <b>334</b>   | <b>143</b>   | <b>200</b>   | <b>250</b>   | <b>250</b>   |
| <b>Bus Cost per Vehicle</b>                          |              |              |              |              |              |              |              |              |              |              |              |
| 35 40-ft Standard Bus                                | 713,999      | 727,498      | 741,218      | 755,567      | 770,404      | 785,728      | 801,594      | 818,003      | 834,952      | 851,252      | 867,606      |
| 36 45-ft High-Capacity Bus                           | 942,283      | 960,097      | 978,205      | 997,142      | 1,016,722    | 1,036,946    | 1,057,885    | 1,079,539    | 1,101,908    | 1,123,420    | 1,145,002    |
| 37 60-ft Articulated Bus                             | 1,303,811    | 1,328,461    | 1,353,516    | 1,379,718    | 1,406,811    | 1,434,794    | 1,463,767    | 1,493,729    | 1,524,681    | 1,554,445    | 1,584,309    |
| 38 <b>Subtotal MTA Bus Acquisition (\$)</b>          | <b>159.2</b> | <b>197.9</b> | <b>143.1</b> | <b>171.5</b> | <b>138.7</b> | <b>120.3</b> | <b>267.7</b> | <b>147.0</b> | <b>217.0</b> | <b>212.8</b> | <b>216.9</b> |
| <b>Financing Payments</b>                            |              |              |              |              |              |              |              |              |              |              |              |
| 40 Add'l Bonds 12-yr Prop C 40 % (Model Generated)   | 43.8         | 41.2         | 37.3         | 34.7         | 34.7         | 24.0         | 24.0         | 20.0         | 13.3         | 9.3          | 5.3          |
| 41 <b>TOTAL USES</b>                                 | <b>203.0</b> | <b>239.1</b> | <b>180.4</b> | <b>206.2</b> | <b>173.3</b> | <b>144.3</b> | <b>291.7</b> | <b>167.0</b> | <b>230.3</b> | <b>222.1</b> | <b>222.2</b> |
| <b>CASH BALANCE</b>                                  |              |              |              |              |              |              |              |              |              |              |              |
| 43 Beginning Fiscal Year Cash Balance                | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 44 Annual Net Change to Cash Balance                 | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 45 Ending Fiscal Year Cash Balance                   | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES:**

1. Cost per vehicle based on fully loaded contract cost, including tax, delivery, etc.
2. 13-Year replacement cycle for MTA buses.

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Maint/Bus Facilities**  
**30-10 8/19/11**

|  | Years          | Years          | Years          | Plan           |               | 2009         | 2010        | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         |
|--|----------------|----------------|----------------|----------------|---------------|--------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                     | '10-'19        | '20-'29        | '30-'40        | Total          | %             | 2010         | 2011        | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         |              |
| <b>SOURCES OF FUNDS</b>                              |                |                |                |                |               |              |             |              |              |              |              |              |              |              |              |              |
| <b>Local</b>   |                |                |                |                |               |              |             |              |              |              |              |              |              |              |              |              |
| 1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | -              | -              | -              | -              | 0.0%          | -            | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 2 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)    | 54.2           | 174.4          | -              | 228.6          | 4.9%          | -            | -           | -            | 10.8         | 21.7         | -            | -            | -            | 21.7         | -            | -            |
| 3 Bond Issue Expense 30-yr bonds                     | (0.8)          | (2.4)          | -              | (3.2)          | -0.1%         | -            | -           | -            | (0.2)        | (0.3)        | -            | -            | -            | (0.3)        | -            | -            |
| 4 Bond Reserve Fund 30-yr bonds                      | (3.5)          | (11.9)         | -              | (15.4)         | -0.3%         | -            | -           | -            | (0.7)        | (1.4)        | -            | -            | -            | (1.4)        | -            | -            |
| 5 Proposition C Discretionary 40%                    | 97.0           | 184.6          | 401.7          | 683.2          | 14.7%         | 3.3          | 5.0         | 2.0          | 14.5         | 17.4         | 5.5          | 6.0          | 8.0          | 23.0         | 12.2         | 12.2         |
| 6 TDA Article 4                                      | 751.5          | 1,164.1        | 1,313.9        | 3,229.5        | 69.5%         | 48.7         | 46.0        | 43.0         | 71.9         | 79.1         | 98.3         | 92.8         | 100.6        | 68.6         | 102.4        | 102.4        |
| 7 Measure R Sales Tax                                | 21.6           | -              | -              | 21.6           | 0.5%          | 3.8          | -           | 3.0          | -            | 7.4          | -            | 7.4          | -            | -            | -            | -            |
| 7 Lease/Leaseback & General Fund                     | 40.6           | -              | -              | 40.6           | 0.9%          | -            | 27.1        | 13.5         | -            | -            | -            | -            | -            | -            | -            | -            |
| 8 LONP Reimbursement Fund 3562                       | 2.0            | -              | -              | 2.0            | 0.0%          | -            | 2.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 9 <b>Subtotal Local</b>                              | <b>962.7</b>   | <b>1,508.7</b> | <b>1,715.6</b> | <b>4,186.9</b> | <b>90.1%</b>  | <b>55.7</b>  | <b>80.1</b> | <b>61.5</b>  | <b>96.4</b>  | <b>123.9</b> | <b>103.8</b> | <b>106.3</b> | <b>108.7</b> | <b>111.7</b> | <b>114.6</b> | <b>114.6</b> |
| <b>State</b>   |                |                |                |                |               |              |             |              |              |              |              |              |              |              |              |              |
| 12 Traffic Congestion Relief                         | 33.6           | -              | -              | 33.6           | 0.7%          | 33.6         | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 13 Prop 1B State Infrastructure Bonds PTMISEA        | 64.2           | -              | -              | 64.2           | 1.4%          | 17.7         | 5.4         | 40.2         | 0.9          | -            | -            | -            | -            | -            | -            | -            |
| 14 Regional Improvement Prog Funds (RIP)             | -              | -              | -              | -              | 0.0%          | -            | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 15 <b>Subtotal State</b>                             | <b>97.8</b>    | <b>-</b>       | <b>-</b>       | <b>97.8</b>    | <b>2.1%</b>   | <b>51.3</b>  | <b>5.4</b>  | <b>40.2</b>  | <b>0.9</b>   | <b>-</b>     |
| <b>Federal</b>                                       |                |                |                |                |               |              |             |              |              |              |              |              |              |              |              |              |
| 17 ARRA  | 1.5            | -              | -              | 1.5            | 0.0%          | 1.5          | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 18 CMAQ - Transit                                    | 5.0            | -              | -              | 5.0            | 0.1%          | 5.0          | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 20 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P  | 127.9          | 50.0           | 55.0           | 232.9          | 5.0%          | 79.7         | 0.4         | 8.9          | 30.0         | 8.8          | -            | -            | -            | -            | -            | -            |
| 21 Section 5307 Capital                              | -              | 7.0            | 115.8          | 122.8          | 2.6%          | -            | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 22 <b>Subtotal Federal</b>                           | <b>134.4</b>   | <b>57.0</b>    | <b>170.8</b>   | <b>362.2</b>   | <b>7.8%</b>   | <b>86.2</b>  | <b>0.4</b>  | <b>8.9</b>   | <b>30.0</b>  | <b>8.8</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| 23 <b>TOTAL SOURCES</b>                              | <b>1,194.8</b> | <b>1,565.7</b> | <b>1,886.4</b> | <b>4,646.9</b> | <b>100.0%</b> | <b>193.2</b> | <b>85.9</b> | <b>110.6</b> | <b>127.3</b> | <b>132.8</b> | <b>103.8</b> | <b>106.3</b> | <b>108.7</b> | <b>111.7</b> | <b>114.6</b> | <b>114.6</b> |
| <b>USES OF FUNDS</b>                                 |                |                |                |                |               |              |             |              |              |              |              |              |              |              |              |              |
| <b>Capital Expenditures</b>                          |                |                |                |                |               |              |             |              |              |              |              |              |              |              |              |              |
| 26 Bus Vehicle Maintenance                           | 543.9          | 594.3          | 800.2          | 1,938.3        | 41.7%         | 110.2        | 41.0        | 42.4         | 46.6         | 47.7         | 48.9         | 50.1         | 51.2         | 52.3         | 53.4         | 53.4         |
| 27 Facility Maintenance                              | 540.1          | 642.0          | 864.4          | 2,046.4        | 44.0%         | 76.4         | 39.5        | 45.8         | 50.3         | 51.6         | 52.8         | 54.1         | 55.3         | 56.5         | 57.7         | 57.7         |
| 28 Universal Fare System/Adv Trans Mgmt Sys          | -              | -              | -              | -              | 0.0%          | -            | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 30 Div 13 (Union Div) - Replacement for Div 10 Exp   | 95.0           | -              | -              | 95.0           | 2.0%          | 5.0          | 5.4         | 22.4         | 30.0         | 32.1         | -            | -            | -            | -            | -            | -            |
| 31 LAX Bus Division                                  | -              | 150.0          | -              | 150.0          | 3.2%          | -            | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 38 Other Bus Capital Expenses                        | 1.6            | 56.1           | 52.4           | 110.1          | 2.4%          | 1.6          | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 39 <b>Subtotal Metro</b>                             | <b>1,180.6</b> | <b>1,442.3</b> | <b>1,717.0</b> | <b>4,339.9</b> | <b>93.4%</b>  | <b>193.2</b> | <b>85.9</b> | <b>110.6</b> | <b>127.0</b> | <b>131.4</b> | <b>101.7</b> | <b>104.2</b> | <b>106.6</b> | <b>108.9</b> | <b>111.1</b> | <b>111.1</b> |
| <b>Financing Payments</b>                            |                |                |                |                |               |              |             |              |              |              |              |              |              |              |              |              |
| 41 Sr. Lien Bonds (Actual Prop C 40%)                | -              | -              | -              | -              | 0.0%          | -            | -           | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 42 Add'l Bonds 30-yr Prop C 40 % (Model Generated)   | 14.2           | 123.3          | 169.4          | 307.0          | 6.6%          | -            | -           | -            | 0.3          | 1.4          | 2.1          | 2.1          | 2.1          | 2.8          | 3.5          | 3.5          |
| 43 <b>Subtotal Payments</b>                          | <b>14.2</b>    | <b>123.3</b>   | <b>169.4</b>   | <b>307.0</b>   | <b>6.6%</b>   | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>0.3</b>   | <b>1.4</b>   | <b>2.1</b>   | <b>2.1</b>   | <b>2.1</b>   | <b>2.8</b>   | <b>3.5</b>   | <b>3.5</b>   |
| 44 <b>TOTAL USES</b>                                 | <b>1,194.8</b> | <b>1,565.7</b> | <b>1,886.4</b> | <b>4,646.9</b> | <b>100.0%</b> | <b>193.2</b> | <b>85.9</b> | <b>110.6</b> | <b>127.3</b> | <b>132.8</b> | <b>103.8</b> | <b>106.3</b> | <b>108.7</b> | <b>111.7</b> | <b>114.6</b> | <b>114.6</b> |
| 45 Total capital (excluding debt service) % change   |                |                |                |                |               |              | -55.53%     | 28.69%       | 14.80%       | 3.51%        | -22.60%      | 2.42%        | 2.31%        | 2.16%        | 2.06%        | 2.06%        |
| <b>CASH BALANCE</b>                                  |                |                |                |                |               |              |             |              |              |              |              |              |              |              |              |              |
| 47 Beginning Fiscal Year Cash Balance                | 0.0            | 0.0            | 0.0            | 0.0            | -             | 0.0          | 0.0         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 48 Annual Net Change to Cash Balance                 | 0.0            | 0.0            | 0.0            | 0.0            | -             | 0.0          | 0.0         | 0.0          | (0.0)        | (0.0)        | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 49 Ending Fiscal Year Cash Balance                   | 0.0            | 0.0            | 0.0            | 0.0            | -             | 0.0          | 0.0         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**Division 13 funding as of 3-8-11**

|                           |             |
|---------------------------|-------------|
| 5308 Clean Fuels          | 5.5         |
| 5309 State of Good Repair | 47.8        |
| Prop 1B PTMISEA           | 41.6        |
| Prop C 40%                | 0.1         |
| <b>Total</b>              | <b>95.0</b> |

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Maint/Bus Facilities**  
**30-10 8/19/11**

| (\$ in millions)                                     | 2019   | 2020   | 2021   | 2022   | 2023    | 2024    | 2025  | 2026  | 2027  | 2028  | 2029 |
|--|--------|--------|--------|--------|---------|---------|-------|-------|-------|-------|------|
|  | 2020   | 2021   | 2022   | 2023   | 2024    | 2025    | 2026  | 2027  | 2028  | 2029  |      |
| <b>SOURCES OF FUNDS</b>                              |        |        |        |        |         |         |       |       |       |       |      |
| <b>Local</b>   |        |        |        |        |         |         |       |       |       |       |      |
| 1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| 2 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)    | 21.7   | 32.7   | 54.5   | 43.6   | 21.8    | -       | -     | -     | -     | -     | -    |
| 3 Bond Issue Expense 30-yr bonds                     | (0.3)  | (0.5)  | (0.8)  | (0.6)  | (0.3)   | -       | -     | -     | -     | -     | -    |
| 4 Bond Reserve Fund 30-yr bonds                      | (1.4)  | (2.3)  | (3.8)  | (3.0)  | (1.5)   | -       | -     | -     | -     | -     | -    |
| 5 Proposition C Discretionary 40%                    | 29.5   | 6.3    | 11.5   | 16.1   | 18.0    | 20.9    | 20.0  | 20.4  | 20.8  | 21.0  |      |
| 6 TDA Article 4                                      | 78.0   | 110.3  | 114.3  | 115.3  | 110.1   | 114.0   | 126.8 | 128.9 | 131.3 | 134.9 |      |
| 7 Measure R Sales Tax                                | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| 7 Lease/Leaseback & General Fund                     | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| 8 LONP Reimbursement Fund 3562                       | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| 9 Subtotal Local                                     | 127.5  | 146.6  | 175.9  | 171.5  | 148.1   | 135.0   | 146.8 | 149.3 | 152.1 | 155.9 |      |
| <b>State</b>   |        |        |        |        |         |         |       |       |       |       |      |
| 12 Traffic Congestion Relief                         | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| 13 Prop 1B State Infrastructure Bonds PTMISEA        | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| 14 Regional Improvement Prog Funds (RIP)             | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| 15 Subtotal State                                    | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| <b>Federal</b>                                       |        |        |        |        |         |         |       |       |       |       |      |
| 17 ARRA  | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| 18 CMAQ - Transit                                    | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| 20 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P  | 5.0    | 5.0    | 5.0    | 5.0    | 5.0     | 5.0     | 5.0   | 5.0   | 5.0   | 5.0   |      |
| 21 Section 5307 Capital                              | -      | -      | 6.0    | 1.0    | -       | -       | -     | -     | -     | -     | -    |
| 22 Subtotal Federal                                  | 5.0    | 5.0    | 11.0   | 6.0    | 5.0     | 5.0     | 5.0   | 5.0   | 5.0   | 5.0   |      |
| 23 TOTAL SOURCES                                     | 132.5  | 151.6  | 186.9  | 177.5  | 153.1   | 140.0   | 151.8 | 154.3 | 157.1 | 160.9 |      |
| <b>USES OF FUNDS</b>                                 |        |        |        |        |         |         |       |       |       |       |      |
| <b>Capital Expenditures</b>                          |        |        |        |        |         |         |       |       |       |       |      |
| 26 Bus Vehicle Maintenance                           | 54.5   | 55.5   | 56.7   | 57.7   | 58.8    | 59.9    | 61.0  | 62.1  | 63.4  | 64.7  |      |
| 27 Facility Maintenance                              | 58.8   | 60.0   | 61.2   | 62.4   | 63.5    | 64.7    | 65.9  | 67.1  | 68.5  | 69.8  |      |
| 28 Universal Fare System/Adv Trans Mgmt Sys          | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     |      |
| 30 Div 13 (Union Div) - Replacement for Div 10 Exp   | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     |      |
| 31 LAX Bus Division                                  | 15.0   | 30.0   | 60.0   | 45.0   | -       | -       | -     | -     | -     | -     |      |
| 38 Other Bus Capital Expenses                        | -      | -      | -      | -      | 16.2    | -       | 9.5   | 9.6   | 9.8   | 11.0  |      |
| 39 Subtotal Metro                                    | 128.3  | 145.6  | 177.8  | 165.1  | 138.5   | 124.5   | 136.4 | 138.9 | 141.7 | 145.5 |      |
| <b>Financing Payments</b>                            |        |        |        |        |         |         |       |       |       |       |      |
| 41 Sr. Lien Bonds (Actual Prop C 40%)                | -      | -      | -      | -      | -       | -       | -     | -     | -     | -     | -    |
| 42 Add'l Bonds 30-yr Prop C 40 % (Model Generated)   | 4.2    | 6.0    | 9.0    | 12.4   | 14.7    | 15.4    | 15.4  | 15.4  | 15.4  | 15.4  |      |
| 43 Subtotal Payments                                 | 4.2    | 6.0    | 9.0    | 12.4   | 14.7    | 15.4    | 15.4  | 15.4  | 15.4  | 15.4  |      |
| 44 TOTAL USES  | 132.5  | 151.6  | 186.9  | 177.5  | 153.1   | 140.0   | 151.8 | 154.3 | 157.1 | 160.9 |      |
| 45 Total capital (excluding debt service) % change   | 15.47% | 13.43% | 22.19% | -7.18% | -16.12% | -10.05% | 9.54% | 1.80% | 2.03% | 2.68% |      |
| <b>CASH BALANCE</b>                                  |        |        |        |        |         |         |       |       |       |       |      |
| 47 Beginning Fiscal Year Cash Balance                | 0.0    | 0.0    | 0.0    | 0.0    | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0   |      |
| 48 Annual Net Change to Cash Balance                 | 0.0    | 0.0    | 0.0    | 0.0    | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0   |      |
| 49 Ending Fiscal Year Cash Balance                   | 0.0    | 0.0    | 0.0    | 0.0    | 0.0     | 0.0     | 0.0   | 0.0   | 0.0   | 0.0   |      |

**Division 13 funding as of 3-8-11**

5308 Clean Fuels  
5309 State of Good Repair  
Prop 1B PTMISEA  
Prop C 40%  
Total

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Maint/Bus Facilities**  
**30-10 8/19/11**

|  | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                     | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>SOURCES OF FUNDS</b>                              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>   |              |              |              |              |              |              |              |              |              |              |              |
| 1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 2 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 3 Bond Issue Expense 30-yr bonds                     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 4 Bond Reserve Fund 30-yr bonds                      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 5 Proposition C Discretionary 40%                    | 21.1         | 21.3         | 21.5         | 21.7         | 29.8         | 22.3         | 22.2         | 38.8         | 78.6         | 55.8         | 68.7         |
| 6 TDA Article 4                                      | 128.0        | 140.1        | 140.8        | 144.5        | 114.3        | 105.6        | 150.8        | 81.1         | 82.3         | 118.1        | 108.3        |
| 7 Measure R Sales Tax                                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 7 Lease/Leaseback & General Fund                     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 8 LONP Reimbursement Fund 3562                       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 9 <b>Subtotal Local</b>                              | <b>149.1</b> | <b>161.4</b> | <b>162.2</b> | <b>166.2</b> | <b>144.1</b> | <b>127.9</b> | <b>173.0</b> | <b>119.9</b> | <b>160.8</b> | <b>173.9</b> | <b>177.0</b> |
| <b>State</b>   |              |              |              |              |              |              |              |              |              |              |              |
| 12 Traffic Congestion Relief                         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 13 Prop 1B State Infrastructure Bonds PTMISEA        | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 14 Regional Improvement Prog Funds (RIP)             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 15 <b>Subtotal State</b>                             | <b>-</b>     |
| <b>Federal</b>                                       |              |              |              |              |              |              |              |              |              |              |              |
| 17 ARRA  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 18 CMAQ - Transit                                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 20 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P  | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          |
| 21 Section 5307 Capital                              | -            | -            | -            | -            | 14.3         | 41.4         | 2.6          | 47.6         | 9.9          | -            | -            |
| 22 <b>Subtotal Federal</b>                           | <b>5.0</b>   | <b>5.0</b>   | <b>5.0</b>   | <b>5.0</b>   | <b>19.3</b>  | <b>46.4</b>  | <b>7.6</b>   | <b>52.6</b>  | <b>14.9</b>  | <b>5.0</b>   | <b>5.0</b>   |
| 23 <b>TOTAL SOURCES</b>                              | <b>154.1</b> | <b>166.4</b> | <b>167.2</b> | <b>171.2</b> | <b>163.4</b> | <b>174.3</b> | <b>180.6</b> | <b>172.5</b> | <b>175.7</b> | <b>178.9</b> | <b>182.0</b> |
| <b>USES OF FUNDS</b>                                 |              |              |              |              |              |              |              |              |              |              |              |
| <b>Capital Expenditures</b>                          |              |              |              |              |              |              |              |              |              |              |              |
| 26 Bus Vehicle Maintenance                           | 65.9         | 67.2         | 68.4         | 69.8         | 71.1         | 72.5         | 74.0         | 75.5         | 77.1         | 78.6         | 80.1         |
| 27 Facility Maintenance                              | 71.2         | 72.5         | 73.9         | 75.3         | 76.8         | 78.4         | 79.9         | 81.6         | 83.3         | 84.9         | 86.5         |
| 28 Universal Fare System/Adv Trans Mgmt Sys          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 30 Div 13 (Union Div) - Replacement for Div 10 Exp   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 31 LAX Bus Division                                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 38 Other Bus Capital Expenses                        | 1.6          | 11.3         | 9.5          | 10.7         | -            | 8.0          | 11.3         | -            | -            | -            | -            |
| 39 <b>Subtotal Metro</b>                             | <b>138.7</b> | <b>151.0</b> | <b>151.8</b> | <b>155.8</b> | <b>147.9</b> | <b>158.9</b> | <b>165.2</b> | <b>157.1</b> | <b>160.3</b> | <b>163.5</b> | <b>166.6</b> |
| <b>Financing Payments</b>                            |              |              |              |              |              |              |              |              |              |              |              |
| 41 Sr. Lien Bonds (Actual Prop C 40%)                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 42 Add'l Bonds 30-yr Prop C 40 % (Model Generated)   | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         | 15.4         |
| 43 <b>Subtotal Payments</b>                          | <b>15.4</b>  |
| 44 <b>TOTAL USES</b>                                 | <b>154.1</b> | <b>166.4</b> | <b>167.2</b> | <b>171.2</b> | <b>163.4</b> | <b>174.3</b> | <b>180.6</b> | <b>172.5</b> | <b>175.7</b> | <b>178.9</b> | <b>182.0</b> |
| 45 Total capital (excluding debt service) % change   | -4.66%       | 8.86%        | 0.55%        | 2.61%        | -5.04%       | 7.40%        | 3.99%        | -4.93%       | 2.07%        | 1.95%        | 1.92%        |
| <b>CASH BALANCE</b>                                  |              |              |              |              |              |              |              |              |              |              |              |
| 47 Beginning Fiscal Year Cash Balance                | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 48 Annual Net Change to Cash Balance                 | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 49 Ending Fiscal Year Cash Balance                   | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

Division 13 funding as of 3-8-11  
5308 Clean Fuels  
5309 State of Good Repair  
Prop 1B PTMISEA  
Prop C 40%  
Total

**LACMTA Financial Forecasting Model**  
**Bus Capital - Municipal and**  
**Non-MTA Operators**  
**30-10 8/19/11**

| (\$ in millions)                                    | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Plan<br>Total  | %             | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|------------------|------------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>SOURCES OF FUNDS</b>                             |                  |                  |                  |                |               |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |                  |                  |                  |                |               |              |              |              |              |              |              |              |              |              |              |
| Proposition C Local Return (20%)                    | 206.5            | 333.8            | 521.0            | 1,061.4        | 14.7%         | 15.8         | 16.7         | 17.7         | 18.7         | 19.8         | 21.0         | 22.3         | 23.6         | 24.8         | 26.1         |
| Proposition A Local Return (25%)                    | 373.6            | 603.9            | 942.6            | 1,920.2        | 26.6%         | 28.6         | 30.1         | 32.0         | 33.9         | 35.9         | 38.1         | 40.3         | 42.6         | 44.9         | 47.2         |
| Proposition A Discretionary                         | -                | -                | -                | -              | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Proposition C Discretionary 40%                     | 45.7             | -                | -                | 45.7           | 0.6%          | 9.8          | 10.0         | 10.0         | 10.0         | 1.5          | 1.5          | 1.5          | 1.5          | -            | -            |
| TDA Article 4                                       | 209.5            | 256.8            | 345.7            | 811.9          | 11.3%         | 19.1         | 19.3         | 19.7         | 20.1         | 20.6         | 21.1         | 21.6         | 22.1         | 22.6         | 23.1         |
| Measure R Sales Tax                                 | 13.0             | 13.0             | 13.0             | 39.0           | 0.5%          | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            |
| <b>Subtotal Local</b>                               | <b>848.2</b>     | <b>1,207.5</b>   | <b>1,822.4</b>   | <b>3,878.1</b> | <b>53.8%</b>  | <b>75.8</b>  | <b>76.1</b>  | <b>82.0</b>  | <b>82.8</b>  | <b>80.4</b>  | <b>81.7</b>  | <b>88.3</b>  | <b>89.8</b>  | <b>94.9</b>  | <b>96.4</b>  |
| <b>State</b>  |                  |                  |                  |                |               |              |              |              |              |              |              |              |              |              |              |
| Prop 1B PTMISEA                                     | 70.1             | -                | -                | 70.1           | 1.0%          | 11.7         | 11.7         | 11.7         | 11.7         | 11.7         | 11.6         | -            | -            | -            | -            |
| <b>Subtotal State</b>                               | <b>70.1</b>      | <b>-</b>         | <b>-</b>         | <b>70.1</b>    | <b>1.0%</b>   | <b>11.7</b>  | <b>11.7</b>  | <b>11.7</b>  | <b>11.7</b>  | <b>11.7</b>  | <b>11.6</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>                                      |                  |                  |                  |                |               |              |              |              |              |              |              |              |              |              |              |
| ARRA  | 24.0             | -                | -                | 24.0           | 0.3%          | 24.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ - Transit                                      | 7.9              | -                | -                | 7.9            | 0.1%          | -            | -            | 7.9          | -            | -            | -            | -            | -            | -            | -            |
| ARRA Other LA County UZAs (5307, 5311, 5340)        | 16.1             | -                | -                | 16.1           | 0.2%          | 16.1         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Sect 5309 Bus/Bus-Related Facilities (earmarks)     | -                | -                | -                | -              | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Section 5307 Capital                                | 777.6            | 893.6            | 1,137.7          | 2,809.0        | 38.9%         | 73.0         | 74.0         | 75.0         | 76.1         | 77.2         | 78.2         | 79.3         | 80.5         | 81.6         | 82.7         |
| Section 5307 1% Countywide TEA                      | -                | -                | -                | 0.0            | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Section 5307 Other LA County UZAs                   | 108.9            | 125.1            | 159.3            | 393.3          | 5.5%          | 10.2         | 10.4         | 10.5         | 10.7         | 10.8         | 11.0         | 11.1         | 11.3         | 11.4         | 11.6         |
| Section 5340 Other LA County UZAs                   | 3.7              | 4.3              | 5.5              | 13.5           | 0.2%          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          |
| <b>Subtotal Federal</b>                             | <b>938.2</b>     | <b>1,023.0</b>   | <b>1,302.4</b>   | <b>3,263.7</b> | <b>45.3%</b>  | <b>123.7</b> | <b>84.7</b>  | <b>93.8</b>  | <b>87.1</b>  | <b>88.3</b>  | <b>89.6</b>  | <b>90.8</b>  | <b>92.1</b>  | <b>93.4</b>  | <b>94.7</b>  |
| <b>TOTAL SOURCES</b>                                | <b>1,856.6</b>   | <b>2,230.5</b>   | <b>3,124.8</b>   | <b>7,211.9</b> | <b>100.0%</b> | <b>211.1</b> | <b>172.5</b> | <b>187.5</b> | <b>181.6</b> | <b>180.5</b> | <b>182.9</b> | <b>179.2</b> | <b>181.9</b> | <b>188.3</b> | <b>191.1</b> |
| <b>USES OF FUNDS</b>                                |                  |                  |                  |                |               |              |              |              |              |              |              |              |              |              |              |
| <b>Capital Expenditures</b>                         |                  |                  |                  |                |               |              |              |              |              |              |              |              |              |              |              |
| Torrance Transit: Torrance-LB Rapid Corridor        | 7.9              | -                | -                | 7.9            | 0.1%          | -            | -            | 7.9          | -            | -            | -            | -            | -            | -            | -            |
| Bus Capital (from Measure R)                        | 13.0             | 13.0             | 13.0             | 39.0           | 0.5%          | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            |
| Municipal and Non-Metro Operators                   | 1,679.8          | 2,185.9          | 3,076.8          | 6,942.5        | 96.3%         | 152.5        | 155.6        | 153.4        | 159.9        | 164.3        | 168.8        | 173.6        | 178.7        | 183.9        | 189.0        |
| Municipal and Non-Metro Operators Expansion         | 40.1             | 31.7             | 35.0             | 106.8          | 1.5%          | 12.0         | 12.0         | 7.8          | -            | 0.4          | 1.0          | 1.5          | 1.6          | 1.9          | 2.1          |
| Muni Bus Capital (PTMISEA projects)                 | 70.1             | -                | -                | 70.1           | 1.0%          | 11.7         | 11.7         | 11.7         | 11.7         | 11.7         | 11.6         | -            | -            | -            | -            |
| Muni Bus Capital Prop 1B Bond Mitigation Allocation | 33.9             | -                | -                | 33.9           | 0.5%          | 8.3          | 8.5          | 8.5          | 8.5          | -            | -            | -            | -            | -            | -            |
| Muni Security Prop 1B Bond Mitigation Allocation    | 11.8             | -                | -                | 11.8           | 0.2%          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | -            | -            |
| <b>Subtotal Municipal Operators</b>                 | <b>1,856.6</b>   | <b>2,230.5</b>   | <b>3,124.8</b>   | <b>7,211.9</b> | <b>100.0%</b> | <b>188.6</b> | <b>189.3</b> | <b>193.4</b> | <b>181.6</b> | <b>180.5</b> | <b>182.9</b> | <b>179.2</b> | <b>181.8</b> | <b>188.3</b> | <b>191.1</b> |
| <b>TOTAL USES</b>                                   | <b>1,856.6</b>   | <b>2,230.5</b>   | <b>3,124.8</b>   | <b>7,211.9</b> | <b>100.0%</b> | <b>188.6</b> | <b>189.3</b> | <b>193.4</b> | <b>181.6</b> | <b>180.5</b> | <b>182.9</b> | <b>179.2</b> | <b>181.8</b> | <b>188.3</b> | <b>191.1</b> |
| Uses percent change                                 |                  |                  |                  |                |               |              | 0.37%        | 2.17%        | -6.08%       | -0.62%       | 1.32%        | -2.02%       | 1.48%        | 3.58%        | 1.46%        |
| <b>CASH BALANCE</b>                                 |                  |                  |                  |                |               |              |              |              |              |              |              |              |              |              |              |
| Beginning Fiscal Year Cash Balance                  | 0.0              | 0.0              | 0.0              | 0.0            | -             | 0.0          | 22.6         | 5.8          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Annual Net Change to Cash Balance                   | 0.0              | 0.0              | 0.0              | 0.0            | -             | 22.6         | (16.7)       | (5.8)        | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | (0.0)        | 0.0          |
| Ending Fiscal Year Cash Balance                     | 0.0              | 0.0              | 0.0              | 0.0            | -             | 22.6         | 5.8          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES:**

1. Source: Los Angeles County Municipal Operators' Revenue & Expenditure Capital Summary dated 6/21/05.
2. Bus Capital expenditures based on countywide analysis assuming 12-yr replacement cycle for municipal buses.
3. Includes Prop C 40% Prop 1B bond mitigation alloc.

**LACMTA Financial Forecasting Model**  
**Bus Capital - Municipal and**  
**Non-MTA Operators**  
**30-10 8/19/11**

|  | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                 | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>SOURCES OF FUNDS</b>                          |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                     |              |              |              |              |              |              |              |              |              |              |
| Proposition C Local Return (20%)                 | 27.4         | 28.8         | 30.1         | 31.3         | 32.6         | 34.0         | 35.4         | 36.7         | 38.1         | 39.4         |
| Proposition A Local Return (25%)                 | 49.6         | 52.1         | 54.4         | 56.7         | 59.0         | 61.5         | 64.0         | 66.4         | 68.9         | 71.4         |
| Proposition A Discretionary                      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Proposition C Discretionary 40%                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| TDA Article 4                                    | 23.5         | 24.0         | 24.5         | 24.9         | 25.4         | 25.9         | 26.4         | 26.9         | 27.4         | 27.9         |
| Measure R Sales Tax                              | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            |
| <b>Subtotal Local</b>                            | <b>103.2</b> | <b>104.9</b> | <b>111.5</b> | <b>113.0</b> | <b>119.6</b> | <b>121.3</b> | <b>128.3</b> | <b>129.9</b> | <b>137.0</b> | <b>138.8</b> |
| <b>State</b>                                     |              |              |              |              |              |              |              |              |              |              |
| Prop 1B PTMISEA                                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                            | <b>-</b>     |
| <b>Federal</b>                                   |              |              |              |              |              |              |              |              |              |              |
| ARRA   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ - Transit                                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| ARRA Other LA County UZAs (5307, 5311, 5340)     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Sect 5309 Bus/Bus-Related Facilities (earmarks)  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Section 5307 Capital                             | 83.9         | 85.1         | 86.2         | 87.4         | 88.7         | 89.9         | 91.2         | 92.4         | 93.7         | 95.1         |
| Section 5307 1% Countywide TEA                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Section 5307 Other LA County UZAs                | 11.7         | 11.9         | 12.1         | 12.2         | 12.4         | 12.6         | 12.8         | 12.9         | 13.1         | 13.3         |
| Section 5340 Other LA County UZAs                | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.4          | 0.5          |
| <b>Subtotal Federal</b>                          | <b>96.0</b>  | <b>97.4</b>  | <b>98.7</b>  | <b>100.1</b> | <b>101.5</b> | <b>102.9</b> | <b>104.4</b> | <b>105.8</b> | <b>107.3</b> | <b>108.8</b> |
| <b>TOTAL SOURCES</b>                             | <b>199.2</b> | <b>202.3</b> | <b>210.2</b> | <b>213.1</b> | <b>221.1</b> | <b>224.3</b> | <b>232.7</b> | <b>235.8</b> | <b>244.3</b> | <b>247.6</b> |
| <b>USES OF FUNDS</b>                             |              |              |              |              |              |              |              |              |              |              |
| <b>Capital Expenditures</b>                      |              |              |              |              |              |              |              |              |              |              |
| Torrance Transit: Torrance-LB Rapid Corridor     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Bus Capital (from Measure R)                     | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            |
| Municipal and Non-Metro Operators                | 194.3        | 199.7        | 204.7        | 209.9        | 215.0        | 220.8        | 226.6        | 232.4        | 238.3        | 244.2        |
| Municipal and Non-Metro Operators Expansion      | 2.3          | 2.6          | 2.9          | 3.2          | 3.5          | 3.5          | 3.5          | 3.4          | 3.4          | 3.4          |
| Muni Bus Capital (PTMISEA projects)              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Muni Bus Capital Prop 1B Bond Mitigation Allocat | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Muni Security Prop 1B Bond Mitigation Allocation | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Municipal Operators</b>              | <b>199.2</b> | <b>202.3</b> | <b>210.2</b> | <b>213.1</b> | <b>221.1</b> | <b>224.3</b> | <b>232.7</b> | <b>235.8</b> | <b>244.3</b> | <b>247.6</b> |
| <b>TOTAL USES</b>                                | <b>199.2</b> | <b>202.3</b> | <b>210.2</b> | <b>213.1</b> | <b>221.1</b> | <b>224.3</b> | <b>232.7</b> | <b>235.8</b> | <b>244.3</b> | <b>247.6</b> |
| Uses percent change                              | 4.25%        | 1.56%        | 3.91%        | 1.35%        | 3.78%        | 1.43%        | 3.74%        | 1.34%        | 3.62%        | 1.33%        |
| <b>CASH BALANCE</b>                              |              |              |              |              |              |              |              |              |              |              |
| Beginning Fiscal Year Cash Balance               | 0.0          | -            | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Annual Net Change to Cash Balance                | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Ending Fiscal Year Cash Balance                  | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES:**

1. Source: Los Angeles County Municipal Operators' Revenue & Expenditure Capital Summary dated 6/21/05.
2. Bus Capital expenditures based on countywide analysis assuming 12-yr replacement cycle for municipal buses.
3. Includes Prop C 40% Prop 1B bond mitigation alloc.

**LACMTA Financial Forecasting Model**  
**Bus Capital - Municipal and**  
**Non-MTA Operators**  
**30-10 8/19/11**

|   | 2029         | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                  | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |
| <b>SOURCES OF FUNDS</b>                           |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                      |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C Local Return (20%)                  | 40.8         | 42.0         | 43.2         | 44.5         | 45.9         | 47.3         | 48.6         | 50.0         | 51.5         | 52.8         | 54.2         |
| Proposition A Local Return (25%)                  | 73.8         | 76.0         | 78.2         | 80.6         | 83.1         | 85.6         | 88.0         | 90.5         | 93.1         | 95.6         | 98.1         |
| Proposition A Discretionary                       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Proposition C Discretionary 40%                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| TDA Article 4                                     | 28.5         | 29.0         | 29.6         | 30.1         | 30.7         | 31.3         | 32.0         | 32.6         | 33.3         | 34.0         | 34.6         |
| Measure R Sales Tax                               | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            | -            |
| <b>Subtotal Local</b>                             | <b>145.7</b> | <b>147.1</b> | <b>153.6</b> | <b>155.3</b> | <b>162.3</b> | <b>164.2</b> | <b>171.2</b> | <b>173.2</b> | <b>180.5</b> | <b>182.4</b> | <b>187.0</b> |
| <b>State</b>                                      |              |              |              |              |              |              |              |              |              |              |              |
| Prop 1B PTMISEA                                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                             | <b>-</b>     |
| <b>Federal</b>                                    |              |              |              |              |              |              |              |              |              |              |              |
| ARRA  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ - Transit                                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| ARRA Other LA County UZAs (5307, 5311, 5340)      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Sect 5309 Bus/Bus-Related Facilities (earmarks)   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Section 5307 Capital                              | 96.4         | 97.7         | 99.1         | 100.5        | 101.9        | 103.3        | 104.8        | 106.2        | 107.7        | 109.2        | 110.8        |
| Section 5307 1% Countywide TEA                    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Section 5307 Other LA County UZAs                 | 13.5         | 13.7         | 13.9         | 14.1         | 14.3         | 14.5         | 14.7         | 14.9         | 15.1         | 15.3         | 15.5         |
| Section 5340 Other LA County UZAs                 | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          |
| <b>Subtotal Federal</b>                           | <b>110.3</b> | <b>111.9</b> | <b>113.5</b> | <b>115.0</b> | <b>116.7</b> | <b>118.3</b> | <b>119.9</b> | <b>121.6</b> | <b>123.3</b> | <b>125.1</b> | <b>126.8</b> |
| <b>TOTAL SOURCES</b>                              | <b>256.0</b> | <b>259.0</b> | <b>267.1</b> | <b>270.3</b> | <b>279.0</b> | <b>282.5</b> | <b>291.1</b> | <b>294.8</b> | <b>303.8</b> | <b>307.4</b> | <b>313.8</b> |
| <b>USES OF FUNDS</b>                              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Capital Expenditures</b>                       |              |              |              |              |              |              |              |              |              |              |              |
| Torrance Transit: Torrance-LB Rapid Corridor      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Bus Capital (from Measure R)                      | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            | 2.6          | -            | -            |
| Municipal and Non-Metro Operators                 | 250.1        | 255.7        | 261.2        | 267.1        | 273.1        | 279.3        | 285.3        | 291.7        | 298.2        | 304.4        | 310.8        |
| Municipal and Non-Metro Operators Expansion       | 3.4          | 3.3          | 3.3          | 3.3          | 3.3          | 3.2          | 3.2          | 3.1          | 3.1          | 3.0          | 3.0          |
| Muni Bus Capital (PTMISEA projects)               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Muni Bus Capital Prop 1B Bond Mitigation Allocati | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Muni Security Prop 1B Bond Mitigation Allocation  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Municipal Operators</b>               | <b>256.0</b> | <b>259.0</b> | <b>267.1</b> | <b>270.3</b> | <b>279.0</b> | <b>282.5</b> | <b>291.1</b> | <b>294.8</b> | <b>303.8</b> | <b>307.4</b> | <b>313.8</b> |
| <b>TOTAL USES</b>                                 | <b>256.0</b> | <b>259.0</b> | <b>267.1</b> | <b>270.3</b> | <b>279.0</b> | <b>282.5</b> | <b>291.1</b> | <b>294.8</b> | <b>303.8</b> | <b>307.4</b> | <b>313.8</b> |
| Uses percent change                               | 3.42%        | 1.15%        | 3.14%        | 1.20%        | 3.20%        | 1.26%        | 3.05%        | 1.28%        | 3.05%        | 1.18%        | 2.08%        |
| <b>CASH BALANCE</b>                               |              |              |              |              |              |              |              |              |              |              |              |
| Beginning Fiscal Year Cash Balance                | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Annual Net Change to Cash Balance                 | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| Ending Fiscal Year Cash Balance                   | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

**NOTES:**

1. Source: Los Angeles County Municipal Operators' Revenue & Expenditure Capital Summary dated 6/21/05.
2. Bus Capital expenditures based on countywide analysis assuming 12-yr replacement cycle for municipal buses.
3. Includes Prop C 40% Prop 1B bond mitigation alloc.

**LACMTA Financial Forecasting Model**  
**Congestion Reduction Demonstration Project (CRD)**  
**(ExpressLanes)**  
**30-10 8/19/11**

| (\$ in millions)                                       | Prior Years | Years '10-'19 | Years '20-'29 | Years '30-'40 | '10-'40 Total | %             | 2009 2010 | 2010 2011    | 2011 2012   | 2012 2013  |
|--|-------------|---------------|---------------|---------------|---------------|---------------|-----------|--------------|-------------|------------|
| <b>SOURCES OF FUNDS</b>                                |             |               |               |               |               |               |           |              |             |            |
| <b>Local</b>   |             |               |               |               |               |               |           |              |             |            |
| State Repayment of Capital Proj Loans                  |             | 1.2           | -             | -             | 1.2           | 0.5%          |           | 1.2          |             |            |
| Measure R 35% clean fuel buses                         |             | 3.6           | -             | -             | 3.6           | 1.4%          |           | 3.6          |             |            |
| Prop C 10% (Pomona Station)                            |             | 1.1           | -             | -             | 1.1           | 0.4%          |           | 1.1          |             |            |
| Proposition C Discretionary 40%                        |             | 13.0          | -             | -             | 13.0          | 5.2%          |           | 13.0         |             |            |
| Prop C 25% (restriping)                                |             | 28.4          | -             | -             | 28.4          | 11.3%         |           | 1.8          | 26.5        |            |
| SAFE (Restriping etc I-10 & I-110)                     |             | 4.0           | -             | -             | 4.0           | 1.6%          |           | -            | 2.0         | 2.0        |
| <b>Subtotal Local</b>                                  |             | <b>51.3</b>   | <b>-</b>      | <b>-</b>      | <b>51.3</b>   | <b>20.4%</b>  | <b>-</b>  | <b>20.8</b>  | <b>28.5</b> | <b>2.0</b> |
| <b>State</b>   |             |               |               |               |               |               |           |              |             |            |
| Prop 1B State Infrastructure Bonds-SLPP                |             | 20.0          | -             | -             | 20.0          | 7.9%          |           | 20.0         |             |            |
| <b>Subtotal State</b>                                  |             | <b>20.0</b>   | <b>-</b>      | <b>-</b>      | <b>20.0</b>   | <b>7.9%</b>   | <b>-</b>  | <b>20.0</b>  | <b>-</b>    | <b>-</b>   |
| <b>Federal</b>   |             |               |               |               |               |               |           |              |             |            |
| CMAQ (transferred from 5307)                           |             | 94.7          | -             | -             | 94.7          | 37.6%         |           | 83.0         | 11.7        |            |
| Section 5307 Capital                                   |             | 85.8          | -             | -             | 85.8          | 34.1%         |           | 85.8         |             |            |
| <b>Subtotal Federal</b>                                | <b>-</b>    | <b>180.5</b>  | <b>-</b>      | <b>-</b>      | <b>180.5</b>  | <b>71.7%</b>  | <b>-</b>  | <b>168.8</b> | <b>11.7</b> | <b>-</b>   |
| <b>TOTAL SOURCES</b>                                   |             | <b>251.8</b>  | <b>-</b>      | <b>-</b>      | <b>251.8</b>  | <b>100.0%</b> | <b>-</b>  | <b>209.6</b> | <b>40.2</b> | <b>2.0</b> |
| <b>USES OF FUNDS</b>                                   |             |               |               |               |               |               |           |              |             |            |
| <b>Capital Expenditures</b>                            |             |               |               |               |               |               |           |              |             |            |
| Buses for El Monte Busway (41 MTA, 12 Foothill)        |             | 34.7          | -             | -             | 34.7          | 13.8%         |           | 34.7         |             |            |
| Buses for I-110 Transitway (2 Gardena)                 |             | 1.2           | -             | -             | 1.2           | 0.5%          |           | 1.2          |             |            |
| Buses for I-110 Transitway (4 Torrance)                |             | 2.8           | -             | -             | 2.8           | 1.1%          |           | 2.8          |             |            |
| Restriping/Capacity Improv for I-10 & I-110 HOT Lanes  |             | 120.6         | -             | -             | 120.6         | 47.9%         |           | 90.1         | 28.5        | 2.0        |
| El Monte Transit Center improvements & bike lockers    |             | 45.4          | -             | -             | 45.4          | 18.0%         |           | 45.4         |             |            |
| Harbor Transit Way improvements & Artesia bike lockers |             | 3.9           | -             | -             | 3.9           | 1.5%          |           | 3.9          |             |            |
| Patsaouras Plaza improvements                          |             | 9.9           | -             | -             | 9.9           | 3.9%          |           | 9.9          |             |            |
| City of LA Parking Mgt & Transit Signal Priority       |             | 16.0          | -             | -             | 16.0          | 6.4%          |           | 16.0         |             |            |
| Metrolink Pomona Sta Platform & Parking Improv         |             | 5.6           | -             | -             | 5.6           | 2.2%          |           | 5.6          |             |            |
| I-10 & I-110 HOT Lanes Transit Operations (buses)      |             | 11.7          | -             | -             | 11.7          | 4.6%          |           |              | 11.7        |            |
| <b>Subtotal MTA</b>                                    | <b>-</b>    | <b>251.8</b>  | <b>-</b>      | <b>-</b>      | <b>251.8</b>  | <b>100.0%</b> | <b>-</b>  | <b>209.6</b> | <b>40.2</b> | <b>2.0</b> |
| <b>TOTAL USES</b>                                      | <b>-</b>    | <b>251.8</b>  | <b>-</b>      | <b>-</b>      | <b>251.8</b>  | <b>100.0%</b> | <b>-</b>  | <b>209.6</b> | <b>40.2</b> | <b>2.0</b> |
| <b>CASH BALANCE</b>                                    |             |               |               |               |               |               |           |              |             |            |
| Beginning Fiscal Year Cash Balance                     |             | -             | -             | -             | -             | -             | -         | -            | -           | -          |
| Annual Net Change to Cash Balance                      |             | -             | -             | -             | -             | -             | -         | -            | -           | -          |
| Ending Fiscal Year Cash Balance                        |             | -             | -             | -             | -             | -             | -         | -            | -           | -          |

**NOTES:**

1. Previously, Section 5307 was used for preventive maintenance in FYs 09 and 10.
2. The new CRD-related 5309 funds will be used instead for the preventive maintenance while the 5307 funds will be used for the capital projects on this page.
3. Bus Division 13 is not included on this page.

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

**30-10 8/19/11**

| (\$ in millions)                                | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | Total<br>'10-'40 | %             | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 |
|---|------------------|------------------|------------------|------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>SOURCES OF FUNDS</b>                         |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |
| <b>Local</b>                                    |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |
| 1 Fares - Red/Purple Lines                      | 400.3            | 734.2            | 1,140.6          | 2,275.1          | 9.1%          | 29.0         | 34.6         | 34.6         | 35.1         | 39.7         | 40.2         | 44.3         | 44.9         |
| 2 Fares - Blue Line (incl Expo & Reg'l Conn.)   | 343.0            | 635.3            | 948.8            | 1,927.1          | 7.7%          | 16.5         | 19.7         | 25.0         | 29.4         | 33.3         | 33.7         | 43.3         | 44.7         |
| 3 Fares - Green Line                            | 104.3            | 201.9            | 301.6            | 607.8            | 2.4%          | 7.2          | 8.6          | 8.6          | 8.7          | 9.9          | 10.0         | 11.1         | 11.2         |
| 4 Fares - Gold Line (incl Eastside & Foothill)  | 131.8            | 325.5            | 495.7            | 953.0            | 3.8%          | 8.0          | 8.6          | 8.6          | 8.7          | 9.9          | 10.0         | 16.8         | 19.3         |
| 5 Fares - Crenshaw Line                         | 12.2             | 143.3            | 214.0            | 369.4            | 1.5%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 6 Fares - West Santa Ana Line                   | -                | 100.5            | 163.9            | 264.5            | 1.1%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 7 Fares - Metrolink                             | 488.7            | 612.8            | 825.2            | 1,926.8          | 7.7%          | 42.0         | 43.5         | 45.0         | 46.6         | 48.2         | 49.9         | 51.6         | 52.8         |
| 8 Proposition A 35%                             | 357.2            | 1,197.7          | 1,366.0          | 2,920.9          | 11.7%         | 41.0         | 26.8         | 23.7         | 29.0         | 29.4         | 34.3         | 42.0         | 51.5         |
| 9 Proposition C 5 % (Security)                  | 18.3             | 118.2            | 263.9            | 400.4            | 1.6%          | -            | -            | 5.5          | -            | -            | 0.3          | 1.4          | 2.5          |
| 10 Proposition C 40 % (Discretionary)           | 295.2            | 1,751.7          | 2,771.6          | 4,818.6          | 19.2%         | 78.3         | -            | 14.5         | 19.1         | 11.3         | 15.1         | 20.5         | 20.5         |
| 11 TDA Article 4                                | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 12 Proposition C 10% (Metrolink)                | 429.4            | 593.3            | 890.9            | 1,913.6          | 7.6%          | 39.9         | 32.3         | 38.9         | 40.5         | 42.1         | 43.8         | 45.5         | 47.4         |
| 13 Other (Advertising, General, Misc)           | 144.3            | 280.7            | 377.9            | 802.9            | 3.2%          | 1.6          | 2.4          | 2.6          | 2.7          | 8.3          | 25.0         | 25.6         | 26.2         |
| 14 Measure R Sales Tax                          | 363.6            | 589.3            | 824.1            | 1,777.0          | 7.1%          | 27.2         | 29.1         | 31.2         | 33.1         | 35.0         | 37.1         | 39.4         | 41.6         |
| 15 <b>Subtotal Local</b>                        | <b>3,088.5</b>   | <b>7,284.5</b>   | <b>10,584.2</b>  | <b>20,957.1</b>  | <b>83.7%</b>  | <b>290.8</b> | <b>205.7</b> | <b>238.4</b> | <b>252.8</b> | <b>267.1</b> | <b>299.5</b> | <b>341.5</b> | <b>362.5</b> |
| <b>State</b>                                    |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |
| 17 STA - Population Share                       | 415.6            | 494.2            | 603.6            | 1,513.3          | 6.0%          | -            | 52.8         | 44.5         | 44.5         | 44.5         | 44.9         | 45.4         | 45.8         |
| 18 <b>Subtotal State</b>                        | <b>415.6</b>     | <b>494.2</b>     | <b>603.6</b>     | <b>1,513.3</b>   | <b>6.0%</b>   | <b>-</b>     | <b>52.8</b>  | <b>44.5</b>  | <b>44.5</b>  | <b>44.5</b>  | <b>44.9</b>  | <b>45.4</b>  | <b>45.8</b>  |
| <b>Federal</b>                                  |                  |                  |                  |                  |               |              |              |              |              |              |              |              |              |
| 20 Section 5309 Fixed Guideway Modernization    | 415.0            | 378.4            | 619.3            | 1,412.7          | 5.6%          | 37.9         | 40.3         | 40.9         | 41.4         | 42.0         | 42.6         | 43.2         | 43.8         |
| 21 Section 5307                                 | 378.0            | 102.0            | -                | 480.0            | 1.9%          | -            | -            | -            | 60.0         | 60.0         | 50.0         | 58.0         | 50.0         |
| 22 Section 5340 Growing States and High Density | 68.7             | 78.9             | 100.4            | 248.0            | 1.0%          | 6.4          | 6.5          | 6.6          | 6.7          | 6.8          | 6.9          | 7.0          | 7.1          |
| 23 Homeland Security Grants                     | -                | -                | -                | -                | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 24 CMAQ (Gold/Expo/Crenshaw/New Lines Ops)      | 231.8            | 197.9            | -                | 429.8            | 1.7%          | 11.7         | 16.7         | 32.2         | 20.4         | 21.3         | 6.3          | 25.9         | 29.9         |
| 25 <b>Subtotal Federal</b>                      | <b>1,093.5</b>   | <b>757.2</b>     | <b>719.8</b>     | <b>2,570.5</b>   | <b>10.3%</b>  | <b>56.0</b>  | <b>63.6</b>  | <b>79.6</b>  | <b>128.6</b> | <b>130.1</b> | <b>105.8</b> | <b>134.1</b> | <b>130.8</b> |
| 26 <b>TOTAL SOURCES</b>                         | <b>4,597.6</b>   | <b>8,535.9</b>   | <b>11,907.5</b>  | <b>25,041.0</b>  | <b>100.0%</b> | <b>346.8</b> | <b>322.0</b> | <b>362.5</b> | <b>425.8</b> | <b>441.7</b> | <b>450.2</b> | <b>520.9</b> | <b>539.2</b> |

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

**30-10 8/19/11**

| (\$ in millions)                                    | Years          | Years          | Years           | Total           | %             | 2009         | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         |
|---|----------------|----------------|-----------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|   | '10-'19        | '20-'29        | '30-'40         | '10-'40         |               | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         |
| <b>27 USES OF FUNDS</b>                             |                |                |                 |                 |               |              |              |              |              |              |              |              |              |
| 28 Red/Purple Line                                  | 850.9          | 1,103.8        | 1,559.1         | 3,513.9         | 14.0%         | 70.9         | 74.3         | 68.0         | 84.1         | 86.4         | 90.1         | 92.5         | 92.9         |
| 29 Westside Subway Extension                        | -              | 457.6          | 725.3           | 1,182.8         | 4.7%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 30 Blue Line  | 795.2          | 1,028.0        | 1,384.1         | 3,207.3         | 12.8%         | 72.5         | 70.1         | 64.7         | 77.4         | 80.9         | 80.9         | 84.0         | 85.3         |
| 31 Green Line                                       | 320.4          | 558.0          | 751.4           | 1,629.8         | 6.5%          | 26.1         | 25.1         | 25.3         | 30.6         | 32.0         | 32.0         | 32.5         | 33.0         |
| 32 Gold Line - Pasadena (including Foothill)        | 386.3          | 676.9          | 911.4           | 1,974.6         | 7.9%          | 23.3         | 23.8         | 23.0         | 28.1         | 29.5         | 29.4         | 50.5         | 58.3         |
| 33 Gold Line - Eastside Extension                   | 187.2          | 469.9          | 664.3           | 1,321.4         | 5.3%          | 15.5         | 14.9         | 15.5         | 18.9         | 19.8         | 19.8         | 20.1         | 20.4         |
| 34 Blue Line - Exposition Phase I                   | 286.0          | 451.8          | 608.4           | 1,346.2         | 5.4%          | -            | -            | 20.4         | 34.9         | 36.5         | 36.5         | 38.3         | 38.9         |
| 35 Blue Line - Exposition Phase II                  | 99.7           | 286.0          | 385.1           | 770.8           | 3.1%          | -            | -            | -            | -            | -            | -            | 24.3         | 24.6         |
| 36 Crenshaw/LAX Line                                | 42.0           | 467.3          | 629.2           | 1,138.4         | 4.5%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 37 West Santa Ana Line                              | -              | 318.2          | 394.3           | 712.5           | 2.8%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 38 Regional Connector                               | -              | 136.0          | 183.2           | 319.2           | 1.3%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 39 Rail Security - Red Line                         | 226.1          | 403.7          | 597.4           | 1,227.2         | 4.9%          | 18.6         | 18.8         | 21.8         | 22.2         | 22.7         | 23.3         | 23.9         | 24.4         |
| 40 Rail Security - Blue Line incl. Expo/Reg'l Conn. | 207.0          | 332.5          | 447.6           | 987.0           | 3.9%          | 12.2         | 12.4         | 17.2         | 19.3         | 19.8         | 20.3         | 25.5         | 26.0         |
| 41 Rail Security - Green Line                       | 82.8           | 143.6          | 193.4           | 419.8           | 1.7%          | 6.5          | 6.5          | 7.6          | 7.7          | 7.9          | 8.1          | 8.3          | 8.5          |
| 42 Rail Security - Gold Line including Eastside     | 193.6          | 385.9          | 530.2           | 1,109.7         | 4.4%          | 12.5         | 13.2         | 15.2         | 15.5         | 15.9         | 16.3         | 23.7         | 26.5         |
| 43 Rail Security - Crenshaw/LAX Line                | 8.5            | 94.6           | 127.3           | 230.4           | 0.9%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 44 Rail Security - West Santa Ana Line              | -              | 16.0           | 99.7            | 115.6           | 0.5%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 45 Red Line special anti-terrorism activities       | -              | -              | -               | -               | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            |
| 46 <b>Subtotal MTA</b>                              | <b>3,685.5</b> | <b>7,329.7</b> | <b>10,191.4</b> | <b>21,206.6</b> |               | <b>258.1</b> | <b>259.2</b> | <b>278.6</b> | <b>338.8</b> | <b>351.4</b> | <b>356.5</b> | <b>423.7</b> | <b>439.0</b> |
| 47 Metrolink  | 918.2          | 1,206.2        | 1,716.0         | 3,840.4         | 15.3%         | 81.9         | 75.8         | 83.9         | 87.1         | 90.3         | 93.7         | 97.2         | 100.2        |
| <b>48 TOTAL USES</b>                                | <b>4,603.6</b> | <b>8,535.9</b> | <b>11,907.5</b> | <b>25,047.0</b> | <b>100.0%</b> | <b>340.0</b> | <b>334.9</b> | <b>362.5</b> | <b>425.8</b> | <b>441.7</b> | <b>450.2</b> | <b>520.9</b> | <b>539.2</b> |
| <b>49 CASH BALANCE</b>                              |                |                |                 |                 |               |              |              |              |              |              |              |              |              |
| 50 Beginning Fiscal Year Cash Balance               | 6.1            | 0.0            | 0.0             | 6.1             | -             | 6.1          | 12.9         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 51 Annual Net Change to Cash Balance                | (6.0)          | (0.0)          | 0.0             | (6.0)           | -             | 6.8          | (12.9)       | (0.0)        | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 52 Ending Fiscal Year Cash Balance                  | 0.0            | 0.0            | 0.0             | 0.0             | -             | 12.9         | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |

MTA operations percent change 0.41% 7.50% 21.60% 3.73% 1.46% 18.85% 3.59%

**NOTES:**

- Transit Corridor Revenue Operation Dates:  
 Eastside - 10/09, Expo I - 11/11, Expo II - 6/15, Gold Fithi - 10/15,  
 Crenshaw - 6/18, Reg'l Conn - 6/19, Westside Sub Ext - 6/21,  
 West Santa Ana Branch - 6/20, So Bay Green - 6/18,  
 Gold East Extension Phase II - 6/20.

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

**30-10 &/19/11**

|   | 2017         | 2018         | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                | 2018         | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>SOURCES OF FUNDS</b>                         |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                    |              |              |              |              |              |              |              |              |              |              |              |              |
| 1 Fares - Red/Purple Lines                      | 48.6         | 49.2         | 51.8         | 52.4         | 70.7         | 71.7         | 75.4         | 76.4         | 80.8         | 81.8         | 86.1         | 87.2         |
| 2 Fares - Blue Line (incl Expo & Reg'l Conn.)   | 48.4         | 49.0         | 55.2         | 55.9         | 58.9         | 59.6         | 62.7         | 63.5         | 67.2         | 68.0         | 71.6         | 72.5         |
| 3 Fares - Green Line                            | 12.1         | 16.8         | 17.6         | 17.8         | 18.7         | 19.0         | 19.9         | 20.2         | 21.4         | 21.6         | 22.8         | 23.0         |
| 4 Fares - Gold Line (incl Eastside & Foothill)  | 20.9         | 21.1         | 22.2         | 29.4         | 30.8         | 31.1         | 32.8         | 33.2         | 35.1         | 35.5         | 37.4         | 37.9         |
| 5 Fares - Crenshaw Line                         | -            | 12.2         | 12.5         | 12.6         | 13.3         | 13.4         | 14.2         | 14.3         | 15.2         | 15.3         | 16.1         | 16.3         |
| 6 Fares - West Santa Ana Line                   | -            | -            | -            | 10.0         | 10.2         | 10.3         | 10.8         | 11.0         | 11.6         | 11.8         | 12.4         | 12.5         |
| 7 Fares - Metrolink                             | 54.0         | 55.1         | 56.2         | 57.3         | 58.4         | 59.5         | 60.6         | 61.7         | 62.9         | 64.1         | 65.4         | 66.7         |
| 8 Proposition A 35%                             | 33.0         | 46.5         | 67.4         | 68.0         | 61.3         | 150.0        | 150.0        | 137.0        | 136.0        | 132.0        | 143.0        | 153.0        |
| 9 Proposition C 5 % (Security)                  | 3.7          | 4.9          | 6.2          | 7.5          | 8.7          | 9.9          | 11.1         | 12.4         | 13.7         | 15.0         | 16.2         | 17.4         |
| 10 Proposition C 40 % (Discretionary)           | 36.0         | 80.1         | 85.7         | 155.8        | 228.0        | 136.1        | 165.0        | 191.4        | 188.7        | 209.1        | 198.6        | 193.4        |
| 11 TDA Article 4                                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 12 Proposition C 10% (Metrolink)                | 48.8         | 50.2         | 51.8         | 53.3         | 54.9         | 56.6         | 58.3         | 60.0         | 61.8         | 63.7         | 65.6         | 67.5         |
| 13 Other (Advertising, General, Misc)           | 24.7         | 25.2         | 25.7         | 26.2         | 26.8         | 27.3         | 27.8         | 28.3         | 28.8         | 29.4         | 29.9         | 30.5         |
| 14 Measure R Sales Tax                          | 43.8         | 46.1         | 48.4         | 50.9         | 53.1         | 55.3         | 57.6         | 60.0         | 62.4         | 64.8         | 67.2         | 69.6         |
| 15 <b>Subtotal Local</b>                        | <b>374.0</b> | <b>456.4</b> | <b>500.6</b> | <b>597.2</b> | <b>693.6</b> | <b>699.8</b> | <b>746.2</b> | <b>769.5</b> | <b>785.6</b> | <b>812.1</b> | <b>832.4</b> | <b>847.7</b> |
| <b>State</b>                                    |              |              |              |              |              |              |              |              |              |              |              |              |
| 17 STA - Population Share                       | 46.3         | 46.8         | 47.2         | 47.7         | 48.2         | 48.7         | 49.2         | 49.6         | 50.1         | 50.6         | 51.2         | 51.7         |
| 18 <b>Subtotal State</b>                        | <b>46.3</b>  | <b>46.8</b>  | <b>47.2</b>  | <b>47.7</b>  | <b>48.2</b>  | <b>48.7</b>  | <b>49.2</b>  | <b>49.6</b>  | <b>50.1</b>  | <b>50.6</b>  | <b>51.2</b>  | <b>51.7</b>  |
| <b>Federal</b>                                  |              |              |              |              |              |              |              |              |              |              |              |              |
| 20 Section 5309 Fixed Guideway Modernization    | 43.2         | 39.8         | 27.8         | 9.8          | 8.1          | 32.7         | 48.3         | 48.9         | 49.6         | 50.3         | 51.0         | 51.7         |
| 21 Section 5307                                 | 50.0         | 50.0         | 50.0         | 6.0          | 26.0         | 10.0         | 10.0         | -            | -            | -            | -            | -            |
| 22 Section 5340 Growing States and High Density | 7.2          | 7.3          | 7.4          | 7.5          | 7.6          | 7.7          | 7.8          | 7.9          | 8.0          | 8.2          | 8.3          | 8.4          |
| 23 Homeland Security Grants                     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 24 CMAQ (Gold/Expo/Crenshaw/New Lines Ops)      | 30.5         | 36.9         | 33.5         | 76.7         | 43.5         | 44.3         | -            | -            | -            | -            | -            | -            |
| 25 <b>Subtotal Federal</b>                      | <b>130.9</b> | <b>134.0</b> | <b>118.7</b> | <b>100.0</b> | <b>85.2</b>  | <b>94.7</b>  | <b>66.1</b>  | <b>56.9</b>  | <b>57.7</b>  | <b>58.5</b>  | <b>59.3</b>  | <b>60.1</b>  |
| 26 <b>TOTAL SOURCES</b>                         | <b>551.2</b> | <b>637.2</b> | <b>666.5</b> | <b>744.9</b> | <b>827.0</b> | <b>843.2</b> | <b>861.4</b> | <b>876.0</b> | <b>893.4</b> | <b>921.2</b> | <b>942.8</b> | <b>959.5</b> |

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

30-10 8/19/11

|   | 2017         | 2018         | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)                                    | 2018         | 2019         | 2020         | 2021         | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         |
| <b>27 USES OF FUNDS</b>                             |              |              |              |              |              |              |              |              |              |              |              |              |
| 28 Red/Purple Line                                  | 94.9         | 96.9         | 99.1         | 100.7        | 102.7        | 104.6        | 106.9        | 108.5        | 110.6        | 121.0        | 123.8        | 125.9        |
| 29 Westside Subway Extension                        | -            | -            | -            | -            | 53.5         | 54.5         | 55.7         | 56.5         | 57.6         | 58.7         | 60.0         | 61.0         |
| 30 Blue Line  | 87.2         | 92.3         | 94.4         | 96.0         | 97.9         | 99.8         | 101.9        | 103.5        | 105.5        | 107.4        | 109.9        | 111.7        |
| 31 Green Line                                       | 33.7         | 50.1         | 51.3         | 52.1         | 53.2         | 54.2         | 55.3         | 56.2         | 57.2         | 58.3         | 59.7         | 60.7         |
| 32 Gold Line - Pasadena (including Foothill)        | 59.6         | 60.8         | 62.2         | 63.2         | 64.5         | 65.7         | 67.1         | 68.1         | 69.4         | 70.7         | 72.4         | 73.6         |
| 33 Gold Line - Eastside Extension                   | 20.9         | 21.3         | 21.8         | 46.1         | 47.0         | 47.9         | 48.9         | 49.7         | 50.6         | 51.6         | 52.8         | 53.6         |
| 34 Blue Line - Exposition Phase I                   | 39.8         | 40.6         | 41.5         | 42.2         | 43.0         | 43.8         | 44.8         | 45.5         | 46.4         | 47.2         | 48.3         | 49.1         |
| 35 Blue Line - Exposition Phase II                  | 25.2         | 25.7         | 26.3         | 26.7         | 27.2         | 27.7         | 28.4         | 28.8         | 29.3         | 29.9         | 30.6         | 31.1         |
| 36 Crenshaw/LAX Line                                | -            | 42.0         | 43.0         | 43.6         | 44.5         | 45.3         | 46.4         | 47.0         | 47.9         | 48.8         | 50.0         | 50.8         |
| 37 West Santa Ana Line                              | -            | -            | -            | 34.4         | 35.1         | 35.7         | 36.4         | 37.1         | 37.8         | 38.5         | 31.4         | 31.8         |
| 38 Regional Connector                               | -            | -            | 12.5         | 12.7         | 13.0         | 13.2         | 13.5         | 13.7         | 14.0         | 14.2         | 14.5         | 14.8         |
| 39 Rail Security - Red Line                         | 24.9         | 25.4         | 26.0         | 26.5         | 40.3         | 41.0         | 41.9         | 42.6         | 43.4         | 46.4         | 47.4         | 48.2         |
| 40 Rail Security - Blue Line incl. Expo/Reg'l Conn. | 26.6         | 27.7         | 30.5         | 31.0         | 31.7         | 32.3         | 33.0         | 33.5         | 34.1         | 34.7         | 35.6         | 36.1         |
| 41 Rail Security - Green Line                       | 8.7          | 12.9         | 13.2         | 13.4         | 13.7         | 13.9         | 14.2         | 14.5         | 14.7         | 15.0         | 15.4         | 15.6         |
| 42 Rail Security - Gold Line including Eastside     | 27.1         | 27.6         | 28.3         | 36.8         | 37.5         | 38.2         | 39.0         | 39.6         | 40.4         | 41.1         | 42.1         | 42.8         |
| 43 Rail Security - Crenshaw/LAX Line                | -            | 8.5          | 8.7          | 8.8          | 9.0          | 9.2          | 9.4          | 9.5          | 9.7          | 9.9          | 10.1         | 10.3         |
| 44 Rail Security - West Santa Ana Line              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 7.9          | 8.1          |
| 45 Red Line special anti-terrorism activities       |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>46 Subtotal MTA</b>                              | <b>448.4</b> | <b>531.8</b> | <b>558.6</b> | <b>634.3</b> | <b>713.7</b> | <b>727.1</b> | <b>742.6</b> | <b>754.2</b> | <b>768.7</b> | <b>793.4</b> | <b>811.9</b> | <b>825.3</b> |
| 47 Metrolink  | 102.8        | 105.3        | 107.9        | 110.6        | 113.3        | 116.1        | 118.9        | 121.7        | 124.7        | 127.7        | 131.0        | 134.2        |
| <b>48 TOTAL USES</b>                                | <b>551.2</b> | <b>637.1</b> | <b>666.5</b> | <b>744.9</b> | <b>827.0</b> | <b>843.2</b> | <b>861.4</b> | <b>876.0</b> | <b>893.4</b> | <b>921.2</b> | <b>942.8</b> | <b>959.5</b> |
| <b>49 CASH BALANCE</b>                              |              |              |              |              |              |              |              |              |              |              |              |              |
| 50 Beginning Fiscal Year Cash Balance               | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 51 Annual Net Change to Cash Balance                | 0.0          | 0.0          | (0.0)        | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| 52 Ending Fiscal Year Cash Balance                  | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| MTA operations percent change                       | 2.16%        | 18.59%       | 5.04%        | 13.54%       | 12.52%       | 1.89%        | 2.12%        | 1.57%        | 1.91%        | 3.22%        | 2.32%        | 1.65%        |

**NOTES:**

1. Transit Corridor Revenue Operation Dates:

Eastside - 10/09, Expo I - 11/11, Expo II - 6/15, Gold Fthl - 10/15,

Crenshaw - 6/18, Reg'l Conn - 6/19, Westside Sub Ext - 6/21,

West Santa Ana Branch - 6/20, So Bay Green - 6/18,

Gold East Extension Phase II - 6/20.

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

**30-10 8/19/11**

|   | 2029         | 2030         | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)                                | 2030         | 2031         | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| <b>SOURCES OF FUNDS</b>                         |              |              |                |                |                |                |                |                |                |                |                |
| <b>Local</b>                                    |              |              |                |                |                |                |                |                |                |                |                |
| 1 Fares - Red/Purple Lines                      | 90.9         | 92.0         | 95.9           | 97.1           | 101.2          | 102.5          | 106.8          | 108.2          | 112.8          | 114.2          | 119.0          |
| 2 Fares - Blue Line (incl Expo & Reg'l Conn.)   | 75.6         | 76.5         | 79.8           | 80.8           | 84.2           | 85.3           | 88.9           | 90.0           | 93.8           | 95.0           | 99.0           |
| 3 Fares - Green Line                            | 24.0         | 24.3         | 25.4           | 25.7           | 26.8           | 27.1           | 28.2           | 28.6           | 29.8           | 30.2           | 31.5           |
| 4 Fares - Gold Line (incl Eastside & Foothill)  | 39.5         | 40.0         | 41.7           | 42.2           | 44.0           | 44.5           | 46.4           | 47.0           | 49.0           | 49.6           | 51.7           |
| 5 Fares - Crenshaw Line                         | 17.0         | 17.3         | 18.0           | 18.2           | 19.0           | 19.2           | 20.0           | 20.3           | 21.2           | 21.4           | 22.3           |
| 6 Fares - West Santa Ana Line                   | 13.1         | 13.2         | 13.8           | 14.0           | 14.5           | 14.7           | 15.4           | 15.5           | 16.2           | 16.4           | 17.1           |
| 7 Fares - Metrolink                             | 68.0         | 69.3         | 70.6           | 71.9           | 73.3           | 74.8           | 76.3           | 77.9           | 79.5           | 81.0           | 82.6           |
| 8 Proposition A 35%                             | 156.0        | 150.0        | 142.0          | 138.0          | 135.0          | 115.0          | 105.0          | 115.0          | 110.0          | 102.0          | 98.0           |
| 9 Proposition C 5 % (Security)                  | 18.6         | 19.7         | 20.6           | 21.7           | 22.9           | 24.0           | 25.1           | 26.2           | 27.3           | 28.4           | 29.5           |
| 10 Proposition C 40 % (Discretionary)           | 190.3        | 203.8        | 214.4          | 220.2          | 223.1          | 251.8          | 265.3          | 262.0          | 267.8          | 285.3          | 387.6          |
| 11 TDA Article 4                                | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 12 Proposition C 10% (Metrolink)                | 69.6         | 71.6         | 73.8           | 76.0           | 78.3           | 80.6           | 83.1           | 85.5           | 88.1           | 90.8           | 93.5           |
| 13 Other (Advertising, General, Misc)           | 31.1         | 31.7         | 32.3           | 32.9           | 33.6           | 34.3           | 34.9           | 35.7           | 36.4           | 37.1           | 37.8           |
| 14 Measure R Sales Tax                          | 72.0         | 74.2         | 76.3           | 78.6           | 81.1           | 83.5           | 85.8           | 88.3           | 90.9           | 93.3           | -              |
| 15 <b>Subtotal Local</b>                        | <b>865.7</b> | <b>883.6</b> | <b>904.5</b>   | <b>917.3</b>   | <b>937.0</b>   | <b>957.3</b>   | <b>981.3</b>   | <b>1,000.2</b> | <b>1,022.8</b> | <b>1,044.6</b> | <b>1,069.7</b> |
| <b>State</b>                                    |              |              |                |                |                |                |                |                |                |                |                |
| 17 STA - Population Share                       | 52.2         | 52.7         | 53.2           | 53.8           | 54.3           | 54.8           | 55.4           | 55.9           | 56.5           | 57.1           | 57.6           |
| 18 <b>Subtotal State</b>                        | <b>52.2</b>  | <b>52.7</b>  | <b>53.2</b>    | <b>53.8</b>    | <b>54.3</b>    | <b>54.8</b>    | <b>55.4</b>    | <b>55.9</b>    | <b>56.5</b>    | <b>57.1</b>    | <b>57.6</b>    |
| <b>Federal</b>                                  |              |              |                |                |                |                |                |                |                |                |                |
| 20 Section 5309 Fixed Guideway Modernization    | 52.5         | 53.2         | 54.0           | 54.7           | 55.5           | 56.2           | 57.0           | 57.8           | 58.6           | 59.5           | 60.3           |
| 21 Section 5307                                 | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 22 Section 5340 Growing States and High Density | 8.5          | 8.6          | 8.7            | 8.9            | 9.0            | 9.1            | 9.2            | 9.4            | 9.5            | 9.6            | 9.8            |
| 23 Homeland Security Grants                     | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 24 CMAQ (Gold/Expo/Crenshaw/New Lines Ops)      | -            | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 25 <b>Subtotal Federal</b>                      | <b>61.0</b>  | <b>61.8</b>  | <b>62.7</b>    | <b>63.6</b>    | <b>64.5</b>    | <b>65.4</b>    | <b>66.3</b>    | <b>67.2</b>    | <b>68.2</b>    | <b>69.1</b>    | <b>70.1</b>    |
| 26 <b>TOTAL SOURCES</b>                         | <b>978.8</b> | <b>998.1</b> | <b>1,020.5</b> | <b>1,034.6</b> | <b>1,055.8</b> | <b>1,077.5</b> | <b>1,103.0</b> | <b>1,123.4</b> | <b>1,147.5</b> | <b>1,170.8</b> | <b>1,197.4</b> |

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

**30-10 8/19/11**

| (\$ in millions)                                    | 2029         | 2030         | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | 2030         | 2031         | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| <b>27 USES OF FUNDS</b>                             |              |              |                |                |                |                |                |                |                |                |                |
| 28 Red/Purple Line                                  | 128.3        | 130.8        | 133.6          | 135.8          | 138.5          | 141.2          | 144.5          | 147.0          | 150.1          | 153.0          | 156.4          |
| 29 Westside Subway Extension                        | 62.2         | 63.4         | 64.8           | 62.3           | 63.5           | 64.8           | 66.3           | 67.4           | 68.8           | 70.2           | 71.7           |
| 30 Blue Line  | 113.9        | 116.1        | 118.6          | 120.6          | 122.9          | 125.4          | 128.3          | 130.5          | 133.2          | 135.8          | 138.8          |
| 31 Green Line                                       | 61.8         | 63.0         | 64.4           | 65.4           | 66.7           | 68.1           | 69.6           | 70.8           | 72.3           | 73.7           | 75.4           |
| 32 Gold Line - Pasadena (including Foothill)        | 75.0         | 76.4         | 78.1           | 79.4           | 80.9           | 82.5           | 84.5           | 85.9           | 87.7           | 89.4           | 91.4           |
| 33 Gold Line - Eastside Extension                   | 54.7         | 55.7         | 56.9           | 57.9           | 59.0           | 60.2           | 61.6           | 62.6           | 63.9           | 65.2           | 66.6           |
| 34 Blue Line - Exposition Phase I                   | 50.1         | 51.0         | 52.1           | 53.0           | 54.0           | 55.1           | 56.4           | 57.4           | 58.6           | 59.7           | 61.0           |
| 35 Blue Line - Exposition Phase II                  | 31.7         | 32.3         | 33.0           | 33.5           | 34.2           | 34.9           | 35.7           | 36.3           | 37.1           | 37.8           | 38.7           |
| 36 Crenshaw/LAX Line                                | 51.8         | 52.7         | 54.0           | 54.8           | 55.9           | 57.0           | 58.4           | 59.3           | 60.5           | 61.7           | 63.2           |
| 37 West Santa Ana Line                              | 32.4         | 33.0         | 33.9           | 34.3           | 35.0           | 35.7           | 36.6           | 37.2           | 37.9           | 38.7           | 39.6           |
| 38 Regional Connector                               | 15.1         | 15.4         | 15.7           | 16.0           | 16.3           | 16.6           | 17.0           | 17.3           | 17.6           | 18.0           | 18.4           |
| 39 Rail Security - Red Line                         | 49.2         | 50.1         | 51.2           | 52.0           | 53.1           | 54.1           | 55.4           | 56.3           | 57.5           | 58.6           | 59.9           |
| 40 Rail Security - Blue Line incl. Expo/Reg'l Conn. | 36.8         | 37.5         | 38.4           | 39.0           | 39.8           | 40.5           | 41.5           | 42.2           | 43.1           | 43.9           | 44.9           |
| 41 Rail Security - Green Line                       | 15.9         | 16.2         | 16.6           | 16.8           | 17.2           | 17.5           | 17.9           | 18.2           | 18.6           | 19.0           | 19.4           |
| 42 Rail Security - Gold Line including Eastside     | 43.6         | 44.5         | 45.4           | 46.2           | 47.1           | 48.0           | 49.1           | 50.0           | 51.0           | 52.0           | 53.2           |
| 43 Rail Security - Crenshaw/LAX Line                | 10.5         | 10.7         | 10.9           | 11.1           | 11.3           | 11.5           | 11.8           | 12.0           | 12.3           | 12.5           | 12.7           |
| 44 Rail Security - West Santa Ana Line              | 8.2          | 8.4          | 8.5            | 8.7            | 8.9            | 9.0            | 9.2            | 9.4            | 9.6            | 9.8            | 10.0           |
| 45 Red Line special anti-terrorism activities       |              |              |                |                |                |                |                |                |                |                |                |
| 46 <b>Subtotal MTA</b>                              | <b>841.3</b> | <b>857.2</b> | <b>876.1</b>   | <b>886.7</b>   | <b>904.1</b>   | <b>922.1</b>   | <b>943.6</b>   | <b>960.0</b>   | <b>979.9</b>   | <b>999.0</b>   | <b>1,021.3</b> |
| 47 <b>Metrolink</b>                                 | <b>137.5</b> | <b>140.9</b> | <b>144.4</b>   | <b>147.9</b>   | <b>151.6</b>   | <b>155.4</b>   | <b>159.4</b>   | <b>163.4</b>   | <b>167.6</b>   | <b>171.8</b>   | <b>176.1</b>   |
| 48 <b>TOTAL USES</b>                                | <b>978.8</b> | <b>998.1</b> | <b>1,020.5</b> | <b>1,034.6</b> | <b>1,055.8</b> | <b>1,077.5</b> | <b>1,103.0</b> | <b>1,123.4</b> | <b>1,147.5</b> | <b>1,170.8</b> | <b>1,197.4</b> |
| 49 <b>CASH BALANCE</b>                              |              |              |                |                |                |                |                |                |                |                |                |
| 50 Beginning Fiscal Year Cash Balance               | 0.0          | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 51 Annual Net Change to Cash Balance                | 0.0          | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 52 Ending Fiscal Year Cash Balance                  | 0.0          | 0.0          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| MTA operations percent change                       | 1.94%        | 1.89%        | 2.20%          | 1.21%          | 1.96%          | 1.99%          | 2.34%          | 1.73%          | 2.07%          | 1.95%          | 2.24%          |

**NOTES:**

1. Transit Corridor Revenue Operation Dates:

Eastside - 10/09, Expo I - 11/11, Expo II - 6/15, Gold Fthl - 10/15,

Crenshaw - 6/18, Reg'l Conn - 6/19, Westside Sub Ext - 6/21,

West Santa Ana Branch - 6/20, So Bay Green - 6/18,

Gold East Extension Phase II - 6/20.

**LACMTA Financial Forecasting Model**  
**Metrolink Commuter Rail (LA County only)**  
**30-10 8/19/11**

|   | Total          | %             | Years          | Years          | Years          | 2009         | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         |
|---|----------------|---------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions)  | '10-'10        |               | '10-'19        | '20-'29        | '30-'40        | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         |
| <b>1 SOURCES OF FUNDS</b>                                     |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| <b>2 Local</b>  |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| 3 Measure R 3% gross (FIS 480064)                             | 1,068.2        | 17.6%         | 218.2          | 353.6          | 494.5          | 16.3         | 17.5         | 18.7         | 19.9         | 21.0         | 22.3         | 23.6         | 24.9         | 26.3         | 27.6         |
| 4 Fares (SCRRA LA County portion)                             | 1,926.8        | 31.9%         | 488.7          | 612.8          | 825.2          | 42.0         | 43.5         | 45.0         | 46.6         | 48.2         | 49.9         | 51.6         | 52.8         | 54.0         | 55.1         |
| 5 Prop. C 10% (Commuter Rail)                                 | 2,925.3        | 48.4%         | 683.7          | 1,087.4        | 1,154.3        | 54.7         | 32.3         | 83.4         | 61.8         | 84.3         | 86.0         | 78.2         | 71.9         | 65.0         | 66.1         |
| 6 Subtotal Local  | 5,918.3        | 97.9%         | 1,390.6        | 2,053.9        | 2,473.9        | 113.0        | 93.3         | 147.1        | 128.2        | 153.5        | 158.2        | 153.5        | 149.6        | 145.2        | 148.9        |
| <b>7 State</b>  |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| 8 Regional Improvement Program (RIP)                          | 14.0           | 0.2%          | 14.0           | -              | -              | -            | 14.0         | -            | -            | -            | -            | -            | -            | -            | -            |
| 11 Prop 1B SLPP (for PTC)                                     | 20.0           | 0.3%          | 20.0           | -              | -              | -            | 10.0         | 10.0         | -            | -            | -            | -            | -            | -            | -            |
| 12 Prop 1B PTMISEA  | 27.0           | 0.4%          | 27.0           | -              | -              | 3.5          | 3.9          | 3.9          | 3.9          | 3.9          | 4.0          | -            | -            | -            | -            |
| 13 High Speed Rail Bonds (51.4% LA Cnty share of \$123.7)     | 63.6           | 1.1%          | 63.6           | -              | -              | -            | 18.0         | -            | 15.0         | 15.0         | 15.6         | -            | -            | -            | -            |
| 14 Subtotal State   | 124.6          | 2.1%          | 124.6          | -              | -              | 3.5          | 45.9         | 13.9         | 18.9         | 18.9         | 19.5         | 4.0          | -            | -            | -            |
| <b>15 Federal</b>   |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| 16 ARRA (for PTC)   | 5.0            | 0.1%          | 5.0            | -              | -              | 5.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 17 Subtotal Federal   | 5.0            | 0.1%          | 5.0            | -              | -              | 5.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>18 TOTAL SOURCES OF FUNDS</b>                              | <b>6,047.9</b> | <b>100.0%</b> | <b>1,520.2</b> | <b>2,053.9</b> | <b>2,473.9</b> | <b>121.5</b> | <b>139.2</b> | <b>161.0</b> | <b>147.1</b> | <b>172.4</b> | <b>177.7</b> | <b>157.5</b> | <b>149.6</b> | <b>145.2</b> | <b>148.9</b> |
| <b>19 USES OF FUNDS</b>                                       |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| 20 Operations-Constrained (MTA subsidy)                       | 1,913.6        | 31.6%         | 429.4          | 593.3          | 890.9          | 39.9         | 32.3         | 38.9         | 40.5         | 42.1         | 43.8         | 45.5         | 47.4         | 48.8         | 50.2         |
| <b>21 Capital (MTA Subsidy)</b>                               |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| 22 Rehab (PC 10)  | 667.0          | 11.0%         | 109.8          | 317.8          | 239.4          | 15.8         | 8.0          | 8.0          | 8.0          | 18.5         | 18.5         | 20.6         | 12.4         | -            | -            |
| 23 Capital (PC 10)  | 264.8          | 4.4%          | 64.5           | 176.3          | 24.0           | 7.0          | 10.0         | -            | 3.3          | 13.7         | 13.7         | 2.1          | 2.1          | 6.2          | 6.4          |
| 24 Capital (Rolling Stock Ph 3) (PC 10)                       | 5.3            | 0.1%          | 5.3            | -              | -              | -            | 5.3          | -            | -            | -            | -            | -            | -            | -            | -            |
| 25 Capital - Safety Improvements - assumed (PC 10)            | 39.3           | 0.6%          | 39.3           | -              | -              | -            | 4.3          | -            | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          |
| 26 Keller Yard and Mail Dock (PC 10)                          | 0.5            | 0.0%          | 0.5            | -              | -              | 0.5          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 27 Capital and Rehab (PC 10)                                  | 34.5           | 0.6%          | 34.5           | -              | -              | -            | -            | -            | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 5.0          | 4.5          |
| 28 Sealed Corridors (PC 10)                                   | 0.5            | 0.0%          | 0.5            | -              | -              | 0.5          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 29 Capital and Rehab - Sealed Corridors (RIP)                 | 14.0           | 0.2%          | 14.0           | -              | -              | -            | 14.0         | -            | -            | -            | -            | -            | -            | -            | -            |
| 30 Subtotal Capital (MTA Subsidy)                             | 1,025.8        | 17.0%         | 268.3          | 494.1          | 263.4          | 23.8         | 41.5         | 8.0          | 21.3         | 42.2         | 42.2         | 32.7         | 24.5         | 16.2         | 15.9         |
| 31 Subtotal Ops and Capital (MTA Subsidy)                     | 2,939.4        | 48.6%         | 697.7          | 1,087.4        | 1,154.3        | 63.7         | 73.8         | 46.9         | 61.8         | 84.3         | 86.0         | 78.2         | 71.9         | 65.0         | 68.1         |
| <b>32 Additional Capital</b>                                  |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| 33 Addl Cap Improv Projs LA Cnty-PTC 1st priority (Meas R 3%) | 1,039.0        | 17.2%         | 190.9          | 353.6          | 494.5          | 7.3          | -            | -            | 19.9         | 21.0         | 22.3         | 23.6         | 24.9         | 26.3         | 45.6         |
| 34 Doran Street (Measure R 3%)                                | 6.6            | 0.1%          | 6.6            | -              | -              | -            | -            | 6.6          | -            | -            | -            | -            | -            | -            | -            |
| 35 Van Nuys N. platform/Raymer-Bemson (MR 3%) ARRA mat        | 0.6            | 0.0%          | 0.6            | -              | -              | -            | -            | 0.6          | -            | -            | -            | -            | -            | -            | -            |
| 36 Positive Train Control (Measure R 3%)                      | 20.0           | 0.3%          | 20.0           | -              | -              | -            | -            | 20.0         | -            | -            | -            | -            | -            | -            | -            |
| 37 Positive Train Control (SLPP)                              | 20.0           | 0.3%          | 20.0           | -              | -              | -            | -            | 20.0         | -            | -            | -            | -            | -            | -            | -            |
| 38 Positive Train Control (Prop 1A High Speed Rail Bonds)     | 63.6           | 1.1%          | 63.6           | -              | -              | -            | 18.0         | -            | 15.0         | 15.0         | 15.6         | -            | -            | -            | -            |
| 39 Positive Train Control (ARRA)                              | 5.0            | 0.1%          | 5.0            | -              | -              | 5.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 40 Rotem 20-car option (loan, repaid in 7 yrs) (Measure R 3%) | -              | 0.0%          | -              | -              | -              | -            | -            | 18.0         | -            | -            | -            | -            | -            | -            | (18.0)       |
| 41 Systemwide Improvements (from PTMISEA)                     | 27.0           | 0.4%          | 27.0           | -              | -              | 3.5          | 3.9          | 3.9          | 3.9          | 3.9          | 3.9          | 4.0          | -            | -            | -            |
| 42 Subtotal Additional Capital                                | 1,181.8        | 19.5%         | 333.8          | 353.6          | 494.5          | 15.8         | 21.9         | 69.1         | 38.8         | 39.9         | 41.8         | 27.6         | 24.9         | 26.3         | 27.6         |
| 43 L.A. County Ops (SCRRA fares funded)                       | 1,926.8        | 31.9%         | 488.7          | 612.8          | 825.2          | 42.0         | 43.5         | 45.0         | 46.6         | 48.2         | 49.9         | 51.6         | 52.8         | 54.0         | 55.1         |
| <b>44 TOTAL USES OF FUNDS</b>                                 | <b>6,047.9</b> | <b>100.0%</b> | <b>1,520.2</b> | <b>2,053.9</b> | <b>2,473.9</b> | <b>121.5</b> | <b>139.2</b> | <b>161.0</b> | <b>147.1</b> | <b>172.4</b> | <b>177.7</b> | <b>157.5</b> | <b>149.6</b> | <b>145.2</b> | <b>148.9</b> |
| <b>45 CASH BALANCE ACCOUNT</b>                                |                |               |                |                |                |              |              |              |              |              |              |              |              |              |              |
| 46 Beginning Fiscal Year Cash Balance                         | -              |               | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 47 Annual Net Change to Cash Balance                          | -              |               | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 48 Ending Fiscal Year Cash Balance                            | -              |               | -              | -              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>49 Metro Subsidy Total</b>                                 | <b>3,978.4</b> |               | <b>888.6</b>   | <b>1,441.0</b> | <b>1,648.7</b> | <b>71.0</b>  | <b>73.8</b>  | <b>46.9</b>  | <b>81.6</b>  | <b>105.3</b> | <b>108.3</b> | <b>101.9</b> | <b>96.8</b>  | <b>91.3</b>  | <b>111.8</b> |
| 50 Metro Subsidy for Operations Percent Change                |                |               |                |                |                |              |              | 20.64%       | 4.00%        | 4.00%        | 4.00%        | 4.00%        | 4.00%        | 3.00%        | 3.00%        |
| 51 Metro Subsidy for Rehab Percent Change                     |                |               |                |                |                |              |              |              |              | 0.00%        | 11.35%       | -39.81%      | -100.00%     |              |              |

**Notes:**

1. FIS 410064; See also Transit Capital pg for 3 Call projects.

**LACMTA Financial Forecasting Model**  
**Metrolink Commuter Rail (LA County only)**  
**30-10 & 19/11**

|   | Total   | 2019  | 2020  | 2021  | 2022    | 2023  | 2024  | 2025  | 2026  | 2027    | 2028    |
|---|---------|-------|-------|-------|---------|-------|-------|-------|-------|---------|---------|
| (\$ in millions)  | '10-'40 | 2020  | 2021  | 2022  | 2023    | 2024  | 2025  | 2026  | 2027  | 2028    | 2029    |
| <b>1 SOURCES OF FUNDS</b>                                     |         |       |       |       |         |       |       |       |       |         |         |
| 2 Local   |         |       |       |       |         |       |       |       |       |         |         |
| 3 Measure R 3% gross (FIS 460064)                             | 1,066.2 | 29.1  | 30.5  | 31.8  | 33.2    | 34.5  | 36.0  | 37.5  | 38.9  | 40.3    | 41.8    |
| 4 Fares (SCRRA LA County portion)                             | 1,926.8 | 56.2  | 57.3  | 58.4  | 59.5    | 60.6  | 61.7  | 62.9  | 64.1  | 65.4    | 66.7    |
| 5 Prop. C 10% (Commuter Rail)                                 | 2,925.3 | 113.9 | 116.5 | 120.9 | 101.0   | 103.7 | 106.5 | 109.5 | 112.6 | 105.0   | 98.0    |
| 6 Subtotal Local  | 5,918.3 | 199.1 | 204.3 | 211.2 | 193.7   | 198.8 | 204.2 | 209.9 | 215.5 | 210.7   | 206.5   |
| 7 State   |         |       |       |       |         |       |       |       |       |         |         |
| 8 Regional Improvement Program (RIP)                          | 14.0    |       |       |       |         |       |       |       |       |         |         |
| 11 Prop 1B SLPP (for PTC)                                     | 20.0    | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 12 Prop 1B PTMISEA  | 27.0    | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 13 High Speed Rail Bonds (51.4% LA Cnty share of \$123.7)     | 63.6    | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 14 Subtotal State   | 124.6   | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 15 Federal  |         |       |       |       |         |       |       |       |       |         |         |
| 16 ARRA (for PTC)   | 5.0     | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 17 Subtotal Federal   | 5.0     | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 18 TOTAL SOURCES OF FUNDS                                     | 6,047.9 | 199.1 | 204.3 | 211.2 | 193.7   | 198.8 | 204.2 | 209.9 | 215.5 | 210.7   | 206.5   |
| 19 USES OF FUNDS  |         |       |       |       |         |       |       |       |       |         |         |
| 20 Operations-Constrained (MTA subsidy)                       | 1,913.6 | 51.8  | 53.3  | 54.9  | 56.6    | 58.3  | 60.0  | 61.8  | 63.7  | 65.6    | 67.5    |
| 21 Capital (MTA Subsidy)                                      |         |       |       |       |         |       |       |       |       |         |         |
| 22 Rehab (PC 10)  | 667.0   | 43.3  | 44.4  | 48.0  | 26.4    | 27.4  | 28.5  | 29.7  | 30.9  | 21.4    | 17.8    |
| 23 Capital (PC 10)  | 264.8   | 18.8  | 18.8  | 18.0  | 18.0    | 18.0  | 18.0  | 18.0  | 18.0  | 18.0    | 12.7    |
| 24 Capital (Rolling Stock Ph 3) (PC 10)                       | 5.3     |       |       |       |         |       |       |       |       |         |         |
| 25 Capital - Safety Improvements - assumed (PC 10)            | 39.3    |       |       |       |         |       |       |       |       |         |         |
| 26 Keller Yard and Mail Dock (PC 10)                          | 0.5     |       |       |       |         |       |       |       |       |         |         |
| 27 Capital and Rehab (PC 10)                                  | 34.5    |       |       |       |         |       |       |       |       |         |         |
| 28 Sealed Corridors (PC 10)                                   | 0.5     |       |       |       |         |       |       |       |       |         |         |
| 29 Capital and Rehab - Sealed Corridors (RIP)                 | 14.0    | -     |       |       |         |       |       |       |       |         |         |
| 30 Subtotal Capital (MTA Subsidy)                             | 1,025.8 | 62.1  | 63.2  | 66.0  | 44.4    | 45.4  | 46.5  | 47.7  | 48.9  | 39.4    | 30.5    |
| 31 Subtotal Ops and Capital (MTA Subsidy)                     | 2,939.4 | 113.9 | 116.5 | 120.9 | 101.0   | 103.7 | 106.5 | 109.5 | 112.6 | 105.0   | 98.0    |
| 32 Additional Capital   |         |       |       |       |         |       |       |       |       |         |         |
| 33 Addl Cap Improv Projs LA Cnty-PTC 1st priority (Meas R 3%) | 1,039.0 | 29.1  | 30.5  | 31.8  | 33.2    | 34.5  | 36.0  | 37.5  | 38.9  | 40.3    | 41.8    |
| 34 Doran Street (Measure R 3%)                                | 6.6     | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 35 Van Nuys N. platform/Raymer-Bernson (MR 3%) ARRA mat       | 0.6     | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 36 Positive Train Control (Measure R 3%)                      | 20.0    | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 37 Positive Train Control (SLPP)                              | 20.0    | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 38 Positive Train Control (Prop 1A High Speed Rail Bonds)     | 63.6    | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 39 Positive Train Control (ARRA)                              | 5.0     | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 40 Rotem 20-car option (loan, repaid in 7 yrs) (Measure R 3%) | -       | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 41 Systemwide Improvements (from PTMISEA)                     | 27.0    | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 42 Subtotal Additional Capital                                | 1,181.8 | 29.1  | 30.5  | 31.8  | 33.2    | 34.5  | 36.0  | 37.5  | 38.9  | 40.3    | 41.8    |
| 43 L.A. County Ops (SCRRA fares funded)                       | 1,926.8 | 56.2  | 57.3  | 58.4  | 59.5    | 60.6  | 61.7  | 62.9  | 64.1  | 65.4    | 66.7    |
| 44 TOTAL USES OF FUNDS  | 6,047.9 | 199.1 | 204.3 | 211.2 | 193.7   | 198.8 | 204.2 | 209.9 | 215.5 | 210.7   | 206.5   |
| 45 CASH BALANCE ACCOUNT                                       |         |       |       |       |         |       |       |       |       |         |         |
| 46 Beginning Fiscal Year Cash Balance                         | -       | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 47 Annual Net Change to Cash Balance                          | -       | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 48 Ending Fiscal Year Cash Balance                            | -       | -     | -     | -     | -       | -     | -     | -     | -     | -       | -       |
| 49 Metro Subsidy Total  | 3,978.4 | 142.9 | 147.0 | 152.7 | 134.1   | 138.2 | 142.5 | 147.0 | 151.4 | 145.3   | 139.8   |
| 50 Metro Subsidy for Operations Percent Change                |         | 3.00% | 3.00% | 3.00% | 3.00%   | 3.00% | 3.00% | 3.00% | 3.00% | 3.00%   | 3.00%   |
| 51 Metro Subsidy for Rehab Percent Change                     |         |       | 2.54% | 8.11% | -45.00% | 3.79% | 4.01% | 4.21% | 4.04% | -30.74% | -16.82% |

**Notes:**

1. FIS 410064; See also Transit Capital pg for 3 Call projects.

**LACMTA Financial Forecasting Model**  
**Metrolink Commuter Rail (LA County only)**  
**30-10 & 19/11**

| (\$ in millions)  | Total<br>'10-'40 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|---|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>1 SOURCES OF FUNDS</b>                                     |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>2 Local</b>  |                  |              |              |              |              |              |              |              |              |              |              |              |
| 3 Measure R 3% gross (FIS 460064)                             | 1,066.2          | 43.2         | 44.5         | 45.8         | 47.2         | 48.6         | 50.1         | 51.5         | 53.0         | 54.5         | 56.0         |              |
| 4 Fares (SCRRA LA County portion)                             | 1,926.8          | 68.0         | 69.3         | 70.6         | 71.9         | 73.3         | 74.8         | 76.3         | 77.9         | 79.5         | 81.0         | 82.6         |
| 5 Prop. C 10% (Commuter Rail)                                 | 2,925.3          | 116.1        | 120.3        | 113.9        | 117.5        | 121.2        | 124.3        | 83.1         | 85.5         | 88.1         | 90.8         | 93.5         |
| 6 <b>Subtotal Local</b>                                       | <b>5,918.3</b>   | <b>227.2</b> | <b>234.1</b> | <b>230.3</b> | <b>236.6</b> | <b>243.2</b> | <b>249.2</b> | <b>210.9</b> | <b>216.4</b> | <b>222.1</b> | <b>227.8</b> | <b>176.1</b> |
| <b>7 State</b>  |                  |              |              |              |              |              |              |              |              |              |              |              |
| 8 Regional Improvement Program (RIP)                          | 14.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 11 Prop 1B SLPP (for PTC)                                     | 20.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 12 Prop 1B PTMISEA  | 27.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 13 High Speed Rail Bonds (51.4% LA Cnty share of \$123.7)     | 63.6             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 14 <b>Subtotal State</b>                                      | <b>124.6</b>     | <b>-</b>     |
| <b>15 Federal</b>   |                  |              |              |              |              |              |              |              |              |              |              |              |
| 16 ARRA (for PTC)   | 5.0              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 17 <b>Subtotal Federal</b>                                    | <b>5.0</b>       | <b>-</b>     |
| <b>18 TOTAL SOURCES OF FUNDS</b>                              | <b>6,047.9</b>   | <b>227.2</b> | <b>234.1</b> | <b>230.3</b> | <b>236.6</b> | <b>243.2</b> | <b>249.2</b> | <b>210.9</b> | <b>216.4</b> | <b>222.1</b> | <b>227.8</b> | <b>176.1</b> |
| <b>19 USES OF FUNDS</b>                                       |                  |              |              |              |              |              |              |              |              |              |              |              |
| 20 <b>Operations-Constrained (MTA subsidy)</b>                | <b>1,913.6</b>   | <b>69.6</b>  | <b>71.6</b>  | <b>73.8</b>  | <b>76.0</b>  | <b>78.3</b>  | <b>80.6</b>  | <b>83.1</b>  | <b>85.5</b>  | <b>88.1</b>  | <b>90.8</b>  | <b>93.5</b>  |
| <b>21 Capital (MTA Subsidy)</b>                               |                  |              |              |              |              |              |              |              |              |              |              |              |
| 22 Rehab (PC 10)  | 667.0            | 34.5         | 36.7         | 40.1         | 41.5         | 42.9         | 43.7         | -            | -            | -            | -            | -            |
| 23 Capital (PC 10)  | 264.8            | 12.0         | 12.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 24 Capital (Rolling Stock Ph 3) (PC 10)                       | 5.3              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 25 Capital - Safety Improvements - assumed (PC 10)            | 39.3             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 26 Keller Yard and Mail Dock (PC 10)                          | 0.5              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 27 Capital and Rehab (PC 10)                                  | 34.5             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 28 Sealed Corridors (PC 10)                                   | 0.5              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 29 Capital and Rehab - Sealed Corridors (RIP)                 | 14.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 30 <b>Subtotal Capital (MTA Subsidy)</b>                      | <b>1,025.8</b>   | <b>46.5</b>  | <b>48.7</b>  | <b>40.1</b>  | <b>41.5</b>  | <b>42.9</b>  | <b>43.7</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| 31 <b>Subtotal Ops and Capital (MTA Subsidy)</b>              | <b>2,939.4</b>   | <b>116.1</b> | <b>120.3</b> | <b>113.9</b> | <b>117.5</b> | <b>121.2</b> | <b>124.3</b> | <b>83.1</b>  | <b>85.5</b>  | <b>88.1</b>  | <b>90.8</b>  | <b>93.5</b>  |
| <b>32 Additional Capital</b>                                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| 33 Addl Cap Improv Projs LA Cnty-PTC 1st priority (Meas R 3%) | 1,039.0          | 43.2         | 44.5         | 45.8         | 47.2         | 48.6         | 50.1         | 51.5         | 53.0         | 54.5         | 56.0         | -            |
| 34 Doran Street (Measure R 3%)                                | 6.6              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 35 Van Nuys N. platform/Raymer-Bernson (MR 3%) ARRA mat       | 0.6              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 36 Positive Train Control (Measure R 3%)                      | 20.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 37 Positive Train Control (SLPP)                              | 20.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 38 Positive Train Control (Prop 1A High Speed Rail Bonds)     | 63.6             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 39 Positive Train Control (ARRA)                              | 5.0              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 40 Rotem 20-car option (loan, repaid in 7 yrs) (Measure R 3%) | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 41 Systemwide Improvements (from PTMISEA)                     | 27.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 42 <b>Subtotal Additional Capital</b>                         | <b>1,181.8</b>   | <b>43.2</b>  | <b>44.5</b>  | <b>45.8</b>  | <b>47.2</b>  | <b>48.6</b>  | <b>50.1</b>  | <b>51.5</b>  | <b>53.0</b>  | <b>54.5</b>  | <b>56.0</b>  | <b>-</b>     |
| 43 <b>L.A. County Ops (SCRRA fares funded)</b>                | <b>1,926.8</b>   | <b>68.0</b>  | <b>69.3</b>  | <b>70.6</b>  | <b>71.9</b>  | <b>73.3</b>  | <b>74.8</b>  | <b>76.3</b>  | <b>77.9</b>  | <b>79.5</b>  | <b>81.0</b>  | <b>82.6</b>  |
| <b>44 TOTAL USES OF FUNDS</b>                                 | <b>6,047.9</b>   | <b>227.2</b> | <b>234.1</b> | <b>230.3</b> | <b>236.6</b> | <b>243.2</b> | <b>249.2</b> | <b>210.9</b> | <b>216.4</b> | <b>222.1</b> | <b>227.8</b> | <b>176.1</b> |
| <b>45 CASH BALANCE ACCOUNT</b>                                |                  |              |              |              |              |              |              |              |              |              |              |              |
| 46 Beginning Fiscal Year Cash Balance                         | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 47 Annual Net Change to Cash Balance                          | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| 48 Ending Fiscal Year Cash Balance                            | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>49 Metro Subsidy Total</b>                                 | <b>3,978.4</b>   | <b>159.3</b> | <b>164.9</b> | <b>159.7</b> | <b>164.7</b> | <b>169.8</b> | <b>174.4</b> | <b>134.6</b> | <b>138.6</b> | <b>142.6</b> | <b>146.7</b> | <b>93.5</b>  |
| 50 Metro Subsidy for Operations Percent Change                |                  | 3.00%        | 3.00%        | 3.00%        | 3.00%        | 3.00%        | 3.00%        | 3.00%        | 3.00%        | 3.00%        | 3.00%        | 3.00%        |
| 51 Metro Subsidy for Rehab Percent Change                     |                  | 93.82%       | 6.38%        | 9.26%        | 3.49%        | 3.37%        | 1.86%        |              |              |              |              |              |

**Notes:**

1. FIS 410064; See also Transit Capital pg for 3 Call projects.

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30-10 8/19/11**

| (\$ in millions)        | Years  | Years          | Years          | Total           | %               | 2009         | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         |              |  |
|-------------------------|--|----------------|----------------|-----------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|
|                         | '10-'19  | '20-'29        | '30-'40        | '10-'40         | %               | 2010         | 2011         | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         |              |  |
| <b>SOURCES OF FUNDS</b> |  |                |                |                 |                 |              |              |              |              |              |              |              |              |              |              |              |  |
| <b>Local</b>            |  |                |                |                 |                 |              |              |              |              |              |              |              |              |              |              |              |  |
| 1                       | Proposition A 35% - Direct                             | 2,078.8        | 2,781.1        | 4,844.2         | 9,704.1         | 17.2%        | 200.5        | 168.4        | 187.3        | 194.4        | 207.1        | 216.4        | 223.7        | 229.2        | 220.6        | 231.1        |  |
| 2                       | Proposition A 35% - Directly Allocated to Projects     | 82.7           | -              | -               | 82.7            | 0.1%         | 3.9          | 3.2          | -            | -            | -            | -            | -            | -            | 42.1         | 33.5         |  |
| 3                       | Proposition C 40% - Direct                             | 910.2          | 1,129.8        | 1,731.9         | 3,772.0         | 6.7%         | 75.8         | 97.7         | 107.7        | 81.1         | 76.1         | 76.5         | 85.2         | 88.7         | 121.3        | 100.2        |  |
| 4                       | Proposition C 10% - Direct                             | 45.1           | -              | -               | 45.1            | 0.1%         | 29.9         | 14.4         | 0.7          | -            | -            | -            | -            | -            | -            | -            |  |
| 5                       | TDA Article 4  | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 6                       | Lease Revenues   | 89.8           | 14.6           | -               | 104.5           | 0.2%         | -            | -            | -            | -            | 42.6         | 47.2         | -            | -            | -            | -            |  |
| 7                       | Proposition C 25% - Direct                             | 486.4          | -              | -               | 486.4           | 0.9%         | 4.4          | 40.7         | 33.5         | 51.4         | 112.1        | 68.7         | 18.4         | -            | 157.4        | -            |  |
| 8                       | Local Agency Contributions                             | 479.5          | -              | -               | 479.5           | 0.8%         | 1.1          | 15.3         | 26.8         | 2.8          | 27.8         | 19.9         | 125.5        | 61.2         | 56.8         | 142.2        |  |
| 9                       | Proposition C 10% (Metrolink)                          | 254.2          | 494.1          | 263.4           | 1,011.7         | 1.8%         | 14.8         | 0.0          | 44.4         | 21.3         | 42.2         | 42.2         | 32.7         | 24.5         | 16.2         | 15.9         |  |
| 10                      | State repayment of capital proj loans (fund 3562)      | 224.3          | -              | -               | 224.3           | 0.4%         | 21.3         | 50.8         | 90.0         | 38.6         | 23.6         | -            | -            | -            | -            | -            |  |
| 11                      | Interest earnings on Measure R 35%                     | 116.3          | 53.8           | 261.0           | 431.1           | 0.8%         | -            | 2.2          | 11.2         | 13.4         | 16.3         | 22.3         | 21.5         | 11.0         | 10.6         | 7.9          |  |
| 12                      | Reimbursmnt fr Gr Line LAX, SBay Gr Line, Systemwid    | 86.1           | 83.9           | -               | 170.0           | 0.3%         | -            | -            | -            | -            | -            | -            | -            | -            | 19.0         | 67.1         |  |
| 13                      | Measure R 2% System Improvements gross                 | 145.4          | 235.7          | 329.6           | 710.8           | 1.3%         | 10.9         | 11.6         | 12.5         | 13.2         | 14.0         | 14.9         | 15.7         | 16.6         | 17.5         | 18.4         |  |
| 14                      | Measure R 3% Metrolink gross                           | 218.2          | 353.6          | 494.5           | 1,066.2         | 1.9%         | 16.3         | 17.5         | 18.7         | 19.9         | 21.0         | 22.3         | 23.6         | 24.9         | 26.3         | 27.6         |  |
| 15                      | Measure R 35% Transit Cap-gross except bus capital     | 2,495.3        | 4,075.4        | 5,718.6         | 12,289.3        | 21.7%        | 183.7        | 200.3        | 213.1        | 231.7        | 230.8        | 260.0        | 265.5        | 291.0        | 296.6        | 322.5        |  |
| 16                      | <b>Subtotal Local</b>                                  | <b>7,712.4</b> | <b>9,222.1</b> | <b>13,643.1</b> | <b>30,577.7</b> | <b>54.1%</b> | <b>562.7</b> | <b>622.3</b> | <b>745.9</b> | <b>667.7</b> | <b>813.7</b> | <b>790.4</b> | <b>811.9</b> | <b>747.1</b> | <b>984.4</b> | <b>966.4</b> |  |
| 17                      | <b>State</b>   |                |                |                 |                 |              |              |              |              |              |              |              |              |              |              |              |  |
| 18                      | STA - Population Share                                 | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 19                      | Prop 1B Bonds (Intercity Rail)                         | 30.0           | -              | -               | 30.0            | 0.1%         | 10.0         | 10.0         | 10.0         | -            | -            | -            | -            | -            | -            | -            |  |
| 20                      | Prop 1B Bonds (Security)                               | 128.7          | -              | -               | 128.7           | 0.2%         | 16.0         | 16.1         | 16.1         | 16.1         | 16.1         | 16.1         | 16.1         | 16.1         | -            | -            |  |
| 21                      | Prop 1B Bonds (SLPP)                                   | 84.5           | -              | -               | 84.5            | 0.1%         | -            | 10.0         | 17.4         | 45.3         | 9.1          | -            | -            | 2.8          | -            | -            |  |
| 22                      | Prop 1B Bonds (PTMISEA)                                | 625.3          | -              | -               | 625.3           | 1.1%         | 19.3         | 67.3         | 166.8        | 176.7        | 33.5         | 22.7         | 35.7         | 50.8         | 52.5         | -            |  |
| 23                      | High Speed Rail Bonds voted 11-4-08                    | 178.5          | -              | -               | 178.5           | 0.3%         | -            | 18.0         | -            | 15.0         | 25.5         | 50.0         | 70.0         | -            | -            | -            |  |
| 24                      | Traffic Congestion Relief Program Allocations          | 134.2          | -              | -               | 134.2           | 0.2%         | 42.5         | 0.1          | 2.4          | -            | 8.9          | 25.8         | 54.5         | -            | -            | -            |  |
| 25                      | Regional Improvement Program (RIP) PPM - Transit       | 1.0            | -              | -               | 1.0             | 0.0%         | -            | -            | 1.0          | -            | -            | -            | -            | -            | -            | -            |  |
| 26                      | Regional Improvement Program (RIP) Funds - Transit     | 719.3          | 219.2          | 500.0           | 1,438.4         | 2.5%         | 170.5        | 64.1         | 38.4         | 21.9         | 27.8         | 122.1        | 50.2         | 46.9         | 136.0        | 41.3         |  |
| 27                      | Interregional Improvement Program (IIP) Funds - Transi | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 28                      | <b>Subtotal State</b>                                  | <b>1,901.5</b> | <b>219.2</b>   | <b>500.0</b>    | <b>2,620.6</b>  | <b>4.6%</b>  | <b>258.3</b> | <b>185.6</b> | <b>252.0</b> | <b>275.0</b> | <b>120.9</b> | <b>236.7</b> | <b>226.5</b> | <b>116.5</b> | <b>188.5</b> | <b>41.3</b>  |  |
| 29                      | <b>Federal</b>   |                |                |                 |                 |              |              |              |              |              |              |              |              |              |              |              |  |
| 30                      | Section 5309 - New Starts                              | 1,785.8        | 1,359.0        | -               | 3,144.8         | 5.6%         | 74.0         | -            | -            | 250.0        | 250.0        | 250.0        | 250.0        | 250.0        | 250.0        | 212.0        |  |
| 31                      | Section 5309 - Fixed Guideway Mod                      | 6.5            | 108.1          | -               | 114.6           | 0.2%         | -            | -            | -            | -            | -            | -            | -            | -            | 1.2          | 5.2          |  |
| 32                      | Section 5307 - Urbanized Area Formula                  | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 33                      | Section 5340 - Growing States and High Density         | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 34                      | CMAQ - Transit   | 226.7          | 83.4           | 139.6           | 449.6           | 0.8%         | 15.3         | 10.7         | 31.4         | 1.8          | -            | 14.2         | 81.4         | 8.8          | 17.3         | 45.8         |  |
| 35                      | RSTP - Transit   | 97.7           | -              | 170.1           | 267.8           | 0.5%         | -            | 13.9         | 28.2         | -            | 7.7          | -            | 47.9         | -            | -            | -            |  |
| 36                      | Transportation Enhancements (TE)                       | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 37                      | Section 5309 - Bus and Bus-Related Facilities          | 6.3            | -              | -               | 6.3             | 0.0%         | 5.8          | 0.5          | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 38                      | Federal - Other (no revenue sheet)                     | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 39                      | ARRA (5309, 5307, 5340, TE)                            | 195.9          | -              | -               | 195.9           | 0.3%         | 142.3        | 53.6         | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 40                      | Homeland Security Grants                               | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 41                      | <b>Subtotal Federal</b>                                | <b>2,318.8</b> | <b>1,550.4</b> | <b>309.7</b>    | <b>4,178.9</b>  | <b>7.4%</b>  | <b>237.4</b> | <b>78.6</b>  | <b>59.6</b>  | <b>251.8</b> | <b>257.7</b> | <b>264.2</b> | <b>379.3</b> | <b>258.8</b> | <b>268.5</b> | <b>263.0</b> |  |
| 42                      | <b>Financing Revenues:</b>                             |                |                |                 |                 |              |              |              |              |              |              |              |              |              |              |              |  |
| 43                      | Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35%)         | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 44                      | Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40%)         | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 45                      | Add'l Sr. Bonds - Prop A 35% (Model gross)             | 905.2          | 3,260.6        | 3,670.1         | 7,835.9         | 13.9%        | 10.4         | 74.0         | 79.1         | 362.8        | 128.9        | 145.2        | 97.6         | -            | -            | 7.3          |  |
| 46                      | Add'l Sr. Bonds - Prop C 40% (Model gross)             | 387.5          | 796.1          | 1,831.7         | 3,015.3         | 5.3%         | -            | -            | -            | -            | -            | -            | 0.9          | -            | 242.6        | 144.1        |  |
| 47                      | Measure R 35% Tax Exempt Bonds (gross)                 | -              | -              | -               | -               | 0.0%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 48                      | Measure R 35% Tax Exempt Bonds Nov 2010                | 179.4          | -              | -               | 179.4           | 0.3%         | -            | 179.4        | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 49                      | Measure R 35% BABs Nov 2010                            | 570.6          | -              | -               | 570.6           | 1.0%         | -            | 570.6        | -            | -            | -            | -            | -            | -            | -            | -            |  |
| 50                      | Measure R QTIBs  | 6,111.0        | -              | -               | 6,111.0         | 10.8%        | -            | -            | 1,046.5      | -            | 3,370.2      | -            | 1,174.8      | -            | -            | 519.5        |  |
| 51                      | Measure R TIFIA Loan                                   | 1,123.2        | 63.5           | -               | 1,186.7         | 2.1%         | -            | -            | -            | -            | -            | 125.5        | 554.4        | 329.7        | 113.6        | -            |  |
| 52                      | Commercial Paper Measure R 35%                         | 305.0          | -              | -               | 305.0           | 0.5%         | -            | -            | -            | 86.9         | 218.1        | -            | -            | -            | -            | -            |  |
| 53                      | Commercial Paper Measure R 2%                          | 69.9           | 88.9           | -               | 158.7           | 0.3%         | -            | -            | -            | -            | -            | -            | 25.1         | 44.8         | -            | -            |  |

**LACMTA Financial Forecasting Model**  
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| (\$ in millions)  | Years           | Years           | Years           | Total           | %             | 2009           | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           |
|---|-----------------|-----------------|-----------------|-----------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | '10-'19         | '20-'29         | '30-'40         | '10-'40         |               | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           |                |
| 54 Debt Service Reserve Fund (Prop A 35%)                   | (57.0)          | (223.0)         | (252.5)         | (532.5)         | -0.9%         | (0.7)          | (4.5)          | (4.9)          | (22.3)         | (8.4)          | (9.4)          | (6.4)          | -              | -              | -              | (0.5)          |
| 55 Bond Issuance Expense (Prop A 35%)                       | (12.7)          | (45.6)          | (51.4)          | (109.7)         | -0.2%         | (0.1)          | (1.0)          | (1.1)          | (5.1)          | (1.8)          | (2.0)          | (1.4)          | -              | -              | -              | (0.1)          |
| 56 Debt Service Reserve Fund (Prop C 40%)                   | (25.2)          | (54.5)          | (126.0)         | (205.8)         | -0.4%         | -              | -              | -              | -              | -              | -              | (0.1)          | -              | (15.8)         | (9.4)          | (9.4)          |
| 57 Bond Issuance Expense (Prop C 40%)                       | (5.4)           | (11.1)          | (25.6)          | (42.2)          | -0.1%         | -              | -              | -              | -              | -              | -              | (0.0)          | -              | (3.4)          | (2.0)          | (2.0)          |
| 58 Debt Service Reserve Fund (Measure R 35%)                | -               | -               | -               | -               | 0.0%          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 59 Bond Issuance Expense (Measure R 35%)                    | -               | -               | -               | -               | 0.0%          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 60 Debt Service Reserve Fund (QTIBs)                        | (268.2)         | -               | -               | (268.2)         | -0.5%         | -              | -              | -              | (42.6)         | -              | (147.9)        | -              | (53.2)         | -              | -              | (24.5)         |
| 61 Bond Issuance Expense (QTIBs)                            | (85.6)          | -               | -               | (85.6)          | -0.2%         | -              | -              | -              | (14.7)         | -              | (47.2)         | -              | (16.4)         | -              | -              | (7.3)          |
| 62 Capital Grant Receipt Revenue Bonds proceeds             | 1,060.9         | 72.8            | -               | 1,133.7         | 2.0%          | -              | -              | -              | 202.3          | 506.4          | 42.6           | 73.8           | 28.5           | 207.5          | -              | -              |
| 63 Transit Corridor Bridge Loan Proceeds (no rev sheet)     | (66.3)          | -               | -               | (66.3)          | -0.1%         | (66.3)         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>64 Subtotal Financing Revenues</b>                       | <b>10,192.3</b> | <b>3,947.5</b>  | <b>5,046.2</b>  | <b>19,186.0</b> | <b>33.9%</b>  | <b>(56.8)</b>  | <b>818.4</b>   | <b>73.1</b>    | <b>1,527.0</b> | <b>711.9</b>   | <b>3,569.6</b> | <b>290.0</b>   | <b>1,713.0</b> | <b>805.4</b>   | <b>740.8</b>   | <b>740.8</b>   |
| <b>65 TOTAL SOURCES</b>                                     | <b>22,125.0</b> | <b>14,939.3</b> | <b>19,498.9</b> | <b>56,563.2</b> | <b>100.0%</b> | <b>1,001.6</b> | <b>1,705.0</b> | <b>1,130.6</b> | <b>2,721.5</b> | <b>1,904.2</b> | <b>4,860.8</b> | <b>1,707.7</b> | <b>2,835.4</b> | <b>2,246.7</b> | <b>2,011.5</b> | <b>2,011.5</b> |
| 66 Net Bond Proceeds included above (Prop A 35%)            | 835.5           | 2,991.9         | 3,366.2         | 7,193.6         |               | 9.5            | 68.4           | 73.1           | 335.5          | 118.7          | 133.7          | 89.9           | -              | -              | -              | 6.7            |
| 67 Net Bond Proceeds included above (Prop C 40%)            | 356.9           | 730.4           | 1,680.0         | 2,767.3         |               | -              | -              | -              | -              | -              | -              | 0.8            | -              | 223.4          | 132.7          | 132.7          |
| <b>68 USES OF FUNDS</b>                                     |                 |                 |                 |                 |               |                |                |                |                |                |                |                |                |                |                |                |
| <b>69 Major Projects (not including prior years)</b>        |                 |                 |                 |                 |               |                |                |                |                |                |                |                |                |                |                |                |
| 70 Exposition LRT-Ph I-Venice/Robertson (800113, 890001)    | 499.1           | -               | -               | 499.1           | 0.9%          | 217.4          | 166.7          | 115.0          | -              | -              | -              | -              | -              | -              | -              | -              |
| 71 Exposition LRT-Phase II to Santa Monica (890002)         | 1,309.1         | -               | -               | 1,309.1         | 2.3%          | 15.5           | 193.6          | 324.5          | 277.0          | 227.0          | 244.4          | 16.9           | 10.1           | -              | -              | -              |
| 72 Wilshire Metro Rapid Transitway                          | -               | 115.3           | -               | 115.3           | 0.2%          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 73 San Fernando Valley North-South - Canoga (405513)        | 216.0           | -               | -               | 216.0           | 0.4%          | 3.0            | 7.4            | 78.7           | 94.3           | 32.7           | -              | -              | -              | -              | -              | -              |
| 74 East San Fernando Valley North-South Corridor            | 168.3           | -               | -               | 168.3           | 0.3%          | 0.5            | 0.1            | 3.2            | 10.0           | 20.3           | 51.6           | 56.2           | 17.9           | 8.5            | -              | -              |
| 75 Gold Line Foothill Extension (from Pasadena)             | 836.1           | -               | -               | 836.1           | 1.5%          | -              | 56.8           | 93.9           | 193.6          | 248.1          | 111.2          | 28.0           | 26.0           | 44.1           | 34.5           | 34.5           |
| 76 Westside Subway Extension Segment 1 (405518)             | 4,607.6         | 542.8           | -               | 5,150.3         | 9.1%          | 11.1           | 30.9           | 44.5           | 606.3          | 656.3          | 995.4          | 743.4          | 469.7          | 542.9          | 507.2          | 507.2          |
| 77 Westside Subway Extension Segment 2                      | -               | -               | -               | -               | 0.0%          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 78 Westside Subway Extension Segment 3                      | -               | -               | -               | -               | 0.0%          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 79 Regional Connector (400228)                              | 1,350.9         | 9.3             | -               | 1,360.2         | 2.4%          | 9.7            | 14.3           | 39.1           | 124.6          | 180.5          | 248.4          | 280.8          | 193.3          | 207.9          | 52.2           | 52.2           |
| 80 Crenshaw/LAX Corridor (405512)                           | 1,703.5         | 6.5             | -               | 1,710.0         | 3.0%          | 9.6            | 21.3           | 38.3           | 150.3          | 261.0          | 354.4          | 408.4          | 287.4          | 148.8          | 24.0           | 24.0           |
| 81 Green Line Extension to LAX                              | 241.3           | -               | -               | 241.3           | 0.4%          | 0.1            | 1.8            | 5.0            | 20.1           | 40.0           | 60.0           | 46.3           | 35.5           | 24.5           | 8.0            | 8.0            |
| 82 West Santa Ana Branch                                    | 282.6           | 6.8             | -               | 289.4           | 0.5%          | 0.6            | 0.1            | 0.4            | 12.1           | 19.4           | 48.5           | 58.2           | 58.2           | 60.8           | 24.3           | 24.3           |
| 83 Eastside Extension Phase II                              | 1,515.6         | 8.8             | -               | 1,524.4         | 2.7%          | 9.8            | 4.0            | 2.8            | 79.1           | 70.0           | 240.0          | 273.8          | 296.6          | 317.0          | 222.4          | 222.4          |
| 84 South Bay Green Line Extension                           | 332.5           | -               | -               | 332.5           | 0.6%          | -              | 1.5            | 3.6            | 29.3           | 40.0           | 60.0           | 80.0           | 58.4           | 52.0           | 7.6            | 7.6            |
| 85 San Fernando Valley I-405 Corridor Connection            | 1,366.5         | 13.6            | -               | 1,380.1         | 2.4%          | -              | -              | 1.0            | 38.8           | 135.8          | 232.8          | 242.8          | 325.3          | 281.6          | 108.4          | 108.4          |
| 86 Balance of Westside Subway Extension Minimum for TBD     | -               | -               | 1,125.3         | 1,125.3         | 2.0%          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 87 Subregional repayment for TBD from SFV N-S Canoga (\$    | -               | -               | 180.2           | 180.2           | 0.3%          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 88 Subregional repayment for TBD from East San Fern. Val    | -               | -               | 1.0             | 1.0             | 0.0%          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 89 Subregional repayment for TBD from Expo Phase II         | -               | -               | 111.3           | 111.3           | 0.2%          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>90 Subtotal Major New Projects</b>                       | <b>14,429.0</b> | <b>703.0</b>    | <b>1,417.8</b>  | <b>16,549.7</b> | <b>29.2%</b>  | <b>277.3</b>   | <b>498.5</b>   | <b>750.1</b>   | <b>1,635.4</b> | <b>1,931.2</b> | <b>2,646.8</b> | <b>2,234.8</b> | <b>1,778.3</b> | <b>1,688.1</b> | <b>988.7</b>   | <b>988.7</b>   |
| 91 MTA ARRA proj's (canopy, tract pwr, fiber optic, egress) | 190.9           | -               | -               | 190.9           | 0.3%          | 137.3          | 53.6           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 92 Eastside Enhancements                                    | 20.6            | -               | -               | 20.6            | 0.0%          | 16.8           | 3.8            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 93 Eastside Quad Gates                                      | 10.4            | -               | -               | 10.4            | 0.0%          | 0.5            | 8.6            | 1.4            | -              | -              | -              | -              | -              | -              | -              | -              |
| 94 Miscellaneous Projects                                   | 1.3             | -               | -               | 1.3             | 0.0%          | -              | -              | 1.3            | -              | -              | -              | -              | -              | -              | -              | -              |
| 95 Red/Purple Line System Improvements                      | 277.9           | 298.3           | 50.7            | 626.8           | 1.1%          | -              | -              | 0.5            | 0.2            | 0.4            | 5.6            | 29.9           | 67.7           | 82.4           | 91.4           | 91.4           |
| <b>96 Subtotal System Improvements</b>                      | <b>501.0</b>    | <b>298.3</b>    | <b>50.7</b>     | <b>850.0</b>    | <b>1.5%</b>   | <b>154.5</b>   | <b>65.9</b>    | <b>3.2</b>     | <b>0.2</b>     | <b>0.4</b>     | <b>5.6</b>     | <b>29.9</b>    | <b>67.7</b>    | <b>82.4</b>    | <b>91.4</b>    | <b>91.4</b>    |
| 97 P2550 Light Rail Vehicles (not in project budgets)       | 28.8            | -               | -               | 28.8            | 0.1%          | 11.3           | 17.4           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 98 P3010 Light Rail Vehicles (not in project budgets)       | 335.4           | -               | -               | 335.4           | 0.6%          | 0.1            | 15.8           | 22.1           | 32.5           | 46.1           | 150.5          | 68.3           | -              | -              | -              | -              |
| 99 Future Lt Rail Vehcls-not in proj budgs (St of Gd Rep)   | 250.5           | 591.4           | 454.6           | 1,296.5         | 2.3%          | -              | -              | -              | -              | -              | 50.4           | 50.8           | 46.9           | 97.9           | 4.5            | 4.5            |
| 100 Heavy Rail Vehicles (not in project budgets)            | -               | 73.1            | -               | 73.1            | 0.1%          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>101 Subtotal Rail Vehicles</b>                           | <b>614.7</b>    | <b>664.5</b>    | <b>454.6</b>    | <b>1,733.8</b>  | <b>3.1%</b>   | <b>11.5</b>    | <b>33.2</b>    | <b>22.1</b>    | <b>32.5</b>    | <b>46.1</b>    | <b>200.9</b>   | <b>119.1</b>   | <b>46.9</b>    | <b>97.9</b>    | <b>4.5</b>     | <b>4.5</b>     |
| 102 Wayside Systems (no project sheet)                      | 37.7            | 131.7           | 91.9            | 261.3           | 0.5%          | -              | -              | 3.8            | 5.0            | 5.0            | 3.9            | 5.0            | 5.0            | 5.0            | 5.0            | 5.0            |
| 103 Facilities Maintenance (no project sheet)               | 108.9           | 352.7           | 392.6           | 854.1           | 1.5%          | -              | -              | 57.4           | 10.0           | 5.0            | 5.0            | 5.0            | 11.8           | 8.0            | 6.7            | 6.7            |
| 104 Vehicle Maintenance (no project sheet)                  | 72.8            | 105.3           | 141.8           | 320.0           | 0.6%          | -              | -              | 9.7            | 10.0           | 5.0            | 5.0            | 5.0            | 3.7            | 17.2           | 17.2           | 17.2           |
| <b>105 Subtotal General Improvements</b>                    | <b>219.4</b>    | <b>589.7</b>    | <b>626.3</b>    | <b>1,435.5</b>  | <b>2.5%</b>   | <b>-</b>       | <b>-</b>       | <b>70.9</b>    | <b>25.0</b>    | <b>15.0</b>    | <b>13.9</b>    | <b>15.0</b>    | <b>20.5</b>    | <b>30.2</b>    | <b>28.9</b>    | <b>28.9</b>    |

**LACMTA Financial Forecasting Model**  
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| (\$ in millions)   | Years           | Years           | Years           | Total           |               | 2009         | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           |
|--|-----------------|-----------------|-----------------|-----------------|---------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|  | '10-'19         | '20-'29         | '30-'40         | '10-'40         | %             | 2010         | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           |
| 106 State of Good Rep (R&R) - Existing Lines excl vehicles         | 102.9           | 1,141.2         | 1,555.8         | 2,800.0         | 4.9%          | 29.3         | 46.0           | 0.8            | 15.0           | 11.9           |                |                |                |                |                |
| 107 St of Good Rep (R&R) Reimb Red Line Syst Improve               | -               | (83.9)          | -               | (83.9)          | -0.1%         |              |                |                |                |                |                |                |                |                |                |
| 108 St of Good Rep (R&R) - Systmwd (deferred fr 1st decad          | -               | 1,471.8         | -               | 1,471.8         | 2.6%          |              |                |                |                |                |                |                |                |                |                |
| 109 State of Good Repair (R&R) - Future Lines                      | -               | 429.8           | 3,647.7         | 4,077.5         | 7.2%          |              |                |                |                |                |                |                |                |                |                |
| <b>110 Subtotal State of Good Repair (Rehab &amp; Replacement)</b> | <b>102.9</b>    | <b>2,958.9</b>  | <b>5,203.5</b>  | <b>8,265.4</b>  | <b>14.6%</b>  | <b>29.3</b>  | <b>46.0</b>    | <b>0.8</b>     | <b>15.0</b>    | <b>11.9</b>    | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       |
| <b>111 Other Capital</b>   |                 |                 |                 |                 |               |              |                |                |                |                |                |                |                |                |                |
| 112 Contingency for rail yards/cars                                | -               | 60.0            | -               | 60.0            | 0.1%          | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 113 Light Rail Yards - not in 1st decade project budgets           | 334.5           | -               | -               | 334.5           | 0.6%          | -            | 32.2           | 77.8           | 100.0          | 53.7           | 30.0           | 30.0           | 10.8           | -              | -              |
| 114 Transit Project Studies (no project sheet)                     | -               | 50.0            | -               | 50.0            | 0.1%          | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 115 Planning for Future Projects                                   | -               | 25.0            | -               | 25.0            | 0.0%          | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 116 Eastside LRT Access  | 30.0            | -               | -               | 30.0            | 0.1%          | -            | 5.3            | 2.9            | 7.1            | 6.7            | 8.0            | -              | -              | -              | -              |
| 117 Gold Line Eastside Extension closeout                          | 9.2             | -               | -               | 9.2             | 0.0%          | 7.7          | -              | 1.5            | -              | -              | -              | -              | -              | -              | -              |
| 118 Closeout of prior projects                                     | 10.2            | -               | -               | 10.2            | 0.0%          | 0.6          | 5.6            | 4.0            | -              | -              | -              | -              | -              | -              | -              |
| 119 Misc. Red, Blue, Green, Gold Projects                          | 86.6            | 79.0            | -               | 165.6           | 0.3%          | 5.5          | 3.3            | 1.9            | -              | -              | 38.0           | 38.0           | -              | -              | -              |
| 120 Transit System Safety & Security-Prop 1B (no proj shee         | 128.7           | -               | -               | 128.7           | 0.2%          | 16.0         | 16.1           | 16.1           | 16.1           | 16.1           | 16.1           | 16.1           | 16.1           | -              | -              |
| 121 Intercity Rail-Prop 1B (no project sheet)                      | 30.0            | -               | -               | 30.0            | 0.1%          | 10.0         | 10.0           | 10.0           | -              | -              | -              | -              | -              | -              | -              |
| 122 Metrolink prior obligations                                    | 34.0            | -               | -               | 34.0            | 0.1%          | 23.4         | 10.6           | -              | -              | -              | -              | -              | -              | -              | -              |
| 123 Metrolink (Capital Only)                                       | 411.1           | 494.1           | 263.4           | 1,168.6         | 2.1%          | 32.3         | 63.4           | 77.1           | 40.2           | 61.1           | 61.7           | 36.7           | 24.5           | 16.2           | (2.1)          |
| <b>124 Subtotal Other Capital</b>                                  | <b>1,074.2</b>  | <b>708.1</b>    | <b>263.4</b>    | <b>2,045.7</b>  | <b>3.6%</b>   | <b>95.4</b>  | <b>146.4</b>   | <b>191.3</b>   | <b>163.4</b>   | <b>137.6</b>   | <b>153.8</b>   | <b>120.8</b>   | <b>51.4</b>    | <b>16.2</b>    | <b>(2.1)</b>   |
| <b>125 Subtotal Capital Costs</b>                                  | <b>16,941.3</b> | <b>5,922.4</b>  | <b>8,016.3</b>  | <b>30,880.0</b> | <b>54.6%</b>  | <b>567.9</b> | <b>790.0</b>   | <b>1,038.4</b> | <b>1,871.5</b> | <b>2,142.2</b> | <b>3,020.9</b> | <b>2,519.6</b> | <b>1,964.8</b> | <b>1,914.7</b> | <b>1,111.3</b> |
| 126 Contingency (Measure R 2% System Improvements)                 | 0.0             | 14.0            | 287.6           | 301.6           | 0.5%          | 10.4         | 3.1            | (4.9)          | 12.3           | 12.9           | 8.5            | (14.9)         | (27.4)         | (0.0)          | 0.0            |
| 127 Metrolink PTC (Measure R 3% PTC 1st priority)                  | 191.0           | 353.6           | 494.5           | 1,039.0         | 1.8%          | 16.3         | 17.5           | (26.4)         | 19.9           | 21.0           | 22.3           | 23.6           | 24.9           | 26.3           | 45.6           |
| 128 Contingency not alloc (Measure R 35% Annual Bal)               | 420.3           | (33.6)          | 148.7           | 535.3           | 0.9%          | 173.2        | 688.7          | (164.4)        | 472.7          | (652.9)        | 1,276.6        | (1,363.4)      | 274.8          | (309.1)        | 24.0           |
| <b>129 Total Capital Costs</b>                                     | <b>17,552.6</b> | <b>6,256.3</b>  | <b>8,947.1</b>  | <b>32,756.0</b> | <b>57.9%</b>  | <b>767.9</b> | <b>1,499.3</b> | <b>842.7</b>   | <b>2,376.3</b> | <b>1,523.1</b> | <b>4,328.4</b> | <b>1,164.9</b> | <b>2,237.2</b> | <b>1,631.9</b> | <b>1,181.0</b> |
| <b>130 Financing Payments:</b>                                     |                 |                 |                 |                 |               |              |                |                |                |                |                |                |                |                |                |
| 131 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees        | 1,486.5         | 763.4           | 92.3            | 2,342.2         | 4.1%          | 151.6        | 149.9          | 157.8          | 150.6          | 146.3          | 146.5          | 146.2          | 145.9          | 146.0          | 145.7          |
| 132 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees        | 702.3           | 398.6           | 21.7            | 1,122.5         | 2.0%          | 63.6         | 70.4           | 70.3           | 70.2           | 72.2           | 71.7           | 71.4           | 71.1           | 70.8           | 70.5           |
| 133 Addtl Sr. Bonds - Prop A 35% (Model)                           | 337.7           | 1,682.2         | 4,537.5         | 6,557.3         | 11.6%         | 0.4          | 3.0            | 7.7            | 21.2           | 36.6           | 45.5           | 53.4           | 56.6           | 56.6           | 56.8           |
| 134 Addtl Sr. Bonds - Prop C 40% (Model)                           | 28.6            | 502.3           | 1,451.0         | 1,981.9         | 3.5%          | -            | -              | -              | -              | -              | -              | 0.0            | 0.1            | 7.9            | 20.5           |
| 135 Measure R 35% 2010 Tax Exempt Bonds                            | 179.0           | 21.9            | -               | 200.9           | 0.4%          | -            | 3.6            | 21.9           | 21.9           | 21.9           | 21.9           | 21.9           | 21.9           | 21.9           | 21.9           |
| 136 Measure R 35% Tax Exempt Bonds                                 | -               | -               | -               | -               | 0.0%          | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 137 Measure R BABs 35%   | 176.3           | 403.7           | 425.6           | 1,005.5         | 1.8%          | -            | 11.2           | 20.6           | 20.6           | 20.6           | 20.6           | 20.6           | 20.6           | 20.6           | 20.6           |
| 138 Measure R QTIBs  | 1,123.3         | 2,493.8         | 2,493.8         | 6,111.0         | 10.8%         | -            | -              | -              | 38.8           | 38.8           | 173.6          | 173.6          | 224.6          | 224.6          | 249.4          |
| 139 Measure R TIFIA Loans  | -               | 635.1           | 1,493.7         | 2,128.8         | 3.8%          | -            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 140 Capital Grant Receipt Revenue Bonds Debt Service               | 300.5           | 1,307.6         | -               | 1,608.1         | 2.8%          | -            | -              | -              | 8.2            | 28.6           | 30.3           | 33.3           | 34.5           | 42.9           | 122.7          |
| 141 Commercial Paper Measure R 35%                                 | 127.8           | 245.5           | 0.0             | 373.4           | 0.7%          | -            | -              | -              | -              | 2.4            | 8.6            | 8.6            | 8.6            | 8.6            | 91.0           |
| 142 Commercial Paper Measure R 2% incl fees                        | 25.6            | 168.2           | 10.3            | 204.1           | 0.4%          | -            | -              | 0.8            | 0.8            | 0.8            | 0.8            | 0.8            | 1.5            | 2.0            | 18.4           |
| 143 Commercial Paper Prop A 35%                                    | 126.2           | 60.7            | 26.0            | 212.9           | 0.4%          | 10.3         | 12.8           | 12.9           | 12.9           | 12.9           | 12.9           | 12.9           | 12.9           | 12.9           | 12.9           |
| <b>144 Subtotal Financing Payments</b>                             | <b>4,613.8</b>  | <b>8,682.9</b>  | <b>10,551.8</b> | <b>23,848.5</b> | <b>42.1%</b>  | <b>225.8</b> | <b>250.9</b>   | <b>291.9</b>   | <b>345.2</b>   | <b>381.1</b>   | <b>532.4</b>   | <b>542.8</b>   | <b>598.3</b>   | <b>614.9</b>   | <b>830.5</b>   |
| <b>145 TOTAL USES</b>  | <b>22,166.4</b> | <b>14,939.3</b> | <b>19,498.8</b> | <b>56,604.5</b> | <b>100.0%</b> | <b>993.7</b> | <b>1,750.2</b> | <b>1,134.6</b> | <b>2,721.5</b> | <b>1,904.2</b> | <b>4,860.8</b> | <b>1,707.7</b> | <b>2,835.4</b> | <b>2,246.7</b> | <b>2,011.5</b> |
| 146 Beginning Fiscal Year Cash Balance                             | 41.4            | 0.0             | 0.0             | 41.4            |               | 41.4         | 49.3           | 4.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 147 Annual Net Change to Cash Balance                              | (41.4)          | 0.0             | 0.0             | (41.3)          |               | 7.9          | (45.3)         | (4.0)          | (0.0)          | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 148 Ending Fiscal Year Cash Balance                                | 0.0             | 0.0             | 0.0             | 0.0             |               | 49.3         | 4.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            | 0.0            |
| 149 Debt Service Cov. Ratio - Prop C 40%                           |                 |                 |                 |                 |               | 0.60         | 1.23           | 1.46           | 1.34           | 1.09           | 1.06           | 1.13           | 1.22           | 1.33           | 1.22           |
| 150 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds)      |                 |                 |                 |                 |               | 0.64         | 1.21           | 1.19           | 1.18           | 1.10           | 1.09           | 1.11           | 1.15           | 1.21           | 1.23           |
| 151 Prop A 35% Bond DS % of Rev (87% max)                          |                 |                 |                 |                 |               | 80.8%        | 77.0%          | 78.4%          | 76.9%          | 77.3%          | 76.6%          | 75.1%          | 72.1%          | 68.5%          | 65.1%          |
| <b>152 High Speed Rail (LA-Anaheim, fed high sp rail funds)</b>    | <b>2,850.0</b>  | <b>150.0</b>    | <b>-</b>        | <b>3,000.0</b>  |               | <b>-</b>     | <b>75.0</b>    | <b>150.0</b>   | <b>300.0</b>   | <b>350.0</b>   | <b>400.0</b>   | <b>450.0</b>   | <b>500.0</b>   | <b>425.0</b>   | <b>200.0</b>   |

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30-10 8/19/11**

|   | 2019  | 2020  | 2021  | 2022  | 2023  | 2024  | 2025  | 2026  | 2027  | 2028    | 2029 |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|------|
| (\$ in millions)  | 2020  | 2021  | 2022  | 2023  | 2024  | 2025  | 2026  | 2027  | 2028  | 2029    |      |
| <b>SOURCES OF FUNDS</b>                                   |       |       |       |       |       |       |       |       |       |         |      |
| <b>Local</b>  |       |       |       |       |       |       |       |       |       |         |      |
| 1 Proposition A 35% - Direct                              | 259.5 | 275.4 | 296.9 | 223.5 | 238.7 | 268.1 | 285.4 | 305.4 | 311.0 | 317.2   |      |
| 2 Proposition A 35% - Directly Allocated to Projects      | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 3 Proposition C 40% - Direct                              | 130.8 | 150.7 | 132.0 | 127.9 | 82.3  | 88.7  | 90.5  | 96.1  | 97.5  | 133.3   |      |
| 4 Proposition C 10% - Direct                              | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 5 TDA Article 4   | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 6 Lease Revenues  | 2.0   | 6.2   | 6.3   | -     | -     | -     | -     | -     | -     | -       |      |
| 7 Proposition C 25% - Direct                              | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 8 Local Agency Contributions                              | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 9 Proposition C 10% (Metrolink)                           | 62.1  | 63.2  | 66.0  | 44.4  | 45.4  | 46.5  | 47.7  | 48.9  | 39.4  | 30.5    |      |
| 10 State repayment of capital proj loans (fund 3562)      | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 11 Interest earnings on Measure R 35%                     | 6.8   | 5.9   | 4.8   | 4.8   | 3.8   | 3.1   | 4.1   | 5.3   | 6.8   | 8.4     |      |
| 12 Reimbursmnt fr Gr Line LAX, SBay Gr Line, Systemwide   | -     | -     | -     | 83.9  | -     | -     | -     | -     | -     | -       |      |
| 13 Measure R 2% System Improvements gross                 | 19.4  | 20.3  | 21.2  | 22.1  | 23.0  | 24.0  | 25.0  | 25.9  | 26.9  | 27.9    |      |
| 14 Measure R 3% Metrolink gross                           | 29.1  | 30.5  | 31.8  | 33.2  | 34.5  | 36.0  | 37.5  | 38.9  | 40.3  | 41.8    |      |
| 15 Measure R 35% Transit Cap-gross except bus capital     | 328.9 | 356.1 | 361.4 | 387.2 | 393.1 | 420.0 | 426.9 | 453.5 | 460.7 | 487.5   |      |
| 16 Subtotal Local   | 838.6 | 908.5 | 920.4 | 927.0 | 820.9 | 886.5 | 917.0 | 974.0 | 982.7 | 1,046.6 |      |
| <b>State</b>  |       |       |       |       |       |       |       |       |       |         |      |
| 18 STA - Population Share                                 | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 19 Prop 1B Bonds (Intercity Rail)                         | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 20 Prop 1B Bonds (Security)                               | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 21 Prop 1B Bonds (SLPP)                                   | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 22 Prop 1B Bonds (PTMISEA)                                | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 23 High Speed Rail Bonds voted 11-4-08                    | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 24 Traffic Congestion Relief Program Allocations          | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 25 Regional Improvement Program (RIP) PPM - Transit       | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 26 Regional Improvement Program (RIP) Funds - Transit     | 81.2  | 6.0   | 6.1   | 26.1  | 26.2  | 26.4  | 26.4  | 6.8   | 7.0   | 7.2     |      |
| 27 Interregional Improvement Program (IIP) Funds - Transi | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 28 Subtotal State   | 81.2  | 6.0   | 6.1   | 26.1  | 26.2  | 26.4  | 26.4  | 6.8   | 7.0   | 7.2     |      |
| <b>Federal</b>  |       |       |       |       |       |       |       |       |       |         |      |
| 29 Section 5309 - New Starts                              | 159.2 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | -       |      |
| 31 Section 5309 - Fixed Guideway Mod                      | 17.9  | 36.5  | 38.8  | 14.9  | -     | -     | -     | -     | -     | -       |      |
| 32 Section 5307 - Urbanized Area Formula                  | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 33 Section 5340 - Growing States and High Density         | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 34 CMAQ - Transit   | 10.6  | -     | -     | -     | -     | -     | -     | 12.6  | 29.9  | 30.3    |      |
| 35 RSTP - Transit   | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 36 Transportation Enhancements (TE)                       | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 37 Section 5309 - Bus and Bus-Related Facilities          | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 38 Federal - Other (no revenue sheet)                     | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 39 ARRA (5309, 5307, 5340, TE)                            | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 40 Homeland Security Grants                               | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 41 Subtotal Federal                                       | 187.7 | 186.5 | 188.8 | 164.9 | 150.0 | 150.0 | 150.0 | 162.6 | 179.9 | 30.3    |      |
| <b>Financing Revenues:</b>                                |       |       |       |       |       |       |       |       |       |         |      |
| 43 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35%)         | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 44 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40%)         | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 45 Addtl Sr. Bonds - Prop A 35% (Model gross)             | 364.8 | 322.8 | 346.7 | 183.5 | 365.1 | 444.5 | 265.8 | 296.3 | 329.7 | 341.2   |      |
| 46 Addtl Sr. Bonds - Prop C 40% (Model gross)             | 65.6  | 32.7  | 87.2  | 65.4  | -     | 218.1 | 109.0 | 65.4  | 87.2  | 65.4    |      |
| 47 Measure R 35% Tax Exempt Bonds (gross)                 | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 48 Measure R 35% Tax Exempt Bonds Nov 2010                | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 49 Measure R 35% BABs Nov 2010                            | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 50 Measure R QTIBs  | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 51 Measure R TIFIA Loan                                   | 63.5  | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 52 Commercial Paper Measure R 35%                         | -     | -     | -     | -     | -     | -     | -     | -     | -     | -       |      |
| 53 Commercial Paper Measure R 2%                          | 53.2  | 21.1  | 14.7  | -     | -     | -     | -     | -     | -     | -       |      |

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30-10 8/19/11**

|  | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)   | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           |
| 54 Debt Service Reserve Fund (Prop A 35%)                  | (23.7)         | (22.2)         | (23.9)         | (12.6)         | (25.1)         | (30.6)         | (18.3)         | (20.4)         | (22.7)         | (23.5)         |
| 55 Bond Issuance Expense (Prop A 35%)                      | (5.1)          | (4.5)          | (4.9)          | (2.6)          | (5.1)          | (6.2)          | (3.7)          | (4.1)          | (4.6)          | (4.8)          |
| 56 Debt Service Reserve Fund (Prop C 40%)                  | (4.3)          | (2.3)          | (6.0)          | (4.5)          | -              | (15.0)         | (7.5)          | (4.5)          | (6.0)          | (4.5)          |
| 57 Bond Issuance Expense (Prop C 40%)                      | (0.9)          | (0.5)          | (1.2)          | (0.9)          | -              | (3.1)          | (1.5)          | (0.9)          | (1.2)          | (0.9)          |
| 58 Debt Service Reserve Fund (Measure R 35%)               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 59 Bond Issuance Expense (Measure R 35%)                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 60 Debt Service Reserve Fund (QTIBs)                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 61 Bond Issuance Expense (QTIBs)                           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 62 Capital Grant Receipt Revenue Bonds proceeds            | 72.8           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 63 Transit Corridor Bridge Loan Proceeds (no rev sheet)    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>64 Subtotal Financing Revenues</b>                      | <b>585.8</b>   | <b>347.2</b>   | <b>412.7</b>   | <b>228.3</b>   | <b>334.9</b>   | <b>607.7</b>   | <b>343.8</b>   | <b>331.8</b>   | <b>382.4</b>   | <b>373.0</b>   |
| <b>65 TOTAL SOURCES</b>                                    | <b>1,693.3</b> | <b>1,448.1</b> | <b>1,527.9</b> | <b>1,346.2</b> | <b>1,332.0</b> | <b>1,670.6</b> | <b>1,437.1</b> | <b>1,475.1</b> | <b>1,551.9</b> | <b>1,457.1</b> |
| 66 Net Bond Proceeds included above (Prop A 35%)           | 336.0          | 296.1          | 318.0          | 168.3          | 334.9          | 407.7          | 243.8          | 271.8          | 302.4          | 313.0          |
| 67 Net Bond Proceeds included above (Prop C 40%)           | 60.4           | 30.0           | 80.0           | 60.0           | -              | 200.0          | 100.0          | 60.0           | 80.0           | 60.0           |
| <b>68 USES OF FUNDS</b>                                    |                |                |                |                |                |                |                |                |                |                |
| <b>69 Major Projects (not including prior years)</b>       |                |                |                |                |                |                |                |                |                |                |
| 70 Exposition LRT-Ph I-Venice/Robertson (800113, 890001)   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 71 Exposition LRT-Phase II to Santa Monica (890002)        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 72 Wilshire Metro Rapid Transitway                         | 30.0           | 50.3           | 20.0           | 15.0           | -              | -              | -              | -              | -              | -              |
| 73 San Fernando Valley North-South - Canoga (405513)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 74 East San Fernando Valley North-South Corridor           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 75 Gold Line Foothill Extension (from Pasadena)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 76 Westside Subway Extension Segment 1 (405518)            | 343.4          | 132.8          | 66.5           | -              | -              | -              | -              | -              | -              | -              |
| 77 Westside Subway Extension Segment 2                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 78 Westside Subway Extension Segment 3                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 79 Regional Connector (400228)                             | 9.3            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 80 Crenshaw/LAX Corridor (405512)                          | 6.5            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 81 Green Line Extension to LAX                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 82 West Santa Ana Branch                                   | 6.8            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 83 Eastside Extension Phase II                             | 8.8            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 84 South Bay Green Line Extension                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 85 San Fernando Valley I-405 Corridor Connection           | 13.6           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 86 Balance of Westside Subway Extension Minimum for TBD    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 87 Subregional repayment for TBD from SFV N-S Canoga (\$   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 88 Subregional repayment for TBD from East San Fern. Val   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 89 Subregional repayment for TBD from Expo Phase II        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>90 Subtotal Major New Projects</b>                      | <b>418.3</b>   | <b>183.1</b>   | <b>86.5</b>    | <b>15.0</b>    | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       |
| 91 MTA ARRA projs (canopy, tract pwr, fiber optic, egress) | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 92 Eastside Enhancements                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 93 Eastside Quad Gates                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 94 Miscellaneous Projects                                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 95 Red/Purple Line System Improvements                     | 73.9           | 34.9           | 28.5           | 83.9           | -              | -              | -              | 31.7           | 9.9            | 35.4           |
| <b>96 Subtotal System Improvements</b>                     | <b>73.9</b>    | <b>34.9</b>    | <b>28.5</b>    | <b>83.9</b>    | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>31.7</b>    | <b>9.9</b>     | <b>35.4</b>    |
| 97 P2550 Light Rail Vehicles (not in project budgets)      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 98 P3010 Light Rail Vehicles (not in project budgets)      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 99 Future Lt Rail Vehcls-not in proj budgs (St of Gd Rep)  | 73.6           | 52.1           | 34.1           | 34.6           | 61.3           | 64.3           | 50.4           | 46.8           | 109.4          | 64.8           |
| 100 Heavy Rail Vehicles (not in project budgets)           | 10.2           | 31.2           | 31.7           | -              | -              | -              | -              | -              | -              | -              |
| <b>101 Subtotal Rail Vehicles</b>                          | <b>83.8</b>    | <b>83.3</b>    | <b>65.8</b>    | <b>34.6</b>    | <b>61.3</b>    | <b>64.3</b>    | <b>50.4</b>    | <b>46.8</b>    | <b>109.4</b>   | <b>64.8</b>    |
| 102 Wayside Systems (no project sheet)                     | 12.1           | 12.3           | 12.6           | 12.8           | 13.0           | 13.3           | 13.5           | 13.8           | 14.0           | 14.3           |
| 103 Facilities Maintenance (no project sheet)              | 32.3           | 33.0           | 33.6           | 34.3           | 34.9           | 35.5           | 36.2           | 36.9           | 37.6           | 38.4           |
| 104 Vehicle Maintenance (no project sheet)                 | 9.7            | 9.8            | 10.0           | 10.2           | 10.4           | 10.6           | 10.8           | 11.0           | 11.2           | 11.5           |
| <b>105 Subtotal General Improvements</b>                   | <b>54.1</b>    | <b>55.1</b>    | <b>56.2</b>    | <b>57.3</b>    | <b>58.3</b>    | <b>59.4</b>    | <b>60.5</b>    | <b>61.7</b>    | <b>62.9</b>    | <b>64.2</b>    |

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30-10 8/19/11**

|   | 2019    | 2020    | 2021    | 2022    | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| (\$ in millions)  | 2020    | 2021    | 2022    | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    | 2029    |
| 106 State of Good Rep (R&R) - Existing Lines excl vehicles  | 133.0   | 97.3    | 200.7   | 113.1   | 85.4    | 330.7   | 64.8    | 7.8     | 34.8    | 73.6    |
| 107 St of Good Rep (R&R) Reimb Red Line Syst Improve        |         |         |         | (83.9)  |         |         |         |         |         |         |
| 108 St of Good Rep (R&R) - Systemwd (deferred fr 1st decad  | 150.0   | 150.0   | 150.0   | 150.0   | 150.0   | 150.0   | 150.0   | 150.0   | 150.0   | 121.8   |
| 109 State of Good Repair (R&R) - Future Lines               | 7.0     | 9.1     | 15.0    | 18.7    | 26.1    | 34.8    | 47.3    | 71.8    | 84.6    | 115.4   |
| 110 Subtotal State of Good Repair (Rehab & Replacement)     | 290.0   | 256.4   | 365.7   | 197.9   | 261.5   | 515.5   | 262.1   | 229.6   | 269.4   | 310.8   |
| <b>111 Other Capital</b>                                    |         |         |         |         |         |         |         |         |         |         |
| 112 Contingency for rail yards/cars                         | 60.0    | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 113 Light Rail Yards - not in 1st decade project budgets    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 114 Transit Project Studies (no project sheet)              | -       | -       | -       | -       | -       | 14.6    | 13.2    | 14.9    | 7.3     | -       |
| 115 Planning for Future Projects                            | 15.0    | 10.0    | -       | -       | -       | -       | -       | -       | -       | -       |
| 116 Eastside LRT Access                                     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 117 Gold Line Eastside Extension closeout                   | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 118 Closeout of prior projects                              | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 119 Misc. Red, Blue, Green, Gold Projects                   | -       | -       | -       | 19.8    | 19.8    | 19.8    | 19.8    | -       | -       | -       |
| 120 Transit System Safety & Security-Prop 1B (no proj shee  | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 121 Intercity Rail-Prop 1B (no project sheet)               | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 122 Metrolink prior obligations                             | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 123 Metrolink (Capital Only)                                | 62.1    | 63.2    | 66.0    | 44.4    | 45.4    | 46.5    | 47.7    | 48.9    | 39.4    | 30.5    |
| 124 Subtotal Other Capital                                  | 137.1   | 73.2    | 66.0    | 64.2    | 65.2    | 80.9    | 80.7    | 63.8    | 46.7    | 30.5    |
| 125 Subtotal Capital Costs                                  | 1,057.2 | 686.1   | 668.7   | 452.8   | 446.3   | 720.1   | 453.7   | 433.5   | 498.3   | 505.7   |
| 126 Contingency (Measure R 2% System Improvements)          | (0.0)   | (0.0)   | 0.0     | 0.0     | (0.0)   | 0.0     | 0.0     | (0.0)   | (0.0)   | 14.0    |
| 127 Metrolink PTC (Measure R 3% PTC 1st priority)           | 29.1    | 30.5    | 31.8    | 33.2    | 34.5    | 36.0    | 37.5    | 38.9    | 40.3    | 41.8    |
| 128 Contingency not alloc (Measure R 35% Annual Bal)        | (132.2) | (87.3)  | (7.5)   | 7.6     | (89.2)  | 34.1    | 41.9    | 60.6    | 59.6    | 78.7    |
| 129 Total Capital Costs                                     | 954.1   | 629.2   | 693.1   | 493.6   | 391.7   | 790.2   | 533.0   | 533.0   | 598.3   | 640.1   |
| <b>130 Financing Payments:</b>                              |         |         |         |         |         |         |         |         |         |         |
| 131 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees | 145.4   | 145.4   | 142.9   | 54.2    | 53.9    | 53.7    | 53.4    | 53.1    | 37.1    | 24.3    |
| 132 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees | 69.0    | 65.1    | 65.1    | 65.5    | 29.8    | 30.8    | 18.1    | 21.0    | 21.0    | 13.4    |
| 133 Add'l Sr. Bonds - Prop A 35% (Model)                    | 68.9    | 91.9    | 114.9   | 133.1   | 152.0   | 179.9   | 204.3   | 223.7   | 245.2   | 268.3   |
| 134 Add'l Sr. Bonds - Prop C 40% (Model)                    | 27.3    | 30.6    | 34.7    | 40.0    | 42.2    | 49.7    | 61.0    | 67.0    | 72.2    | 77.5    |
| 135 Measure R 35% 2010 Tax Exempt Bonds                     | 21.9    | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 136 Measure R 35% Tax Exempt Bonds                          | -       | -       | -       | -       | -       | -       | -       | -       | -       | -       |
| 137 Measure R BABs 35%                                      | 20.6    | 42.6    | 42.6    | 42.6    | 42.6    | 42.6    | 42.6    | 42.6    | 42.6    | 42.6    |
| 138 Measure R QTIBs   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   |
| 139 Measure R TIFIA Loans                                   | -       | 17.6    | 38.2    | 52.3    | 55.0    | 63.7    | 79.0    | 94.1    | 109.9   | 125.3   |
| 140 Capital Grant Receipt Revenue Bonds Debt Service        | 42.6    | 114.7   | 123.2   | 186.4   | 180.3   | 174.2   | 168.1   | 162.1   | 156.0   | -       |
| 141 Commercial Paper Measure R 35%                          | 77.7    | 42.3    | 3.8     | 3.8     | 108.8   | 9.1     | 0.0     | 0.0     | 0.0     | 0.0     |
| 142 Commercial Paper Measure R 2% incl fees                 | 3.4     | 6.5     | 7.3     | 22.1    | 23.1    | 24.0    | 25.0    | 26.0    | 17.0    | 13.9    |
| 143 Commercial Paper Prop A 35%                             | 12.9    | 12.9    | 12.8    | 3.3     | 3.3     | 3.3     | 3.3     | 3.3     | 3.3     | 2.4     |
| 144 Subtotal Financing Payments                             | 739.2   | 818.9   | 834.9   | 852.6   | 940.3   | 880.4   | 904.1   | 942.0   | 953.7   | 816.9   |
| 145 TOTAL USES  | 1,693.3 | 1,448.1 | 1,527.9 | 1,346.2 | 1,332.0 | 1,670.6 | 1,437.1 | 1,475.1 | 1,551.9 | 1,457.1 |
| 146 Beginning Fiscal Year Cash Balance                      | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| 147 Annual Net Change to Cash Balance                       | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| 148 Ending Fiscal Year Cash Balance                         | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     |
| 149 Debt Service Cov. Ratio - Prop C 40%                    | 1.20    | 1.47    | 1.42    | 1.23    | 1.46    | 1.06    | 1.13    | 1.06    | 1.04    | 1.27    |
| 150 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bon  | 1.27    | 1.35    | 1.32    | 1.54    | 1.43    | 1.28    | 1.33    | 1.31    | 1.34    | 1.40    |
| 151 Prop A 35% Bond DS % of Rev (87% max)                   | 65.0%   | 69.1%   | 72.0%   | 50.2%   | 53.0%   | 57.6%   | 61.2%   | 63.3%   | 62.2%   | 62.2%   |
| 152 High Speed Rail (LA-Anaheim, fed high sp rail funds)    | 150.0   | -       | -       | -       | -       | -       | -       | -       | -       | -       |

**LACMTA Financial Forecasting Model**  
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| (\$ in millions)   | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039         |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|
|  | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040         |
| <b>SOURCES OF FUNDS</b>                                    |                |                |                |                |                |                |                |                |                |                |              |
| <b>Local</b>   |                |                |                |                |                |                |                |                |                |                |              |
| 1 Proposition A 35% - Direct                               | 330.3          | 350.9          | 373.4          | 392.9          | 412.2          | 448.7          | 474.5          | 481.5          | 503.5          | 527.7          | 548.6        |
| 2 Proposition A 35% - Directly Allocated to Projects       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 3 Proposition C 40% - Direct                               | 99.5           | 127.4          | 112.2          | 117.0          | 122.1          | 142.5          | 167.5          | 171.8          | 179.5          | 211.8          | 280.6        |
| 4 Proposition C 10% - Direct                               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 5 TDA Article 4  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 6 Lease Revenues   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 7 Proposition C 25% - Direct                               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 8 Local Agency Contributions                               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 9 Proposition C 10% (Metrolink)                            | 46.5           | 48.7           | 40.1           | 41.5           | 42.9           | 43.7           | -              | -              | -              | -              | -            |
| 10 State repayment of capital proj loans (fund 3562)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 11 Interest earnings on Measure R 35%                      | 10.9           | 14.0           | 17.1           | 20.3           | 23.5           | 28.3           | 34.9           | 39.6           | 43.3           | 29.2           | -            |
| 12 Reimbursmnt fr Gr Line LAX, SBay Gr Line, Systemwide    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 13 Measure R 2% System Improvements gross                  | 28.8           | 29.7           | 30.5           | 31.5           | 32.4           | 33.4           | 34.3           | 35.3           | 36.4           | 37.3           | -            |
| 14 Measure R 3% Metrolink gross                            | 43.2           | 44.5           | 45.8           | 47.2           | 48.6           | 50.1           | 51.5           | 53.0           | 54.5           | 56.0           | -            |
| 15 Measure R 35% Transit Cap-gross except bus capital      | 494.2          | 519.4          | 524.4          | 550.4          | 557.4          | 584.5          | 590.9          | 618.4          | 626.1          | 652.9          | -            |
| 16 <b>Subtotal Local</b>                                   | <b>1,053.4</b> | <b>1,134.6</b> | <b>1,143.5</b> | <b>1,200.7</b> | <b>1,239.2</b> | <b>1,331.2</b> | <b>1,353.7</b> | <b>1,399.7</b> | <b>1,443.3</b> | <b>1,514.8</b> | <b>829.2</b> |
| <b>State</b>   |                |                |                |                |                |                |                |                |                |                |              |
| 18 STA - Population Share                                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 19 Prop 1B Bonds (Intercity Rail)                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 20 Prop 1B Bonds (Security)                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 21 Prop 1B Bonds (SLPP)                                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 22 Prop 1B Bonds (PTMISEA)                                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 23 High Speed Rail Bonds voted 11-4-08                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 24 Traffic Congestion Relief Program Allocations           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 25 Regional Improvement Program (RIP) PPM - Transit        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 26 Regional Improvement Program (RIP) Funds - Transit      | 11.1           | 12.9           | 19.4           | 32.4           | 45.0           | 26.8           | 14.2           | 14.7           | 100.5          | 142.5          | 80.5         |
| 27 Interregional Improvement Program (IIP) Funds - Transit | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 28 <b>Subtotal State</b>                                   | <b>11.1</b>    | <b>12.9</b>    | <b>19.4</b>    | <b>32.4</b>    | <b>45.0</b>    | <b>26.8</b>    | <b>14.2</b>    | <b>14.7</b>    | <b>100.5</b>   | <b>142.5</b>   | <b>80.5</b>  |
| <b>Federal</b>   |                |                |                |                |                |                |                |                |                |                |              |
| 30 Section 5309 - New Starts                               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 31 Section 5309 - Fixed Guideway Mod                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 32 Section 5307 - Urbanized Area Formula                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 33 Section 5340 - Growing States and High Density          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 34 CMAQ - Transit  | 8.8            | 1.0            | 16.3           | 16.0           | 15.6           | 15.3           | 13.6           | 16.5           | 16.9           | 7.3            | 12.3         |
| 35 RSTP - Transit  | -              | 17.2           | 17.5           | 17.7           | 18.0           | 18.2           | 5.5            | 18.7           | 18.8           | 19.1           | 19.4         |
| 36 Transportation Enhancements (TE)                        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 37 Section 5309 - Bus and Bus-Related Facilities           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 38 Federal - Other (no revenue sheet)                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 39 ARRA (5309, 5307, 5340, TE)                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 40 Homeland Security Grants                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 41 <b>Subtotal Federal</b>                                 | <b>8.8</b>     | <b>18.2</b>    | <b>33.8</b>    | <b>33.7</b>    | <b>33.6</b>    | <b>33.5</b>    | <b>19.1</b>    | <b>35.2</b>    | <b>35.7</b>    | <b>26.4</b>    | <b>31.7</b>  |
| <b>Financing Revenues:</b>                                 |                |                |                |                |                |                |                |                |                |                |              |
| 43 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35%)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 44 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40%)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 45 Add'l Sr. Bonds - Prop A 35% (Model gross)              | 171.5          | 326.1          | 395.4          | 545.1          | 367.4          | 583.4          | 271.4          | 258.5          | 206.1          | 327.1          | 218.1        |
| 46 Add'l Sr. Bonds - Prop C 40% (Model gross)              | 54.5           | 119.9          | -              | 218.1          | 109.0          | 436.1          | 196.3          | 109.0          | -              | 327.1          | 261.7        |
| 47 Measure R 35% Tax Exempt Bonds (gross)                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 48 Measure R 35% Tax Exempt Bonds Nov 2010                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 49 Measure R 35% BABs Nov 2010                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 50 Measure R QTIBs   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 51 Measure R TIFIA Loan                                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 52 Commercial Paper Measure R 35%                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |
| 53 Commercial Paper Measure R 2%                           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            |

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30-10 8/19/11**

|  | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)   | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| 54 Debt Service Reserve Fund (Prop A 35%)                  | (11.8)         | (22.4)         | (27.2)         | (37.5)         | (25.3)         | (40.1)         | (18.7)         | (17.8)         | (14.2)         | (22.5)         | (15.0)         |
| 55 Bond Issuance Expense (Prop A 35%)                      | (2.4)          | (4.6)          | (5.5)          | (7.6)          | (5.1)          | (8.2)          | (3.8)          | (3.6)          | (2.9)          | (4.6)          | (3.1)          |
| 56 Debt Service Reserve Fund (Prop C 40%)                  | (3.8)          | (8.3)          | -              | (15.0)         | (7.5)          | (30.0)         | (13.5)         | (7.5)          | -              | (22.5)         | (18.0)         |
| 57 Bond Issuance Expense (Prop C 40%)                      | (0.8)          | (1.7)          | -              | (3.1)          | (1.5)          | (6.1)          | (2.7)          | (1.5)          | -              | (4.6)          | (3.7)          |
| 58 Debt Service Reserve Fund (Measure R 35%)               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 59 Bond Issuance Expense (Measure R 35%)                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 60 Debt Service Reserve Fund (QTIBs)                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 61 Bond Issuance Expense (QTIBs)                           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 62 Capital Grant Receipt Revenue Bonds proceeds            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 63 Transit Corridor Bridge Loan Proceeds (no rev sheet)    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>64 Subtotal Financing Revenues</b>                      | <b>207.3</b>   | <b>409.1</b>   | <b>362.7</b>   | <b>700.0</b>   | <b>437.0</b>   | <b>935.1</b>   | <b>428.9</b>   | <b>337.1</b>   | <b>189.0</b>   | <b>600.0</b>   | <b>440.0</b>   |
| <b>65 TOTAL SOURCES</b>                                    | <b>1,280.6</b> | <b>1,574.7</b> | <b>1,559.4</b> | <b>1,966.8</b> | <b>1,754.8</b> | <b>2,326.6</b> | <b>1,815.9</b> | <b>1,786.7</b> | <b>1,768.4</b> | <b>2,283.7</b> | <b>1,381.3</b> |
| 66 Net Bond Proceeds included above (Prop A 35%)           | 157.3          | 299.1          | 362.7          | 500.0          | 337.0          | 535.1          | 248.9          | 237.1          | 189.0          | 300.0          | 200.0          |
| 67 Net Bond Proceeds included above (Prop C 40%)           | 50.0           | 110.0          | -              | 200.0          | 100.0          | 400.0          | 180.0          | 100.0          | -              | 300.0          | 240.0          |
| <b>68 USES OF FUNDS</b>                                    |                |                |                |                |                |                |                |                |                |                |                |
| <b>69 Major Projects (not including prior years)</b>       |                |                |                |                |                |                |                |                |                |                |                |
| 70 Exposition LRT-Ph I-Venice/Robertson (800113, 890001)   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 71 Exposition LRT-Phase II to Santa Monica (890002)        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 72 Wilshire Metro Rapid Transitway                         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 73 San Fernando Valley North-South - Canoga (405513)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 74 East San Fernando Valley North-South Corridor           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 75 Gold Line Foothill Extension (from Pasadena)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 76 Westside Subway Extension Segment 1 (405518)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 77 Westside Subway Extension Segment 2                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 78 Westside Subway Extension Segment 3                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 79 Regional Connector (400228)                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 80 Crenshaw/LAX Corridor (405512)                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 81 Green Line Extension to LAX                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 82 West Santa Ana Branch                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 83 Eastside Extension Phase II                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 84 South Bay Green Line Extension                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 85 San Fernando Valley I-405 Corridor Connection           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 86 Balance of Westside Subway Extension Minimum for TBD    | -              | -              | -              | -              | -              | -              | -              | -              | -              | 1,125.3        | -              |
| 87 Subregional repayment for TBD from SFV N-S Canoga (\$   | -              | -              | -              | -              | -              | -              | -              | -              | -              | 180.2          | -              |
| 88 Subregional repayment for TBD from East San Fern. Val   | -              | -              | -              | -              | -              | -              | -              | -              | -              | 1.0            | -              |
| 89 Subregional repayment for TBD from Expo Phase II        | -              | -              | -              | -              | -              | -              | -              | -              | -              | 111.3          | -              |
| <b>90 Subtotal Major New Projects</b>                      | <b>-</b>       | <b>1,417.8</b> | <b>-</b>       |
| 91 MTA ARRA projs (canopy, tract pwr, fiber optic, egress) | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 92 Eastside Enhancements                                   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 93 Eastside Quad Gates                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 94 Miscellaneous Projects                                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 95 Red/Purple Line System Improvements                     | 28.7           | 22.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>96 Subtotal System Improvements</b>                     | <b>28.7</b>    | <b>22.0</b>    | <b>-</b>       |
| 97 P2550 Light Rail Vehicles (not in project budgets)      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 98 P3010 Light Rail Vehicles (not in project budgets)      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 99 Future Lt Rail Vehcls-not in proj budgs (St of Gd Rep)  | 64.7           | 87.5           | 70.1           | 1.8            | 42.3           | 42.5           | 48.9           | 44.5           | 46.4           | 5.5            | 0.4            |
| 100 Heavy Rail Vehicles (not in project budgets)           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>101 Subtotal Rail Vehicles</b>                          | <b>64.7</b>    | <b>87.5</b>    | <b>70.1</b>    | <b>1.8</b>     | <b>42.3</b>    | <b>42.5</b>    | <b>48.9</b>    | <b>44.5</b>    | <b>48.4</b>    | <b>5.5</b>     | <b>0.4</b>     |
| 102 Wayside Systems (no project sheet)                     | 14.6           | 14.9           | 15.2           | 15.5           | 15.8           | 16.1           | -              | -              | -              | -              | -              |
| 103 Facilities Maintenance (no project sheet)              | 39.1           | 39.9           | 40.6           | 41.4           | 42.2           | 43.0           | 34.4           | 22.8           | 22.9           | -              | 66.2           |
| 104 Vehicle Maintenance (no project sheet)                 | 11.7           | 11.9           | 12.1           | 12.4           | 12.6           | 12.9           | 13.1           | 13.4           | 13.7           | 13.9           | 14.2           |
| <b>105 Subtotal General Improvements</b>                   | <b>65.4</b>    | <b>66.6</b>    | <b>67.9</b>    | <b>69.2</b>    | <b>70.6</b>    | <b>72.0</b>    | <b>47.5</b>    | <b>36.2</b>    | <b>36.6</b>    | <b>13.9</b>    | <b>80.4</b>    |

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30-10 & 19/11**

|  | 2029    | 2030    | 2031    | 2032    | 2033    | 2034    | 2035    | 2036    | 2037    | 2038      | 2039    | 2040 |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|---------|------|
| (\$ in millions)   | 2030    | 2031    | 2032    | 2033    | 2034    | 2035    | 2036    | 2037    | 2038    | 2039      | 2040    |      |
| 106 State of Good Rep (R&R) - Existing Lines excl vehicles   | 21.8    | 109.5   | 47.5    | 270.3   | 50.1    | 532.2   | 61.4    | 0.0     | 15.1    | 140.0     | 307.9   |      |
| 107 St of Good Rep (R&R) Reimb Red Line Syst Improve         |         |         |         |         |         |         |         |         |         |           |         |      |
| 108 St of Good Rep (R&R) - Systemwd (deferred fr 1st decad   |         |         |         |         |         |         |         |         |         |           |         |      |
| 109 State of Good Repair (R&R) - Future Lines                | 108.6   | 224.0   | 275.3   | 460.5   | 370.3   | 371.4   | 327.6   | 323.6   | 254.4   | 395.4     | 536.6   |      |
| 110 Subtotal State of Good Repair (Rehab & Replacement       | 130.4   | 333.5   | 322.8   | 730.8   | 420.4   | 903.6   | 389.0   | 323.6   | 269.5   | 535.4     | 844.5   |      |
| <b>111 Other Capital</b>                                     |         |         |         |         |         |         |         |         |         |           |         |      |
| 112 Contingency for rail yards/cars                          | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 113 Light Rail Yards - not in 1st decade project budgets     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 114 Transit Project Studies (no project sheet)               | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 115 Planning for Future Projects                             | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 116 Eastside LRT Access                                      | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 117 Gold Line Eastside Extension closeout                    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 118 Closeout of prior projects                               | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 119 Misc. Red, Blue, Green, Gold Projects                    | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 120 Transit System Safety & Security-Prop 1B (no proj sheet) | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 121 Intercity Rail-Prop 1B (no project sheet)                | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 122 Metrolink prior obligations                              | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 123 Metrolink (Capital Only)                                 | 46.5    | 48.7    | 40.1    | 41.5    | 42.9    | 43.7    | -       | -       | -       | -         | -       | -    |
| 124 Subtotal Other Capital                                   | 46.5    | 48.7    | 40.1    | 41.5    | 42.9    | 43.7    | -       | -       | -       | -         | -       | -    |
| 125 Subtotal Capital Costs                                   | 335.7   | 558.3   | 500.9   | 843.3   | 576.2   | 1,061.8 | 485.5   | 404.3   | 352.4   | 1,972.6   | 925.3   |      |
| 126 Contingency (Measure R 2% System Improvements)           | (10.2)  | 26.7    | 30.5    | 31.5    | 32.4    | 33.4    | 34.3    | 35.3    | 36.4    | 37.3      | -       | -    |
| 127 Metrolink PTC (Measure R 3% PTC 1st priority)            | 43.2    | 44.5    | 45.8    | 47.2    | 48.6    | 50.1    | 51.5    | 53.0    | 54.5    | 56.0      | -       | -    |
| 128 Contingency not alloc (Measure R 35% Annual Bal)         | 122.1   | 133.3   | 124.5   | 135.6   | 126.6   | 272.7   | 265.7   | 128.5   | 169.9   | (1,330.3) | -       | -    |
| 129 Total Capital Costs                                      | 490.9   | 762.9   | 701.7   | 1,057.5 | 783.9   | 1,418.0 | 837.0   | 621.1   | 613.2   | 735.6     | 925.3   |      |
| <b>130 Financing Payments:</b>                               |         |         |         |         |         |         |         |         |         |           |         |      |
| 131 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees  | 15.3    | 15.3    | 15.2    | 11.7    | 11.6    | 11.6    | 11.5    | 0.0     | 0.0     | 0.0       | 0.0     | 0.0  |
| 132 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees  | 11.2    | 3.5     | 3.5     | 0.6     | 0.6     | 1.0     | 0.2     | 0.2     | 0.2     | 0.2       | 0.2     | 0.4  |
| 133 Addtl Sr. Bonds - Prop A 35% (Model)                     | 285.9   | 303.0   | 327.9   | 360.2   | 391.6   | 424.3   | 453.7   | 472.0   | 487.9   | 506.3     | 524.7   |      |
| 134 Addtl Sr. Bonds - Prop C 40% (Model)                     | 81.6    | 87.6    | 91.7    | 99.2    | 110.5   | 129.2   | 151.0   | 161.5   | 165.3   | 176.5     | 196.8   |      |
| 135 Measure R 35% 2010 Tax Exempt Bonds                      | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 136 Measure R 35% Tax Exempt Bonds                           | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 137 Measure R BABs 35%                                       | 42.6    | 42.6    | 42.6    | 42.6    | 42.6    | 42.6    | 42.6    | 42.6    | 42.6    | 42.6      | -       | -    |
| 138 Measure R QTIBs  | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4   | 249.4     | -       | -    |
| 139 Measure R TIFIA Loans                                    | 91.0    | 108.1   | 125.1   | 143.2   | 162.3   | 48.1    | 68.1    | 237.6   | 207.6   | 302.6     | -       | -    |
| 140 Capital Grant Receipt Revenue Bonds Debt Service         | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |
| 141 Commercial Paper Measure R 35%                           | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0       | -       | -    |
| 142 Commercial Paper Measure R 2% incl fees                  | 10.3    | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0       | -       | -    |
| 143 Commercial Paper Prop A 35%                              | 2.4     | 2.4     | 2.4     | 2.4     | 2.4     | 2.4     | 2.4     | 2.4     | 2.4     | 2.4       | 2.4     | 2.4  |
| 144 Subtotal Financing Payments                              | 789.7   | 811.9   | 857.7   | 909.3   | 970.9   | 908.6   | 978.9   | 1,165.5 | 1,155.3 | 1,279.9   | 724.2   |      |
| 145 TOTAL USES   | 1,280.6 | 1,574.7 | 1,559.4 | 1,966.8 | 1,754.8 | 2,326.6 | 1,815.9 | 1,786.7 | 1,768.4 | 2,015.5   | 1,649.5 |      |
| 146 Beginning Fiscal Year Cash Balance                       | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0       | 268.2   |      |
| 147 Annual Net Change to Cash Balance                        | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 268.2     | (268.2) |      |
| 148 Ending Fiscal Year Cash Balance                          | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 0.0     | 268.2     | 0.0     |      |
| 149 Debt Service Cov. Ratio - Prop C 40%                     | 1.25    | 1.24    | 1.26    | 1.15    | 1.08    | 1.02    | 1.03    | 1.05    | 1.06    | 1.11      | 1.25    |      |
| 150 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bon   | 1.41    | 1.41    | 1.39    | 1.34    | 1.29    | 1.29    | 1.32    | 1.37    | 1.37    | 1.40      | 1.49    |      |
| 151 Prop A 35% Bond DS % of Rev (87% max)                    | 62.0%   | 63.5%   | 66.6%   | 70.1%   | 73.7%   | 77.3%   | 80.3%   | 79.1%   | 79.5%   | 80.4%     | 81.1%   |      |
| 152 High Speed Rail (LA-Anaheim, fed high sp rail funds)     | -       | -       | -       | -       | -       | -       | -       | -       | -       | -         | -       | -    |

**LACMTA Financial Forecasting Model**

**Crenshaw/LAX Transit Corridor**

**30-10 8/19/11**

| Rehab & Replacement Project Type                       | 7              | Start Yr     | 2012       |                |             |              |            |             |             |              |              |              |              |              |              |             |            |
|--|----------------|--------------|------------|----------------|-------------|--------------|------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|------------|
| Revenue Operations FY for R&R calc                     | 2019           | Dur (Yr)     | 7          |                |             |              |            |             |             |              |              |              |              |              |              |             |            |
| (\$ in millions)                                       | Project        | Alloc %      | Prior      | Years          | Years       | Years        | 2009       | 2010        | 2011        | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018        | 2019       |
| Rev. Ops.Date (ROD) 6/30/2018                          | Total          |              | Years      | '10-'19        | '20-'29     | '30-'40      | 2010       | 2011        | 2012        | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019        | 2020       |
| <b>PROJECT COSTS (all inclusive) (YOE)</b>             |                |              |            |                |             |              |            |             |             |              |              |              |              |              |              |             |            |
| Guideways  | 458.0          |              |            | 455.4          | 2.6         | -            |            |             |             | 25.8         | 106.1        | 145.7        | 122.0        | 48.3         | 5.0          | 2.6         | 2.6        |
| Stations   | 116.5          |              |            | 116.5          | -           | -            |            |             |             | 6.5          | 22.4         | 28.8         | 32.0         | 26.9         |              |             |            |
| Yard and Shops   | 119.8          |              |            | 119.8          | -           | -            |            |             |             |              | 51.3         | 38.4         | 14.8         | 15.3         |              |             |            |
| Sitework and Special Conditions                        | 267.2          |              |            | 267.2          | -           | -            |            |             | 2.5         | 20.5         | 58.1         | 59.9         | 75.7         | 43.3         | 4.1          | 3.1         |            |
| Systems  | 140.6          |              |            | 140.6          | -           | -            |            |             |             |              | 6.7          | 43.9         | 56.5         | 32.0         | 1.5          |             |            |
| Subtotal Construction                                  | 1,102.0        |              | -          | 1,099.4        | 2.6         | -            | -          | -           | 2.5         | 46.3         | 170.7        | 285.9        | 308.7        | 195.0        | 83.2         | 7.1         | 2.6        |
| Right of Way   | 128.3          |              |            | 128.3          | -           | -            |            |             | 14.4        | 70.0         | 43.8         |              |              |              |              |             |            |
| Vehicles   | 87.8           |              |            | 87.8           | -           | -            |            |             |             |              |              |              | 30.7         | 39.5         | 17.6         |             |            |
| Professional Services                                  | 253.0          |              |            | 249.2          | 3.8         | -            |            | 11.7        | 18.9        | 27.6         | 39.0         | 44.3         | 42.5         | 27.7         | 25.1         | 12.4        | 3.8        |
| Unallocated Contingency                                | 119.7          |              |            | 119.7          | -           | -            |            | 0.2         | 2.3         | 6.4          | 7.5          | 24.2         | 26.5         | 25.2         | 22.9         | 4.5         |            |
| Incl Southwestern yard 48.9% of \$285.2= \$139.4       |                |              |            |                |             |              |            |             |             |              |              |              |              |              |              |             |            |
| <b>Subtotal</b>  | <b>1,690.8</b> |              |            | <b>1,684.3</b> | <b>6.5</b>  | <b>-</b>     | <b>-</b>   | <b>11.9</b> | <b>38.1</b> | <b>150.3</b> | <b>261.0</b> | <b>354.4</b> | <b>408.4</b> | <b>287.4</b> | <b>148.8</b> | <b>24.0</b> | <b>6.5</b> |
| Environmental/Planning                                 | 24.2           |              | 5.0        | 19.2           | -           | -            | 9.6        | 9.4         | 0.2         |              |              |              |              |              |              |             |            |
| <b>TOTAL PROJ COST (all inclusive) (YOE)</b>           | <b>1,715.0</b> |              | <b>5.0</b> | <b>1,703.5</b> | <b>6.5</b>  | <b>-</b>     | <b>9.6</b> | <b>21.3</b> | <b>38.3</b> | <b>150.3</b> | <b>261.0</b> | <b>354.4</b> | <b>408.4</b> | <b>287.4</b> | <b>148.8</b> | <b>24.0</b> | <b>6.5</b> |
| <b>Rehab &amp; Replacement (for info only)</b>         | <b>546.0</b>   |              |            | <b>-</b>       | <b>49.4</b> | <b>496.6</b> | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>   |
| <b>PROJECT REVENUES (capital and bridge loan only)</b> |                |              |            |                |             |              |            |             |             |              |              |              |              |              |              |             |            |
| <b>Other Local</b>                                     |                |              |            |                |             |              |            |             |             |              |              |              |              |              |              |             |            |
| Proposition A 35% Bonds                                | 13.9           | 0.8%         |            | 11.5           | 2.4         | -            |            | 4.8         |             |              |              |              |              |              |              | 6.7         | 2.4        |
| Proposition C 40% Bonds                                | -              | 0.0%         |            | -              | -           | -            |            |             |             |              |              |              |              |              |              |             |            |
| Lease  | -              |              |            | -              | -           | -            |            |             |             |              |              |              |              |              |              |             |            |
| TDA Article 4  | -              |              |            | -              | -           | -            |            |             |             |              |              |              |              |              |              |             |            |
| Public/Private Joint Venture                           | -              |              |            | -              | -           | -            |            |             |             |              |              |              |              |              |              |             |            |
| Regional Impact Fees                                   | -              |              |            | -              | -           | -            |            |             |             |              |              |              |              |              |              |             |            |
| Local Agency Funds [3% of costs] (\$51.4)              | 51.4           | 3.0%         |            | 51.4           | -           | -            |            |             |             |              |              | 51.4         |              |              |              |             |            |
| Measure R QTIBs  | 646.2          | 37.7%        |            | 646.2          | -           | -            | -          | -           | -           | 246.3        | 271.5        | 107.8        | 15.0         | 1.1          | 4.5          | -           | -          |
| Proposition C 25%                                      | 93.4           | 5.4%         | 0.6        | 92.8           | -           | -            |            | 3.6         |             | 2.2          | 68.7         | 18.4         |              |              |              |             |            |
| Measure R Bonds BABs                                   | -              | 0.0%         |            | -              | -           | -            |            |             |             |              |              |              |              |              |              |             |            |
| Measure R TIFIA Loan                                   | 545.9          | 31.8%        | -          | 545.9          | -           | -            | -          | -           | -           | -            | -            | 125.5        | 272.4        | 147.7        | 0.3          | -           | -          |
| Measure R Cash (\$1,207 FY10-12 to FY 16-18)           | 14.9           | 0.9%         |            | 14.9           | -           | -            | 3.8        | 11.1        |             |              |              |              |              |              |              |             |            |
| <b>Subtotal Other Local</b>                            | <b>1,365.7</b> | <b>79.6%</b> | <b>0.6</b> | <b>1,362.8</b> | <b>2.4</b>  | <b>-</b>     | <b>3.8</b> | <b>19.5</b> | <b>-</b>    | <b>-</b>     | <b>248.5</b> | <b>340.2</b> | <b>303.1</b> | <b>287.4</b> | <b>148.8</b> | <b>11.5</b> | <b>2.4</b> |
| <b>State</b>   |                |              |            |                |             |              |            |             |             |              |              |              |              |              |              |             |            |
| Prop 1B PTMISEA  | 201.2          | 11.7%        |            | 201.2          | -           | -            |            | -           | 38.3        | 150.3        | 12.5         |              |              |              |              |             |            |
| Regional Improvement Program (RIP)                     | 50.2           | 2.9%         | 0.5        | 45.6           | 4.1         | -            |            | 1.8         |             |              |              | 31.3         |              |              |              | 12.5        | 4.1        |
| <b>Subtotal State</b>                                  | <b>251.4</b>   | <b>14.7%</b> | <b>0.5</b> | <b>246.8</b>   | <b>4.1</b>  | <b>-</b>     | <b>-</b>   | <b>1.8</b>  | <b>38.3</b> | <b>150.3</b> | <b>12.5</b>  | <b>-</b>     | <b>31.3</b>  | <b>-</b>     | <b>-</b>     | <b>12.5</b> | <b>4.1</b> |
| <b>Federal</b>   |                |              |            |                |             |              |            |             |             |              |              |              |              |              |              |             |            |
| Section 5309 Bus & Bus-Related Facil Earmark           | 8.6            | 0.5%         | 2.8        | 5.8            | -           | -            | 5.8        |             |             |              |              |              |              |              |              |             |            |
| CMAQ - Transit   | 68.2           | 4.0%         |            | 68.2           | -           | -            |            |             |             |              | 14.2         | 54.0         |              |              |              |             |            |
| RSTP - Transit   | 20.0           | 1.2%         | -          | 20.0           | -           | -            |            |             |             |              |              | 20.0         |              |              |              |             |            |
| Federal - Other (Sec 5339 AA program)                  | 1.2            | 0.1%         | 1.2        | -              | -           | -            |            |             |             |              |              |              |              |              |              |             |            |
| <b>Subtotal Federal</b>                                | <b>98.0</b>    | <b>5.7%</b>  | <b>4.0</b> | <b>94.0</b>    | <b>-</b>    | <b>-</b>     | <b>5.8</b> | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>14.2</b>  | <b>74.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>   |

**LACMTA Financial Forecasting Model**  
**East San Fernando Valley North-South Corridor**  
**30-10 8/19/11**

| Rehab & Replacement Project Type                          | 8             | Start Yr      | 2013        |               |               |               |            |            |            |             |             |             |             |             |            |      |      |
|---|---------------|---------------|-------------|---------------|---------------|---------------|------------|------------|------------|-------------|-------------|-------------|-------------|-------------|------------|------|------|
| Revenue Operations FY for R & R calc                      | 2019          | Dur (Yr)      | 6           |               |               |               |            |            |            |             |             |             |             |             |            |      |      |
| Revenue Operations Date (ROD) 6/30/18                     | Project Total | Alloc %       | Prior Years | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009       | 2010       | 2011       | 2012        | 2013        | 2014        | 2015        | 2016        | 2017       | 2018 | 2019 |
| <b>PROJECT COSTS (YOE)</b>                                |               |               |             |               |               |               |            |            |            |             |             |             |             |             |            |      |      |
| <b>Total</b>  | 170.1         |               | 1.8         | 168.3         | -             | -             | 0.5        | 0.1        | 3.2        | 10.0        | 20.3        | 51.6        | 56.2        | 17.9        | 8.5        |      |      |
| <b>Total Proj Costs (YOE) (all inclusv) (\$170.1)</b>     | 170.1         |               | 1.8         | 168.3         | -             | -             | 0.5        | 0.1        | 3.2        | 10.0        | 20.3        | 51.6        | 56.2        | 17.9        | 8.5        | -    |      |
| <b>Rehab &amp; Replacement (for info only)</b>            | 64.3          |               | -           | -             | 7.1           | 57.2          | -          | -          | -          | -           | -           | -           | -           | -           | -          | -    |      |
| <b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>          |               |               |             |               |               |               |            |            |            |             |             |             |             |             |            |      |      |
| <b>Local</b>  |               |               |             |               |               |               |            |            |            |             |             |             |             |             |            |      |      |
| Prop. A - Direct  | -             |               |             | -             | -             | -             |            |            |            |             |             |             |             |             |            |      |      |
| Prop. C - Direct  | -             | 0.0%          |             | -             | -             | -             |            |            |            |             |             |             |             |             |            |      |      |
| <b>Subtotal Prop. A &amp; C</b>                           | -             | 0.0%          | -           | -             | -             | -             |            |            |            |             |             |             |             |             |            |      |      |
| <b>Other Local</b>  |               |               |             |               |               |               |            |            |            |             |             |             |             |             |            |      |      |
| Proposition C 25%   | 0.8           | 0.5%          |             | 0.8           | -             | -             |            |            | 0.8        |             |             |             |             |             |            |      |      |
| State repayment of cap proj loans fund 3562               | 0.5           | 0.3%          |             | 0.5           | -             | -             | 0.5        |            |            |             |             |             |             |             |            |      |      |
| Measure R Cash (FIS 465521)                               | 67.5          | 39.7%         |             | 67.5          | -             | -             |            |            |            | 9.7         | 10.8        | 24.3        |             | 14.6        | 8.2        |      |      |
| Measure R Bonds BABs                                      | -             | 0.0%          |             | -             | -             | -             |            |            |            |             |             |             |             |             |            |      |      |
| Local Agency Funds (3% of cost) (\$5.0)                   | 5.0           | 3.0%          |             | 5.0           | -             | -             |            |            |            | 0.3         | 0.6         | 1.5         | 1.7         | 0.5         | 0.3        |      |      |
| <b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b> | <b>73.8</b>   | <b>43.4%</b>  | -           | <b>73.8</b>   | -             | -             | <b>0.5</b> | -          | <b>0.8</b> | <b>10.0</b> | <b>11.4</b> | <b>25.8</b> | <b>1.7</b>  | <b>15.2</b> | <b>8.5</b> | -    |      |
| <b>State</b>  |               |               |             |               |               |               |            |            |            |             |             |             |             |             |            |      |      |
| Prop 1B SLPP  | 2.8           | 1.6%          |             | 2.8           | -             | -             |            |            |            |             |             |             |             |             | 2.75       |      |      |
| Traffic Congestion Relief Program (TCRP)                  | 93.5          | 55.0%         | 1.8         | 91.7          | -             | -             |            | 0.1        | 2.4        |             | 8.9         | 25.8        | 54.5        |             |            |      |      |
| Regional Improvement Funds - Transit                      | -             | 0.0%          |             | -             | -             | -             |            |            |            |             |             |             |             |             |            |      |      |
| <b>Subtotal State</b>                                     | <b>96.3</b>   | <b>56.6%</b>  | <b>1.8</b>  | <b>94.5</b>   | -             | -             | -          | <b>0.1</b> | <b>2.4</b> | -           | <b>8.9</b>  | <b>25.8</b> | <b>54.5</b> | <b>2.8</b>  | -          | -    |      |
| <b>Total Revenues</b>                                     | <b>170.1</b>  | <b>100.0%</b> | <b>1.8</b>  | <b>168.3</b>  | -             | -             | <b>0.5</b> | <b>0.1</b> | <b>3.2</b> | <b>10.0</b> | <b>20.3</b> | <b>51.6</b> | <b>56.2</b> | <b>17.9</b> | <b>8.5</b> | -    |      |
| <b>Total Surplus/(Shortfall)</b>                          | <b>0.0</b>    | <b>0.0%</b>   | <b>0.0</b>  | -             | -             | -             | -          | -          | -          | -           | -           | -           | -           | -           | -          | -    |      |

**Notes:**

1. Project Total incl prior yrs, excluding interest. \$ 170.1
2. Possible along Reseda, Sepulveda, Van Nuys, and/or Lankershim-San Fernando.
3. FIS #405521. Measure R FIS 465521.
4. Unescalated cost = \$70.6 in 2008\$.

# LACMTA Financial Forecasting Model

## Exposition LRT - Phase I

### To Venice/Robertson with Flower St. Alignment

30-10 8/19/11

| Rehab & Replacement Project Type                           | 7            | Start Yr      | 2007         |              |             |              |              |              |              |          |          |          |          |          |          |          |
|--|--------------|---------------|--------------|--------------|-------------|--------------|--------------|--------------|--------------|----------|----------|----------|----------|----------|----------|----------|
| Revenue Operations FY for R & R calc                       | 2012         | Dur (Yr)      | 5            |              |             |              |              |              |              |          |          |          |          |          |          |          |
| (\$ in millions)   | Project      |               | Prior        | Years        | Years       | Years        | 2009         | 2010         | 2011         | 2012     | 2013     | 2014     | 2015     | 2016     | 2017     | 2018     |
| Rev. Ops Date = 2011/2012                                  | Total        | Alloc %       | Years        | '10-'19      | '20-'29     | '30-'40      | 2010         | 2011         | 2012         | 2013     | 2014     | 2015     | 2016     | 2017     | 2018     | 2019     |
| <b>PROJECT COSTS (YOE)</b>                                 |              |               |              |              |             |              |              |              |              |          |          |          |          |          |          |          |
| Includes Santa Monica rail yard (100% share of \$156)      |              |               |              |              |             |              |              |              |              |          |          |          |          |          |          |          |
| Right of Way (ROW)   | 20.1         |               | 6.4          | 13.7         | -           | -            | 0.7          | 4.3          | 8.7          |          |          |          |          |          |          |          |
| Construction and all other Costs                           | 692.8        |               | 293.2        | 399.6        | -           | -            | 196.3        | 134.5        | 68.8         |          |          |          |          |          |          |          |
| Culver City Station  | 0.0          |               |              | -            | -           | -            |              |              |              |          |          |          |          |          |          |          |
| Vehicles (16 @ \$4.3 = \$68.8 on rail car page)            | 0.0          |               |              | -            | -           | -            |              |              |              |          |          |          |          |          |          |          |
| Special Conditions   | 29.9         |               | 23.3         | 6.6          | -           | -            | 6.6          |              |              |          |          |          |          |          |          |          |
| Professional Services                                      | 78.3         |               | 61.4         | 16.9         | -           | -            | 13.8         | 1.0          | 2.1          |          |          |          |          |          |          |          |
| Contingency  | 25.7         |               |              | 25.7         | -           | -            |              |              | 25.7         |          |          |          |          |          |          |          |
| Safety Enhancements (Board approved 7/22/10)               | 36.6         |               |              | 36.6         | -           | -            |              | 26.9         | 9.7          |          |          |          |          |          |          |          |
| <b>Total</b>   | <b>883.4</b> |               | <b>384.3</b> | <b>499.1</b> | <b>-</b>    | <b>-</b>     | <b>217.4</b> | <b>166.7</b> | <b>115.0</b> | <b>-</b> |
| <b>TOTAL (YOE) (\$930.6 less \$47.2 orig LRV=\$883.4)</b>  | <b>883.4</b> |               | <b>384.3</b> | <b>499.1</b> | <b>-</b>    | <b>-</b>     | <b>217.4</b> | <b>166.7</b> | <b>115.0</b> | <b>-</b> |
| <b>Rehabilitation and Replacement (see R &amp; R page)</b> | <b>408.1</b> |               |              | <b>-</b>     | <b>93.9</b> | <b>314.2</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>PROJECT REVENUES</b>                                    |              |               |              |              |             |              |              |              |              |          |          |          |          |          |          |          |
| <b>Local</b>   |              |               |              |              |             |              |              |              |              |          |          |          |          |          |          |          |
| Prop. A - Bonds (\$28.487 less \$0.027 LRV = \$28.46)      | 28.46        | 3.2%          |              | 28.5         | -           | -            |              | 28.5         |              |          |          |          |          |          |          |          |
| Subtotal Prop. A & C                                       | 28.5         | 3.2%          |              | 28.5         | -           | -            | -            | 28.5         |              |          |          |          |          |          |          |          |
| <b>Other Local</b>   |              |               |              |              |             |              |              |              |              |          |          |          |          |          |          |          |
| Prop C 25% (\$40.951 less \$0.095 LRV = \$40.856)          | 40.856       | 4.6%          | 8.7          | 32.2         | -           | -            | 0.6          | 28.8         | 2.8          |          |          |          |          |          |          |          |
| Local Agency (\$42.175 less \$0.039 LRV = \$42.136)        | 42.136       | 4.8%          | 0.0          | 42.1         | -           | -            |              | 15.3         | 26.8         |          |          |          |          |          |          |          |
| <b>Total Local</b>   | <b>111.5</b> | <b>12.6%</b>  | <b>8.7</b>   | <b>102.7</b> | <b>-</b>    | <b>-</b>     | <b>0.6</b>   | <b>72.6</b>  | <b>29.5</b>  | <b>-</b> |
| <b>State</b>   |              |               |              |              |             |              |              |              |              |          |          |          |          |          |          |          |
| Prop 1B PTMISEA (\$138.463 less \$5.168 LRV = \$133.3)     | 133.30       | 15.1%         | 34.0         | 99.3         | -           | -            |              | 61.6         | 37.7         |          |          |          |          |          |          |          |
| Traffic Congestion Relief (\$249.8)                        | 249.8        | 28.3%         | 207.3        | 42.5         | -           | -            | 42.5         |              |              |          |          |          |          |          |          |          |
| Regional Improve (RiP) (\$314.653 - \$0.139 LRV=\$314.514) | 314.514      | 35.6%         | 134.0        | 180.5        | -           | -            | 159.0        | 21.3         | 0.2          |          |          |          |          |          |          |          |
| <b>Subtotal State</b>                                      | <b>697.6</b> | <b>79.0%</b>  | <b>375.3</b> | <b>322.3</b> | <b>-</b>    | <b>-</b>     | <b>201.5</b> | <b>82.9</b>  | <b>37.9</b>  | <b>-</b> |
| <b>Federal</b>   |              |               |              |              |             |              |              |              |              |          |          |          |          |          |          |          |
| Section 5309 Bus & Bus-Related Facilities (\$0.475)        | 0.475        | 0.1%          |              | 0.5          | -           | -            |              | 0.5          |              |          |          |          |          |          |          |          |
| CMAQ - Transit (\$45.6)                                    | 45.6         | 5.2%          | 0.3          | 45.3         | -           | -            | 15.3         | 10.7         | 19.3         |          |          |          |          |          |          |          |
| RSTP - Transit (\$70 less \$41.7 LRV = \$28.3)             | 28.3         | 3.2%          |              | 28.3         | -           | -            |              | 0.1          | 28.2         |          |          |          |          |          |          |          |
| <b>Subtotal Federal</b>                                    | <b>74.3</b>  | <b>8.4%</b>   | <b>0.3</b>   | <b>74.0</b>  | <b>-</b>    | <b>-</b>     | <b>15.3</b>  | <b>11.2</b>  | <b>47.5</b>  | <b>-</b> |
| <b>Total Revenues</b>                                      | <b>883.4</b> | <b>100.0%</b> | <b>384.3</b> | <b>499.1</b> | <b>-</b>    | <b>-</b>     | <b>217.4</b> | <b>166.7</b> | <b>115.0</b> | <b>-</b> |
| <b>Total Surplus/(Shortfall)</b>                           | <b>0.0</b>   |               | <b>0.0</b>   | <b>(0.0)</b> | <b>-</b>    | <b>-</b>     | <b>(0.0)</b> | <b>-</b>     | <b>-</b>     | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>MTA Prop. A or Financing Needed</b>                     | <b>28.5</b>  |               |              | <b>28.5</b>  | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>28.5</b>  | <b>-</b>     | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |

**Notes:**

1. FY 2001 Right of Way costs of \$26 million are not shown.
2. Project Total includes prior years.
3. Board action on 2/26/04 transferred funds from Wilshire BRT to this Expo project.
4. 8.6 miles to Venice/Robertson in Culver City pursuant to final staff recommendation for EIS December 2005.
5. At grade except for aerial stations at La Cienega Blvd and La Brea Avenue.
6. At grade at Expo Park; includes bikeway.
7. FIS #800113 and 890001. Vehicles FIS #206035.

# LACMTA Financial Forecasting Model

## Exposition LRT - Phase II

30-10 8/19/11

| Rehab & Replacement Project Type                      | 7              | Start Yr      | 2011  |                |          |          |             |              |              |              |              |              |             |             |          |          |          |
|---|----------------|---------------|-------|----------------|----------|----------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|----------|----------|----------|
| Revenue Operations FY for R & R calc                  | 2016           | Dur (Yr)      | 5     |                |          |          |             |              |              |              |              |              |             |             |          |          |          |
| (\$ in millions)                                      | Project        | Alloc %       | Prior | Years          | Years    | Years    | 2009        | 2010         | 2011         | 2012         | 2013         | 2014         | 2015        | 2016        | 2017     | 2018     | 2018     |
| Rev. Ops Date = 6/30/2015                             | Total          |               | Years | '10-'19        | '20-'29  | '30-'40  | 2010        | 2011         | 2012         | 2013         | 2014         | 2015         | 2016        | 2017        | 2018     | 2019     | 2019     |
| <b>PROJECT COSTS (all Inclusive) (YOE)</b>            |                |               |       |                |          |          |             |              |              |              |              |              |             |             |          |          |          |
| Expo Authority Costs except ROW                       | 992.3          |               |       | 992.3          | -        | -        | 15.5        | 82.9         | 209.3        | 216.2        | 203.8        | 241.9        | 12.7        | 10.1        |          |          |          |
| Right of Way (ROW)                                    | 266.7          |               |       | 266.7          | -        | -        |             | 109.6        | 107.1        | 37.0         | 13.0         |              |             |             |          |          |          |
| Subtotal Expo Authority Costs incl \$156 for yard     | 1,259.0        |               |       | 1,259.0        | -        | -        | 15.5        | 192.5        | 316.4        | 253.2        | 216.8        | 241.9        | 12.7        | 10.1        | -        |          |          |
| MTA Costs   | 50.086         |               |       | 50.1           | -        | -        |             | 1.1          | 8.2          | 23.8         | 10.2         | 2.6          | 4.2         |             |          |          |          |
| Total Project Cost                                    | 1,309.1        |               |       | 1,309.1        | -        | -        | 15.5        | 193.6        | 324.5        | 277.0        | 227.0        | 244.4        | 16.9        | 10.1        |          |          |          |
| LRV Vehicles (\$202.1M: 47 @ \$4.30 on rail car page) | 0.0            |               |       | -              | -        | -        |             |              |              |              |              |              |             |             |          |          |          |
| <b>Total excluding vehicles</b>                       | <b>1,309.1</b> |               |       | <b>1,309.1</b> | -        | -        | <b>15.5</b> | <b>193.6</b> | <b>324.5</b> | <b>277.0</b> | <b>227.0</b> | <b>244.4</b> | <b>16.9</b> | <b>10.1</b> | -        | -        | -        |
| <b>TOTAL (\$1511.158 less \$202.1 cars=\$1309.1)</b>  | <b>1,309.1</b> |               |       | <b>1,309.1</b> | -        | -        | <b>15.5</b> | <b>193.6</b> | <b>324.5</b> | <b>277.0</b> | <b>227.0</b> | <b>244.4</b> | <b>16.9</b> | <b>10.1</b> | -        | -        | -        |
| Rehab & Replacement (for info only)                   | 469.2          |               |       | -              | 67.7     | 401.5    | -           | -            | -            | -            | -            | -            | -           | -           | -        | -        | -        |
| <b>PROJECT REVENUES</b>                               |                |               |       |                |          |          |             |              |              |              |              |              |             |             |          |          |          |
| <b>Local</b>  |                |               |       |                |          |          |             |              |              |              |              |              |             |             |          |          |          |
| Prop. A 35% Bonds (\$238 minimum)                     | 238.0          | 18.2%         |       | 238.0          | -        | -        |             |              | 2.2          | 205.5        | 25.0         | 5.3          |             |             |          |          |          |
| <b>Subtotal</b>                                       | <b>238.0</b>   | <b>18.2%</b>  |       | <b>238.0</b>   | -        | -        | -           | -            | <b>2.2</b>   | <b>205.5</b> | <b>25.0</b>  | <b>5.3</b>   | -           | -           | -        | -        | -        |
| <b>Other Local</b>                                    |                |               |       |                |          |          |             |              |              |              |              |              |             |             |          |          |          |
| Prop C 25% (\$115.3 minimum)                          | 115.3          | 8.8%          |       | 115.3          | -        | -        | 2.7         |              | 9.5          | 2.4          | 100.8        |              |             |             |          |          |          |
| Measure R Bonds TE 11/2010 (\$89.4)                   | 89.4           | 6.8%          |       | 89.4           | -        | -        |             | 52.0         | 37.4         |              |              |              |             |             |          |          |          |
| Measure R Cash (FY10-12 = FY 13-15)                   | 157.0          | 12.0%         |       | 157.0          | -        | -        |             | 1.1          | 69.8         | 69.2         | 10.2         | 2.6          | 4.2         |             |          |          |          |
| Measure R Bonds 35% 2010 BABs (\$262.3)               | 262.3          | 20.0%         |       | 262.3          | -        | -        |             | 128.0        | 134.3        |              |              |              |             |             |          |          |          |
| Measure R Commercial Paper (\$305)                    | 305.0          | 23.3%         |       | 305.0          | -        | -        |             |              |              |              | 86.9         | 218.1        |             |             |          |          |          |
| Subtotal Measure R (\$925 max) (\$763.6 + 50.08)      | 813.7          | 62.2%         |       | 813.7          | -        | -        | -           | 181.1        | 241.5        | 69.2         | 97.0         | 220.7        | 4.2         | -           | -        | -        | -        |
| Local Agencies (stations) (3% of \$1511.158=\$45.3)   | 45.3           | 3.5%          |       | 45.3           | -        | -        |             |              |              |              | 4.2          | 18.4         | 12.7        | 10.1        |          |          |          |
| <b>Subtotal Local</b>                                 | <b>1,212.4</b> | <b>92.6%</b>  |       | <b>1,212.4</b> | -        | -        | <b>2.7</b>  | <b>181.1</b> | <b>253.2</b> | <b>277.0</b> | <b>227.0</b> | <b>244.4</b> | <b>16.9</b> | <b>10.1</b> | -        | -        | -        |
| <b>State</b>  |                |               |       |                |          |          |             |              |              |              |              |              |             |             |          |          |          |
| Prop 1B PTMISEA (\$48.9)                              | 48.9           | 3.7%          |       | 48.9           | -        | -        | 12.8        |              | 36.1         |              |              |              |             |             |          |          |          |
| <b>Subtotal State</b>                                 | <b>48.9</b>    | <b>3.7%</b>   |       | <b>48.9</b>    | -        | -        | <b>12.8</b> | -            | <b>36.1</b>  | -            | -            | -            | -           | -           | -        | -        | -        |
| <b>Mixed</b>  |                |               |       |                |          |          |             |              |              |              |              |              |             |             |          |          |          |
| Regional Improvement Prog (State only) (\$47.8)       | 47.8           | 3.7%          |       | 47.8           | -        | -        |             | 12.5         | 35.3         |              |              |              |             |             |          |          |          |
| <b>Subtotal Mixed</b>                                 | <b>47.8</b>    | <b>3.7%</b>   |       | <b>47.8</b>    | -        | -        | -           | <b>12.5</b>  | <b>35.3</b>  | -            | -            | -            | -           | -           | -        | -        | -        |
| <b>Total Revenues</b>                                 | <b>1,309.1</b> | <b>100.0%</b> |       | <b>1,309.1</b> | -        | -        | <b>15.5</b> | <b>193.6</b> | <b>324.5</b> | <b>277.0</b> | <b>227.0</b> | <b>244.4</b> | <b>16.9</b> | <b>10.1</b> | -        | -        | -        |
| Total Surplus/(Shortfall) (Prop A 35%)                | -              | 0.0%          |       | -              | -        | -        | -           | -            | -            | -            | -            | -            | -           | -           | -        | -        | -        |
| <b>MTA Prop. A/C or Financing Needed</b>              | <b>-</b>       |               |       | <b>-</b>       | <b>-</b> | <b>-</b> | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> |

**Notes:**

- 6.6 miles Culver City to Santa Monica; 4.2 miles in City of LA, 2.4 miles in Santa Monica.
- FIS 890002, STIP PPNO 4026, MR FIS 460301, 860301, 869301.
- \$54 M for Culver City station transferred to Phase I.
- LPA = Expo Right-of-Way to Colorado.
- Unescalated cost = \$1303.2 in 2008\$.
- July 2008 Motion programs \$115.3 PC 25%, \$238 Prop A 35% bonds plus other previously programmed funds. The MTA Board may reprogram unused funds to other eligible uses in the subregion.
- See separate page for bikeway being planned by cities of LA and Santa Monica.

**LACMTA Financial Forecasting Model**  
**Gold Line Eastside Extension to East Los Angeles**  
**30-10 8/19/11**

| Rehab & Replacement Project Type                       | 7              | Start Yr      | 2002         |             |          |          |             |          |            |          |          |          |          |          |          |          |          |
|--|----------------|---------------|--------------|-------------|----------|----------|-------------|----------|------------|----------|----------|----------|----------|----------|----------|----------|----------|
| Revenue Operations FY for R&R calc                     | 2010           | Dur (Yr)      | 8            |             |          |          |             |          |            |          |          |          |          |          |          |          |          |
| (\$ in millions)                                       | Project        | Alloc %       | Prior        | Years       | Years    | Years    | 2009        | 2010     | 2011       | 2012     | 2013     | 2014     | 2015     | 2016     | 2017     | 2018     | 2019     |
| Rev. Ops. Date = Nov. 15, 2009                         | Total          |               | Years        | '10-'19     | '20-'29  | '30-'40  | 2010        | 2011     | 2012       | 2013     | 2014     | 2015     | 2016     | 2017     | 2018     | 2019     |          |
| <b>PROJECT COSTS</b>                                   |                |               |              |             |          |          |             |          |            |          |          |          |          |          |          |          |          |
| Professional Services                                  | 142.8          |               | 134.3        | 8.5         | -        | -        | 7.0         | -        | 1.5        | -        | -        | -        | -        | -        | -        | -        | -        |
| Right of Way (ROW) (net of \$4.7 M proj revenue)       | 33.1           |               | 33.1         | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| Construction   | 620.5          |               | 619.8        | 0.7         | -        | -        | 0.7         | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| Vehicles (10)  | 31.0           |               | 31.0         | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| Special Conditions                                     | 56.6           |               | 56.6         | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| Contingency  | -              |               | -            | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>Total Capital Costs</b>                             | <b>884.0</b>   |               | <b>874.8</b> | <b>9.2</b>  | <b>-</b> | <b>-</b> | <b>7.7</b>  | <b>-</b> | <b>1.5</b> | <b>-</b> |
| Net Bridge Loan Interest Payments                      | 14.8           |               | 14.8         | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>TOTAL PROJECT COSTS</b>                             | <b>898.8</b>   |               | <b>889.6</b> | <b>9.2</b>  | <b>-</b> | <b>-</b> | <b>7.7</b>  | <b>-</b> | <b>1.5</b> | <b>-</b> |
| Rehabilitation & Replacement                           | 731.3          |               | 255.2        | 15.7        | 91.2     | 369.2    | -           | -        | -          | -        | -        | 0.0      | 1.9      | 3.3      | 5.5      | 5.0      |          |
| Bridge Loan Principal Payments                         | 133.8          |               | 67.5         | 66.3        | -        | -        | 66.3        | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>PROJECT REVENUES (capital and bridge loan only)</b> |                |               |              |             |          |          |             |          |            |          |          |          |          |          |          |          |          |
| <b>Local</b>   |                |               |              |             |          |          |             |          |            |          |          |          |          |          |          |          |          |
| Prop. A - Direct                                       | 133.8          | 14.9%         | 133.8        | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| Prop. C - Direct (for interest)                        | 14.8           | 1.7%          | 13.3         | 1.5         | -        | -        | -           | -        | 1.5        | -        | -        | -        | -        | -        | -        | -        | -        |
| Gross Bridge Loan Proceeds                             | 133.8          | 14.9%         | 133.8        | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>Subtotal Prop. A &amp; C</b>                        | <b>282.4</b>   | <b>16.5%</b>  | <b>280.9</b> | <b>1.5</b>  | <b>-</b> | <b>-</b> | <b>-</b>    | <b>-</b> | <b>1.5</b> | <b>-</b> |
| <b>Other Local</b>                                     |                |               |              |             |          |          |             |          |            |          |          |          |          |          |          |          |          |
| Prop C 25%   | 2.0            | 0.2%          | 2.0          | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| Lease  | 10.1           | 1.1%          | 10.1         | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>Subtotal Local (Including Prop A&amp; C)</b>        | <b>294.5</b>   | <b>17.9%</b>  | <b>293.0</b> | <b>1.5</b>  | <b>-</b> | <b>-</b> | <b>-</b>    | <b>-</b> | <b>1.5</b> | <b>-</b> |
| <b>State</b>   |                |               |              |             |          |          |             |          |            |          |          |          |          |          |          |          |          |
| Traffic Congestion Relief                              | 44.9           | 5.0%          | 44.9         | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| Regional Improvement Funds - Transit                   | 180.2          | 20.0%         | 180.2        | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>Subtotal State</b>                                  | <b>225.1</b>   | <b>25.0%</b>  | <b>225.1</b> | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b>    | <b>-</b> | <b>-</b>   | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Federal</b>   |                |               |              |             |          |          |             |          |            |          |          |          |          |          |          |          |          |
| Section 5309 - New Starts                              | 490.7          | 54.6%         | 416.7        | 74.0        | -        | -        | 74.0        | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| Section 5309 - Fixed Guideway Mod.                     | 12.0           | 1.3%          | 12.0         | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| CMAQ - Transit   | 10.3           | 1.1%          | 10.3         | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>Subtotal Federal</b>                                | <b>513.0</b>   | <b>57.1%</b>  | <b>439.0</b> | <b>74.0</b> | <b>-</b> | <b>-</b> | <b>74.0</b> | <b>-</b> | <b>-</b>   | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Total Revenues including bridge loan</b>            | <b>1,032.6</b> | <b>100.0%</b> | <b>957.1</b> | <b>75.5</b> | <b>-</b> | <b>-</b> | <b>74.0</b> | <b>-</b> | <b>1.5</b> | <b>-</b> |
| Total Surplus/(Shortfall)                              | 0.0            |               | 0.0          | -           | -        | -        | -           | -        | -          | -        | -        | -        | -        | -        | -        | -        | -        |
| <b>TOTAL PROJECT REVENUES w/o bridge loan</b>          | <b>898.8</b>   |               | <b>823.3</b> | <b>75.5</b> | <b>-</b> | <b>-</b> | <b>74.0</b> | <b>-</b> | <b>1.5</b> | <b>-</b> |

**Notes:**

1. Rehab & Replacement is reflected on the Rehab & Replacement page.
2. Project Total column includes prior years.
3. Project total is \$898.8 million including interest.
4. FIS #800088.
5. 6 miles.

# LACMTA Financial Forecasting Model

## Eastside Extension Phase II (from East Los Angeles)

30-10 8/19/11

| Rehab & Replacement Project Type                      | 7              | Start Yr      | 2013       |                |            |          |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
|---|----------------|---------------|------------|----------------|------------|----------|------------|------------|------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|------------|------|--|--|
| Revenue Operations FY for R&R calc                    | 2020           | Dur (Yr)      | 7          |                |            |          |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
| (\$ in millions)                                      | Project        | Alloc %       | Prior      | Years          | Years      | Years    | 2009       | 2010       | 2011       | 2012        | 2013        | 2014         | 2015         | 2016         | 2017         | 2018         | 2019       | 2020 |  |  |
| Rev. Ops. Date: 6/30/2020                             | Total          |               | Years      | '10-'19        | '20-'29    | '30-'40  | 2010       | 2011       | 2012       | 2013        | 2014        | 2015         | 2016         | 2017         | 2018         | 2019         | 2020       |      |  |  |
| <b>PROJECT COSTS (incl ROW, vehicles, yard, etc.)</b> |                |               | 5.0        |                |            |          |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
| Eastern Yard share of \$265                           |                |               |            | 35.4           | -          | -        |            |            |            |             | 35.4        |              |              |              |              |              |            |      |  |  |
| Costs   |                |               |            | 1,463.5        | 8.8        | -        |            |            |            | 79.1        | 70.0        | 204.6        | 273.8        | 296.6        | 317.0        | 222.4        | 8.8        |      |  |  |
| Subtotal  |                |               |            | 1,498.9        | 8.8        | -        |            |            |            | 79.1        | 70.0        | 240.0        | 273.8        | 296.6        | 317.0        | 222.4        | 8.8        |      |  |  |
| Planning and Environmental                            |                |               |            | 16.7           | -          | -        | 9.8        | 4.0        | 2.8        |             |             |              |              |              |              |              |            |      |  |  |
| <b>Total Proj Costs (YOE) (all inclsv) (\$1529.4)</b> | <b>1,529.4</b> |               | <b>5.0</b> | <b>1,515.6</b> | <b>8.8</b> | <b>-</b> | <b>9.8</b> | <b>4.0</b> | <b>2.8</b> | <b>79.1</b> | <b>70.0</b> | <b>240.0</b> | <b>273.8</b> | <b>296.6</b> | <b>317.0</b> | <b>222.4</b> | <b>8.8</b> |      |  |  |
| Rehab & Replacement (for info only)                   | 388.0          |               |            | -              | 34.3       | 353.8    | -          | -          | -          | -           | -           | -            | -            | -            | -            | -            | -          |      |  |  |
| <b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>      |                |               |            |                |            |          |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
| <b>Local</b>  |                |               |            |                |            |          |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
| Prop. A - Direct                                      | 3.2            |               |            | 3.2            | -          | -        | 3.2        |            |            |             |             |              |              |              |              |              |            |      |  |  |
| Prop. C - Cash  | 4.5            |               | 4.5        | -              | -          | -        |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
| <b>Subtotal Prop. A &amp; C</b>                       | <b>7.7</b>     | <b>0.5%</b>   | <b>4.5</b> | <b>3.2</b>     | <b>-</b>   | <b>-</b> | <b>3.2</b> | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>   |      |  |  |
| <b>Other Local</b>                                    |                |               |            |                |            |          |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
| Proposition C 25%                                     | 157.4          | 10.3%         |            | 157.4          | -          | -        |            |            |            |             |             |              |              |              | 157.4        |              |            |      |  |  |
| Measure R QTIBs                                       | 1,264.3        | 82.7%         |            | 1,264.3        | -          | -        | -          | -          | -          | 79.1        | 70.0        | 240.0        | 273.8        | 296.6        | 113.8        | 191.1        | -          |      |  |  |
| Measure R Cash (FIS 460232)                           | 6.6            | 0.4%          |            | 6.6            | -          | -        | 6.6        |            |            |             |             |              |              |              |              |              |            |      |  |  |
| State Repay Capital Projects LONP Fund 3562           | 6.9            | 0.4%          |            | 6.9            | -          | -        |            | 4.0        | 2.8        |             |             |              |              |              |              |              |            |      |  |  |
| Local Agency Funds (3% of costs) (\$45.9)             | 45.9           | 3.0%          |            | 45.9           | -          | -        |            |            |            |             |             |              |              |              | 45.9         |              |            |      |  |  |
| <b>Subtotal Local</b>                                 | <b>1,488.8</b> | <b>97.3%</b>  | <b>4.5</b> | <b>1,484.3</b> | <b>-</b>   | <b>-</b> | <b>9.8</b> | <b>4.0</b> | <b>2.8</b> | <b>79.1</b> | <b>70.0</b> | <b>240.0</b> | <b>273.8</b> | <b>296.6</b> | <b>317.0</b> | <b>191.1</b> | <b>-</b>   |      |  |  |
| <b>State</b>  |                |               |            |                |            |          |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
| Regional Improvement Prog Funds (RIP)-Transit         | 0.5            | 0.0%          | 0.5        | -              | -          | -        |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
| <b>Subtotal State</b>                                 | <b>0.5</b>     | <b>0.0%</b>   | <b>0.5</b> | <b>-</b>       | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>   |      |  |  |
| <b>Federal</b>  |                |               |            |                |            |          |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
| CMAQ - Transit  | 40.1           | 2.6%          |            | 31.3           | 8.8        | -        |            |            |            |             |             |              |              |              |              | 31.3         | 8.8        |      |  |  |
| RSTP - Transit  | -              | 0.0%          |            | -              | -          | -        |            |            |            |             |             |              |              |              |              |              |            |      |  |  |
| <b>Subtotal Federal</b>                               | <b>40.1</b>    | <b>2.6%</b>   |            | <b>31.3</b>    | <b>8.8</b> | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>31.3</b>  | <b>8.8</b> |      |  |  |
| <b>Total Revenues</b>                                 | <b>1,529.4</b> | <b>100.0%</b> | <b>5.0</b> | <b>1,515.6</b> | <b>8.8</b> | <b>-</b> | <b>9.8</b> | <b>4.0</b> | <b>2.8</b> | <b>79.1</b> | <b>70.0</b> | <b>240.0</b> | <b>273.8</b> | <b>296.6</b> | <b>317.0</b> | <b>222.4</b> | <b>8.8</b> |      |  |  |
| <b>Total Surplus/(Shortfall)</b>                      | <b>-</b>       |               |            | <b>-</b>       | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>   |      |  |  |
| <b>MTA Prop A/C or Financing Needed</b>               | <b>-</b>       |               |            | <b>3.2</b>     | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>   |      |  |  |

**Notes:**

1. Measure R = \$1,271 (FY 22-24 to FY33-35).
2. FIS 400232, Measure R FIS 460232.
3. Unescalated cost = \$1,310 in 2008\$.

# LACMTA Financial Forecasting Model

## Eastside Light Rail Access (pedestrian)

30-10 8/19/11

| (\$ in millions)<br>Open June 30, 2013           | Project<br>Total | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 |
|--|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                             |                  |               |                  |                  |                  |              |              |              |              |              |              |              |
| Total Capital Costs                              | 30.0             |               | 30.0             | -                | -                | -            | 5.3          | 2.9          | 7.1          | 6.7          | 8.0          | -            |
| <b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b> |                  |               |                  |                  |                  |              |              |              |              |              |              |              |
| <b>Other Local</b>                               |                  |               |                  |                  |                  |              |              |              |              |              |              |              |
| Measure R Sales Tax (\$30 M FY10-13)             | 30.0             | 100.0%        | 30.0             | -                | -                | -            | 5.3          | 2.9          | 7.1          | 6.7          | 8.0          | -            |
| Subtotal Local (incl. Prop. A & C %, not \$'s)   | 30.0             | 100.0%        | 30.0             | -                | -                | -            | 5.3          | 2.9          | 7.1          | 6.7          | 8.0          | -            |
| <b>Total Revenues</b>                            | <b>30.0</b>      | <b>100.0%</b> | <b>30.0</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>5.3</b>   | <b>2.9</b>   | <b>7.1</b>   | <b>6.7</b>   | <b>8.0</b>   | <b>-</b>     |
| <b>Total Surplus/(Shortfall)</b>                 | <b>-</b>         |               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**Notes:**

1. Project Total includes prior years.

# LACMTA Financial Forecasting Model

## Gold Line Foothill Extension

30-10 8/19/11

| Rehab & Replacement Project Type  | 7            | Start Yr      | 2011        |              |             |              |          |             |             |              |              |             |             |             |             |             |             |
|---|--------------|---------------|-------------|--------------|-------------|--------------|----------|-------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Revenue Operations FY for R&R calc  | 2015         | Dur (Yr)      | 4           |              |             |              |          |             |             |              |              |             |             |             |             |             |             |
| (\$ in millions)  | Project      | Alloc %       | Prior       | Years        | Years       | Years        | 2009     | 2010        | 2011        | 2012         | 2013         | 2014        | 2015        | 2016        | 2017        | 2018        | 2019        |
| Rev. Ops. Date 6/30/15  | Total        |               | Years       | '10-'19      | '20-'29     | '30-'40      | 2010     | 2011        | 2012        | 2013         | 2014         | 2015        | 2016        | 2017        | 2018        | 2019        |             |
| <b>PROJECT COSTS (all inclusive) (YOE)</b>                                  |              |               |             |              |             |              |          |             |             |              |              |             |             |             |             |             |             |
| Phase 2A Project costs incl \$66.1 for yard                                 | 588.8        |               |             | 588.8        | -           | -            |          | 18.0        | 72.6        | 148.0        | 182.0        | 111.2       | 28.0        | 26.0        | 2.0         | 1.0         |             |
| MTA Project costs including light rail vehicles                             | 146.2        |               | -           | 146.2        | -           | -            |          | 38.8        | 21.3        | 43.1         | 43.1         |             |             |             |             |             |             |
| Subtotal  | 735.0        |               |             |              |             |              |          |             |             |              |              |             |             |             |             |             |             |
| 15 Vehicles @ \$4.30013=\$64.5 on rail car pg                               | (64.5)       |               | -           | (64.5)       | -           | -            |          | (7.1)       | (6.0)       | (10.6)       | (28.4)       | (12.4)      |             |             |             |             |             |
| Subtotal  | 670.5        |               | -           | 670.5        | -           | -            |          | 49.7        | 87.9        | 180.5        | 196.7        | 98.8        | 28.0        | 26.0        | 2.0         | 1.0         |             |
| Costs funded by Local Agency funds  | 25.5         |               | -           | 25.5         | -           | -            |          |             |             | 2.5          | 23.0         |             |             |             |             |             |             |
| Cost contingency for Ph 2A/reserve for 2B                                   | 75.6         |               | -           | 75.6         | -           | -            |          |             |             |              |              |             |             |             |             | 42.1        | 33.5        |
| Other project costs   | 15.0         |               | 15.0        | -            | -           | -            |          |             |             |              |              |             |             |             |             |             |             |
| <b>Total (\$851.1 less \$64.5 cars = \$786.6)</b>                           | <b>786.6</b> |               | <b>15.0</b> | <b>771.6</b> | <b>-</b>    | <b>-</b>     | <b>-</b> | <b>49.7</b> | <b>87.9</b> | <b>183.0</b> | <b>219.7</b> | <b>98.8</b> | <b>28.0</b> | <b>26.0</b> | <b>44.1</b> | <b>34.5</b> |             |
| <b>Rehabilitation and Replacement</b>                                       | <b>329.5</b> |               |             |              | <b>54.0</b> | <b>275.5</b> |          |             |             |              |              |             |             |             |             |             |             |
| <b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>                            |              |               |             |              |             |              |          |             |             |              |              |             |             |             |             |             |             |
| <b>Local</b>  |              |               |             |              |             |              |          |             |             |              |              |             |             |             |             |             |             |
| Prop. A - Direct  | 75.6         | 9.6%          |             | 75.6         | -           | -            |          |             |             |              |              |             |             |             |             | 42.1        | 33.5        |
| Prop. C - Direct  | -            |               |             | -            | -           | -            |          |             |             |              |              |             |             |             |             |             |             |
| <b>Subtotal Prop. A &amp; C</b>   | <b>75.6</b>  | <b>9.6%</b>   |             | <b>75.6</b>  | <b>-</b>    | <b>-</b>     | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>42.1</b> | <b>33.5</b> |
| <b>Other Local</b>  |              |               |             |              |             |              |          |             |             |              |              |             |             |             |             |             |             |
| Proposition C 25%   | -            | 0.0%          |             | -            | -           | -            |          |             |             |              |              |             |             |             |             |             |             |
| Measure R Bonds TE Nov 2010 (\$90.0)  | 90.0         | 11.4%         |             | 90.0         | -           | -            |          | 49.7        | 19.6        | 20.7         |              |             |             |             |             |             |             |
| Measure R Cash (FIS 460200 & 465521)  | 272.2        | 34.6%         |             | 272.2        | -           | -            |          |             |             |              | 116.4        | 98.8        | 28.0        | 26.0        | 2.0         | 1.0         |             |
| Measure R 35% BABs - GLF share (\$242.7)                                    | 242.7        | 30.9%         |             | 242.7        | -           | -            |          |             | 67.0        | 156.7        | 19.0         |             |             |             |             |             |             |
| Measure R 35% BABs - MTA share (\$65.7)                                     | 65.7         | 8.3%          |             | 65.7         | -           | -            |          |             | 1.3         | 3.1          | 61.3         |             |             |             |             |             |             |
| Measure R 35% Commercial Paper  | -            | 0.0%          |             | -            | -           | -            |          |             |             |              |              |             |             |             |             |             |             |
| Subtotal MR (\$735.0 M incl \$64.5 for cars; \$735.0 less \$64.5 = \$670.5) | 670.5        | 85.2%         |             | 670.5        | -           | -            |          | 49.7        | 87.9        | 180.5        | 196.7        | 98.8        | 28.0        | 26.0        | 2.0         | 1.0         |             |
| Local Agency Funds (3% of \$851.1 = \$25.5)                                 | 25.5         | 3.2%          |             | 25.5         | -           | -            |          |             |             | 2.5          | 23.0         |             |             |             |             |             |             |
| <b>Subtotal Local (incl. Prop. A &amp; C %, not \$)</b>                     | <b>771.6</b> | <b>98.1%</b>  |             | <b>771.6</b> | <b>-</b>    | <b>-</b>     | <b>-</b> | <b>49.7</b> | <b>87.9</b> | <b>183.0</b> | <b>219.7</b> | <b>98.8</b> | <b>28.0</b> | <b>26.0</b> | <b>44.1</b> | <b>34.5</b> |             |
| <b>State</b>  |              |               |             |              |             |              |          |             |             |              |              |             |             |             |             |             |             |
| Regional Improvement Prog Funds (RIP)-Tra                                   | -            | 0.0%          |             | -            | -           | -            |          |             |             |              |              |             |             |             |             |             |             |
| <b>Subtotal State</b>   | <b>-</b>     | <b>0.0%</b>   |             | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Federal</b>  |              |               |             |              |             |              |          |             |             |              |              |             |             |             |             |             |             |
| Sect 5309 Bus & Bus-Related Facilities Earm                                 | 15.0         | 1.9%          | 15.0        | -            | -           | -            |          |             |             |              |              |             |             |             |             |             |             |
| CMAQ - Transit  | -            | 0.0%          |             | -            | -           | -            |          |             |             |              |              |             |             |             |             |             |             |
| <b>Subtotal Federal</b>   | <b>15.0</b>  | <b>1.9%</b>   | <b>15.0</b> | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    |
| <b>Total Revenues</b>   | <b>786.6</b> | <b>100.0%</b> | <b>15.0</b> | <b>771.6</b> | <b>-</b>    | <b>-</b>     | <b>-</b> | <b>49.7</b> | <b>87.9</b> | <b>183.0</b> | <b>219.7</b> | <b>98.8</b> | <b>28.0</b> | <b>26.0</b> | <b>44.1</b> | <b>34.5</b> |             |
| <b>Total Surplus/(Shortfall)</b>  | <b>-</b>     |               |             | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    |

**Notes:**

1. Project Total includes prior years, if any.
2. SAFETEA-LU 5309 earmark, #285 and S. 5339
3. Unescalated cost = \$758 in 2008\$.
4. Measure R=\$735 (FY10-12 to FY15-17). FIS460200.
5. Funding Agreement, 6/30/10, amended Bd Item #7 Mar 2011.
6. 5309 earmark for bus-related facilities portion of the project.
7. Agreed upon share of Eastern Rail Yard = \$66.1.

# LACMTA Financial Forecasting Model

Gold Line (Pasadena)

30-10 8/19/11

| Rehab & Replacement Project Type                 | 7             | Start Yr      | 1994         |               |               |               |            |            |            |            |            |            |
|--|---------------|---------------|--------------|---------------|---------------|---------------|------------|------------|------------|------------|------------|------------|
| Revenue Operations Fiscal Year                   | 2003          | Dur (Yr)      | 9            |               |               |               |            |            |            |            |            |            |
| Rev. Ops. Date = July 26, 2003                   | Project Total | Alloc %       | Prior Years  | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010  | 2010 2011  | 2011 2012  | 2012 2013  | 2013 2014  | 2014 2015  |
| <b>PROJECT COSTS</b>                             |               |               |              |               |               |               |            |            |            |            |            |            |
| Project Costs                                    | 629.1         | -             | 627.6        | 1.5           | -             | -             | 0.6        | 0.9        | -          | -          | -          | -          |
| Right of Way (ROW) estimate for R&R calc         | 60.0          | -             | 60.0         | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| <b>Total</b>                                     | <b>689.1</b>  |               | <b>687.6</b> | <b>1.5</b>    | <b>-</b>      | <b>-</b>      | <b>0.6</b> | <b>0.9</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>Total Capital Costs Inflated</b>              | <b>689.1</b>  | <b>-</b>      | <b>687.6</b> | <b>1.5</b>    | <b>-</b>      | <b>-</b>      | <b>0.6</b> | <b>0.9</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>Rehabilitation &amp; Replacement</b>          | <b>464.6</b>  | <b>-</b>      | <b>-</b>     | <b>51.3</b>   | <b>189.8</b>  | <b>223.5</b>  | <b>2.1</b> | <b>3.5</b> | <b>3.2</b> | <b>4.4</b> | <b>4.0</b> | <b>7.0</b> |
| <b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b> |               |               |              |               |               |               |            |            |            |            |            |            |
| <b>Local</b>                                     |               |               |              |               |               |               |            |            |            |            |            |            |
| Prop. A - Direct                                 | -             | -             | -            | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| Prop. C - Direct                                 | 9.4           | -             | 9.4          | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| <b>Subtotal Prop. A &amp; C</b>                  | <b>9.4</b>    | <b>1.4%</b>   | <b>9.4</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>Other Local</b>                               |               |               |              |               |               |               |            |            |            |            |            |            |
| Proposition C 25%                                | 209.5         | 30.4%         | 208.1        | 1.5           | -             | -             | 0.6        | 0.9        | -          | -          | -          | -          |
| TDA Article 4                                    | 0.2           | 0.0%          | 0.2          | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| Public/Private Joint Venture                     | 47.3          | 6.9%          | 47.3         | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| <b>Subtotal Local (including Prop A &amp; C)</b> | <b>266.5</b>  | <b>38.7%</b>  | <b>265.1</b> | <b>1.5</b>    | <b>-</b>      | <b>-</b>      | <b>0.6</b> | <b>0.9</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>State</b>                                     |               |               |              |               |               |               |            |            |            |            |            |            |
| Prop. 108  | 20.0          | 2.9%          | 20.0         | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| Prop. 116  | 40.0          | 5.8%          | 40.0         | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| Other State Source/State Hwy Account             | 57.0          | 8.3%          | 57.0         | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| Traffic Congestion Relief (TCRP)                 | 40.0          | 5.8%          | 40.0         | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| Regional Improvement Funds - Transit             | 264.8         | 38.4%         | 264.8        | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| <b>Subtotal State</b>                            | <b>421.8</b>  | <b>61.2%</b>  | <b>421.8</b> | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>Federal</b>                                   |               |               |              |               |               |               |            |            |            |            |            |            |
| Section 5309 - Fixed Guideway Mod.               | 0.8           | 0.1%          | 0.8          | -             | -             | -             | -          | -          | -          | -          | -          | -          |
| <b>Subtotal Federal</b>                          | <b>0.8</b>    | <b>0.1%</b>   | <b>0.8</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>Total Revenues</b>                            | <b>689.1</b>  | <b>100.0%</b> | <b>687.6</b> | <b>1.5</b>    | <b>-</b>      | <b>-</b>      | <b>0.6</b> | <b>0.9</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |
| <b>Total Surplus/(Shortfall)</b>                 | <b>(0.0)</b>  | <b>-</b>      | <b>(0.0)</b> | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   |

**NOTES:**

1. Funding programmed to Pasadena Blue Line Construction Authority (PBLCA).
2. MTA did not construct the project but MTA operates the project.
3. Includes TCRP funding of \$40m for projects #34, #152, and #153.
4. Rehab and Replacement is reflected on the Rehab and Replacement page.
5. Project Total includes prior years.
6. 13.7 miles.
7. FIS #809005.

# LACMTA Financial Forecasting Model

## Green Line Extension to LAX

30-10 8/19/11

| Rehab & Replacement Project Type                       | 6            | Start Yr      | 2013  |              |          |          |            |            |            |             |             |             |             |             |             |            |          |
|--|--------------|---------------|-------|--------------|----------|----------|------------|------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|----------|
| Revenue Operations Year for R&R calc                   | 2019         | Dur (Yr)      | 6     |              |          |          |            |            |            |             |             |             |             |             |             |            |          |
| (\$ in millions)                                       | Project      | Alloc %       | Prior | Years        | Years    | Years    | 2009       | 2010       | 2011       | 2012        | 2013        | 2014        | 2015        | 2016        | 2017        | 2018       | 2019     |
| Revenue Operations Date (ROD) 6/30/18                  | Total        |               | Years | '10-'19      | '20-'29  | '30-'40  | 2010       | 2011       | 2012       | 2013        | 2014        | 2015        | 2016        | 2017        | 2018        | 2019       |          |
| <b>PROJECT COSTS (YOE)</b>                             |              |               |       |              |          |          |            |            |            |             |             |             |             |             |             |            |          |
| Southwestern Yard 11.1% share of \$285.2 = \$31.7      | 31.7         | 13.1%         |       | 31.7         | -        | -        |            |            |            |             |             |             | 31.7        |             |             |            |          |
| Other ROW, vehicles, construction                      | 196.5        | 81.4%         |       | 196.5        | -        | -        |            |            |            | 13.9        | 40.0        | 60.0        | 14.6        | 35.5        | 24.5        | 8.0        |          |
| Total Capital Costs incl ROW, vehicles, yard, etc.     | 228.2        | 94.6%         |       | 228.2        | -        | -        |            |            |            | 13.9        | 40.0        | 60.0        | 46.3        | 35.5        | 24.5        | 8.0        |          |
| Environmental/Planning                                 | 13.1         | 5.4%          |       | 13.1         | -        | -        | 0.1        | 1.8        | 5.0        | 6.2         |             |             |             |             |             |            |          |
| <b>TOTAL PROJECT COST (YOE) (\$330)</b>                | <b>241.3</b> | <b>100.0%</b> |       | <b>241.3</b> | <b>-</b> | <b>-</b> | <b>0.1</b> | <b>1.8</b> | <b>5.0</b> | <b>20.1</b> | <b>40.0</b> | <b>60.0</b> | <b>46.3</b> | <b>35.5</b> | <b>24.5</b> | <b>8.0</b> |          |
| Rehab & Replacement (for info only)                    | 86.3         |               |       | -            | 9.6      | 76.7     | -          | -          | -          | -           | -           | -           | -           | -           | -           | -          | -        |
| <b>PROJECT REVENUES (capital and bridge loan only)</b> |              |               |       |              |          |          |            |            |            |             |             |             |             |             |             |            |          |
| <b>Local</b>   |              |               |       |              |          |          |            |            |            |             |             |             |             |             |             |            |          |
| Prop. A 35% Direct Cash                                | -            | 0.0%          |       | -            | -        | -        | -          | -          | -          | -           | -           | -           | -           | -           | -           | -          | -        |
| Prop. C 40% Direct Cash                                | -            | 0.0%          |       | -            | -        | -        | -          | -          | -          | -           | -           | -           | -           | -           | -           | -          | -        |
| <b>Subtotal Prop. A &amp; C</b>                        | <b>-</b>     | <b>0.0%</b>   |       | <b>-</b>     | <b>-</b> | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>   | <b>-</b> |
| <b>Other Local</b>                                     |              |               |       |              |          |          |            |            |            |             |             |             |             |             |             |            |          |
| Proposition C 25%                                      | -            | 0.0%          |       | -            | -        | -        | -          | -          | -          | -           | -           | -           | -           | -           | -           | -          | -        |
| Local Agency Funds (3% of costs) (\$7.2)               | 7.2          | 3.0%          |       | 7.2          | -        | -        | -          | -          | -          | -           | -           | -           | -           | -           | 7.2         | -          | -        |
| Measure R QTIBs  | 193.1        | 80.0%         |       | 193.1        | -        | -        | -          | -          | -          | 20.1        | 40.0        | 60.0        | 46.3        | 26.7        | -           | -          | -        |
| Measure R Cash (FIS 460303)                            | 6.9          | 2.9%          |       | 6.9          | -        | -        | 0.1        | 1.8        | 5.0        | -           | -           | -           | -           | -           | -           | -          | -        |
| <b>Subtotal Other Local</b>                            | <b>207.2</b> | <b>85.9%</b>  |       | <b>207.2</b> | <b>-</b> | <b>-</b> | <b>0.1</b> | <b>1.8</b> | <b>5.0</b> | <b>20.1</b> | <b>40.0</b> | <b>60.0</b> | <b>46.3</b> | <b>26.7</b> | <b>7.2</b>  | <b>-</b>   | <b>-</b> |
| <b>State</b>   |              |               |       |              |          |          |            |            |            |             |             |             |             |             |             |            |          |
| Regional Improvement Program (RIP)                     | -            |               |       | -            | -        | -        | -          | -          | -          | -           | -           | -           | -           | -           | -           | -          | -        |
| <b>Subtotal State</b>                                  | <b>-</b>     | <b>0.0%</b>   |       | <b>-</b>     | <b>-</b> | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>   | <b>-</b> |
| <b>Federal</b>   |              |               |       |              |          |          |            |            |            |             |             |             |             |             |             |            |          |
| CMAQ - Transit   | 34.1         | 14.1%         |       | 34.1         | -        | -        | -          | -          | -          | -           | -           | -           | -           | 8.8         | 17.3        | 8.0        | -        |
| RSTP - Transit   | -            | 0.0%          |       | -            | -        | -        | -          | -          | -          | -           | -           | -           | -           | -           | -           | -          | -        |
| <b>Subtotal Federal</b>                                | <b>34.1</b>  | <b>14.1%</b>  |       | <b>34.1</b>  | <b>-</b> | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>8.8</b>  | <b>17.3</b> | <b>8.0</b> | <b>-</b> |
| <b>Total Revenues</b>                                  | <b>241.3</b> | <b>100.0%</b> |       | <b>241.3</b> | <b>-</b> | <b>-</b> | <b>0.1</b> | <b>1.8</b> | <b>5.0</b> | <b>20.1</b> | <b>40.0</b> | <b>60.0</b> | <b>46.3</b> | <b>35.5</b> | <b>24.5</b> | <b>8.0</b> | <b>-</b> |
| Total Surplus/(Shortfall) (Prop A 35% Bonds)           | -            | 0.0%          |       | -            | -        | -        | -          | -          | -          | -           | -           | -           | -           | -           | -           | -          | -        |

**NOTES:**

1. Project may advance if LAX provides funding.
2. Measure R = \$200 (FY10-12 to FY15-28). FIS 460303.
3. Unescalated total project cost = \$200 in 2008\$; \$202 in 2010\$.

**LACMTA Financial Forecasting Model**

**High Speed Rail (Los Angeles to Anaheim)**

**30-10 8/19/11**

| (\$ in millions)<br>Rev. Ops. Date 2019          | Project<br>Total | Alloc %     | Years<br>'10-'19 | Years<br>'20-'29 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 | 2019<br>2020 |
|--|------------------|-------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                             | 3,000.0          |             | 2,850.0          | 150.0            |              | 75.0         | 150.0        | 300.0        | 350.0        | 400.0        | 450.0        | 500.0        | 425.0        | 200.0        | 150.0        |
| <b>Total Capital Costs (all inclusive)</b>       | <b>3,000.0</b>   |             | <b>2,850.0</b>   | <b>150.0</b>     | -            | <b>75.0</b>  | <b>150.0</b> | <b>300.0</b> | <b>350.0</b> | <b>400.0</b> | <b>450.0</b> | <b>500.0</b> | <b>425.0</b> | <b>200.0</b> | <b>150.0</b> |
| <b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b> |                  |             |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>                                     |                  |             |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)-Transit    | -                | 0.0%        | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                            | <b>-</b>         | <b>0.0%</b> | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>                                   |                  |             |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Section 5309 - New Starts                        | -                | 0.0%        | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ - Transit                                   | -                | 0.0%        | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                          | <b>-</b>         | <b>0.0%</b> | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Total Revenues                                   | -                | 0.0%        | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal High Speed Rail Funds (assumed)</b>   | <b>3,000.0</b>   | <b>100%</b> | <b>2,850.0</b>   | <b>150.0</b>     |              | <b>75.0</b>  | <b>150.0</b> | <b>300.0</b> | <b>350.0</b> | <b>400.0</b> | <b>450.0</b> | <b>500.0</b> | <b>425.0</b> | <b>200.0</b> | <b>150.0</b> |

# LACMTA Financial Forecasting Model

## Regional Connector

30-10 8/19/11

| Rehab & Replacement Project Type                          | 4              | Start Yr      | 2013       |                |            |          |            |             |             |              |              |              |              |              |              |              |             |            |
|---|----------------|---------------|------------|----------------|------------|----------|------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|------------|
| Revenue Operations FY for R & R calc                      | 2019           | Dur (Yr)      | 6          |                |            |          |            |             |             |              |              |              |              |              |              |              |             |            |
| (\$ in millions)  | Project        | Alloc %       | Prior      | Years          | Years      | Years    | 2009       | 2010        | 2011        | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019        |            |
| Rev. Operations Date (ROD) 6/30/2019                      | Total          |               | Years      | '10-'19        | '20-'29    | '30-'40  | 2010       | 2011        | 2012        | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         | 2020        |            |
| <b>PROJECT COSTS (YOE)</b>                                |                |               |            |                |            |          |            |             |             |              |              |              |              |              |              |              |             |            |
| Guideways   | 269.1          |               |            | 269.1          | -          | -        |            |             |             |              | 15.3         | 99.7         | 86.4         | 33.4         | 34.4         |              |             |            |
| Stations  | 319.2          |               |            | 319.2          | -          | -        |            |             |             |              | 17.8         | 61.1         | 78.6         | 68.0         | 86.8         | 6.9          |             |            |
| Yards, Shops  | 2.6            |               |            | 2.6            | -          | -        |            |             |             |              |              |              |              | 0.4          | 2.3          |              |             |            |
| Special Conditions  | 157.6          |               |            | 157.6          | -          | -        |            |             | 7.4         | 35.6         | 34.3         | 43.4         | 24.8         | 8.5          | 3.5          |              |             |            |
| Systems   | 54.7           |               |            | 54.7           | -          | -        |            |             |             |              |              |              | 2.6          | 6.4          | 31.1         | 14.6         |             |            |
| Right of Way  | 136.0          |               |            | 136.0          | -          | -        |            | 0.1         | 16.0        | 67.5         | 52.4         |              |              |              |              |              |             |            |
| Vehicles  | 20.0           |               |            | 20.0           | -          | -        |            |             |             | 0.9          | 4.1          | 5.0          | 4.2          | 5.9          |              |              |             |            |
| Professional Services                                     | 260.5          |               |            | 253.0          | 7.5        | -        |            | 9.2         | 19.1        | 38.7         | 36.8         | 25.7         | 39.7         | 35.4         | 25.3         | 23.1         | 7.5         |            |
| Unallocated Contingency                                   | 122.8          |               |            | 121.1          | 1.8        | -        |            |             | 1.2         | 10.1         | 18.5         | 22.7         | 25.9         | 19.0         | 19.6         | 4.0          | 1.8         |            |
| <b>Subtotal begin w/ PE (460228, 860228)</b>              | <b>1,342.5</b> |               |            | <b>1,333.3</b> | <b>9.3</b> | <b>-</b> |            | <b>-</b>    | <b>9.3</b>  | <b>36.2</b>  | <b>124.6</b> | <b>180.5</b> | <b>248.4</b> | <b>280.8</b> | <b>193.3</b> | <b>207.9</b> | <b>52.2</b> | <b>9.3</b> |
| Environmental/Planning (400228, 460228)                   | 23.6           |               | 5.9        | 17.6           | -          | -        | 9.7        | 5.0         | 2.9         |              |              |              |              |              |              |              |             |            |
| <b>Total (YOE)</b>  | <b>1,366.1</b> |               | <b>5.9</b> | <b>1,350.9</b> | <b>9.3</b> | <b>-</b> | <b>9.7</b> | <b>14.3</b> | <b>39.1</b> | <b>124.6</b> | <b>180.5</b> | <b>248.4</b> | <b>280.8</b> | <b>193.3</b> | <b>207.9</b> | <b>52.2</b>  | <b>9.3</b>  |            |
| <b>TOTAL PROJ COST \$1366.1 (all inclusive)</b>           | <b>1,366.1</b> |               | <b>5.9</b> | <b>1,350.9</b> | <b>9.3</b> | <b>-</b> | <b>9.7</b> | <b>14.3</b> | <b>39.1</b> | <b>124.6</b> | <b>180.5</b> | <b>248.4</b> | <b>280.8</b> | <b>193.3</b> | <b>207.9</b> | <b>52.2</b>  | <b>9.3</b>  |            |
| Rehab & Replacement (for info only)                       | 455.5          |               |            | -              | 34.7       | 420.8    | -          | -           | -           | -            | -            | -            | -            | -            | -            | -            | -           | -          |
| <b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>          |                |               |            |                |            |          |            |             |             |              |              |              |              |              |              |              |             |            |
| <b>Other Local</b>  |                |               |            |                |            |          |            |             |             |              |              |              |              |              |              |              |             |            |
| Proposition C 25% - not eligible                          | -              | 0.0%          |            | -              | -          | -        | -          | -           | -           | -            | -            | -            | -            | -            | -            | -            | -           | -          |
| Prop C 10% - not eligible                                 | -              |               |            | -              | -          | -        | -          | -           | -           | -            | -            | -            | -            | -            | -            | -            | -           | -          |
| Prop C 40% - not eligible                                 | -              | 0.0%          |            | -              | -          | -        | -          | -           | -           | -            | -            | -            | -            | -            | -            | -            | -           | -          |
| Measure R 35% Cash (\$160 beginning FY 14)                | 0.0            | 0.0%          |            | 0.0            | -          | -        |            |             |             |              |              |              |              |              | 9.8          | (9.8)        |             |            |
| Measure R QTIBs   | 160.0          | 11.7%         |            | 160.0          | -          | -        |            |             |             |              | 1.2          | 48.0         | 38.7         | 42.6         | 29.5         | -            | -           |            |
| Lease Revenues  | 90.0           | 6.6%          | 0.2        | 89.8           | -          | -        |            |             |             |              | 42.6         | 47.2         |              |              |              |              |             |            |
| State Repay Capital Projects LONP Fund 3562               | 95.3           | 7.0%          | 3.7        | 91.6           | -          | -        | 9.7        | 14.3        | 39.1        | 4.8          | 23.6         |              |              |              |              |              |             |            |
| Local Agency (3% of \$1366.1 costs) (\$41.0)              | 41.0           | 3.0%          |            | 41.0           | -          | -        |            |             |             |              |              |              | 41.0         |              |              |              |             |            |
| <b>Subtotal Local (Incl. Prop. A &amp; C %, not \$'s)</b> | <b>386.4</b>   | <b>28.3%</b>  | <b>3.9</b> | <b>382.4</b>   | <b>-</b>   | <b>-</b> | <b>9.7</b> | <b>14.3</b> | <b>39.1</b> | <b>4.8</b>   | <b>67.4</b>  | <b>95.2</b>  | <b>79.7</b>  | <b>42.6</b>  | <b>39.3</b>  | <b>(9.8)</b> | <b>-</b>    |            |
| <b>State</b>  |                |               |            |                |            |          |            |             |             |              |              |              |              |              |              |              |             |            |
| High Speed Rail Bonds voted 11-4-08 (\$114.9)             | 114.9          | 8.4%          |            | 114.9          | -          | -        |            |             |             |              | 10.5         | 34.4         | 70.0         |              |              |              |             |            |
| Prop 1B PTMISEA (\$175.5)                                 | 175.5          | 12.8%         |            | 175.5          | -          | -        |            |             |             | 19.7         | 2.6          | 18.8         | 31.1         | 50.8         | 52.5         |              |             |            |
| Regional Improvement Funds - Transit                      | 18.1           | 1.3%          | 2.0        | 16.1           | -          | -        |            |             |             |              |              |              |              |              | 16.1         |              |             |            |
| <b>Subtotal State</b>                                     | <b>308.5</b>   | <b>22.6%</b>  | <b>2.0</b> | <b>306.5</b>   | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>19.7</b>  | <b>13.1</b>  | <b>53.2</b>  | <b>101.1</b> | <b>50.8</b>  | <b>68.6</b>  | <b>-</b>     | <b>-</b>    |            |
| <b>Federal</b>  |                |               |            |                |            |          |            |             |             |              |              |              |              |              |              |              |             |            |
| Sect 5309-New Starts (50% of \$1342.5=\$671.3)            | 671.3          | 49.1%         |            | 662.0          | 9.3        | -        |            |             |             | 100.0        | 100.0        | 100.0        | 100.0        | 100.0        | 100.0        | 62.0         | 9.3         |            |
| <b>Subtotal Federal</b>                                   | <b>671.3</b>   | <b>49.1%</b>  |            | <b>662.0</b>   | <b>9.3</b> | <b>-</b> | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>100.0</b> | <b>100.0</b> | <b>100.0</b> | <b>100.0</b> | <b>100.0</b> | <b>100.0</b> | <b>62.0</b>  | <b>9.3</b>  |            |
| <b>Total Revenues</b>                                     | <b>1,366.1</b> | <b>100.0%</b> | <b>5.9</b> | <b>1,350.9</b> | <b>9.3</b> | <b>-</b> | <b>9.7</b> | <b>14.3</b> | <b>39.1</b> | <b>124.6</b> | <b>180.5</b> | <b>248.4</b> | <b>280.8</b> | <b>193.3</b> | <b>207.9</b> | <b>52.2</b>  | <b>9.3</b>  |            |
| Total Surplus/(Shortfall)                                 | -              |               |            | -              | -          | -        | -          | -           | -           | -            | -            | -            | -            | -            | -            | -            | -           | -          |

**Notes:**

1. FIS #400228. Meas R FIS 460228, 860228.
2. Measure R = \$160 (FY14-16 to FY 23-25).
3. Unescalated cost in 2011\$ = \$1228.6 including planning/environ.
4. Enter final design expected in Feb 2012.
5. Includes yard cost (in various categories above) at 3.85% share of Eastern rail yard \$265 = \$10.2

**LACMTA Financial Forecasting Model**  
**San Fernando Valley I-405 Transit**  
**30-10 8/19/11**

| Rehab & Replacement Project Type                          | 6              | Start Yr      | 2013  |                |             |          |          |          |             |              |              |              |              |              |              |              |             |  |  |
|---|----------------|---------------|-------|----------------|-------------|----------|----------|----------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|--|--|
| Revenue Operations FY for R & R calc                      | 2021           | Dur (Yr)      | 8     |                |             |          |          |          |             |              |              |              |              |              |              |              |             |  |  |
| (\$ in millions)  | Project        | Alloc %       | Prior | Years          | Years       | Years    | 2009     | 2010     | 2011        | 2012         | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019        |  |  |
| Rev. Ops. Date 6/30/2020                                  | Total          |               | Years | '10-'19        | '20-'29     | '30-'40  | 2010     | 2011     | 2012        | 2013         | 2014         | 2015         | 2016         | 2017         | 2018         | 2019         | 2020        |  |  |
| <b>PROJECT COSTS (YOE)</b>                                |                |               |       |                |             |          |          |          |             |              |              |              |              |              |              |              |             |  |  |
| Total incl ROW, vehicles, yard, etc.                      | 1,380.1        |               |       | 1,366.5        | 13.6        | -        | -        | 1.0      | 38.8        | 135.8        | 232.8        | 242.8        | 325.3        | 281.6        | 108.4        | 13.6         |             |  |  |
| Total Proj Costs (YOE) (all inclusive)                    | 1,380.1        |               |       | 1,366.5        | 13.6        | -        | -        | 1.0      | 38.8        | 135.8        | 232.8        | 242.8        | 325.3        | 281.6        | 108.4        | 13.6         |             |  |  |
| Rehab & Replacement (for info only)                       | 304.6          |               |       | -              | 28.6        | 276.0    | -        | -        | -           | -            | -            | -            | -            | -            | -            | -            | -           |  |  |
| <b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>          |                |               |       |                |             |          |          |          |             |              |              |              |              |              |              |              |             |  |  |
| <b>Local</b>  |                |               |       |                |             |          |          |          |             |              |              |              |              |              |              |              |             |  |  |
| Prop. A - Direct  | -              |               |       | -              | -           | -        | -        | -        | -           | -            | -            | -            | -            | -            | -            | -            | -           |  |  |
| Prop. C - Direct  | -              |               |       | -              | -           | -        | -        | -        | -           | -            | -            | -            | -            | -            | -            | -            | -           |  |  |
| <b>Subtotal Prop. A &amp; C</b>                           | -              |               |       | -              | -           | -        | -        | -        | -           | -            | -            | -            | -            | -            | -            | -            | -           |  |  |
| <b>Other Local</b>  |                |               |       |                |             |          |          |          |             |              |              |              |              |              |              |              |             |  |  |
| Proposition C 25%   | -              | 0.0%          |       | -              | -           | -        | -        | -        | -           | -            | -            | -            | -            | -            | -            | -            | -           |  |  |
| Prop C 40% Bonds  | 337.7          | 24.5%         |       | 324.1          | 13.6        | -        | -        | -        | -           | -            | -            | 0.8          | -            | 214.9        | 108.4        | 13.6         |             |  |  |
| Measure R QTIBs   | 1,000.0        | 72.5%         |       | 1,000.0        | -           | -        | -        | -        | 38.8        | 135.8        | 232.8        | 242.0        | 283.9        | 66.7         | -            | -            |             |  |  |
| Local Agency Funds (3% of costs = \$41.4)                 | 41.4           | 3.0%          |       | 41.4           | -           | -        | -        | -        | -           | -            | -            | -            | 41.4         | -            | -            | -            |             |  |  |
| <b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b> | <b>1,379.1</b> | <b>99.9%</b>  |       | <b>1,365.5</b> | <b>13.6</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>38.8</b> | <b>135.8</b> | <b>232.8</b> | <b>242.8</b> | <b>325.3</b> | <b>281.6</b> | <b>108.4</b> | <b>13.6</b>  |             |  |  |
| <b>State</b>  |                |               |       |                |             |          |          |          |             |              |              |              |              |              |              |              |             |  |  |
| Regional Improvement Prog (RIP)-PPM                       | 1.0            |               |       | 1.0            | -           | -        | -        | -        | 1.0         | -            | -            | -            | -            | -            | -            | -            | -           |  |  |
| Regional Improvement Prog Funds (RIP)-Trans               | -              | 0.0%          |       | -              | -           | -        | -        | -        | -           | -            | -            | -            | -            | -            | -            | -            | -           |  |  |
| <b>Subtotal State</b>                                     | <b>1.0</b>     | <b>0.1%</b>   |       | <b>1.0</b>     | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>1.0</b>  | <b>-</b>     |             |  |  |
| <b>Federal</b>  |                |               |       |                |             |          |          |          |             |              |              |              |              |              |              |              |             |  |  |
| Section 5309 - New Starts                                 | -              | 0.0%          |       | -              | -           | -        | -        | -        | -           | -            | -            | -            | -            | -            | -            | -            | -           |  |  |
| CMAQ - Transit  | -              | 0.0%          |       | -              | -           | -        | -        | -        | -           | -            | -            | -            | -            | -            | -            | -            | -           |  |  |
| RSTP - Transit  | -              | 0.0%          |       | -              | -           | -        | -        | -        | -           | -            | -            | -            | -            | -            | -            | -            | -           |  |  |
| <b>Subtotal Federal</b>                                   | <b>-</b>       | <b>0.0%</b>   |       | <b>-</b>       | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |             |  |  |
| <b>Total Revenues</b>                                     | <b>1,380.1</b> | <b>100.0%</b> |       | <b>1,366.5</b> | <b>13.6</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>1.0</b>  | <b>38.8</b>  | <b>135.8</b> | <b>232.8</b> | <b>242.8</b> | <b>325.3</b> | <b>281.6</b> | <b>108.4</b> | <b>13.6</b> |  |  |
| <b>Total Surplus/(Shortfall)</b>                          | <b>-</b>       |               |       | <b>-</b>       | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |             |  |  |

**Notes:**

1. Project Total includes prior years.
2. Measure R = \$1,000 plus escalation (FY 30-32 to FY38-39).
3. FIS 460305.
4. Unescalated cost = \$1,000 in 2008\$.

# LACMTA Financial Forecasting Model

## San Fernando North-South - Canoga

30-10 8/19/11

| Rehab & Replacement Project Type                          | 8            | Start Yr      | 2010       |              |            |            |            |            |             |             |             |          |          |          |          |          |          |
|---|--------------|---------------|------------|--------------|------------|------------|------------|------------|-------------|-------------|-------------|----------|----------|----------|----------|----------|----------|
| Revenue Operations FY for R & R calc                      | 2013         | Dur (Yr)      | 3          |              |            |            |            |            |             |             |             |          |          |          |          |          |          |
| (\$ in millions)  | Project      | Alloc %       | Prior      | Years        | Years      | Years      | 2009       | 2010       | 2011        | 2012        | 2013        | 2014     | 2015     | 2016     | 2017     | 2018     | 2019     |
| Rev. Ops. Date = 6/30/2012                                | Total        |               | Years      | '10-'19      | '20-'29    | '30-'40    | 2010       | 2011       | 2012        | 2013        | 2014        | 2015     | 2016     | 2017     | 2018     | 2019     |          |
| <b>PROJECT COSTS (YOE)</b>                                |              |               |            |              |            |            |            |            |             |             |             |          |          |          |          |          |          |
| Project costs including environmental                     | 221.2        |               | 5.2        | 216.0        | -          | -          | 3.0        | 7.4        | 78.7        | 94.3        | 32.7        |          |          |          |          |          |          |
| <b>Total Proj Costs (YOE) (\$221.2)</b>                   | <b>221.2</b> |               | <b>5.2</b> | <b>216.0</b> | <b>-</b>   | <b>-</b>   | <b>3.0</b> | <b>7.4</b> | <b>78.7</b> | <b>94.3</b> | <b>32.7</b> |          |          |          |          |          |          |
|   | -            |               |            | -            | -          | -          |            |            |             |             |             |          |          |          |          |          |          |
| Rehabilitation and Replacement                            | 115.7        |               |            | -            | 31.5       | 84.2       | -          | -          | -           | -           | -           | -        | -        | -        | -        | -        | -        |
| <b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>          |              |               |            |              |            |            |            |            |             |             |             |          |          |          |          |          |          |
| <b>Local</b>  |              |               |            |              |            |            |            |            |             |             |             |          |          |          |          |          |          |
| Prop. A - Direct  | -            |               |            | -            | -          | -          |            |            |             |             |             |          |          |          |          |          |          |
| Prop. C - Direct  | -            | 0.0%          |            | -            | -          | -          |            |            |             |             |             |          |          |          |          |          |          |
| <b>Subtotal Prop. A &amp; C</b>                           | <b>-</b>     | <b>0.0%</b>   |            | <b>-</b>     | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Other Local</b>  |              |               |            |              |            |            |            |            |             |             |             |          |          |          |          |          |          |
| Proposition C 25%   | 84.2         | 38.1%         |            | 84.2         | -          | -          |            | 7.4        | 18.8        | 49.0        | 9.1         |          |          |          |          |          |          |
| Measure R Cash (FIS 465513)                               | 1.8          | 0.8%          |            | 1.8          | -          | -          |            |            | 1.8         |             |             |          |          |          |          |          |          |
| <b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b> | <b>86.0</b>  | <b>38.9%</b>  |            | <b>86.0</b>  | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>7.4</b> | <b>20.6</b> | <b>49.0</b> | <b>9.1</b>  | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>State</b>  |              |               |            |              |            |            |            |            |             |             |             |          |          |          |          |          |          |
| Prop 1B SLPP  | 61.8         | 27.9%         |            | 61.8         | -          | -          |            |            | 7.4         | 45.3        | 9.1         |          |          |          |          |          |          |
| Prop 1B PTMISEA   | 70.0         | 31.6%         | 1.7        | 68.3         | -          | -          | 3.0        |            | 50.8        |             | 14.5        |          |          |          |          |          |          |
| Traffic Congestion Relief Program (TCRP)                  | 3.5          | 1.6%          | 3.5        | -            | -          | -          |            |            |             |             |             |          |          |          |          |          |          |
| <b>Subtotal State</b>                                     | <b>135.2</b> | <b>61.1%</b>  | <b>5.2</b> | <b>130.0</b> | <b>-</b>   | <b>-</b>   | <b>3.0</b> | <b>-</b>   | <b>58.1</b> | <b>45.3</b> | <b>23.6</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Total Revenues</b>                                     | <b>221.2</b> | <b>100.0%</b> | <b>5.2</b> | <b>216.0</b> | <b>-</b>   | <b>-</b>   | <b>3.0</b> | <b>7.4</b> | <b>78.7</b> | <b>94.3</b> | <b>32.7</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Total Surplus/(Shortfall)</b>                          | <b>0.0</b>   | <b>0.0%</b>   | <b>0.0</b> | <b>0.0</b>   | <b>0.0</b> | <b>0.0</b> | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |

**Notes:**

1. Project Total includes planning costs: \$ 221.2
2. Northern extension of Orange Line along the Canoga rail right-of-way to the Chatsworth Metrolink station; 6 miles with 3 stations and 1 park and ride station.
3. FIS #405513 and 800119. Measure R FIS 465513.
4. Unescalated cost = \$188 in 2008\$.

# LACMTA Financial Forecasting Model

## South Bay Green Line Extension

30-10 8/19/11

| Rehab & Replacement Project Type                       |               | 6             | Start Yr    | 2013          |               |               |           |            |            |             |             |             |             |             |             |            |  |
|--|---------------|---------------|-------------|---------------|---------------|---------------|-----------|------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|--|
| Revenue Operations FY for R&R calc                     |               | 2019          | Dur (Yr)    | 6             |               |               |           |            |            |             |             |             |             |             |             |            |  |
| (\$ in millions)                                       | Project Total | Alloc %       | Prior Years | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011  | 2011 2012  | 2012 2013   | 2013 2014   | 2014 2015   | 2015 2016   | 2016 2017   | 2017 2018   | 2018 2019  |  |
| <b>PROJECT COSTS (YOE)</b>                             |               |               |             |               |               |               |           |            |            |             |             |             |             |             |             |            |  |
| Southwestern yard 6.7% share of \$285.2 = \$19         | 19.0          | 5.7%          |             | 19.0          | -             | -             |           |            |            |             |             | 19.0        |             |             |             |            |  |
| Other ROW, vehicles, construction                      | 299.0         | 90.0%         |             | 299.0         | -             | -             |           |            |            | 20.0        | 40.0        | 41.0        | 80.0        | 58.4        | 52.0        | 7.6        |  |
| Total Capital Costs incl ROW, vehicles, yard, etc.     | 318.0         | 95.7%         |             | 318.0         | -             | -             | -         | -          | -          | 20.0        | 40.0        | 60.0        | 80.0        | 58.4        | 52.0        | 7.6        |  |
| Environmental/Planning                                 | 14.4          | 4.3%          |             | 14.4          | -             | -             |           | 1.5        | 3.6        | 9.3         |             |             |             |             |             |            |  |
| <b>TOTAL PROJECT COSTS (all inclusive) (YOE)</b>       | <b>332.5</b>  | <b>100.0%</b> | <b>-</b>    | <b>332.5</b>  | <b>-</b>      | <b>-</b>      | <b>-</b>  | <b>1.5</b> | <b>3.6</b> | <b>29.3</b> | <b>40.0</b> | <b>60.0</b> | <b>80.0</b> | <b>58.4</b> | <b>52.0</b> | <b>7.6</b> |  |
| Rehab & Replacement (for info only)                    | 113.1         |               |             | -             | 12.6          | 100.5         | -         | -          | -          | -           | -           | -           | -           | -           | -           | -          |  |
| <b>PROJECT REVENUES (capital and bridge loan only)</b> |               |               |             |               |               |               |           |            |            |             |             |             |             |             |             |            |  |
| <b>Local</b>   |               |               |             |               |               |               |           |            |            |             |             |             |             |             |             |            |  |
| Prop. A 35% Direct Cash                                | -             | 0.0%          |             | -             | -             | -             |           |            |            |             |             |             |             |             |             |            |  |
| Prop. C 40% Direct Cash                                | 38.8          | 11.7%         |             | 38.8          | -             | -             |           |            |            |             |             |             |             |             | 37.7        | 1.1        |  |
| <b>Subtotal Prop. A &amp; C</b>                        | <b>38.8</b>   | <b>11.7%</b>  |             | <b>38.8</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>  | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>37.7</b> | <b>1.1</b> |  |
| <b>Other Local</b>                                     |               |               |             |               |               |               |           |            |            |             |             |             |             |             |             |            |  |
| State Repay Capital Projects LONP Fund 3562            | 5.2           | 1.5%          |             | 5.2           | -             | -             | 1.5       | 3.6        |            |             |             |             |             |             |             |            |  |
| Local Agency Funds (3% of costs) (\$10)                | 10.0          | 3.0%          |             | 10.0          | -             | -             |           |            |            |             |             | 10.0        |             |             |             |            |  |
| Measure R QTIBs  | 272.0         | 81.8%         |             | 272.0         | -             | -             | -         | -          | 29.3       | 40.0        | 60.0        | 70.0        | 58.4        | 14.3        | -           |            |  |
| <b>Subtotal Other Local</b>                            | <b>287.1</b>  | <b>98.0%</b>  |             | <b>287.1</b>  | <b>-</b>      | <b>-</b>      | <b>-</b>  | <b>1.5</b> | <b>3.6</b> | <b>29.3</b> | <b>40.0</b> | <b>60.0</b> | <b>80.0</b> | <b>58.4</b> | <b>14.3</b> | <b>-</b>   |  |
| <b>Federal</b>   |               |               |             |               |               |               |           |            |            |             |             |             |             |             |             |            |  |
| CMAQ - Transit   | 6.5           | 2.0%          |             | 6.5           | -             | -             |           |            |            |             |             |             |             |             |             | 6.5        |  |
| RSTP - Transit   | -             | 0.0%          |             | -             | -             | -             |           |            |            |             |             |             |             |             |             |            |  |
| <b>Subtotal Federal</b>                                | <b>6.5</b>    | <b>2.0%</b>   |             | <b>6.5</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>  | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>6.5</b> |  |
| <b>Total Revenues</b>                                  | <b>332.5</b>  | <b>111.7%</b> |             | <b>332.5</b>  | <b>-</b>      | <b>-</b>      | <b>-</b>  | <b>1.5</b> | <b>3.6</b> | <b>29.3</b> | <b>40.0</b> | <b>60.0</b> | <b>80.0</b> | <b>58.4</b> | <b>52.0</b> | <b>7.6</b> |  |
| Total Surplus/(Shortfall) (Prop A 35% Bonds)           | 0.0           | 0.0%          | 0.0         | 0.0           | 0.0           | 0.0           | 0.0       | 0.0        | 0.0        | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0         | 0.0        |  |

**NOTES:**

1. Measure R = \$272 (FY 28-30 to FY33-35).
2. \$5M set-aside approved by Board item 9.1 on 5/28/09.
3. FIS 460304 and 860304.
4. Unescalated total project cost = \$280 in 2008\$; \$282.8 in 2010\$.

# LACMTA Financial Forecasting Model

## West Santa Ana Branch

30-10 8/19/11

| Rehab & Replacement Project Type                   | 7            | Start Yr      | 2013  |              |            |          |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
|--|--------------|---------------|-------|--------------|------------|----------|------------|------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|----------|--|--|
| Revenue Operations Fiscal Year (ROD)               | 2019         | Dur (Yr)      | 6     |              |            |          |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| (\$ in millions)                                   | Project      | Alloc %       | Prior | Years        | Years      | Years    | 2009       | 2010       | 2011       | 2012        | 2013        | 2014        | 2015        | 2016        | 2017        | 2018        | 2019       | 2020     |  |  |
| Revenue Operations Date 6/30/2020                  | Total        |               | Years | '10-'19      | '20-'29    | '30-'40  | 2010       | 2011       | 2012       | 2013        | 2014        | 2015        | 2016        | 2017        | 2018        | 2019        | 2020       |          |  |  |
| <b>PROJECT COSTS (YOE)</b>                         |              |               |       |              |            |          |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| Total Capital Costs incl ROW, vehicles, yard, etc. | 281.7        |               |       | 274.9        | 6.8        | -        |            |            |            | 5.5         | 19.4        | 48.5        | 58.2        | 58.2        | 60.8        | 24.3        | 6.8        |          |  |  |
| <b>Subtotal Project Costs</b>                      | <b>281.7</b> |               |       | <b>274.9</b> | <b>6.8</b> | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>5.5</b> | <b>19.4</b> | <b>48.5</b> | <b>58.2</b> | <b>58.2</b> | <b>60.8</b> | <b>24.3</b> | <b>6.8</b>  |            |          |  |  |
| Environmental/Planning                             | 7.7          |               |       | 7.7          | -          | -        | 0.6        | 0.1        | 0.4        | 6.6         |             |             |             |             |             |             |            |          |  |  |
| <b>TOTAL COSTS (YOE)</b>                           | <b>289.4</b> |               |       | <b>282.6</b> | <b>6.8</b> | <b>-</b> | <b>0.6</b> | <b>0.1</b> | <b>0.4</b> | <b>12.1</b> | <b>19.4</b> | <b>48.5</b> | <b>58.2</b> | <b>58.2</b> | <b>60.8</b> | <b>24.3</b> | <b>6.8</b> |          |  |  |
| Rehab & Replacement (for info only)                | 98.4         |               |       | -            | 8.9        | 89.5     |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| <b>PROJECT REVENUES</b>                            |              |               |       |              |            |          |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| <b>Local</b>                                       |              |               |       |              |            |          |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| Prop. A Direct Cash                                | -            | 0.0%          |       | -            | -          | -        |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| Prop. C 40% Direct Cash                            | -            | 0.0%          |       | -            | -          | -        |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| <b>Subtotal Prop. A &amp; C</b>                    | <b>-</b>     | <b>0.0%</b>   |       | <b>-</b>     | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>   | <b>-</b> |  |  |
| <b>Other Local</b>                                 |              |               |       |              |            |          |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| Proposition A 35% Bonds                            | -            | 0.0%          |       | -            | -          | -        |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| Proposition C 40% Bonds                            | 39.6         | 13.7%         |       | 32.8         | 6.8        | -        |            |            |            |             |             |             |             |             | 8.5         | 24.3        | 6.8        |          |  |  |
| Local Agency Funds (3% of \$649) (\$8.7)           | 8.7          | 3.0%          |       | 8.7          | -          | -        |            |            |            |             |             |             | 8.7         |             |             |             |            |          |  |  |
| Proposition C 25%                                  | 1.1          | 0.4%          |       | 1.1          | -          | -        | 0.6        | 0.1        | 0.4        |             |             |             |             |             |             |             |            |          |  |  |
| Measure R QTIBs                                    | 240.0        | 82.9%         |       | 240.0        | -          | -        | -          | -          | -          | 12.1        | 19.4        | 48.5        | 49.5        | 58.2        | 52.3        | -           | -          |          |  |  |
| <b>Subtotal Other Local</b>                        | <b>289.4</b> | <b>100.0%</b> |       | <b>282.6</b> | <b>6.8</b> | <b>-</b> | <b>0.6</b> | <b>0.1</b> | <b>0.4</b> | <b>12.1</b> | <b>19.4</b> | <b>48.5</b> | <b>58.2</b> | <b>58.2</b> | <b>60.8</b> | <b>24.3</b> | <b>6.8</b> |          |  |  |
| <b>State</b>                                       |              |               |       |              |            |          |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| Regional Improvement Program (RIP)                 | -            |               |       | -            | -          | -        |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| <b>Subtotal State</b>                              | <b>-</b>     | <b>0.0%</b>   |       | <b>-</b>     | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>   | <b>-</b> |  |  |
| <b>Federal</b>                                     |              |               |       |              |            |          |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| CMAQ - Transit                                     | -            | 0.0%          |       | -            | -          | -        |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| RSTP - Transit                                     | -            | 0.0%          |       | -            | -          | -        |            |            |            |             |             |             |             |             |             |             |            |          |  |  |
| <b>Subtotal Federal</b>                            | <b>-</b>     | <b>0.0%</b>   |       | <b>-</b>     | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>   | <b>-</b> |  |  |
| <b>Total Revenues</b>                              | <b>289.4</b> | <b>100.0%</b> |       | <b>282.6</b> | <b>6.8</b> | <b>-</b> | <b>0.6</b> | <b>0.1</b> | <b>0.4</b> | <b>12.1</b> | <b>19.4</b> | <b>48.5</b> | <b>58.2</b> | <b>58.2</b> | <b>60.8</b> | <b>24.3</b> | <b>6.8</b> |          |  |  |
| Total Surplus/(Shortfall) (Prop A 35% Bonds)       | 0.0          | 0.0%          |       | -            | -          | -        |            |            |            |             |             |             |             |             |             |             |            |          |  |  |

**NOTES:**

1. Measure R = \$240 (FY 15-17 to FY25-27). FIS 460201.
2. If project receives a \$264 M R Highway Subfund transfer, after such transfer, total cost will be \$649 M and 3% local contrib will be \$19.5 M.

# LACMTA Financial Forecasting Model

## Westside Subway Extension

### Wilshire/Western to Westwood/VA

30-10 8/19/11

| Rehab & Replacement Project Type                 | 1              | Start Yr      | 2013       |                |              |          |             |             |             |              |              |                |              |              |              |              |  |
|--|----------------|---------------|------------|----------------|--------------|----------|-------------|-------------|-------------|--------------|--------------|----------------|--------------|--------------|--------------|--------------|--|
| Revenue Operations FY for R&R calc               | 2021           | Dur (Yr)      | 8          |                |              |          |             |             |             |              |              |                |              |              |              |              |  |
| (\$ in millions)                                 | Project        | Alloc %       | Prior      | Years          | Years        | Years    | 2009        | 2010        | 2011        | 2012         | 2013         | 2014           | 2015         | 2016         | 2017         | 2018         |  |
| Rev. Operations Date (ROD) 6/30/2021             | Total          |               | Years      | '10-'19        | '20-'29      | '30-'40  | 2010        | 2011        | 2012        | 2013         | 2014         | 2015           | 2016         | 2017         | 2018         | 2019         |  |
| <b>PROJECT COSTS (all inclusive) (YOE)</b>       |                |               |            |                |              |          |             |             |             |              |              |                |              |              |              |              |  |
| Guideways  | 1,312.4        | 25.6%         |            | 1,312.4        | -            | -        |             |             |             |              | 276.4        | 452.9          | 333.2        | 178.5        | 49.5         | 21.8         |  |
| Stations   | 774.1          | 15.1%         |            | 690.8          | 83.3         | -        |             |             |             |              | 83.7         | 107.8          | 22.2         | -            | 274.8        | 202.2        |  |
| Yards, Shops                                     | 118.1          | 2.3%          |            | 118.1          | -            | -        |             |             |             |              | 5.5          | 17.0           | 41.0         | 42.2         | 12.4         |              |  |
| Special Conditions                               | 482.0          | 9.4%          |            | 448.7          | 33.3         | -        |             |             | 8.6         | 57.8         | 68.7         | 94.3           | 97.2         | 75.1         | 25.8         | 21.2         |  |
| Systems  | 355.0          | 6.9%          |            | 206.1          | 148.8        | -        |             |             |             |              | 18.4         | 22.1           | 6.5          | -            | 34.5         | 124.5        |  |
| Right of Way                                     | 396.3          | 7.7%          |            | 396.3          | -            | -        |             |             | 10.6        | 385.8        | -            |                |              |              |              |              |  |
| 72 Vehicles                                      | 573.4          | 11.2%         |            | 560.3          | 13.1         | -        |             |             |             | 53.4         | 110.0        | 170.0          | 116.7        | 60.1         | 31.0         | 19.1         |  |
| Professional Services                            | 712.8          | 13.9%         |            | 497.5          | 215.3        | -        |             | 19.3        | 21.4        | 50.4         | 51.9         | 66.8           | 68.8         | 70.9         | 73.0         | 75.2         |  |
| Unallocated Contingency                          | 404.7          | 7.9%          |            | 355.8          | 48.9         | -        |             | 1.4         | 3.7         | 59.0         | 41.7         | 64.4           | 57.8         | 43.0         | 41.8         | 43.1         |  |
| <b>Subtotal costs beginning with PE</b>          | <b>5,128.8</b> | <b>100.0%</b> |            | <b>4,586.1</b> | <b>542.8</b> | <b>-</b> | <b>-</b>    | <b>20.7</b> | <b>44.3</b> | <b>606.3</b> | <b>656.3</b> | <b>995.4</b>   | <b>743.4</b> | <b>469.7</b> | <b>542.9</b> | <b>507.2</b> |  |
| Environmental/Planning                           | 30.6           |               | 9.1        | 21.5           | -            | -        | 11.1        | 10.2        | 0.2         |              |              |                |              |              |              |              |  |
| <b>Subtotal Project Cost (YOE)</b>               | <b>5,159.4</b> |               | <b>9.1</b> | <b>4,607.6</b> | <b>542.8</b> | <b>-</b> | <b>11.1</b> | <b>30.9</b> | <b>44.5</b> | <b>606.3</b> | <b>656.3</b> | <b>995.4</b>   | <b>743.4</b> | <b>469.7</b> | <b>542.9</b> | <b>507.2</b> |  |
| Finance Charges (CGRRB interest)                 | 472.9          |               |            | 220.7          | 252.2        | -        | -           | -           | -           | 8.2          | 28.6         | 30.3           | 33.3         | 34.5         | 42.9         | 42.9         |  |
| <b>TOTAL (YOE)</b>                               | <b>5,632.3</b> |               | <b>9.1</b> | <b>4,828.3</b> | <b>795.0</b> | <b>-</b> | <b>11.1</b> | <b>30.9</b> | <b>44.5</b> | <b>614.5</b> | <b>685.0</b> | <b>1,025.7</b> | <b>776.7</b> | <b>504.1</b> | <b>585.7</b> | <b>550.1</b> |  |
| Rehab & Replacement (for info only)              | 1,123.0        |               |            | -              | 42.1         | 1,081.0  | -           | -           | -           | -            | -            | -              | -            | -            | -            | -            |  |
| <b>PROJECT REVENUES (For Capital Costs Only)</b> |                |               |            |                |              |          |             |             |             |              |              |                |              |              |              |              |  |
| <b>Local</b>                                     |                |               |            |                |              |          |             |             |             |              |              |                |              |              |              |              |  |
| <b>Other Local</b>                               |                |               |            |                |              |          |             |             |             |              |              |                |              |              |              |              |  |
| State Repay Cap Proj LONP Fnd 3562               | 120.3          | 2.1%          |            | 120.3          | -            | -        | 11.1        | 30.9        | 44.5        | 33.8         |              |                |              |              |              |              |  |
| LTF General Revenues                             | 2.4            | 0.0%          | 2.4        | -              | -            | -        |             |             |             |              |              |                |              |              |              |              |  |
| Local Agency (3% of \$5159.4) (\$154.8)          | 154.8          | 2.7%          |            | 154.8          | -            | -        |             |             |             |              |              |                |              | 9.2          | 3.4          | 142.2        |  |
| TDA Article 4                                    | 3.8            | 0.1%          | 3.8        | -              | -            | -        |             |             |             |              |              |                |              |              |              |              |  |
| Measure R TIFIA Loans (\$640.8)                  | 640.8          | 11.4%         |            | 577.3          | 63.5         | -        | -           | -           | -           | -            | -            | -              | -            | 282.0        | 182.0        | 113.3        |  |
| Measure R QTIBs                                  | 1,981.6        | 35.2%         |            | 1,871.0        | 110.6        | -        | -           | -           | -           | 228.5        | 28.6         | 833.2          | 553.0        | 34.5         | 11.6         | 181.6        |  |
| Measure R Cash                                   | 326.3          | 5.8%          |            | 74.1           | 252.2        | -        |             |             |             |              |              |                |              |              | 31.3         | 42.9         |  |
| <b>Subtotal Other Local (% incl A &amp; C)</b>   | <b>3,229.9</b> | <b>57.3%</b>  | <b>6.2</b> | <b>2,797.4</b> | <b>426.3</b> | <b>-</b> | <b>11.1</b> | <b>30.9</b> | <b>44.5</b> | <b>262.3</b> | <b>28.6</b>  | <b>833.2</b>   | <b>553.0</b> | <b>325.7</b> | <b>228.2</b> | <b>480.0</b> |  |
| <b>State</b>                                     |                |               |            |                |              |          |             |             |             |              |              |                |              |              |              |              |  |
| Regional Improvement Funds - Transit             | 2.9            | 0.1%          | 2.9        | -              | -            | -        | -           | -           | -           | -            | -            | -              | -            | -            | -            | -            |  |
| <b>Subtotal State</b>                            | <b>2.9</b>     | <b>0.1%</b>   | <b>2.9</b> | <b>-</b>       | <b>-</b>     | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |  |
| <b>Federal</b>                                   |                |               |            |                |              |          |             |             |             |              |              |                |              |              |              |              |  |
| 5309 New Starts                                  | 2,399.5        | 42.6%         |            | 1,049.8        | 1,349.7      | -        |             |             |             | 150.0        | 150.0        | 150.0          | 150.0        | 150.0        | 150.0        | 150.0        |  |
| 5309 Capital Grant Rcpt Rev Bonds Proceeds       | 1,135.2        | 20.2%         |            | 1,060.9        | 74.3         | -        | -           | -           | -           | 202.3        | 506.4        | 42.6           | 73.8         | 28.5         | 207.5        | -            |  |
| 5309 Capital Grant Rcpt Rev Bonds Repaymen       | (1,135.2)      | -20.2%        |            | (79.9)         | (1,055.4)    | -        | -           | -           | -           | -            | -            | -              | -            | -            | -            | (79.9)       |  |
| <b>Subtotal Federal</b>                          | <b>2,399.5</b> | <b>42.6%</b>  | <b>-</b>   | <b>2,030.9</b> | <b>368.7</b> | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>352.2</b> | <b>656.3</b> | <b>192.6</b>   | <b>223.8</b> | <b>178.5</b> | <b>357.5</b> | <b>70.1</b>  |  |
| <b>Total Revenues</b>                            | <b>5,632.3</b> | <b>100.0%</b> | <b>9.1</b> | <b>4,828.3</b> | <b>795.0</b> | <b>-</b> | <b>11.1</b> | <b>30.9</b> | <b>44.5</b> | <b>614.5</b> | <b>685.0</b> | <b>1,025.7</b> | <b>776.7</b> | <b>504.1</b> | <b>585.7</b> | <b>550.1</b> |  |
| <b>Total Surplus/(Shortfall)</b>                 | <b>-</b>       |               | <b>-</b>   | <b>-</b>       | <b>-</b>     | <b>-</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |  |
| TIFIA Finance Chrgs (Interest pd by Meas R)      | 60.6           |               |            | -              | 60.6         | -        |             |             |             |              |              |                |              |              |              |              |  |
| Total including TIFIA Finance Charges            | 5,692.9        |               | 9.1        | 4,828.3        | 855.6        | -        | 11.1        | 30.9        | 44.5        | 614.5        | 685.0        | 1,025.7        | 776.7        | 504.1        | 585.7        | 550.1        |  |

**NOTES:**

1. Measure R = \$4,074 for all segments (FY13-36).
2. 3.82 miles, 3 stations.
3. Planning FIS 405518, Measure R FIS 465518 and 865518.

# LACMTA Financial Forecasting Model

## Westside Subway Extension

### Wilshire/Western to Westwood/VA

30-10 8/19/11

| Rehab & Replacement Project Type                 |                | 1            |              |              |             |             |             |             |              |            |      |      |
|--|----------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|--------------|------------|------|------|
| Revenue Operations FY for R&R calc               |                | 2021         |              |              |             |             |             |             |              |            |      |      |
| (\$ in millions)                                 | Project        | 2019         | 2020         | 2021         | 2022        | 2023        | 2024        | 2025        | 2026         | 2027       | 2028 | 2029 |
| Rev. Operations Date (ROD) 6/30/2021             | Total          | 2020         | 2021         | 2022         | 2023        | 2024        | 2025        | 2026        | 2027         | 2028       | 2029 |      |
| <b>PROJECT COSTS (all inclusive) (YOE)</b>       |                |              |              |              |             |             |             |             |              |            |      |      |
| Guideways  | 1,312.4        |              |              |              |             |             |             |             |              |            |      |      |
| Stations   | 774.1          | 83.3         |              |              |             |             |             |             |              |            |      |      |
| Yards, Shops                                     | 118.1          |              |              |              |             |             |             |             |              |            |      |      |
| Special Conditions                               | 482.0          | 16.4         | 16.9         |              |             |             |             |             |              |            |      |      |
| Systems  | 355.0          | 91.6         | 37.8         | 19.4         |             |             |             |             |              |            |      |      |
| Right of Way                                     | 396.3          |              |              |              |             |             |             |             |              |            |      |      |
| 72 Vehicles                                      | 573.4          | 13.1         |              |              |             |             |             |             |              |            |      |      |
| Professional Services                            | 712.8          | 108.4        | 65.8         | 41.1         |             |             |             |             |              |            |      |      |
| Unallocated Contingency                          | 404.7          | 30.5         | 12.4         | 6.0          |             |             |             |             |              |            |      |      |
| <b>Subtotal costs beginning with PE</b>          | <b>5,128.8</b> | <b>343.4</b> | <b>132.8</b> | <b>66.5</b>  | -           | -           | -           | -           | -            | -          | -    | -    |
| Environmental/Planning                           | 30.6           |              |              |              |             |             |             |             |              |            |      |      |
| <b>Subtotal Project Cost (YOE)</b>               | <b>5,159.4</b> | <b>343.4</b> | <b>132.8</b> | <b>66.5</b>  | -           | -           | -           | -           | -            | -          | -    | -    |
| Finance Charges (CGRRB interest)                 | 472.9          | 42.6         | 42.6         | 39.7         | 36.4        | 30.3        | 24.2        | 18.2        | 12.1         | 6.1        | -    | -    |
| <b>TOTAL (YOE)</b>                               | <b>5,632.3</b> | <b>386.1</b> | <b>175.5</b> | <b>106.2</b> | <b>36.4</b> | <b>30.3</b> | <b>24.2</b> | <b>18.2</b> | <b>12.1</b>  | <b>6.1</b> | -    | -    |
| Rehab & Replacement (for info only)              | 1,123.0        | -            | -            | -            | -           | -           | -           | 0.9         | 7.8          | 11.2       | 22.1 | -    |
| <b>PROJECT REVENUES (For Capital Costs Only)</b> |                |              |              |              |             |             |             |             |              |            |      |      |
| <b>Local</b>                                     |                |              |              |              |             |             |             |             |              |            |      |      |
| <b>Other Local</b>                               |                |              |              |              |             |             |             |             |              |            |      |      |
| State Repay Cap Proj LONP Fnd 3562               | 120.3          |              |              |              |             |             |             |             |              |            |      |      |
| LTF General Revenues                             | 2.4            |              |              |              |             |             |             |             |              |            |      |      |
| Local Agency (3% of \$5159.4) (\$154.8)          | 154.8          |              |              |              |             |             |             |             |              |            |      |      |
| TDA Article 4                                    | 3.8            |              |              |              |             |             |             |             |              |            |      |      |
| Measure R TIFIA Loans (\$640.8)                  | 640.8          | 63.5         | -            | -            | -           | -           | -           | -           | -            | -          | -    | -    |
| Measure R QTIBs                                  | 1,981.6        | 55.7         | 54.9         | -            | -           | -           | -           | -           | -            | -          | -    | -    |
| Measure R Cash                                   | 326.3          | 42.6         | 42.6         | 39.7         | 36.4        | 30.3        | 24.2        | 18.2        | 12.1         | 6.1        | -    | -    |
| <b>Subtotal Other Local (% Incl A &amp; C)</b>   | <b>3,229.9</b> | <b>161.8</b> | <b>97.6</b>  | <b>39.7</b>  | <b>36.4</b> | <b>30.3</b> | <b>24.2</b> | <b>18.2</b> | <b>12.1</b>  | <b>6.1</b> | -    | -    |
| <b>State</b>                                     |                |              |              |              |             |             |             |             |              |            |      |      |
| Regional Improvement Funds - Transit             | 2.9            |              |              |              |             |             |             |             |              |            |      |      |
| <b>Subtotal State</b>                            | <b>2.9</b>     | -            | -            | -            | -           | -           | -           | -           | -            | -          | -    | -    |
| <b>Federal</b>                                   |                |              |              |              |             |             |             |             |              |            |      |      |
| 5309 New Starts                                  | 2,399.5        | 150.0        | 150.0        | 150.0        | 150.0       | 150.0       | 150.0       | 150.0       | 150.0        | 150.0      | -    | -    |
| 5309 Capital Grant Rcpt Rev Bonds Proceeds       | 1,135.2        | 74.3         | -            | -            | -           | -           | -           | -           | -            | -          | -    | -    |
| 5309 Capital Grant Rcpt Rev Bonds Repaymen       | (1,135.2)      | -            | (72.1)       | (83.5)       | (150.0)     | (150.0)     | (150.0)     | (150.0)     | (150.0)      | (150.0)    | -    | -    |
| <b>Subtotal Federal</b>                          | <b>2,399.5</b> | <b>224.3</b> | <b>77.9</b>  | <b>66.5</b>  | -           | -           | -           | -           | -            | -          | -    | -    |
| <b>Total Revenues</b>                            | <b>5,632.3</b> | <b>386.1</b> | <b>175.5</b> | <b>106.2</b> | <b>36.4</b> | <b>30.3</b> | <b>24.2</b> | <b>18.2</b> | <b>12.1</b>  | <b>6.1</b> | -    | -    |
| <b>Total Surplus/(Shortfall)</b>                 | -              | -            | -            | -            | -           | -           | <b>0.0</b>  | -           | <b>(0.0)</b> | -          | -    | -    |
| TIFIA Finance Chrgs (Interest pd by Meas R)      | 60.6           |              |              | 10.2         | 24.3        | 26.1        |             |             |              |            |      |      |
| Total including TIFIA Finance Charges            | 5,692.9        | 386.1        | 175.5        | 116.4        | 60.7        | 56.4        |             |             |              |            |      |      |

**NOTES:**

1. Measure R = \$4,074 for all segments (FY13-36).
2. 3.82 miles, 3 stations.
3. Planning FIS 405518, Measure R FIS 465518 and 865518.

**LACMTA Financial Forecasting Model**  
**Wilshire Metro Rapid Transitway**  
**30-10 8/19/11**

| (\$ in millions)<br>Rev. Ops Date = 6/30/2022    | Project<br>Total | Alloc %       | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 |
|--|------------------|---------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                             |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |
| Professional Services                            | 6.6              |               | 6.6            | -                | -                | -                |              |              |              |              |              |              |              |              |
| Construction                                     | 115.3            | -             |                | -                | 115.3            | -                |              |              |              | 30.0         | 50.3         | 20.0         | 15.0         |              |
| Contingency                                      | 2.1              |               | 2.1            | -                | -                | -                |              |              |              |              |              |              |              |              |
| <b>Total</b>                                     | <b>124.0</b>     |               | <b>8.7</b>     | <b>-</b>         | <b>115.3</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>30.0</b>  | <b>50.3</b>  | <b>20.0</b>  | <b>15.0</b>  | <b>-</b>     |
| <b>TOTAL PROJECT COST</b>                        | <b>124.0</b>     |               | <b>8.7</b>     | <b>-</b>         | <b>115.3</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>30.0</b>  | <b>50.3</b>  | <b>20.0</b>  | <b>15.0</b>  | <b>-</b>     |
| <b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b> |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |
| <b>Local</b>                                     |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |
| Prop. C 40% - Direct Cash                        | 115.3            | 93.0%         |                | -                | 115.3            | -                |              |              |              | 30.0         | 50.3         | 20.0         | 15.0         |              |
| <b>Subtotal Prop. A &amp; C</b>                  | <b>115.3</b>     | <b>93.0%</b>  | <b>-</b>       | <b>-</b>         | <b>115.3</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>30.0</b>  | <b>50.3</b>  | <b>20.0</b>  | <b>15.0</b>  | <b>-</b>     |
| <b>Subtotal Local</b>                            | <b>115.3</b>     | <b>93.0%</b>  | <b>-</b>       | <b>-</b>         | <b>115.3</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>30.0</b>  | <b>50.3</b>  | <b>20.0</b>  | <b>15.0</b>  | <b>-</b>     |
| <b>State</b>                                     |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |
| Prop 1B State Infrastructure Bonds               | -                | 0.0%          |                | -                | -                | -                |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief Program (TCRP)         | 6.2              | 5.0%          | 6.2            | -                | -                | -                |              |              |              |              |              |              |              |              |
| Regional Improvement Funds - Transit             | 2.5              | 2.0%          | 2.5            | -                | -                | -                |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                            | <b>8.7</b>       | <b>7.0%</b>   | <b>8.7</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>                            | <b>124.0</b>     | <b>100.0%</b> | <b>8.7</b>     | <b>-</b>         | <b>115.3</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>30.0</b>  | <b>50.3</b>  | <b>20.0</b>  | <b>15.0</b>  | <b>-</b>     |

**NOTES:**

1. Project Total column includes prior years.
2. Project Total includes Wilshire Bus Lane construction.
3. See also Wilshire Bus Lane planning on Prop C 25% sheet.

# LACMTA Financial Forecasting Model

## Contingency for Rail Yards and Rail Cars

30-10 8/19/11

| (\$ in millions)                                 | Project Total | Alloc %       | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 2016 | 2016 2017 | 2017 2018 | 2018 2019 | 2019 2020   |
|--|---------------|---------------|---------------|---------------|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| <b>PROJECT COSTS</b>                             |               |               |               |               |               |           |           |           |           |           |           |           |           |           |           |             |
| Contingency for yards/cars                       | 60.0          | -             | -             | 60.0          | -             |           |           |           |           |           |           |           |           |           |           | 60.0        |
| <b>Total Capital Costs</b>                       | <b>60.0</b>   | <b>-</b>      | <b>-</b>      | <b>60.0</b>   | <b>-</b>      | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>60.0</b> |
| <b>PROJECT REVENUES (For Capital Costs Only)</b> |               |               |               |               |               |           |           |           |           |           |           |           |           |           |           |             |
| <b>Local</b>                                     |               |               |               |               |               |           |           |           |           |           |           |           |           |           |           |             |
| Prop. A - Direct (PA 35% Bonds)                  | 60.0          | 100.0%        | -             | 60.0          | -             | -         |           |           |           |           |           |           |           |           |           | 60.0        |
| Prop. C - Direct (PC 40% Cash)                   | -             |               | -             | -             | -             |           |           |           |           |           |           |           |           |           |           | -           |
| Financing  | -             | N/A           | -             | -             | -             |           |           |           |           |           |           |           |           |           |           | -           |
| <b>Subtotal Prop. A &amp; C</b>                  | <b>60.0</b>   | <b>100.0%</b> | <b>-</b>      | <b>60.0</b>   | <b>-</b>      | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>60.0</b> |
| <b>Other Local State</b>                         |               |               |               |               |               |           |           |           |           |           |           |           |           |           |           |             |
| Regional Improvement Funds - Transit             | -             | 0.0%          | -             | -             | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         | -           |
| <b>Subtotal State</b>                            | <b>-</b>      | <b>0.0%</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>    |
| <b>Total Revenues</b>                            | <b>60.0</b>   | <b>100.0%</b> | <b>-</b>      | <b>60.0</b>   | <b>-</b>      | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>60.0</b> |
| <b>Total Surplus/(Shortfall)</b>                 | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>    |
| <b>MTA Prop A Financing</b>                      | <b>60.0</b>   | <b>100.0%</b> | <b>-</b>      | <b>60.0</b>   | <b>-</b>      | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>60.0</b> |

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Lankershim Depot Restoration**  
**30-10 8/19/11**

|   | Plan<br>Total | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 |
|---|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                      |               |                  |                  |                  |              |              |              |              |
| Cost  | 2.3           | 2.3              | -                | -                | 1.1          |              | 1.2          |              |
| <b>Total Cost</b>   | <b>2.3</b>    | <b>2.3</b>       | -                | -                | <b>1.1</b>   | -            | <b>1.2</b>   | -            |
| <b>PROJECT REVENUES</b>                                   |               |                  |                  |                  |              |              |              |              |
| <b>Local</b>  |               |                  |                  |                  |              |              |              |              |
| Prop. A - Direct  | -             | -                | -                | -                | -            | -            | -            | -            |
| Prop. C - Direct  | -             | -                | -                | -                | -            | -            | -            | -            |
| Financings  | -             | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Prop. A &amp; C</b>                           | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>  |               |                  |                  |                  |              |              |              |              |
| Local Agency (L.A. City Funds)                            | 1.1           | 1.1              | -                | -                | 1.1          |              |              |              |
| Prop C 25%  | 1.2           | 1.2              | -                | -                | -            | -            | 1.2          | -            |
| <b>Subtotal Local (Incl. Prop. A &amp; C %, not \$'s)</b> | <b>2.3</b>    | <b>2.3</b>       | <b>-</b>         | <b>-</b>         | <b>1.1</b>   | <b>-</b>     | <b>1.2</b>   | <b>-</b>     |
| <b>Total Revenues</b>                                     | <b>2.3</b>    | <b>2.3</b>       | <b>-</b>         | <b>-</b>         | <b>1.1</b>   | <b>-</b>     | <b>1.2</b>   | <b>-</b>     |
| <b>Total Surplus/(Shortfall)</b>                          | <b>0.0</b>    | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>MTA Prop A/C or Financing</b>                          | <b>0.0</b>    | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

FIS 800118.

# LACMTA Financial Forecasting Model

## Other Rail Costs

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|   | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015  | 2015<br>2016  | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                      |                  |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| Westlake/MacArthur Park Joint Dev (401001)                | 6.7              | 6.7              | -                | -                | 2.8          | 3.3          | 0.7          |              |              |               |               |              |              |              |
| Sustainability Projects (45000x)                          | 1.6              | 1.6              | -                | -                | 1.6          |              |              |              |              |               |               |              |              |              |
| Gold Line & other Maintenance Facility Improvements       | 76.0             | 76.0             | -                | -                |              |              |              |              |              | 38.0          | 38.0          |              |              |              |
| Red Line Improvements & Mitigation                        | 79.0             | -                | 79.0             | -                | -            | -            | -            | -            | -            | -             | -             | -            | -            | -            |
| <b>Subtotal</b>   | <b>163.3</b>     | <b>84.3</b>      | <b>79.0</b>      | <b>-</b>         | <b>4.4</b>   | <b>3.3</b>   | <b>0.7</b>   | <b>-</b>     | <b>-</b>     | <b>38.0</b>   | <b>38.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Capital Costs Inflated</b>                       | <b>163.3</b>     | <b>84.3</b>      | <b>79.0</b>      | <b>-</b>         | <b>4.4</b>   | <b>3.3</b>   | <b>0.7</b>   | <b>-</b>     | <b>-</b>     | <b>38.0</b>   | <b>38.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                                   |                  |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| <b>Local</b>  |                  |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| Prop. A 35% Bonds   | -                | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| Prop. C 40%   | -                | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| <b>Subtotal Prop. A &amp; C</b>                           | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>  |                  |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| State Repay Capital Projects LONP Fund 3562               | -                | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| Prop C 10%  | 6.7              | 6.7              | -                | -                | 2.8          | 3.3          | 0.7          | -            | -            | -             | -             | -            | -            | -            |
| <b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b> | <b>6.7</b>       | <b>6.7</b>       | <b>-</b>         | <b>-</b>         | <b>2.8</b>   | <b>3.3</b>   | <b>0.7</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>State</b>  |                  |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| Regional Improvement Prog Funds (RIP)                     | 79.0             | -                | 79.0             | -                | -            | -            | -            | -            | -            | -             | -             | -            | -            | -            |
| Traffic Congestion Relief Program (TCRP)                  | -                | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| <b>Subtotal State</b>                                     | <b>79.0</b>      | <b>-</b>         | <b>79.0</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>  |                  |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| Section 5309 Bus and Bus-Related Facilities               | -                | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| CMAQ - Transit  | -                | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| <b>Subtotal Federal</b>                                   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>                                     | <b>85.7</b>      | <b>6.7</b>       | <b>79.0</b>      | <b>-</b>         | <b>2.8</b>   | <b>3.3</b>   | <b>0.7</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Surplus/(Shortfall)</b>                          | <b>(77.6)</b>    | <b>(77.6)</b>    | <b>-</b>         | <b>-</b>         | <b>(1.6)</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>(38.0)</b> | <b>(38.0)</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>MTA Prop A/C or Financ (not eligible for subways)</b>  | <b>77.6</b>      | <b>77.6</b>      | <b>-</b>         | <b>-</b>         | <b>1.6</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>38.0</b>   | <b>38.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

- Systemwide includes: Public Affairs & other, Constuction  
Division support, insurance expenses, miscellaneous equipment.

# LACMTA Financial Forecasting Model

## Other Rail Costs

30-10 8/19/11

|   | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|---|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                      |                  |              |              |              |              |              |              |              |              |              |              |
| Westlake/MacArthur Park Joint Dev (401001)                | 6.7              |              |              |              |              |              |              |              |              |              |              |
| Sustainability Projects (45000x)                          | 1.6              |              |              |              |              |              |              |              |              |              |              |
| Gold Line & other Maintenance Facility Improvements       | 76.0             |              |              |              |              |              |              |              |              |              |              |
| Red Line Improvements & Mitigation                        | 79.0             | -            | -            | -            | 19.8         | 19.8         | 19.8         | 19.8         | -            | -            | -            |
| <b>Subtotal</b>   | <b>163.3</b>     | -            | -            | -            | 19.8         | 19.8         | 19.8         | 19.8         | -            | -            | -            |
| <b>Total Capital Costs Inflated</b>                       | <b>163.3</b>     | -            | -            | -            | 19.8         | 19.8         | 19.8         | 19.8         | -            | -            | -            |
| <b>PROJECT REVENUES</b>                                   |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |                  |              |              |              |              |              |              |              |              |              |              |
| Prop. A 35% Bonds   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Prop. C 40%   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. A &amp; C</b>                           | <b>-</b>         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>  |                  |              |              |              |              |              |              |              |              |              |              |
| State Repay Capital Projects LONP Fund 3562               | -                |              |              |              |              |              |              |              |              |              |              |
| Prop C 10%  | 6.7              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b> | <b>6.7</b>       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>State</b>  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)                     | 79.0             | -            | -            | -            | 19.8         | 19.8         | 19.8         | 19.8         | -            | -            | -            |
| Traffic Congestion Relief Program (TCRP)                  | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                                     | <b>79.0</b>      | -            | -            | -            | 19.8         | 19.8         | 19.8         | 19.8         | -            | -            | -            |
| <b>Federal</b>  |                  |              |              |              |              |              |              |              |              |              |              |
| Section 5309 Bus and Bus-Related Facilities               | -                |              |              |              |              |              |              |              |              |              |              |
| CMAQ - Transit  | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                                   | <b>-</b>         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Revenues</b>                                     | <b>85.7</b>      | -            | -            | -            | 19.8         | 19.8         | 19.8         | 19.8         | -            | -            | -            |
| <b>Total Surplus/(Shortfall)</b>                          | <b>(77.6)</b>    | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>MTA Prop A/C or Financ (not eligible for subways)</b>  | <b>77.6</b>      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

- Systemwide includes: Public Affairs & other, Constuction  
Division support, insurance expenses, miscellaneous equipment.

# LACMTA Financial Forecasting Model

## Planning for Future Transit Projects

30-10 8/19/11

|   | Plan<br>Total | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 | 2019<br>2020  | 2020<br>2021  |
|---|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|
| <b>PROJECT COSTS</b>                                      |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |               |               |
| Planning for future new projects                          | 25.0          | -                | 25.0             | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 15.0          | 10.0          |
| <b>Total Cost</b>   | <b>25.0</b>   | <b>-</b>         | <b>25.0</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>15.0</b>   | <b>10.0</b>   |
| <b>PROJECT REVENUES</b>                                   |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |               |               |
| <b>Local</b>  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |               |               |
| Prop. A - Direct  | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -             | -             |
| Prop. C - Direct  | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -             | -             |
| <b>Subtotal Prop. A &amp; C</b>                           | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      |
| <b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b> | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      |
| <b>State</b>  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |               |               |
| Regional Improvement Prog Funds (RIP)                     | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -             | -             |
| <b>Subtotal State</b>                                     | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      |
| <b>Total Revenues</b>                                     | <b>0.0</b>    | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      |
| <b>Total Surplus/(Shortfall)</b>                          | <b>(25.0)</b> | <b>-</b>         | <b>(25.0)</b>    | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>(15.0)</b> | <b>(10.0)</b> |
| <b>MTA Prop A/C or Financing</b>                          | <b>25.0</b>   | <b>-</b>         | <b>25.0</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>15.0</b>   | <b>10.0</b>   |

NOTES:

# LACMTA Financial Forecasting Model

## Rail System Improvements

30-10 8/19/11

|  | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                       |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Red Line - North Hollywood terminal                        | 109.2            | 26.1             | 83.1             | -                |              |              |              |              |              |              |              |              |              | 26.1         |
| Red/Purple Line - Union Station upgrade Div 20             | 128.7            | 95.1             | 33.6             | -                |              |              |              |              |              |              |              | 30.8         | 31.7         | 32.6         |
| Red/Purple Line - Train Control for 2.5 min trunk headways | 73.4             | -                | 73.4             | -                |              |              |              |              |              |              |              |              |              |              |
| Red/Purple Line - Traction Power to support headways       | 138.2            | -                | 87.5             | 50.7             |              |              |              |              |              |              |              |              |              |              |
| Red Line - Ventilation System - North Hollywood            | 177.4            | 156.7            | 20.6             | -                |              |              | 0.5          | 0.2          | 0.4          | 5.6          | 29.9         | 36.9         | 50.7         | 32.6         |
| <b>Subtotal Red/Purple System Improvements</b>             | <b>626.8</b>     | <b>277.9</b>     | <b>298.3</b>     | <b>50.7</b>      |              |              | <b>0.5</b>   | <b>0.2</b>   | <b>0.4</b>   | <b>5.6</b>   | <b>29.9</b>  | <b>67.7</b>  | <b>82.4</b>  | <b>91.4</b>  |
| Eastside Quad Gate Study & Ph 1 (MR 2%) (460202, 460300)   | 10.4             | 10.4             | -                | -                | 0.5          | 8.6          | 1.4          |              |              |              |              |              |              |              |
| Eastside LRT Enhancements (800288)                         | 20.6             | 20.6             | -                | -                | 16.8         | 3.8          |              |              |              |              |              |              |              |              |
| Buena Vista Yards Improvement (Midway yard) (405554)       | 0.3              | 0.3              | -                | -                |              |              | 0.3          |              |              |              |              |              |              |              |
| Rosa Parks Station Design (405555)                         | 0.6              | 0.6              | -                | -                |              |              | 0.6          |              |              |              |              |              |              |              |
| Systemwide Design Advice Panel (405556)                    | 0.4              | 0.4              | -                | -                |              |              | 0.4          |              |              |              |              |              |              |              |
| <b>Subtotal</b>  | <b>32.3</b>      | <b>32.3</b>      | <b>-</b>         | <b>-</b>         | <b>17.3</b>  | <b>12.3</b>  | <b>2.7</b>   | <b>-</b>     |
| <b>Subtotal Costs</b>                                      | <b>659.1</b>     | <b>310.2</b>     | <b>298.3</b>     | <b>50.7</b>      | <b>17.3</b>  | <b>12.3</b>  | <b>3.2</b>   | <b>0.2</b>   | <b>0.4</b>   | <b>5.6</b>   | <b>29.9</b>  | <b>67.7</b>  | <b>82.4</b>  | <b>91.4</b>  |
| Metro Rail ARRA Projects                                   | 81.0             | 81.0             | -                | -                | 27.4         | 53.6         |              |              |              |              |              |              |              |              |
| <b>Total Costs</b>   | <b>740.1</b>     | <b>391.2</b>     | <b>298.3</b>     | <b>50.7</b>      | <b>44.7</b>  | <b>65.9</b>  | <b>3.2</b>   | <b>0.2</b>   | <b>0.4</b>   | <b>5.6</b>   | <b>29.9</b>  | <b>67.7</b>  | <b>82.4</b>  | <b>91.4</b>  |
| <b>PROJECT REVENUES</b>                                    |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Prop A 35%   | 3.9              | 3.9              | -                | -                | 0.7          | 3.2          | -            | -            |              |              |              |              |              |              |
| Prop C 40%   | 12.2             | 12.2             | -                | -                | 12.2         |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Prop. A &amp; C</b>                            | <b>16.2</b>      | <b>16.2</b>      | <b>-</b>         | <b>-</b>         | <b>13.0</b>  | <b>3.2</b>   | <b>-</b>     |
| <b>Other Local</b>   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Reimbursemt from GL LAX, SB GL, Eastside2, & systemwide    | 170.0            | 86.1             | 83.9             | -                |              |              |              |              |              |              |              |              | 19.0         | 67.1         |
| Prop C 10%   | 4.4              | 4.4              | -                | -                | 3.8          | 0.6          | -            | -            | -            | -            | -            | -            | -            | -            |
| Measure R 2%   | 350.4            | 176.3            | 142.4            | 31.7             | 0.5          | 8.6          | 3.2          | 0.2          | 0.4          | 5.6          | 29.9         | 67.7         | 60.4         |              |
| <b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>  | <b>524.8</b>     | <b>266.8</b>     | <b>226.3</b>     | <b>31.7</b>      | <b>4.3</b>   | <b>9.1</b>   | <b>3.2</b>   | <b>0.2</b>   | <b>0.4</b>   | <b>5.6</b>   | <b>29.9</b>  | <b>67.7</b>  | <b>79.4</b>  | <b>67.1</b>  |
| <b>State</b>   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)                      | 32.1             | 27.3             | 4.8              | -                | -            | -            | -            | -            | -            | -            | -            | -            | 3.0          | 24.3         |
| <b>Subtotal State</b>                                      | <b>32.1</b>      | <b>27.3</b>      | <b>4.8</b>       | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>3.0</b>   | <b>24.3</b>  |
| <b>Federal</b>   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| ARRA   | 81.0             | 81.0             | -                | -                | 27.4         | 53.6         |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                                    | <b>81.0</b>      | <b>81.0</b>      | <b>-</b>         | <b>-</b>         | <b>27.4</b>  | <b>53.6</b>  | <b>-</b>     |
| <b>Total Revenues</b>                                      | <b>654.1</b>     | <b>391.2</b>     | <b>231.1</b>     | <b>31.7</b>      | <b>44.7</b>  | <b>65.9</b>  | <b>3.2</b>   | <b>0.2</b>   | <b>0.4</b>   | <b>5.6</b>   | <b>29.9</b>  | <b>67.7</b>  | <b>82.4</b>  | <b>91.4</b>  |
| <b>Total Surplus/(Shortfall)</b>                           | <b>(86.1)</b>    | <b>-</b>         | <b>(67.1)</b>    | <b>(19.0)</b>    | <b>-</b>     |
| <b>MTA Prop A/C Needed (not eligible for subways)</b>      | <b>86.1</b>      | <b>-</b>         | <b>67.1</b>      | <b>19.0</b>      | <b>0.0</b>   | <b>-</b>     |

**NOTES:**

- ARRA Projects: Escalator Canopies (\$6.8 M), 7th & Metro Egress (\$1.8 M), Blue Line Traction Power Substation(s) (\$70 M), Fiber Optic Transmission Equipment- MRL, MBL & MGL (\$2.5 M).
- Eastside LRT Enhancements LOP = \$55.9 M.

**Unescalated Red/Purple System Improvements**

|  |              |  |  |  |  |  |  |  |  |     |      |      |      |      |
|--|--------------|--|--|--|--|--|--|--|--|-----|------|------|------|------|
| Red Line-North Hollywood terminal \$80           | 80.0         |  |  |  |  |  |  |  |  |     |      |      |      | 20.0 |
| Red/Purple Line-Union Sta upgrade Div 20 \$100   | 100.0        |  |  |  |  |  |  |  |  |     |      | 25.0 | 25.0 | 25.0 |
| Red/Pur-Train Contr for 2.5 min trunk hdwys \$50 | 50.0         |  |  |  |  |  |  |  |  |     |      |      |      |      |
| Red/Purple-Traction Pwr to support headways \$80 | 80.0         |  |  |  |  |  |  |  |  |     |      |      |      |      |
| Red Line-Ventilation System-North Hollywd \$140  | 140.0        |  |  |  |  |  |  |  |  | 4.8 | 25.0 | 30.0 | 40.0 | 25.0 |
| <b>Total</b>                                     | <b>450.0</b> |  |  |  |  |  |  |  |  |     |      |      |      |      |

**LACMTA Financial Forecasting Model**  
**Rail System Improvements**  
**30-10 8/19/11**

|  | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027  | 2027<br>2028 | 2028<br>2029  | 2029<br>2030 | 2030<br>2031  | 2031<br>2032 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|
| <b>PROJECT COSTS</b>                                       |                  |              |              |              |              |              |              |              |               |              |               |              |               |              |
| Red Line - North Hollywood terminal                        | 109.2            | 26.9         | 27.7         | 28.5         | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| Red/Purple Line - Union Station upgrade Div 20             | 128.7            | 33.6         | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| Red/Purple Line - Train Control for 2.5 min trunk headways | 73.4             | -            | -            | -            | 73.4         | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| Red/Purple Line - Traction Power to support headways       | 138.2            | -            | -            | -            | 10.4         | -            | -            | -            | 31.7          | 9.9          | 35.4          | 28.7         | 22.0          | -            |
| Red Line - Ventilation System - North Hollywood            | 177.4            | 13.4         | 7.2          | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| <b>Subtotal Red/Purple System Improvements</b>             | <b>626.8</b>     | <b>73.9</b>  | <b>34.9</b>  | <b>28.5</b>  | <b>83.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>31.7</b>   | <b>9.9</b>   | <b>35.4</b>   | <b>28.7</b>  | <b>22.0</b>   | <b>-</b>     |
| Eastside Quad Gate Study & Ph 1 (MR 2%) (460202, 460300)   | 10.4             | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| Eastside LRT Enhancements (800288)                         | 20.6             | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| Buena Vista Yards Improvement (Midway yard) (405554)       | 0.3              | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| Rosa Parks Station Design (405555)                         | 0.6              | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| Systemwide Design Advice Panel (405556)                    | 0.4              | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| <b>Subtotal</b>  | <b>32.3</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     |
| <b>Subtotal Costs</b>                                      | <b>659.1</b>     | <b>73.9</b>  | <b>34.9</b>  | <b>28.5</b>  | <b>83.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>31.7</b>   | <b>9.9</b>   | <b>35.4</b>   | <b>28.7</b>  | <b>22.0</b>   | <b>-</b>     |
| Metro Rail ARRA Projects                                   | 81.0             | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| <b>Total Costs</b>   | <b>740.1</b>     | <b>73.9</b>  | <b>34.9</b>  | <b>28.5</b>  | <b>83.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>31.7</b>   | <b>9.9</b>   | <b>35.4</b>   | <b>28.7</b>  | <b>22.0</b>   | <b>-</b>     |
| <b>PROJECT REVENUES</b>                                    |                  |              |              |              |              |              |              |              |               |              |               |              |               |              |
| <b>Local</b>   |                  |              |              |              |              |              |              |              |               |              |               |              |               |              |
| Prop A 35%   | 3.9              | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| Prop C 40%   | 12.2             | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| <b>Subtotal Prop. A &amp; C</b>                            | <b>16.2</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     |
| <b>Other Local</b>   |                  |              |              |              |              |              |              |              |               |              |               |              |               |              |
| Reimbursmnt from GL LAX, SB GL, Eastside2, & systemwide    | 170.0            | -            | -            | -            | 83.9         | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| Prop C 10%   | 4.4              | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| Measure R 2%   | 350.4            | 69.1         | 34.9         | 28.5         | -            | -            | -            | -            | 9.9           | -            | 28.7          | 3.0          | -             | -            |
| <b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>  | <b>524.8</b>     | <b>69.1</b>  | <b>34.9</b>  | <b>28.5</b>  | <b>83.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>9.9</b>    | <b>-</b>     | <b>28.7</b>   | <b>3.0</b>   | <b>-</b>      | <b>-</b>     |
| <b>State</b>   |                  |              |              |              |              |              |              |              |               |              |               |              |               |              |
| Regional Improvement Prog Funds (RIP)                      | 32.1             | 4.8          | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| <b>Subtotal State</b>                                      | <b>32.1</b>      | <b>4.8</b>   | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     |
| <b>Federal</b>   |                  |              |              |              |              |              |              |              |               |              |               |              |               |              |
| ARRA   | 81.0             | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             | -            | -             | -            |
| <b>Subtotal Federal</b>                                    | <b>81.0</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>     |
| <b>Total Revenues</b>                                      | <b>654.1</b>     | <b>73.9</b>  | <b>34.9</b>  | <b>28.5</b>  | <b>83.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>9.9</b>    | <b>-</b>     | <b>28.7</b>   | <b>3.0</b>   | <b>-</b>      | <b>-</b>     |
| <b>Total Surplus/(Shortfall)</b>                           | <b>(86.1)</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>0.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>(31.7)</b> | <b>(0.0)</b> | <b>(35.4)</b> | <b>-</b>     | <b>(19.0)</b> | <b>-</b>     |
| <b>MTA Prop A/C Needed (not eligible for subways)</b>      | <b>86.1</b>      | <b>-</b>     | <b>31.7</b>   | <b>0.0</b>   | <b>35.4</b>   | <b>-</b>     | <b>19.0</b>   | <b>-</b>     |

**NOTES:**

- ARRA Projects: Escalator Canopies (\$6.8 M), 7th & Metro Egress (\$1.8 M), Blue Line Traction Power Substation(s) (\$70 M), Fiber Optic Transmission Equipment- MRL, MBL & MGL (\$2.5 M).
- Eastside LRT Enhancements LOP = \$55.9 M.

**Unescalated Red/Purple System Improvements**

|  |       |      |      |      |      |   |   |   |      |     |      |      |      |   |
|--|-------|------|------|------|------|---|---|---|------|-----|------|------|------|---|
| Red Line-North Hollywood terminal \$80           | 80.0  | 20.0 | 20.0 | 20.0 | -    | - | - | - | -    | -   | -    | -    | -    | - |
| Red/Purple Line-Union Sta upgrade Div 20 \$100   | 100.0 | 25.0 | -    | -    | -    | - | - | - | -    | -   | -    | -    | -    | - |
| Red/Pur-Train Contr for 2.5 min trunk hdwys \$50 | 50.0  | -    | -    | -    | 50.0 | - | - | - | -    | -   | -    | -    | -    | - |
| Red/Purple-Traction Pwr to support headways \$80 | 80.0  | -    | -    | -    | 7.1  | - | - | - | 19.2 | 5.8 | 20.2 | 15.9 | 11.8 | - |
| Red Line-Ventilation System-North Hollywd \$140  | 140.0 | 10.0 | 5.2  | -    | -    | - | - | - | -    | -   | -    | -    | -    | - |
| Total  | 450.0 | -    | -    | -    | -    | - | - | - | -    | -   | -    | -    | -    | - |

# LACMTA Financial Forecasting Model

## Light Rail Yards (not in project budgets)

30-10 8/19/11

| (\$ in millions)   | Total<br>'10-'40 | Alloc %      | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012  | 2012<br>2013   | 2013<br>2014  | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|--------------|------------------|------------------|------------------|--------------|--------------|---------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                       |                  |              |                  |                  |                  |              |              |               |                |               |              |              |              |              |              |
| Eastern Yard \$265 - \$188.7 not in 1st decade projs       | 188.7            | -            | 188.7            | -                | -                |              | 32.2         | 77.8          | 55.0           | 23.7          |              |              |              |              |              |
| Southwestern Yard \$285.2 - \$145.8 not in 1st decade proj | 145.8            | -            | 145.8            | -                | -                |              |              |               | 45.0           | 30.0          | 30.0         | 30.0         | 10.8         |              |              |
| <b>Total Capital Costs</b>                                 | <b>334.5</b>     | <b>-</b>     | <b>334.5</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>32.2</b>  | <b>77.8</b>   | <b>100.0</b>   | <b>53.7</b>   | <b>30.0</b>  | <b>30.0</b>  | <b>10.8</b>  | <b>-</b>     | <b>-</b>     |
| <b>Rehabilitation and Replacement</b>                      |                  |              |                  |                  |                  |              |              |               |                |               |              |              |              |              |              |
| <b>PROJECT REVENUES (For Capital Costs Only)</b>           |                  |              |                  |                  |                  |              |              |               |                |               |              |              |              |              |              |
| <b>Local</b>   |                  |              |                  |                  |                  |              |              |               |                |               |              |              |              |              |              |
| Prop. A - Direct (PA 35% Bonds)                            | 32.2             | 9.6%         | 32.2             | -                | -                | -            | 32.2         | -             | -              | -             | -            | -            | -            | -            | -            |
| Prop. A - Direct (PA 35% Cash)                             | 70.8             | 21.2%        | 70.8             | -                | -                |              |              |               |                | 30.0          | 30.0         | 10.8         |              |              |              |
| <b>Subtotal Prop. A &amp; C</b>                            | <b>103.0</b>     | <b>30.8%</b> | <b>103.0</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>32.2</b>  | <b>-</b>      | <b>-</b>       | <b>-</b>      | <b>30.0</b>  | <b>30.0</b>  | <b>10.8</b>  | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>   |                  |              |                  |                  |                  |              |              |               |                |               |              |              |              |              |              |
| Measure R 2%   | 13.4             | 4.0%         | 13.4             | -                | -                |              |              | 13.4          |                |               |              |              |              |              |              |
| <b>Subtot Other Local (% incl A &amp; C)</b>               | <b>13.4</b>      | <b>4.0%</b>  | <b>13.4</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>13.4</b>   | <b>-</b>       | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>                                      | <b>116.4</b>     | <b>34.8%</b> | <b>116.4</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>32.2</b>  | <b>13.4</b>   | <b>-</b>       | <b>-</b>      | <b>30.0</b>  | <b>30.0</b>  | <b>10.8</b>  | <b>-</b>     | <b>-</b>     |
| <b>Total Surplus/(Shortfall)</b>                           | <b>(218.1)</b>   | <b>65.2%</b> | <b>(218.1)</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>(64.4)</b> | <b>(100.0)</b> | <b>(53.7)</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>MTA Prop A Financing</b>                                | <b>321.1</b>     |              | <b>321.1</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>32.2</b>  | <b>64.4</b>   | <b>100.0</b>   | <b>53.7</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Santa Monica yard 48 car capacity. Storage-Washington siding track \$12+ YOY, 12 cars.
2. See Board Item #19, 8/4/11. Funded with \$165 from rail yard reserve; \$383.7 in first decade project budgets, \$169.5 from heavy rail system improvements deferral and loan.

# LACMTA Financial Forecasting Model

## P2550 Light Rail Vehicles

30-10 8/19/11

| (\$ in millions)   | Total<br>'10-'40 | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| P2550 Light Rail Vehicles Base 40 cars<br>(\$152.9 less \$21.9=\$114.6 total project cost) | 28.8             |               | 28.8             | -                | -                | 11.3         | 17.4         |              |              |              | -            | -            | -            | -            | -            |
| <b>Total Costs</b>   | <b>28.8</b>      |               | <b>28.8</b>      | <b>-</b>         | <b>-</b>         | <b>11.3</b>  | <b>17.4</b>  | <b>-</b>     |
| <b>Total Capital Costs Inflated</b>  | <b>28.8</b>      |               | <b>28.8</b>      | <b>-</b>         | <b>-</b>         | <b>11.3</b>  | <b>17.4</b>  | <b>-</b>     |
| <b>PROJECT REVENUES</b>  |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>   |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Prop. A - Direct Cash  | -                |               | -                | -                | -                |              |              |              |              |              | -            | -            | -            | -            | -            |
| Prop. C - Direct Cash  | -                |               | -                | -                | -                |              |              |              |              |              | -            | -            | -            | -            | -            |
| Financings   | -                |               | -                | -                | -                |              |              |              |              |              | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. A &amp; C</b>  | <b>-</b>         | <b>10.1%</b>  | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>   |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b>                              | <b>-</b>         | <b>10.1%</b>  | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>State</b>   |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| STA - Population Share   | -                | 0.0%          | -                | -                | -                |              |              |              |              |              | -            | -            | -            | -            | -            |
| Regional Improvement Prog Funds (RIP)-Transit  | 25.9             | 89.9%         | 25.9             | -                | -                | 11.3         | 14.5         |              |              |              | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>  | <b>25.9</b>      | <b>89.9%</b>  | <b>25.9</b>      | <b>-</b>         | <b>-</b>         | <b>11.3</b>  | <b>14.5</b>  | <b>-</b>     |
| <b>Federal</b>   |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Section 5309 - Fixed Guideway Mod.   | -                | 0.0%          | -                | -                | -                |              |              |              |              |              | -            | -            | -            | -            | -            |
| CMAQ - Transit   | -                | 0.0%          | -                | -                | -                |              |              |              |              |              | -            | -            | -            | -            | -            |
| RSTP - Transit   | -                | 0.0%          | -                | -                | -                |              |              |              |              |              | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>  | <b>-</b>         | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>  | <b>25.9</b>      | <b>100.0%</b> | <b>25.9</b>      | <b>-</b>         | <b>-</b>         | <b>11.3</b>  | <b>14.5</b>  | <b>-</b>     |
| <b>Total Surplus/(Shortfall-Financing Needed)</b>  | <b>(2.9)</b>     |               | <b>(2.9)</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>(2.9)</b> | <b>-</b>     |
| <b>MTA Prop A or Financing</b>   | <b>2.9</b>       |               | <b>2.9</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>2.9</b>   | <b>-</b>     |

**NOTES:**

1. STIP PPNO 3225, 4025.
2. FIS 800151 (and Expo 206035).
3. 10 cars for Eastside LRT are included on the Eastside project page.
4. Savings of \$21.9 M reprogrammed (RSTP & CMAQ) to P3010 LRVs.

# LACMTA Financial Forecasting Model

## P3010 Light Rail Vehicles

30-10 8/19/11

| (\$ in millions)                                       | Total '10-'40 | Alloc %       | Prior Years | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010   | 2010 2011    | 2011 2012    | 2012 2013    | 2013 2014    | 2014 2015     | 2015 2016    | 2016 2017 |
|--|---------------|---------------|-------------|---------------|---------------|---------------|-------------|--------------|--------------|--------------|--------------|---------------|--------------|-----------|
| P3010 - 78 total vehicles @ \$4.30013 = \$335.4        | 335.4         |               | 0.03        | 335.4         | -             | -             | 0.1         | 15.8         | 22.1         | 32.5         | 46.1         | 150.5         | 68.3         | -         |
| <b>Total Costs</b>                                     | <b>335.4</b>  | <b>-</b>      | <b>0.03</b> | <b>335.4</b>  | <b>-</b>      | <b>-</b>      | <b>0.1</b>  | <b>15.8</b>  | <b>22.1</b>  | <b>32.5</b>  | <b>46.1</b>  | <b>150.5</b>  | <b>68.3</b>  | <b>-</b>  |
| <b>Total Capital Costs</b>                             | <b>335.4</b>  |               | <b>0.03</b> | <b>335.4</b>  | <b>-</b>      | <b>-</b>      | <b>0.14</b> | <b>15.75</b> | <b>22.10</b> | <b>32.50</b> | <b>46.10</b> | <b>150.53</b> | <b>68.29</b> | <b>-</b>  |
| <b>PROJECT REVENUES</b>                                |               |               |             |               |               |               |             |              |              |              |              |               |              |           |
| <b>Local</b>   |               |               |             |               |               |               |             |              |              |              |              |               |              |           |
| Prop. A - Direct Cash                                  | 0.03          |               |             | 0.03          | -             | -             |             | 0.03         |              | -            | -            | -             | -            | -         |
| Prop. C - Direct Cash                                  | -             |               |             | -             | -             | -             |             |              |              | -            | -            | -             | -            | -         |
| <b>Subtotal Prop. A &amp; C</b>                        | <b>0.03</b>   | <b>0.0%</b>   | <b>0.0</b>  | <b>0.03</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>0.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>-</b>  |
| <b>Other Local</b>                                     |               |               |             |               |               |               |             |              |              |              |              |               |              |           |
| Measure R 35% (for Gold Line Foothill) (\$64.5)        | 64.5          | 19.2%         |             | 64.5          | -             | -             |             |              | 7.1          | 6.0          | 10.6         | 28.4          | 12.4         |           |
| Prop C 25%   | 0.1           | 0.0%          |             | 0.1           | -             | -             |             | 0.06         |              |              |              |               |              |           |
| Local Agency Funds                                     | 0.04          | 0.0%          |             | 0.04          | -             | -             |             | 0.04         |              |              |              |               |              |           |
| <b>Subtotal Local (including Prop. A &amp; C)</b>      | <b>64.6</b>   | <b>19.3%</b>  | <b>0.0</b>  | <b>64.6</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>0.1</b>   | <b>7.1</b>   | <b>6.0</b>   | <b>10.6</b>  | <b>28.4</b>   | <b>12.4</b>  | <b>-</b>  |
| <b>State</b>   |               |               |             |               |               |               |             |              |              |              |              |               |              |           |
| Prop 1B PTMISEA (for Expo I) (\$5.2)                   | 5.2           | 1.5%          |             | 5.2           | -             | -             |             | 1.8          |              | 2.8          |              |               | 0.6          |           |
| Regional Improv Prog (RIP (for Expo I & II) (\$174.87) | 174.9         | 52.1%         | 0.03        | 174.9         | -             | -             | 0.1         |              | 2.9          | 21.9         | 27.8         | 122.1         | -            | -         |
| <b>Subtotal State</b>                                  | <b>180.1</b>  | <b>53.7%</b>  | <b>0.03</b> | <b>180.1</b>  | <b>-</b>      | <b>-</b>      | <b>0.1</b>  | <b>1.8</b>   | <b>2.9</b>   | <b>24.7</b>  | <b>27.8</b>  | <b>122.1</b>  | <b>0.6</b>   | <b>-</b>  |
| <b>Federal</b>   |               |               |             |               |               |               |             |              |              |              |              |               |              |           |
| CMAQ - Transit (for Expo II) (\$41.3)                  | 41.3          | 12.3%         |             | 41.3          | -             | -             |             |              | 12.1         | 1.8          |              |               | 27.4         | -         |
| RSTP - Transit (for Expo I and II) (\$49.4)            | 49.4          | 14.7%         |             | 49.4          | -             | -             |             | 13.8         |              |              | 7.7          |               | 27.9         | -         |
| <b>Subtotal Federal</b>                                | <b>90.7</b>   | <b>27.0%</b>  | <b>0.0</b>  | <b>90.7</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>13.8</b>  | <b>12.1</b>  | <b>1.8</b>   | <b>7.7</b>   | <b>-</b>      | <b>55.3</b>  | <b>-</b>  |
| <b>Total Revenues</b>                                  | <b>335.4</b>  | <b>100.0%</b> | <b>0.03</b> | <b>335.4</b>  | <b>-</b>      | <b>-</b>      | <b>0.14</b> | <b>15.75</b> | <b>22.10</b> | <b>32.50</b> | <b>46.10</b> | <b>150.53</b> | <b>68.29</b> | <b>-</b>  |
| <b>Total Surplus/(Shortfall-Financing Needed)</b>      | <b>-</b>      |               | <b>-</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>-</b>  |
| <b>Metro Prop A/C or Financing</b>                     | <b>-</b>      |               | <b>-</b>    | <b>0.0</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>0.03</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>     | <b>-</b>  |

**NOTES:**

1. \$21.9 of CMAQ and RSTP transferred from P2550 LRVs.
  2. 16 Expo I = \$68.8
  3. 47 Expo II = \$202.1
  4. 15 Gold Line Foothill = \$64.5
- Total 335.4

# LACMTA Financial Forecasting Model

## Future Light Rail Vehicles

30-10 8/19/11

| (\$ in millions)  | Total<br>'10-'40 | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015  | 2015<br>2016  | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|--------------|--------------|--------------|
| Future Light Rail Vehicle Procurement I                       | 250.5            | -             | 250.5            | -                | -                |              |              |              |              |              | 50.4          | 50.8          | 46.9         | 97.9         | 4.5          |
| Future Light Rail Vehicle Procurement II                      | 97.8             | -             | -                | 97.8             | -                |              |              |              |              |              |               |               |              |              |              |
| Future Light Rail Veh Procurement (St of Good Repair)         | 948.1            | -             | -                | 493.5            | 454.6            |              |              |              |              |              |               |               |              |              |              |
| <b>Total Costs</b>  | <b>1,296.5</b>   | <b>-</b>      | <b>250.5</b>     | <b>591.4</b>     | <b>454.6</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>50.4</b>   | <b>50.8</b>   | <b>46.9</b>  | <b>97.9</b>  | <b>4.5</b>   |
| <b>Total Capital Costs Inflated</b>                           | <b>1,296.5</b>   | <b>-</b>      | <b>250.5</b>     | <b>591.4</b>     | <b>454.6</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>50.4</b>   | <b>50.8</b>   | <b>46.9</b>  | <b>97.9</b>  | <b>4.5</b>   |
| <b>PROJECT REVENUES</b>                                       |                  |               |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| <b>Local</b>  |                  |               |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| Prop. A - Direct Cash   | -                |               | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| Prop. C - Direct Cash   | -                |               | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| Financings  | -                |               | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| <b>Subtotal Prop. A &amp; C</b>                               | <b>-</b>         | <b>78.1%</b>  | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>  |                  |               |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| Measure R 2%  | -                | 0.0%          | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| <b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b> | <b>-</b>         | <b>78.1%</b>  | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>State</b>  |                  |               |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| Regional Improvement Prog Funds (RIP)-Transit                 | 284.6            | 21.9%         | 168.2            | 59.0             | 57.4             |              |              |              |              |              |               | 18.9          | 46.9         | 97.9         | 4.5          |
| <b>Subtotal State</b>   | <b>284.6</b>     | <b>21.9%</b>  | <b>168.2</b>     | <b>59.0</b>      | <b>57.4</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>18.9</b>   | <b>46.9</b>  | <b>97.9</b>  | <b>4.5</b>   |
| <b>Federal</b>  |                  |               |                  |                  |                  |              |              |              |              |              |               |               |              |              |              |
| Section 5309 - Fixed Guideway Mod.                            | -                | 0.0%          | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| CMAQ - Transit (may not be eligible)                          | -                | 0.0%          | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| RSTP - Transit  | -                | 0.0%          | -                | -                | -                |              |              |              |              |              |               |               |              |              |              |
| <b>Subtotal Federal</b>                                       | <b>-</b>         | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>   | <b>284.6</b>     | <b>100.0%</b> | <b>168.2</b>     | <b>59.0</b>      | <b>57.4</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>      | <b>18.9</b>   | <b>46.9</b>  | <b>97.9</b>  | <b>4.5</b>   |
| <b>Total Surplus/(Shortfall-Financing Needed)</b>             | <b>(1,011.9)</b> |               | <b>(82.3)</b>    | <b>(532.4)</b>   | <b>(397.2)</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>(50.4)</b> | <b>(31.9)</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>MTA Prop A/C or Financing</b>                              | <b>1,011.9</b>   |               | <b>82.3</b>      | <b>532.4</b>     | <b>397.2</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>50.4</b>   | <b>31.9</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |

NOTES:

# LACMTA Financial Forecasting Model

## Future Light Rail Vehicles

30-10 8/19/11

| (\$ in millions)  | Total<br>'10-'40 | Alloc %       | 2019<br>2020  | 2020<br>2021  | 2021<br>2022  | 2022<br>2023  | 2023<br>2024  | 2024<br>2025  | 2025<br>2026  | 2026<br>2027  | 2027<br>2028   | 2028<br>2029  |
|---|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|
| Future Light Rail Vehicle Procurement I                       | 250.5            | -             |               | -             | -             | -             | -             | -             | -             | -             | -              | -             |
| Future Light Rail Vehicle Procurement II                      | 97.8             | -             |               |               |               |               |               |               |               | 45.4          | 52.4           |               |
| Future Light Rail Veh Procurement (St of Good Repair)         | 948.1            | -             | 73.6          | 52.1          | 34.1          | 34.6          | 61.3          | 64.3          | 50.4          | 1.4           | 57.0           | 64.8          |
| <b>Total Costs</b>  | <b>1,296.5</b>   | <b>-</b>      | <b>73.6</b>   | <b>52.1</b>   | <b>34.1</b>   | <b>34.6</b>   | <b>61.3</b>   | <b>64.3</b>   | <b>50.4</b>   | <b>46.8</b>   | <b>109.4</b>   | <b>64.8</b>   |
| <b>Total Capital Costs Inflated</b>                           | <b>1,296.5</b>   | <b>-</b>      | <b>73.6</b>   | <b>52.1</b>   | <b>34.1</b>   | <b>34.6</b>   | <b>61.3</b>   | <b>64.3</b>   | <b>50.4</b>   | <b>46.8</b>   | <b>109.4</b>   | <b>64.8</b>   |
| <b>PROJECT REVENUES</b>                                       |                  |               |               |               |               |               |               |               |               |               |                |               |
| <b>Local</b>  |                  |               |               |               |               |               |               |               |               |               |                |               |
| Prop. A - Direct Cash   | -                |               | -             | -             | -             | -             | -             | -             | -             | -             | -              | -             |
| Prop. C - Direct Cash   | -                |               | -             | -             | -             | -             | -             | -             | -             | -             | -              | -             |
| Financings  | -                |               | -             | -             | -             | -             | -             | -             | -             | -             | -              | -             |
| <b>Subtotal Prop. A &amp; C</b>                               | <b>-</b>         | <b>78.1%</b>  | <b>-</b>       | <b>-</b>      |
| <b>Other Local</b>  |                  |               |               |               |               |               |               |               |               |               |                |               |
| Measure R 2%  | -                | 0.0%          |               |               |               |               |               |               |               |               |                |               |
| <b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b> | <b>-</b>         | <b>78.1%</b>  | <b>-</b>       | <b>-</b>      |
| <b>State</b>  |                  |               |               |               |               |               |               |               |               |               |                |               |
| Regional Improvement Prog Funds (RIP)-Transit                 | 284.6            | 21.9%         | -             | 6.0           | 6.1           | 6.3           | 6.4           | 6.6           | 6.6           | 6.8           | 7.0            | 7.2           |
| <b>Subtotal State</b>   | <b>284.6</b>     | <b>21.9%</b>  | <b>-</b>      | <b>6.0</b>    | <b>6.1</b>    | <b>6.3</b>    | <b>6.4</b>    | <b>6.6</b>    | <b>6.6</b>    | <b>6.8</b>    | <b>7.0</b>     | <b>7.2</b>    |
| <b>Federal</b>  |                  |               |               |               |               |               |               |               |               |               |                |               |
| Section 5309 - Fixed Guideway Mod.                            | -                | 0.0%          | -             | -             | -             | -             | -             | -             | -             | -             | -              | -             |
| CMAQ - Transit (may not be eligible)                          | -                | 0.0%          | -             | -             | -             | -             | -             | -             | -             | -             | -              | -             |
| RSTP - Transit  | -                | 0.0%          | -             | -             | -             | -             | -             | -             | -             | -             | -              | -             |
| <b>Subtotal Federal</b>                                       | <b>-</b>         | <b>0.0%</b>   | <b>-</b>       | <b>-</b>      |
| <b>Total Revenues</b>   | <b>284.6</b>     | <b>100.0%</b> | <b>-</b>      | <b>6.0</b>    | <b>6.1</b>    | <b>6.3</b>    | <b>6.4</b>    | <b>6.6</b>    | <b>6.6</b>    | <b>6.8</b>    | <b>7.0</b>     | <b>7.2</b>    |
| <b>Total Surplus/(Shortfall-Financing Needed)</b>             | <b>(1,011.9)</b> |               | <b>(73.6)</b> | <b>(46.1)</b> | <b>(28.0)</b> | <b>(28.3)</b> | <b>(54.9)</b> | <b>(57.7)</b> | <b>(43.8)</b> | <b>(40.1)</b> | <b>(102.4)</b> | <b>(57.6)</b> |
| <b>MTA Prop A/C or Financing</b>                              | <b>1,011.9</b>   |               | <b>73.6</b>   | <b>46.1</b>   | <b>28.0</b>   | <b>28.3</b>   | <b>54.9</b>   | <b>57.7</b>   | <b>43.8</b>   | <b>40.1</b>   | <b>102.4</b>   | <b>57.6</b>   |

NOTES:

# LACMTA Financial Forecasting Model

## Future Light Rail Vehicles

30-10 8/19/11

| (\$ in millions)  | Total '10-'40    | Alloc %       | 2029<br>2030  | 2030<br>2031  | 2031<br>2032  | 2032<br>2033 | 2033<br>2034  | 2034<br>2035  | 2035<br>2036  | 2036<br>2037  | 2037<br>2038  | 2038<br>2039 | 2039<br>2040 |
|---|------------------|---------------|---------------|---------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|
| Future Light Rail Vehicle Procurement I                       | 250.5            | -             | -             | -             | -             | -            | -             | -             | -             | -             | -             | -            | -            |
| Future Light Rail Vehicle Procurement II                      | 97.8             | -             | -             | -             | -             | -            | -             | -             | -             | -             | -             | -            | -            |
| Future Light Rail Veh Procurement (St of Good Repair)         | 948.1            | -             | 64.7          | 87.5          | 70.1          | 1.8          | 42.3          | 42.5          | 48.9          | 44.5          | 46.4          | 5.5          | 0.4          |
| <b>Total Costs</b>  | <b>1,296.5</b>   | <b>-</b>      | <b>64.7</b>   | <b>87.5</b>   | <b>70.1</b>   | <b>1.8</b>   | <b>42.3</b>   | <b>42.5</b>   | <b>48.9</b>   | <b>44.5</b>   | <b>46.4</b>   | <b>5.5</b>   | <b>0.4</b>   |
| <b>Total Capital Costs Inflated</b>                           | <b>1,296.5</b>   | <b>-</b>      | <b>64.7</b>   | <b>87.5</b>   | <b>70.1</b>   | <b>1.8</b>   | <b>42.3</b>   | <b>42.5</b>   | <b>48.9</b>   | <b>44.5</b>   | <b>46.4</b>   | <b>5.5</b>   | <b>0.4</b>   |
| <b>PROJECT REVENUES</b>                                       |                  |               |               |               |               |              |               |               |               |               |               |              |              |
| <b>Local</b>  |                  |               |               |               |               |              |               |               |               |               |               |              |              |
| Prop. A - Direct Cash   | -                | -             | -             | -             | -             | -            | -             | -             | -             | -             | -             | -            | -            |
| Prop. C - Direct Cash   | -                | -             | -             | -             | -             | -            | -             | -             | -             | -             | -             | -            | -            |
| Financings  | -                | -             | -             | -             | -             | -            | -             | -             | -             | -             | -             | -            | -            |
| <b>Subtotal Prop. A &amp; C</b>                               | <b>-</b>         | <b>78.1%</b>  | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>  |                  |               |               |               |               |              |               |               |               |               |               |              |              |
| Measure R 2%  | -                | 0.0%          | -             | -             | -             | -            | -             | -             | -             | -             | -             | -            | -            |
| <b>Subtotal Local (Including Prop. A &amp; C %, not \$'s)</b> | <b>-</b>         | <b>78.1%</b>  | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     |
| <b>State</b>  |                  |               |               |               |               |              |               |               |               |               |               |              |              |
| Regional Improvement Prog Funds (RIP)-Transit                 | 284.6            | 21.9%         | 7.4           | 7.4           | 7.4           | 1.8          | 5.3           | 7.4           | -             | 7.4           | 7.4           | 5.5          | 0.4          |
| <b>Subtotal State</b>   | <b>284.6</b>     | <b>21.9%</b>  | <b>7.4</b>    | <b>7.4</b>    | <b>7.4</b>    | <b>1.8</b>   | <b>5.3</b>    | <b>7.4</b>    | <b>-</b>      | <b>7.4</b>    | <b>7.4</b>    | <b>5.5</b>   | <b>0.4</b>   |
| <b>Federal</b>  |                  |               |               |               |               |              |               |               |               |               |               |              |              |
| Section 5309 - Fixed Guideway Mod.                            | -                | 0.0%          | -             | -             | -             | -            | -             | -             | -             | -             | -             | -            | -            |
| CMAQ - Transit (may not be eligible)                          | -                | 0.0%          | -             | -             | -             | -            | -             | -             | -             | -             | -             | -            | -            |
| RSTP - Transit  | -                | 0.0%          | -             | -             | -             | -            | -             | -             | -             | -             | -             | -            | -            |
| <b>Subtotal Federal</b>                                       | <b>-</b>         | <b>0.0%</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>   | <b>284.6</b>     | <b>100.0%</b> | <b>7.4</b>    | <b>7.4</b>    | <b>7.4</b>    | <b>1.8</b>   | <b>5.3</b>    | <b>7.4</b>    | <b>-</b>      | <b>7.4</b>    | <b>7.4</b>    | <b>5.5</b>   | <b>0.4</b>   |
| <b>Total Surplus/(Shortfall-Financing Needed)</b>             | <b>(1,011.9)</b> |               | <b>(57.3)</b> | <b>(80.1)</b> | <b>(62.7)</b> | <b>-</b>     | <b>(37.0)</b> | <b>(35.1)</b> | <b>(48.9)</b> | <b>(37.1)</b> | <b>(39.0)</b> | <b>-</b>     | <b>-</b>     |
| <b>MTA Prop A/C or Financing</b>                              | <b>1,011.9</b>   |               | <b>57.3</b>   | <b>80.1</b>   | <b>62.7</b>   | <b>-</b>     | <b>37.0</b>   | <b>35.1</b>   | <b>48.9</b>   | <b>37.1</b>   | <b>39.0</b>   | <b>-</b>     | <b>-</b>     |

NOTES:

# LACMTA Financial Forecasting Model

## Heavy Rail Vehicles

30-10 8/19/11

| (\$ in millions)                                   | Total<br>'10-'40 | Alloc %       | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2018<br>2019 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 |
|--|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Heavy Rail Vehicles                                | 73.1             | -             | -                | 73.1             | -                | -            | -            | -            | 10.2         | 31.2         | 31.7         | -            | -            | -            | -            | -            |
| <b>Total Costs</b>                                 | <b>73.1</b>      | <b>-</b>      | <b>-</b>         | <b>73.1</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>10.2</b>  | <b>31.2</b>  | <b>31.7</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Capital Costs Inflated</b>                | <b>73.1</b>      | <b>-</b>      | <b>-</b>         | <b>73.1</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>10.2</b>  | <b>31.2</b>  | <b>31.7</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                            |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                       |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Prop. A - Direct Cash                              | -                | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Prop. C - Direct Cash                              | -                | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Subtotal Prop. A & C (not eligible)                | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                                 |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Lease  | 14.6             | 0.0%          | -                | 14.6             | -                | -            | -            | -            | 2.0          | 6.2          | 6.3          | -            | -            | -            | -            | -            |
| Subtotal Local (including Prop. A & C %, not \$'s) | 14.6             | 20.0%         | -                | 14.6             | -                | -            | -            | -            | 2.0          | 6.2          | 6.3          | -            | -            | -            | -            | -            |
| <b>State</b>                                       |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| STA - Population Share                             | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Regional Improvement Prog Funds (RIP)-Transit      | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Subtotal State                                     | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal</b>                                     |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Section 5309 - Fixed Guideway Mod.                 | 58.5             | 80.0%         | -                | 58.5             | -                | -            | -            | -            | 8.2          | 25.0         | 25.4         | -            | -            | -            | -            | -            |
| CMAQ - Transit                                     | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Subtotal Federal                                   | 58.5             | 80.0%         | -                | 58.5             | -                | -            | -            | -            | 8.2          | 25.0         | 25.4         | -            | -            | -            | -            | -            |
| <b>Total Revenues</b>                              | <b>73.1</b>      | <b>100.0%</b> | <b>-</b>         | <b>73.1</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>10.2</b>  | <b>31.2</b>  | <b>31.7</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Surplus/(Shortfall-Financing Needed)</b>  | <b>-</b>         | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Metro Prop A/C or Financing (not eligible)</b>  | <b>-</b>         | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

NOTES:

**LACMTA Financial Forecasting Model**

**State of Good Repair (Rehab & Replacement) Summary**

**30-10 8/19/11**

| State of Good Repair  | Plan Total       | Alloc %       | Years '10-'19 | Years '20-'29    | Years '30-'40    | 2009 2010   | 2010 2011  | 2011 2012  | 2012 2013  | 2013 2014  | 2014 2015  | 2015 2016  | 2016 2017  | 2017 2018   | 2018 2019   |
|---|------------------|---------------|---------------|------------------|------------------|---|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|
| <b>Estimated Direct Funding</b>   |                  |               |               |                  |                  |   |            |            |            |            |            |            |            |             |             |
| Section 5309 Fixed Guideway Modernization   | 56.1             | 0.7%          | 6.5           | 49.6             | -                | -   | -          | -          | -          | -          | -          | -          | -          | 1.2         | 5.2         |
| TDA Article 4   | -                | 0.0%          | -             | -                | -                | -   | -          | -          | -          | -          | -          | -          | -          | -           | -           |
| Regional Improvement Program (RIP)  | 533.9            | 2.0%          | 19.0          | 72.4             | 442.6            | -   | -          | -          | -          | -          | -          | -          | -          | 19.0        | -           |
| CMAQ  | 214.1            | 0.0%          | -             | 74.6             | 139.6            | -   | -          | -          | -          | -          | -          | -          | -          | -           | -           |
| RSTP  | 170.1            | 0.0%          | -             | -                | 170.1            | -   | -          | -          | -          | -          | -          | -          | -          | -           | -           |
| <b>Total</b>  | <b>974.2</b>     | <b>2.6%</b>   | <b>25.5</b>   | <b>196.5</b>     | <b>752.2</b>     | -   | -          | -          | -          | -          | -          | -          | -          | <b>20.2</b> | <b>5.2</b>  |
| <b>RAIL CAPITAL</b>   |                  |               |               |                  |                  | Thru FY19 -see rail capital summary page for actual amounts |            |            |            |            |            |            |            |             |             |
| Blue Line - 7th/Flower to Long Beach  | 467.8            | 7.2%          | -             | 20.1             | 447.7            |   |            |            |            |            |            |            |            |             |             |
| Red Line - Segment-1 LAUPT to Wilshire/Alvarado incl below  | -                | 0.0%          | -             | -                | -                |   |            |            |            |            |            |            |            |             |             |
| Red/Purple Line-Segs 1-3: LAUPT to Wilshire/Alvarado, Wilshire/Western & Hollywood/Vine, N. Hollywood | 640.2            | 9.8%          | -             | 227.1            | 413.1            |   |            |            |            |            |            |            |            |             |             |
| Red Line - Segment-3 to North Hollywood incl above  | -                | 0.0%          | -             | -                | -                |   |            |            |            |            |            |            |            |             |             |
| Green Line - Norwalk - El Segundo   | 644.7            | 9.9%          | -             | 128.6            | 516.1            |   |            |            |            |            |            |            |            |             |             |
| Gold Line - Pasadena  | 243.1            | 3.7%          | -             | 141.0            | 102.1            |   |            |            |            |            |            |            |            |             |             |
| Gold Line - Eastside Extension  | 166.1            | 2.5%          | -             | 90.5             | 75.6             |   |            |            |            |            |            |            |            |             |             |
| <b>Subtotal Current Lines (7/10 Rail Asset database)</b>  | <b>2,161.9</b>   | <b>33.1%</b>  | -             | <b>607.3</b>     | <b>1,554.6</b>   |   |            |            |            |            |            |            |            |             |             |
| Mid-City Expo - Phase I   | 408.1            | 6.3%          | -             | 93.9             | 314.2            |   |            |            |            |            |            |            |            |             |             |
| Mid-City Expo - Phase II  | 469.2            | 7.2%          | -             | 67.7             | 401.5            |   |            |            |            |            |            |            |            |             |             |
| Gold Line Foothill Extension  | 329.5            | 5.1%          | -             | 54.0             | 275.5            |   |            |            |            |            |            |            |            |             |             |
| Crenshaw/LAX Transit Corridor   | 546.0            | 8.4%          | -             | 49.4             | 496.6            |   |            |            |            |            |            |            |            |             |             |
| Regional Connector  | 455.5            | 7.0%          | -             | 34.7             | 420.8            |   |            |            |            |            |            |            |            |             |             |
| Westside Subway Extension-Segment 1   | 1,123.0          | 17.2%         | -             | 42.1             | 1,081.0          |   |            |            |            |            |            |            |            |             |             |
| Westside Subway Extension-Segment 2   | -                | 0.0%          | -             | -                | -                |   |            |            |            |            |            |            |            |             |             |
| Westside Subway Extension-Segment 3   | -                | 0.0%          | -             | -                | -                |   |            |            |            |            |            |            |            |             |             |
| Green Line - LAX  | 86.3             | 1.3%          | -             | 9.6              | 76.7             |   |            |            |            |            |            |            |            |             |             |
| San Fernando Valley I-405 Corridor  | 43.0             | 0.7%          | -             | -                | 43.0             |   |            |            |            |            |            |            |            |             |             |
| South Bay Green Line Extension  | 113.1            | 1.7%          | -             | 12.6             | 100.5            |   |            |            |            |            |            |            |            |             |             |
| Eastside Extension from East Los Angeles  | 388.0            | 5.9%          | -             | 34.3             | 353.8            |   |            |            |            |            |            |            |            |             |             |
| <b>Subtotal Future Lines</b>  | <b>3,961.8</b>   | <b>60.7%</b>  | -             | <b>398.3</b>     | <b>3,563.5</b>   |   |            |            |            |            |            |            |            |             |             |
| <b>Subtotal Rail</b>  | <b>6,123.7</b>   | <b>93.9%</b>  | -             | <b>1,005.6</b>   | <b>5,118.2</b>   |   |            |            |            |            |            |            |            |             |             |
| Current - Orange Line   | 285.1            | 4.4%          | -             | 283.9            | 1.2              |   |            |            |            |            |            |            |            |             |             |
| Future - San Fernando Valley North-South (Canoga)   | 115.7            | 1.8%          | -             | 31.5             | 84.2             |   |            |            |            |            |            |            |            |             |             |
| <b>Subtotal BRT</b>   | <b>400.8</b>     | <b>6.1%</b>   | -             | <b>315.4</b>     | <b>85.4</b>      |   |            |            |            |            |            |            |            |             |             |
| <b>Rehab. and Replacement Grand Total</b>   | <b>6,524.5</b>   | <b>100.0%</b> | <b>0.0</b>    | <b>1,321.0</b>   | <b>5,203.5</b>   | <b>0.0</b>  | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b>  | <b>0.0</b>  |
| <b>Beginning Balance</b>  | <b>0.0</b>       |               | <b>0.0</b>    | <b>0.0</b>       | <b>(1,124.5)</b> | <b>0.0</b>  | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b>  | <b>20.2</b> |
| <b>Surplus/(Shortfall)</b>  | <b>(5,550.3)</b> |               | <b>25.5</b>   | <b>(1,124.5)</b> | <b>(4,451.3)</b> | <b>0.0</b>  | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>20.2</b> | <b>5.2</b>  |
| <b>Cumulative Ending Balance</b>  | <b>(5,550.3)</b> |               | <b>25.5</b>   | <b>(1,124.5)</b> | <b>(5,575.8)</b> | <b>0.0</b>  | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>20.2</b> | <b>25.5</b> |
| <b>Prop A Funding Needed</b>  |                  |               |               |                  |                  | <b>0.0</b>  | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b> | <b>0.0</b>  | <b>0.0</b>  |

**NOTES:**

1. Total costs are on the Rail Capital/Transit Corridors Summary pg.

**LACMTA Financial Forecasting Model**  
**State of Good Repair (Rehab & Replacement) Summary**  
**30-10 8/19/11**

| State of Good Repair  | 2019          | 2020          | 2021          | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028             |
|---|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
|   | 2020          | 2021          | 2022          | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029             |
| <b>Estimated Direct Funding</b>   |               |               |               |                |                |                |                |                |                |                  |
| Section 5309 Fixed Guideway Modernization   | 9.7           | 11.6          | 13.5          | 14.9           | -              | -              | -              | -              | -              | -                |
| TDA Article 4   | -             | -             | -             | -              | -              | -              | -              | -              | -              | -                |
| Regional Improvement Program (RIP)  | 72.4          | -             | -             | -              | -              | -              | -              | -              | -              | -                |
| CMAQ  | 1.8           | -             | -             | -              | -              | -              | 12.6           | 29.9           | 30.3           |                  |
| RSTP  | -             | -             | -             | -              | -              | -              | -              | -              | -              | -                |
| <b>Total</b>  | <b>83.8</b>   | <b>11.6</b>   | <b>13.5</b>   | <b>14.9</b>    | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>12.6</b>    | <b>29.9</b>    | <b>30.3</b>      |
| <b>RAIL CAPITAL</b>   |               |               |               |                |                |                |                |                |                |                  |
| Blue Line - 7th/Flower to Long Beach  | 2.0           | 3.5           | 0.7           | 1.5            | 1.5            | 3.7            | 4.7            | 2.5            | -              | -                |
| Red Line - Segment-1 LAUPT to Wilshire/Alvarado incl below  |               |               |               |                |                |                |                |                |                |                  |
| Red/Purple Line-Segs 1-3: LAUPT to Wilshire/Alvarado, Wilshire/Western & Hollywood/Vine, N. Hollywood | 65.1          | 38.6          |               | 6.2            | 52.1           | 32.6           | 8.6            | 0.7            | 8.0            | 15.2             |
| Red Line - Segment-3 to North Hollywood incl above  |               |               |               |                |                |                |                |                |                |                  |
| Green Line - Norwalk - El Segundo   | 63.6          | 2.7           |               |                |                | 11.2           | 48.7           | 2.4            |                |                  |
| Gold Line - Pasadena  | 2.0           | 2.2           |               | 103.3          |                | 0.3            | 2.4            | 2.2            | 26.8           | 1.8              |
| Gold Line - Eastside Extension  |               |               |               | 2.1            | 31.8           |                |                |                |                | 56.6             |
| <b>Subtotal Current Lines (7/10 Rail Asset database)</b>  | <b>132.7</b>  | <b>47.0</b>   | <b>0.7</b>    | <b>113.1</b>   | <b>85.4</b>    | <b>47.8</b>    | <b>64.4</b>    | <b>7.8</b>     | <b>34.8</b>    | <b>73.6</b>      |
| Mid-City Expo - Phase I   | 5.8           | 5.3           | 7.3           | 6.7            | 11.6           | 9.8            | 10.0           | 11.7           | 12.8           | 13.0             |
| Mid-City Expo - Phase II  | -             | 0.0           | 2.6           | 4.6            | 7.5            | 6.9            | 9.5            | 8.7            | 15.1           | 12.8             |
| Gold Line Foothill Extension  | 0.0           | 1.8           | 3.1           | 5.0            | 4.6            | 6.4            | 5.8            | 10.1           | 8.6            | 8.7              |
| Crenshaw/LAX Transit Corridor   | -             | -             | -             | -              | 0.0            | 4.1            | 7.3            | 11.9           | 11.0           | 15.1             |
| Regional Connector  | -             | -             | -             | -              | 0.2            | 1.5            | 2.3            | 4.8            | 4.3            | 21.6             |
| Westside Subway Extension-Segment 1   | -             | -             | -             | -              | -              | -              | 0.9            | 7.8            | 11.2           | 22.1             |
| Westside Subway Extension-Segment 2   | -             | -             | -             | -              | -              | -              | -              | -              | -              | -                |
| Westside Subway Extension-Segment 3   | -             | -             | -             | -              | -              | -              | -              | -              | -              | -                |
| Green Line - LAX  | -             | -             | -             | -              | 0.0            | 0.8            | 1.4            | 2.4            | 2.3            | 2.7              |
| San Fernando Valley I-405 Corridor  | -             | -             | -             | -              | -              | -              | -              | -              | -              | -                |
| South Bay Green Line Extension  | -             | -             | -             | -              | 0.0            | 1.0            | 1.9            | 3.1            | 3.0            | 3.6              |
| Eastside Extension from East Los Angeles  | -             | -             | -             | -              | -              | 0.0            | 4.1            | 7.2            | 11.9           | 10.9             |
| <b>Subtotal Future Lines</b>  | <b>5.8</b>    | <b>7.1</b>    | <b>13.0</b>   | <b>16.3</b>    | <b>24.0</b>    | <b>30.5</b>    | <b>43.3</b>    | <b>67.7</b>    | <b>80.1</b>    | <b>110.6</b>     |
| <b>Subtotal Rail</b>  | <b>138.5</b>  | <b>54.1</b>   | <b>13.7</b>   | <b>129.4</b>   | <b>109.4</b>   | <b>78.3</b>    | <b>107.7</b>   | <b>75.5</b>    | <b>114.9</b>   | <b>184.2</b>     |
| Current - Orange Line   | 0.3           | 0.3           |               |                |                | 282.9          | 0.4            |                |                |                  |
| Future - San Fernando Valley North-South (Canoga)   | 1.2           | 2.0           | 2.0           | 2.4            | 2.2            | 4.3            | 4.0            | 4.1            | 4.5            | 4.8              |
| <b>Subtotal BRT</b>   | <b>1.5</b>    | <b>2.3</b>    | <b>2.0</b>    | <b>2.4</b>     | <b>2.2</b>     | <b>287.2</b>   | <b>4.4</b>     | <b>4.1</b>     | <b>4.5</b>     | <b>4.8</b>       |
| <b>Rehab. and Replacement Grand Total</b>   | <b>140.0</b>  | <b>56.4</b>   | <b>15.7</b>   | <b>131.8</b>   | <b>111.5</b>   | <b>365.5</b>   | <b>112.1</b>   | <b>79.6</b>    | <b>119.4</b>   | <b>189.0</b>     |
| <b>Beginning Balance</b>  | <b>25.5</b>   | <b>(30.7)</b> | <b>(75.6)</b> | <b>(77.8)</b>  | <b>(194.7)</b> | <b>(306.2)</b> | <b>(671.8)</b> | <b>(783.8)</b> | <b>(850.8)</b> | <b>(940.3)</b>   |
| <b>Surplus/(Shortfall)</b>  | <b>(56.2)</b> | <b>(44.9)</b> | <b>(2.2)</b>  | <b>(116.9)</b> | <b>(111.5)</b> | <b>(365.5)</b> | <b>(112.1)</b> | <b>(67.0)</b>  | <b>(89.5)</b>  | <b>(158.7)</b>   |
| <b>Cumulative Ending Balance</b>  | <b>(30.7)</b> | <b>(75.6)</b> | <b>(77.8)</b> | <b>(194.7)</b> | <b>(306.2)</b> | <b>(671.8)</b> | <b>(783.8)</b> | <b>(850.8)</b> | <b>(940.3)</b> | <b>(1,099.0)</b> |
| <b>Prop A Funding Needed</b>  | <b>56.2</b>   | <b>44.9</b>   | <b>2.2</b>    | <b>116.9</b>   | <b>111.5</b>   | <b>365.5</b>   | <b>112.1</b>   | <b>67.0</b>    | <b>89.5</b>    | <b>158.7</b>     |

**NOTES:**

1. Total costs are on the Rail Capital/Transit Corridors Summary pg.

**LACMTA Financial Forecasting Model**

**State of Good Repair (Rehab & Replacement) Summary**

**30-10 8/19/11**

| State of Good Repair  | 2029             | 2030             | 2031             | 2032             | 2033             | 2034             | 2035             | 2036             | 2037             | 2038             | 2039             |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|   | 2030             | 2031             | 2032             | 2033             | 2034             | 2035             | 2036             | 2037             | 2038             | 2039             | 2040             |
| <b>Estimated Direct Funding</b>   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Section 5309 Fixed Guideway Modernization   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| TDA Article 4   | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                |
| Regional Improvement Program (RIP)  | 3.7              | 5.5              | 12.0             | 30.6             | 39.7             | 19.4             | 14.2             | 7.3              | 93.1             | 137.0            | 80.1             |
| CMAQ  | 8.8              | 1.0              | 16.3             | 16.0             | 15.6             | 15.3             | 13.6             | 16.5             | 16.9             | 7.3              | 12.3             |
| RSTP  |                  | 17.2             | 17.5             | 17.7             | 18.0             | 18.2             | 5.5              | 18.7             | 18.8             | 19.1             | 19.4             |
| <b>Total</b>  | <b>12.5</b>      | <b>23.7</b>      | <b>45.8</b>      | <b>64.3</b>      | <b>73.3</b>      | <b>52.9</b>      | <b>33.3</b>      | <b>42.5</b>      | <b>128.8</b>     | <b>163.4</b>     | <b>111.8</b>     |
| <b>RAIL CAPITAL</b>   |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Blue Line - 7th/Flower to Long Beach  | -                | 97.9             | 35.2             | 36.8             | 28.3             | 28.8             | 0.9              | -                | 2.7              | 2.8              | 214.3            |
| Red Line - Segment-1 LAUPT to Wilshire/Alvarado incl below  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Red/Purple Line-Segs 1-3: LAUPT to Wilshire/Alvarado, Wilshire/Western & Hollywood/Vine, N. Hollywood | 12.9             | 8.3              | 6.3              | 139.7            |                  |                  | 59.0             |                  | 4.3              | 89.0             | 93.6             |
| Red Line - Segment-3 to North Hollywood incl above  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |                  |
| Green Line - Norwalk - El Segundo   |                  | 1.1              | 3.2              | 2.5              |                  | 503.0            | 0.8              |                  | 2.7              | 2.8              |                  |
| Gold Line - Pasadena  |                  | 1.8              | 2.8              | 91.3             |                  | 0.0              | 0.3              |                  | 2.7              | 3.2              |                  |
| Gold Line - Eastside Extension  | 8.9              |                  |                  |                  | 21.8             |                  |                  | 0.0              | 2.7              | 42.2             |                  |
| <b>Subtotal Current Lines (7/10 Rail Asset database)</b>  | <b>21.8</b>      | <b>109.1</b>     | <b>47.5</b>      | <b>270.3</b>     | <b>50.1</b>      | <b>531.8</b>     | <b>61.0</b>      | <b>0.0</b>       | <b>15.1</b>      | <b>140.0</b>     | <b>307.9</b>     |
| Mid-City Expo - Phase I   | 7.0              | 6.2              | 74.9             | 75.6             | 77.1             | 6.0              | 13.1             | 18.0             | 18.4             | 11.3             | 6.6              |
| Mid-City Expo - Phase II  | 13.0             | 15.3             | 16.6             | 17.0             | 9.1              | 8.1              | 97.8             | 98.8             | 100.9            | 7.8              | 17.1             |
| Gold Line Foothill Extension  | 10.2             | 11.1             | 11.3             | 6.1              | 5.4              | 65.4             | 66.1             | 67.4             | 5.2              | 11.4             | 15.7             |
| Crenshaw/LAX Transit Corridor   | 13.8             | 24.0             | 20.3             | 20.7             | 24.2             | 26.4             | 27.0             | 14.5             | 13.0             | 155.7            | 157.1            |
| Regional Connector  | 20.1             | 55.3             | 38.2             | 39.0             | 14.7             | 17.1             | 17.4             | 5.8              | 3.7              | 104.1            | 105.4            |
| Westside Subway Extension-Segment 1   | 18.7             | 84.3             | 77.1             | 254.8            | 190.7            | 194.5            | 64.4             | 75.4             | 77.0             | 26.9             | 17.1             |
| Westside Subway Extension-Segment 2   | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                |
| Westside Subway Extension-Segment 3   | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                | -                |
| Green Line - LAX  | 2.5              | 5.0              | 4.6              | 4.7              | 5.2              | 5.6              | 5.7              | 2.9              | 2.6              | 18.8             | 19.0             |
| San Fernando Valley I-405 Corridor  | -                | -                | -                | -                | -                | -                | 0.1              | 4.8              | 8.9              | 14.9             | 14.4             |
| South Bay Green Line Extension  | 3.3              | 6.5              | 6.1              | 6.2              | 6.8              | 7.3              | 7.5              | 3.8              | 3.4              | 24.7             | 24.9             |
| Eastside Extension from East Los Angeles  | 15.0             | 13.8             | 23.9             | 20.2             | 20.6             | 24.2             | 26.4             | 26.9             | 14.5             | 12.9             | 155.3            |
| <b>Subtotal Future Lines</b>  | <b>103.7</b>     | <b>221.5</b>     | <b>273.1</b>     | <b>444.3</b>     | <b>353.9</b>     | <b>354.7</b>     | <b>325.4</b>     | <b>318.3</b>     | <b>247.6</b>     | <b>388.5</b>     | <b>532.7</b>     |
| <b>Subtotal Rail</b>  | <b>125.5</b>     | <b>330.7</b>     | <b>320.6</b>     | <b>714.6</b>     | <b>404.0</b>     | <b>886.5</b>     | <b>386.3</b>     | <b>318.3</b>     | <b>262.7</b>     | <b>528.5</b>     | <b>840.6</b>     |
| Current - Orange Line   |                  | 0.4              |                  |                  |                  | 0.4              | 0.4              |                  |                  |                  |                  |
| Future - San Fernando Valley North-South (Canoga)   | 4.9              | 2.5              | 2.2              | 16.2             | 16.4             | 16.7             | 2.3              | 5.3              | 6.8              | 6.9              | 3.9              |
| <b>Subtotal BRT</b>   | <b>4.9</b>       | <b>2.9</b>       | <b>2.2</b>       | <b>16.2</b>      | <b>16.4</b>      | <b>17.1</b>      | <b>2.7</b>       | <b>5.3</b>       | <b>6.8</b>       | <b>6.9</b>       | <b>3.9</b>       |
| <b>Rehab. and Replacement Grand Total</b>   | <b>130.4</b>     | <b>333.5</b>     | <b>322.8</b>     | <b>730.8</b>     | <b>420.4</b>     | <b>903.6</b>     | <b>389.0</b>     | <b>323.6</b>     | <b>269.5</b>     | <b>535.4</b>     | <b>844.5</b>     |
| <b>Beginning Balance</b>  | <b>(1,099.0)</b> | <b>(1,216.9)</b> | <b>(1,526.8)</b> | <b>(1,803.8)</b> | <b>(2,470.3)</b> | <b>(2,817.4)</b> | <b>(3,668.1)</b> | <b>(4,023.8)</b> | <b>(4,304.9)</b> | <b>(4,445.6)</b> | <b>(4,817.6)</b> |
| <b>Surplus/(Shortfall)</b>  | <b>(117.9)</b>   | <b>(309.8)</b>   | <b>(277.0)</b>   | <b>(666.5)</b>   | <b>(347.1)</b>   | <b>(850.7)</b>   | <b>(355.7)</b>   | <b>(281.1)</b>   | <b>(140.7)</b>   | <b>(372.0)</b>   | <b>(732.8)</b>   |
| <b>Cumulative Ending Balance</b>  | <b>(1,216.9)</b> | <b>(1,526.8)</b> | <b>(1,803.8)</b> | <b>(2,470.3)</b> | <b>(2,817.4)</b> | <b>(3,668.1)</b> | <b>(4,023.8)</b> | <b>(4,304.9)</b> | <b>(4,445.6)</b> | <b>(4,817.6)</b> | <b>(5,550.3)</b> |
| <b>Prop A Funding Needed</b>  | <b>117.9</b>     | <b>309.8</b>     | <b>277.0</b>     | <b>666.5</b>     | <b>347.1</b>     | <b>850.7</b>     | <b>355.7</b>     | <b>281.1</b>     | <b>140.7</b>     | <b>372.0</b>     | <b>732.8</b>     |

**NOTES:**

1. Total costs are on the Rail Capital/Transit Corridors Summary pg.

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30-10 8/19/11**

|  | Years           | Years           | Years           | Total           | 2009           | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           |
|--|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)                                       | '10-'19         | '20-'29         | '30-'40         | '10-'40         | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           |
| <b>1 SOURCES OF FUNDS</b>                              |                 |                 |                 |                 |                |                |                |                |                |                |                |                |                |                |
| <b>2 Local</b>   |                 |                 |                 |                 |                |                |                |                |                |                |                |                |                |                |
| 3 Proposition C 25% (cash flow basis)                  | 1,823.1         | 2,946.9         | 4,599.6         | 9,369.6         | 139.3          | 147.0          | 156.3          | 165.5          | 175.2          | 185.7          | 196.8          | 207.9          | 219.0          | 230.4          |
| 4 Proposition C 10% (cash flow basis)                  | 73.1            | 137.6           | 15.0            | 225.7           | 11.0           | 4.0            | 3.9            | 2.2            | 7.7            | 7.8            | 9.0            | 7.5            | 10.0           | 10.0           |
| 5 Proposition C 40% (cash flow basis)                  | 24.5            | -               | -               | 24.5            | 14.2           | -              | 3.3            | -              | -              | -              | 7.0            | -              | -              | -              |
| 6 Measure R 20% (gross)                                | 1,454.4         | 2,357.4         | 3,296.3         | 7,108.1         | 108.6          | 116.5          | 125.0          | 132.4          | 140.1          | 148.6          | 157.4          | 166.3          | 175.2          | 184.3          |
| 7 SAFE   | 100.8           | 70.0            | 77.0            | 247.8           | 2.8            | 11.1           | 14.0           | 11.7           | 11.4           | 10.9           | 10.7           | 10.7           | 10.7           | 7.0            |
| 8 TDA - Article 3                                      | 73.5            | 119.5           | 187.0           | 380.0           | 5.6            | 5.9            | 6.3            | 6.7            | 7.1            | 7.5            | 7.9            | 8.4            | 8.8            | 9.3            |
| 9 Local Agency Contributions                           | 12.6            | -               | -               | 12.6            | 0.4            | 1.2            | 2.1            | 0.1            | 7.8            | 0.9            | -              | -              | -              | -              |
| 10 Local Agency funds for Streets & Roads (no rev she  | 12.0            | 12.0            | 13.2            | 37.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            |
| 11 LTF General Revenues (no revenue sheet)             | -               | -               | -               | -               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 12 State repayment of capital proj loans (fund 3562)   | 82.3            | -               | -               | 82.3            | -              | 0.5            | -              | -              | 14.9           | 27.0           | 39.9           | -              | -              | -              |
| 13 HOV Violation Fund (no revenue sheet)               | 5.0             | 5.0             | 5.5             | 15.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| <b>14 Subtotal Local</b>                               | <b>3,661.2</b>  | <b>5,648.4</b>  | <b>8,193.7</b>  | <b>17,503.2</b> | <b>283.6</b>   | <b>287.9</b>   | <b>312.5</b>   | <b>320.1</b>   | <b>365.8</b>   | <b>390.1</b>   | <b>430.5</b>   | <b>402.5</b>   | <b>425.4</b>   | <b>442.7</b>   |
| <b>15 State (programming basis)</b>                    |                 |                 |                 |                 |                |                |                |                |                |                |                |                |                |                |
| 16 State Hwy Acct-Fwy Service Patrol (no revenue she   | 64.9            | 69.1            | 87.9            | 221.9           | 10.2           | 5.9            | 5.9            | 5.9            | 6.0            | 6.0            | 6.1            | 6.2            | 6.3            | 6.4            |
| 18 Excise tax replacement for Prop 42 (no revenue she  | 1,544.5         | 1,893.2         | 2,549.2         | 5,987.0         | 140.7          | 142.4          | 145.3          | 148.5          | 152.1          | 155.8          | 159.5          | 163.2          | 166.8          | 170.2          |
| 19 Prop 1B Infrastructure Bonds                        | 2,894.6         | -               | -               | 2,894.6         | 414.3          | 462.8          | 910.8          | 655.7          | 338.0          | 63.7           | 21.9           | 21.9           | 5.5            | -              |
| 20 Environmental Enhancement & Mitigation              | 10.0            | 10.0            | 11.0            | 31.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 21 Other State (no revenue sheet)                      | -               | -               | -               | -               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 22 State Gas Tax Subventions (no revenue sheet)        | 2,638.0         | 2,638.0         | 2,901.8         | 8,177.8         | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          |
| 23 State Highway Acct (Caltrans Ops) (no rev sheet)    | 1,926.7         | 2,466.3         | 3,517.8         | 7,910.9         | 172.0          | 176.3          | 180.7          | 185.2          | 189.8          | 194.6          | 199.4          | 204.4          | 209.5          | 214.8          |
| 24 Traffic Congestion Relief Program (TCRP) Allocation | 285.7           | -               | -               | 285.7           | 19.5           | 25.2           | 27.8           | 27.8           | 53.7           | 48.4           | 54.5           | 28.6           | -              | -              |
| <b>25 Subtotal State</b>                               | <b>9,364.3</b>  | <b>7,076.6</b>  | <b>9,067.8</b>  | <b>25,508.8</b> | <b>1,021.5</b> | <b>1,077.4</b> | <b>1,535.3</b> | <b>1,287.9</b> | <b>1,004.4</b> | <b>733.3</b>   | <b>706.4</b>   | <b>689.2</b>   | <b>652.9</b>   | <b>656.2</b>   |
| <b>26 Federal (programming basis)</b>                  |                 |                 |                 |                 |                |                |                |                |                |                |                |                |                |                |
| 27 TE-Transportation Enhancement funds                 | 138.8           | 155.0           | 16.6            | 310.4           | 15.7           | 3.5            | 18.8           | 11.3           | 14.4           | 18.7           | 13.8           | 14.0           | 14.2           | 14.4           |
| 28 ARRA  | 449.3           | -               | -               | 449.3           | 324.3          | 125.0          | -              | -              | -              | -              | -              | -              | -              | -              |
| 29 Caltrans ARRA Funds (no rev sheet)                  | 108.4           | -               | -               | 108.4           | 108.4          | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 30 Other Federal Funds (SAFETEA-LU hwy earmarks)       | 109.2           | -               | -               | 109.2           | 41.0           | 31.0           | 16.0           | 21.2           | -              | -              | -              | -              | -              | -              |
| 31 Railroad-Hwy Grade Crossing (sec 130) (no rev she   | -               | -               | -               | -               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 32 ITS-Bus Prefemtl Signalization System (no rev shee  | -               | -               | -               | -               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 33 Section 5309 Bus and Bus-Related Facilities (earma  | -               | -               | -               | -               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 34 Section 5309 - Small Starts & Very Small Starts     | 42.3            | -               | -               | 42.3            | 0.9            | 17.6           | 20.4           | -              | 3.4            | -              | -              | -              | -              | -              |
| 35 Safe Routes to Schools                              | 11.2            | -               | -               | 11.2            | 3.0            | 6.3            | 1.9            | -              | -              | -              | -              | -              | -              | -              |
| 36 CMAQ  | 667.1           | 346.4           | 472.7           | 1,486.2         | 41.6           | 151.5          | 58.3           | 55.1           | 150.9          | 27.3           | 74.2           | 67.4           | 23.8           | 17.0           |
| 37 RSTP  | 533.9           | 609.3           | 535.9           | 1,679.1         | 35.9           | 70.3           | 72.9           | 53.9           | 47.2           | 43.0           | 36.7           | 57.7           | 58.0           | 58.4           |
| <b>38 Subtotal Federal</b>                             | <b>2,060.2</b>  | <b>1,110.7</b>  | <b>1,025.2</b>  | <b>4,196.1</b>  | <b>570.8</b>   | <b>405.1</b>   | <b>188.4</b>   | <b>141.5</b>   | <b>215.9</b>   | <b>89.0</b>    | <b>124.7</b>   | <b>139.1</b>   | <b>96.0</b>    | <b>89.8</b>    |
| <b>39 Mixed (programming basis)</b>                    |                 |                 |                 |                 |                |                |                |                |                |                |                |                |                |                |
| 40 Regional Improvement Prog Funds (RIP)               | 784.9           | 1,347.9         | 1,088.1         | 3,220.8         | 98.7           | 159.3          | 207.7          | 80.8           | 65.1           | 31.8           | 79.4           | 6.6            | 14.0           | 41.6           |
| 41 Interregional Improvement Prog Funds (IIP)          | 153.8           | -               | -               | 153.8           | 40.3           | 5.7            | 14.4           | 81.4           | 7.1            | 4.9            | 0.0            | -              | -              | -              |
| 43 Rehab and Safety (SHOPP)                            | 1,618.0         | 1,690.0         | 1,870.0         | 5,178.0         | 160.0          | 160.0          | 160.0          | 160.0          | 162.0          | 162.0          | 162.0          | 162.0          | 165.0          | 165.0          |
| <b>44 Subtotal Mixed</b>                               | <b>2,556.7</b>  | <b>3,037.9</b>  | <b>2,958.1</b>  | <b>8,552.6</b>  | <b>299.0</b>   | <b>325.0</b>   | <b>382.0</b>   | <b>322.2</b>   | <b>234.2</b>   | <b>198.6</b>   | <b>241.4</b>   | <b>168.6</b>   | <b>179.0</b>   | <b>206.6</b>   |
| <b>45 Subtotal Local, State, Federal Revenues</b>      | <b>17,642.4</b> | <b>16,873.6</b> | <b>21,244.7</b> | <b>55,760.8</b> | <b>2,174.8</b> | <b>2,095.4</b> | <b>2,418.3</b> | <b>2,071.6</b> | <b>1,820.4</b> | <b>1,411.0</b> | <b>1,502.9</b> | <b>1,399.4</b> | <b>1,353.3</b> | <b>1,395.2</b> |

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30-10 8/19/11**

|   | Years           | Years           | Years           | Total           | 2009           | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           |
|---|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)  | '10-'19         | '20-'29         | '30-'40         | '10-'40         | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           |
| <b>46 Financing Revenues:</b>                           |                 |                 |                 |                 |                |                |                |                |                |                |                |                |                |                |
| 47 Sr. Lien Bonds (Actual Carry-in balance)             | -               | -               | -               | -               |                |                |                |                |                |                |                |                |                |                |
| 45 Measure R 20% Bonds (Model generated gross)          | 408.0           | 627.1           | -               | 1,035.1         | -              | -              | 46.7           | 86.4           | 67.8           | 110.6          | 70.2           | 26.4           | -              | -              |
| 46 Issuance Expense                                     | (5.7)           | (8.8)           | -               | (14.5)          | -              | -              | (0.7)          | (1.2)          | (0.9)          | (1.5)          | (1.0)          | (0.4)          | -              | -              |
| 47 Bond Reserve Fund                                    | (28.8)          | (63.6)          | -               | (92.4)          | -              | -              | (3.0)          | (5.7)          | (4.8)          | (8.0)          | (5.2)          | (2.0)          | -              | -              |
| 48 <b>Net Measure R 20% Bond Proceeds</b>               | <b>373.5</b>    | <b>554.7</b>    | <b>-</b>        | <b>928.2</b>    | <b>-</b>       | <b>-</b>       | <b>43.0</b>    | <b>79.5</b>    | <b>62.0</b>    | <b>101.0</b>   | <b>64.0</b>    | <b>24.0</b>    | <b>-</b>       | <b>-</b>       |
| 49 Add'l PC 25 Sr Bonds (Model generated gross)         | 1,900.8         | 2,237.0         | 501.4           | 4,639.2         | -              | 167.1          | 227.3          | 538.9          | 387.2          | 199.9          | 70.3           | 30.3           | 230.9          | 48.9           |
| 50 Issuance Expense                                     | (26.5)          | (31.2)          | (6.9)           | (64.6)          | -              | (2.3)          | (3.2)          | (7.5)          | (5.4)          | (2.8)          | (1.0)          | (0.4)          | (3.2)          | (0.7)          |
| 51 Bond Reserve Fund                                    | (120.4)         | (153.5)         | (34.5)          | (308.4)         | -              | (10.3)         | (14.0)         | (33.1)         | (25.2)         | (13.0)         | (4.6)          | (2.0)          | (15.0)         | (3.2)          |
| 52 <b>Net Add'l Senior Lien Bond Proceeds</b>           | <b>1,753.9</b>  | <b>2,052.3</b>  | <b>460.0</b>    | <b>4,266.2</b>  | <b>-</b>       | <b>154.5</b>   | <b>210.1</b>   | <b>498.3</b>   | <b>356.6</b>   | <b>184.1</b>   | <b>64.7</b>    | <b>27.9</b>    | <b>212.7</b>   | <b>45.0</b>    |
| 53 <b>Subtotal Net Financing Revenues</b>               | <b>2,127.4</b>  | <b>2,607.0</b>  | <b>460.0</b>    | <b>5,194.4</b>  | <b>-</b>       | <b>154.5</b>   | <b>253.1</b>   | <b>577.8</b>   | <b>418.6</b>   | <b>285.1</b>   | <b>128.7</b>   | <b>51.9</b>    | <b>212.7</b>   | <b>45.0</b>    |
| 58 <b>TOTAL SOURCES</b>                                 | <b>19,769.8</b> | <b>19,480.6</b> | <b>21,704.7</b> | <b>60,955.2</b> | <b>2,174.8</b> | <b>2,249.9</b> | <b>2,671.4</b> | <b>2,649.4</b> | <b>2,239.0</b> | <b>1,696.1</b> | <b>1,631.6</b> | <b>1,451.3</b> | <b>1,566.0</b> | <b>1,440.2</b> |
| <b>60 USES OF FUNDS</b>                                 |                 |                 |                 |                 |                |                |                |                |                |                |                |                |                |                |
| 61 Freeway Interchgs, Other Major Projs, Enhancemen     | 1,011.1         | 1,588.9         | 1,213.2         | 3,813.3         | 65.1           | 175.6          | 117.8          | 130.4          | 83.2           | 103.7          | 95.4           | 80.4           | 89.1           | 70.5           |
| 62 Freeway Carpool Lanes                                | 3,590.9         | 822.5           | 730.0           | 5,143.4         | 326.9          | 561.3          | 931.0          | 873.4          | 419.7          | 197.4          | 158.5          | 99.9           | 16.5           | 6.2            |
| 63 Freeway Gap Closures                                 | 90.8            | 1,134.6         | 291.3           | 1,516.7         | 1.7            | 3.1            | 13.5           | 14.6           | 29.7           | 17.3           | 10.9           | -              | -              | -              |
| 64 Freeway Traffic System Management                    | 1.7             | -               | -               | 1.7             | 1.7            | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 65 Measure R Projects - contingency balance             | 80.7            | (24.1)          | 1,036.3         | 1,092.9         | 61.9           | (12.1)         | (10.0)         | (41.0)         | 2.4            | 3.0            | (1.5)          | (1.2)          | 33.3           | 45.8           |
| 66 Measure R funds transferred to West Santa Ana tra    | -               | 194.8           | -               | 194.8           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 67 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)       | -               | -               | 88.8            | 88.8            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 68 I-5, SR-134-SR-170 (\$253.5 to TBD:1/3 to A-V, 2/3   | -               | -               | 253.5           | 253.5           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 69 I-5 Carmenita interchange (\$106 to 710-South)       | -               | -               | 133.0           | 133.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 70 SR-138 Widening                                      | 167.9           | -               | -               | 167.9           | 39.6           | 9.2            | 11.7           | 8.7            | -              | 3.5            | 75.9           | 19.3           | -              | -              |
| 71 SR-138 Additional Segments                           | 150.0           | 50.0            | -               | 200.0           | 0.1            | 18.0           | 0.1            | 27.4           | 19.4           | 13.0           | 13.0           | 13.0           | 13.0           | 33.0           |
| 72 BNSF Grade Separations                               | 35.0            | -               | -               | 35.0            | 0.1            | -              | 3.9            | 3.0            | 3.0            | 8.0            | 8.0            | 9.0            | -              | -              |
| 73 CFP - Regional Surface Transp. Improvements (RS      | 502.3           | 93.4            | -               | 595.7           | 44.3           | 65.4           | 65.6           | 99.1           | 40.6           | 37.8           | 30.0           | 32.2           | 42.9           | 44.4           |
| 74 CFP - Park & Ride/Transit Centers                    | 127.8           | -               | -               | 127.8           | 18.4           | 17.8           | 9.9            | 8.2            | 17.7           | 17.8           | 12.0           | 14.0           | 12.0           | -              |
| 75 CFP - Regional Bikeways & Pedestrian Improveme       | 78.7            | -               | -               | 78.7            | 13.3           | 6.8            | 10.0           | 10.0           | 10.0           | 10.0           | 10.0           | 8.6            | -              | -              |
| 76 CFP - Signal Synch. & Bus Speed Improv. (Local T     | 175.1           | 57.1            | -               | 232.2           | 28.6           | 9.1            | 27.9           | 19.5           | 32.0           | -              | -              | -              | 25.1           | 33.0           |
| 77 CFP - Transportation Demand Management (TDM)         | 13.2            | -               | -               | 13.2            | 5.8            | 4.4            | 3.0            | -              | -              | -              | -              | -              | -              | -              |
| 78 CFP - Transportation Enhancements                    | 77.6            | -               | -               | 77.6            | 19.1           | 5.1            | 19.0           | 11.5           | 6.7            | 16.1           | -              | -              | -              | -              |
| 79 CFP - Regionally Significant Projects                | 12.6            | -               | -               | 12.6            | 3.4            | 3.5            | 5.7            | -              | -              | -              | -              | -              | -              | -              |
| 80 CFP - Future Calls for Projects                      | 281.5           | 2,751.1         | 227.3           | 3,260.0         | -              | -              | -              | -              | -              | -              | 45.1           | 56.9           | 81.8           | 97.7           |
| 81 Alameda Corridor East                                | 598.5           | -               | -               | 598.5           | 78.0           | 79.7           | 50.1           | 114.0          | 80.0           | 86.9           | 59.8           | 50.0           | -              | -              |
| 82 Retrofit Soundwalls                                  | 161.9           | 191.9           | 821.4           | 1,175.1         | 19.5           | 10.0           | 33.9           | 51.5           | 46.9           | -              | -              | -              | -              | -              |
| 83 Miscellaneous Projects (no proj sheet)               | 81.8            | -               | -               | 81.8            | -              | -              | -              | -              | 14.9           | 27.0           | 39.9           | -              | -              | -              |
| 84 Expo Phase II Bikeway                                | 17.0            | -               | -               | 17.0            | 0.1            | -              | 3.5            | 0.4            | 9.5            | 3.5            | -              | -              | -              | -              |
| 85 Pedestrian and Bicycle Facilities (County & Cities-T | 73.5            | 119.5           | 187.0           | 380.0           | 5.6            | 5.9            | 6.3            | 6.7            | 7.1            | 7.5            | 7.9            | 8.4            | 8.8            | 9.3            |
| 86 FWY Rehabilitation (SHOPP)                           | 1,618.0         | 1,690.0         | 1,870.0         | 5,178.0         | 160.0          | 160.0          | 160.0          | 160.0          | 162.0          | 162.0          | 162.0          | 162.0          | 165.0          | 165.0          |
| 87 Environmental Enhancement & Mitigation (EEM)         | 10.0            | 10.0            | 11.0            | 31.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 88 Gerald Desmond Bridge                                | 303.6           | -               | -               | 303.6           | -              | 50.0           | 158.5          | 83.8           | 11.3           | -              | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30-10 8/19/11**

|  | Years           | Years           | Years           | Total           | 2009           | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           |
|--|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)   | '10-'19         | '20-'29         | '30-'40         | '10-'40         | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016           | 2017           | 2018           | 2019           |
| 89 RIITS-Regional Integration of ITS (no project sheet)  | 17.0            | 18.4            | 2.0             | 37.4            | 1.8            | 1.7            | 1.7            | 1.7            | 1.7            | 1.8            | 1.8            | 1.6            | 1.6            | 1.7            |
| 90 Safe Routes to Schools Projects (no project sheet)    | 11.2            | -               | -               | 11.2            | 3.0            | 6.3            | 1.9            | -              | -              | -              | -              | -              | -              | -              |
| 91 Rapid Bus Subsidy Projects                            | 94.7            | -               | -               | 94.7            | 16.2           | 14.7           | 25.6           | -              | 18.0           | 13.3           | 7.0            | -              | -              | -              |
| 92 Highway-Railrd Crossing Safety-Prop 1B (no proj sh)   | 13.0            | -               | -               | 13.0            | 13.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 93 Highway Safety-SHOPP-Prop 1B (no project sheet)       | 25.0            | -               | -               | 25.0            | 25.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 94 Highway Safety-Signal Synch LA City-Prop 1B (no p     | 90.0            | -               | -               | 90.0            | 30.0           | 30.0           | 30.0           | -              | -              | -              | -              | -              | -              | -              |
| 95 Port Infrastruct-Goods Mmnt-Prop 1B TCIF (no pro      | 822.0           | -               | -               | 822.0           | 220.0          | 170.0          | 70.0           | 150.0          | 212.0          | -              | -              | -              | -              | -              |
| 96 Street and Road Improvement-Cities/County-STPL        | 335.5           | 317.0           | 348.7           | 1,001.2         | 31.7           | 37.9           | 37.9           | 37.8           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           |
| 97 Street & Road Improvement-county-Prop 1B (no pro      | 165.0           | -               | -               | 165.0           | 25.0           | 50.0           | 40.0           | 25.0           | 25.0           | -              | -              | -              | -              | -              |
| 98 Street & Road Improvement-cities-Prop 1B (no proj     | 265.0           | -               | -               | 265.0           | 25.0           | 50.0           | 50.0           | 50.0           | 50.0           | 40.0           | -              | -              | -              | -              |
| 99 Street & Road Improvement-Cities/County-ARRA (n       | 308.9           | -               | -               | 308.9           | 308.9          | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 100 Wilshire Bus Only Lane                               | 30.1            | -               | -               | 30.1            | 1.2            | 12.5           | 16.5           | -              | -              | -              | -              | -              | -              | -              |
| <b>101 Subtotal Capital</b>                              | <b>11,438.6</b> | <b>9,015.2</b>  | <b>7,213.5</b>  | <b>27,667.4</b> | <b>1,595.0</b> | <b>1,546.8</b> | <b>1,896.0</b> | <b>1,846.7</b> | <b>1,335.5</b> | <b>802.2</b>   | <b>768.5</b>   | <b>586.7</b>   | <b>521.9</b>   | <b>539.3</b>   |
| 102 Rideshare/Vanpools                                   | 102.6           | 182.1           | 242.8           | 527.5           | 6.7            | 6.7            | 7.9            | 8.7            | 8.9            | 8.9            | 12.4           | 13.0           | 15.1           | 14.2           |
| 103 Freeway Service Patrol                               | 250.6           | 288.1           | 377.9           | 916.6           | 28.3           | 24.9           | 23.2           | 23.5           | 24.0           | 24.4           | 24.9           | 25.4           | 25.8           | 26.3           |
| 104 Call Box Programs                                    | 9.7             | -               | -               | 9.7             | 1.3            | 1.3            | 1.3            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | -              | -              |
| 105 Other SAFE programs (no project sheet)               | 76.1            | 55.0            | 60.5            | 191.6           | -              | 8.3            | 11.2           | 8.9            | 8.7            | 8.2            | 8.0            | 8.0            | 9.2            | 5.5            |
| 106 Local Streets and Roads                              | 4,194.5         | 4,543.2         | 5,464.2         | 14,202.0        | 405.7          | 407.4          | 410.3          | 413.5          | 417.1          | 420.8          | 424.5          | 428.2          | 431.8          | 435.2          |
| 107 Caltrans Highway Operations and Administration       | 1,926.7         | 2,466.3         | 3,517.8         | 7,910.9         | 172.0          | 176.3          | 180.7          | 185.2          | 189.8          | 194.6          | 199.4          | 204.4          | 209.5          | 214.8          |
| <b>108 Subtotal Operations</b>                           | <b>6,560.1</b>  | <b>7,534.8</b>  | <b>9,663.3</b>  | <b>23,758.2</b> | <b>614.0</b>   | <b>624.8</b>   | <b>634.5</b>   | <b>641.0</b>   | <b>649.6</b>   | <b>658.1</b>   | <b>670.5</b>   | <b>680.3</b>   | <b>691.4</b>   | <b>695.9</b>   |
| <b>109 Subtotal Highway Uses</b>                         | <b>17,998.7</b> | <b>16,550.0</b> | <b>16,876.8</b> | <b>51,425.6</b> | <b>2,209.0</b> | <b>2,171.6</b> | <b>2,530.5</b> | <b>2,487.7</b> | <b>1,985.1</b> | <b>1,460.3</b> | <b>1,438.9</b> | <b>1,267.0</b> | <b>1,213.3</b> | <b>1,235.3</b> |
| 110 Transfer to Transit (Rail Cap) of Prop C 25% Direct/ | 486.4           | -               | -               | 486.4           | 4.4            | 40.7           | 33.5           | 51.4           | 112.1          | 68.7           | 18.4           | -              | 157.4          | -              |
| 111 Transfer to Transit (Bus Cap) of Prop C 25% Direct/  | 28.4            | -               | -               | 28.4            | -              | 1.8            | 26.5           | -              | -              | -              | -              | -              | -              | -              |
| 112 Staff Support (Hwy/TDM) & Reg Admin. incl STIP Pf    | 162.6           | 210.2           | 264.5           | 637.3           | 12.3           | 15.1           | 16.9           | 18.4           | 14.1           | 14.4           | 14.6           | 17.8           | 19.4           | 19.7           |
| <b>113 Subtotal</b>                                      | <b>18,676.1</b> | <b>16,760.2</b> | <b>17,141.3</b> | <b>52,577.6</b> | <b>2,225.7</b> | <b>2,229.2</b> | <b>2,607.3</b> | <b>2,557.5</b> | <b>2,111.3</b> | <b>1,543.3</b> | <b>1,471.9</b> | <b>1,284.8</b> | <b>1,390.0</b> | <b>1,254.9</b> |
| 114 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no pro     | 51.6            | -               | -               | 51.6            | 8.6            | 8.6            | 8.6            | 8.6            | 8.6            | 8.6            | -              | -              | -              | -              |
| <b>115 Financing Payments:</b>                           |                 |                 |                 |                 |                |                |                |                |                |                |                |                |                |                |
| 116 Existing Bonds (Actual/Treasury Fcst; Prop C25%      | 371.6           | 242.2           | 56.5            | 670.3           | 34.6           | 36.8           | 36.7           | 36.7           | 38.1           | 37.6           | 37.7           | 37.7           | 37.8           | 37.9           |
| 117 Additional Prop C25% Bonds (Model Generated)         | 649.0           | 1,861.7         | 3,331.7         | 5,842.3         | -              | 5.1            | 17.2           | 40.8           | 69.9           | 89.0           | 97.8           | 101.0          | 109.5          | 118.6          |
| 118 Subtotal Prop C 25% Financing Payments               | 1,020.6         | 2,103.9         | 3,388.1         | 6,512.7         | 34.6           | 42.0           | 54.0           | 77.5           | 108.0          | 126.6          | 135.5          | 138.8          | 147.3          | 156.5          |
| 119 Measure R 20% Bonds (Model generated)                | 145.5           | 616.5           | 877.5           | 1,639.5         | -              | -              | 1.5            | 5.9            | 11.1           | 17.5           | 24.1           | 27.8           | 28.8           | 28.8           |
| <b>120 Subtotal Financing Payments</b>                   | <b>1,166.1</b>  | <b>2,720.4</b>  | <b>4,265.7</b>  | <b>8,152.2</b>  | <b>34.6</b>    | <b>42.0</b>    | <b>55.5</b>    | <b>83.3</b>    | <b>119.1</b>   | <b>144.2</b>   | <b>159.6</b>   | <b>166.5</b>   | <b>176.1</b>   | <b>185.3</b>   |
| <b>121 TOTAL USES</b>                                    | <b>19,893.8</b> | <b>19,480.6</b> | <b>21,407.0</b> | <b>60,781.4</b> | <b>2,268.9</b> | <b>2,279.8</b> | <b>2,671.4</b> | <b>2,649.4</b> | <b>2,239.0</b> | <b>1,696.1</b> | <b>1,631.5</b> | <b>1,451.3</b> | <b>1,566.1</b> | <b>1,440.2</b> |
| <b>122 CASH BALANCE ACCOUNT</b>                          |                 |                 |                 |                 |                |                |                |                |                |                |                |                |                |                |
| 123 Beginning Fiscal Year Cash Balance                   | 124.0           | 0.0             | 0.0             | 124.0           | 124.0          | 30.0           | 0.1            | 0.0            | 0.1            | 0.0            | 0.0            | 0.1            | 0.1            | (0.0)          |
| 124 Annual Net Change to Cash Balance                    | (124.0)         | 0.0             | 297.7           | 173.7           | (94.0)         | (29.9)         | (0.0)          | 0.0            | (0.0)          | 0.0            | 0.0            | 0.0            | (0.1)          | 0.0            |
| 125 Ending Fiscal Year Cash Balance                      | 0.0             | 0.0             | 297.7           | 297.7           | 30.0           | 0.1            | 0.0            | 0.1            | 0.0            | 0.0            | 0.1            | 0.1            | (0.0)          | 0.0            |
| 127 Net Budget Ratio (Prop C Sr. Lien Bond)              |                 |                 |                 |                 | 0.81           | 1.36           | 1.09           | 0.79           | 0.59           | 0.53           | 0.52           | 0.53           | 0.53           | 0.53           |
| 128 Debt service % of revenue: 85% maximum assumed       |                 |                 |                 |                 | 24.8%          | 28.1%          | 34.54%         | 46.81%         | 61.65%         | 68.18%         | 68.82%         | 66.75%         | 67.26%         | 67.93%         |

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30-10 8/19/11**

|   | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)                                      | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           |
| <b>1 SOURCES OF FUNDS</b>                             |                |                |                |                |                |                |                |                |                |                |
| <b>2 Local</b>  |                |                |                |                |                |                |                |                |                |                |
| 3 Proposition C 25% (cash flow basis)                 | 242.1          | 254.4          | 265.3          | 276.6          | 287.9          | 300.0          | 312.1          | 324.0          | 336.3          | 348.2          |
| 4 Proposition C 10% (cash flow basis)                 | 13.4           | 12.9           | 12.8           | 14.2           | 14.1           | 12.6           | 13.9           | 13.8           | 15.0           | 15.0           |
| 5 Proposition C 40% (cash flow basis)                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 6 Measure R 20% (gross)                               | 193.7          | 203.5          | 212.2          | 221.3          | 230.3          | 240.0          | 249.7          | 259.1          | 269.0          | 278.6          |
| 7 SAFE  | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            |
| 8 TDA - Article 3                                     | 9.8            | 10.3           | 10.7           | 11.2           | 11.7           | 12.2           | 12.7           | 13.1           | 13.6           | 14.1           |
| 9 Local Agency Contributions                          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 10 Local Agency funds for Streets & Roads (no rev she | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            |
| 11 LTF General Revenues (no revenue sheet)            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 12 State repayment of capital proj loans (fund 3562)  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 13 HOV Violation Fund (no revenue sheet)              | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| <b>14 Subtotal Local</b>                              | <b>467.7</b>   | <b>489.7</b>   | <b>509.7</b>   | <b>531.9</b>   | <b>552.7</b>   | <b>573.5</b>   | <b>597.1</b>   | <b>618.7</b>   | <b>642.6</b>   | <b>664.7</b>   |
| <b>15 State (programming basis)</b>                   |                |                |                |                |                |                |                |                |                |                |
| 16 State Hwy Acct-Fwy Service Patrol (no revenue she  | 6.5            | 6.6            | 6.7            | 6.8            | 6.9            | 6.9            | 7.0            | 7.1            | 7.2            | 7.3            |
| 18 Excise tax replacement for Prop 42 (no revenue she | 173.6          | 177.0          | 180.5          | 183.9          | 187.2          | 190.7          | 194.4          | 198.0          | 202.0          | 206.0          |
| 19 Prop 1B Infrastructure Bonds                       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 20 Environmental Enhancement & Mitigation             | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 21 Other State (no revenue sheet)                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 22 State Gas Tax Subventions (no revenue sheet)       | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          |
| 23 State Highway Acct (Caltrans Ops) (no rev sheet)   | 220.1          | 225.6          | 231.3          | 237.1          | 243.0          | 249.1          | 255.3          | 261.7          | 268.2          | 274.9          |
| 24 Traffic Congestion Relief Program (TCRP) Allocatio | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>25 Subtotal State</b>                              | <b>665.0</b>   | <b>674.0</b>   | <b>683.2</b>   | <b>692.5</b>   | <b>701.9</b>   | <b>711.6</b>   | <b>721.5</b>   | <b>731.6</b>   | <b>742.3</b>   | <b>753.1</b>   |
| <b>26 Federal (programming basis)</b>                 |                |                |                |                |                |                |                |                |                |                |
| 27 TE-Transportation Enhancement funds                | 14.6           | 14.8           | 15.0           | 15.2           | 15.4           | 15.6           | 15.8           | 16.0           | 16.2           | 16.4           |
| 28 ARRA   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 29 Caltrans ARRA Funds (no rev sheet)                 | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 30 Other Federal Funds (SAFETEA-LU hwy earmarks)      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 31 Railroad-Hwy Grade Crossing (sec 130) (no rev she  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 32 ITS-Bus Prefemtl Signalization System (no rev shee | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 33 Section 5309 Bus and Bus-Related Facilities (earma | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 34 Section 5309 - Small Starts & Very Small Starts    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 35 Safe Routes to Schools                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 36 CMAQ   | 37.8           | -              | 17.2           | -              | 62.3           | 61.9           | 60.0           | 47.4           | 30.1           | 29.7           |
| 37 RSTP   | 58.8           | 59.3           | 59.7           | 60.2           | 60.7           | 61.2           | 61.7           | 62.2           | 62.5           | 63.0           |
| <b>38 Subtotal Federal</b>                            | <b>111.2</b>   | <b>74.1</b>    | <b>91.9</b>    | <b>75.4</b>    | <b>138.4</b>   | <b>138.7</b>   | <b>137.5</b>   | <b>125.6</b>   | <b>108.8</b>   | <b>109.1</b>   |
| <b>39 Mixed (programming basis)</b>                   |                |                |                |                |                |                |                |                |                |                |
| 40 Regional Improvement Prog Funds (RIP)              | 135.9          | 144.0          | 143.9          | 123.9          | 123.8          | 123.6          | 123.6          | 143.3          | 143.0          | 142.8          |
| 41 Interregional Improvement Prog Funds (IIP)         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 43 Rehab and Safety (SHOPP)                           | 165.0          | 165.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          |
| <b>44 Subtotal Mixed</b>                              | <b>300.9</b>   | <b>309.0</b>   | <b>313.9</b>   | <b>293.9</b>   | <b>293.8</b>   | <b>293.6</b>   | <b>293.6</b>   | <b>313.3</b>   | <b>313.0</b>   | <b>312.8</b>   |
| <b>45 Subtotal Local, State, Federal Revenues</b>     | <b>1,544.7</b> | <b>1,546.8</b> | <b>1,598.8</b> | <b>1,593.8</b> | <b>1,686.9</b> | <b>1,717.4</b> | <b>1,749.7</b> | <b>1,789.2</b> | <b>1,806.7</b> | <b>1,839.6</b> |

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30-10 8/19/11**

|   | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)  | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2029           |
| <b>46 Financing Revenues:</b>                           |                |                |                |                |                |                |                |                |                |                |
| 47 Sr. Lien Bonds (Actual Carry-in balance)             |                |                |                |                |                |                |                |                |                |                |
| 45 Measure R 20% Bonds (Model generated gross)          | -              | 51.8           | 116.8          | 37.8           | 82.4           | 154.2          | 157.5          | 26.6           | -              | -              |
| 46 Issuance Expense                                     | -              | (0.7)          | (1.6)          | (0.5)          | (1.2)          | (2.2)          | (2.2)          | (0.4)          | -              | -              |
| 47 Bond Reserve Fund                                    | -              | (4.6)          | (10.7)         | (3.6)          | (8.2)          | (16.1)         | (17.3)         | (3.1)          | -              | -              |
| 48 Net Measure R 20% Bond Proceeds                      | -              | 46.5           | 104.4          | 33.7           | 73.0           | 136.0          | 138.0          | 23.1           | -              | -              |
| 49 Add'l PC 25 Sr Bonds (Model generated gross)         | 159.6          | 169.9          | 124.6          | 217.5          | 174.0          | 251.6          | 262.6          | 299.3          | 311.2          | 266.7          |
| 50 Issuance Expense                                     | (2.2)          | (2.4)          | (1.7)          | (3.0)          | (2.4)          | (3.5)          | (3.7)          | (4.2)          | (4.4)          | (3.7)          |
| 51 Bond Reserve Fund                                    | (10.4)         | (11.7)         | (8.6)          | (15.0)         | (12.0)         | (17.3)         | (18.1)         | (20.6)         | (21.4)         | (18.4)         |
| 52 Net Add'l Senior Lien Bond Proceeds                  | 147.0          | 155.8          | 114.3          | 199.5          | 159.6          | 230.8          | 240.8          | 274.5          | 285.4          | 244.6          |
| 53 <b>Subtotal Net Financing Revenues</b>               | <b>147.0</b>   | <b>202.3</b>   | <b>218.7</b>   | <b>233.2</b>   | <b>232.6</b>   | <b>366.8</b>   | <b>378.8</b>   | <b>297.6</b>   | <b>285.4</b>   | <b>244.6</b>   |
| 58 <b>TOTAL SOURCES</b>                                 | <b>1,691.7</b> | <b>1,749.1</b> | <b>1,817.5</b> | <b>1,827.0</b> | <b>1,919.5</b> | <b>2,084.2</b> | <b>2,128.5</b> | <b>2,086.8</b> | <b>2,092.1</b> | <b>2,084.2</b> |
| <b>60 USES OF FUNDS</b>                                 |                |                |                |                |                |                |                |                |                |                |
| 61 Freeway Interchgs, Other Major Projs, Enhancemen     | 69.3           | 100.1          | 102.4          | 179.3          | 162.8          | 162.3          | 177.0          | 193.8          | 237.1          | 204.8          |
| 62 Freeway Carpool Lanes                                | 56.0           | 70.0           | 58.6           | 66.5           | 100.0          | 111.6          | 83.1           | 102.1          | 89.6           | 85.1           |
| 63 Freeway Gap Closures                                 | 22.2           | 15.8           | 31.8           | 10.0           | 143.7          | 278.6          | 295.0          | 167.7          | 101.9          | 67.9           |
| 64 Freeway Traffic System Management                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 65 Measure R Projects - contingency balance             | (71.3)         | (10.7)         | (2.1)          | (0.7)          | 0.8            | (0.9)          | 0.4            | 1.1            | 11.5           | 47.7           |
| 66 Measure R funds transferred to West Santa Ana tra    | 15.8           | 23.7           | 83.6           | 61.5           | -              | 3.6            | 3.9            | 2.8            | -              | -              |
| 67 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 68 I-5, SR-134-SR-170 (\$253.5 to TBD:1/3 to A-V, 2/3   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 69 I-5 Carmenita Interchange (\$106 to 710-South)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 70 SR-138 Widening                                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 71 SR-138 Additional Segments                           | 50.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 72 BNSF Grade Separations                               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 73 CFP - Regional Surface Transp. Improvements (RS      | 34.1           | 28.0           | 31.3           | -              | -              | -              | -              | -              | -              | -              |
| 74 CFP - Park & Ride/Transit Centers                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 75 CFP - Regional Bikeways & Pedestrian Improvemen      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 76 CFP - Signal Synch. & Bus Speed Improv. (Local T     | 20.0           | 15.0           | 22.1           | -              | -              | -              | -              | -              | -              | -              |
| 77 CFP - Transportation Demand Management (TDM)         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 78 CFP - Transportation Enhancements                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 79 CFP - Regionally Significant Projects                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 80 CFP - Future Calls for Projects                      | 298.6          | 298.8          | 282.4          | 274.3          | 266.4          | 264.8          | 263.3          | 271.8          | 267.2          | 263.7          |
| 81 Alameda Corridor East                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 82 Retrofit Soundwalls                                  | 70.7           | 58.0           | 23.2           | 20.0           | 20.0           | -              | -              | -              | -              | -              |
| 83 Miscellaneous Projects (no proj sheet)               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 84 Expo Phase II Bikeway                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 85 Pedestrian and Bicycle Facilities (County & Cities-T | 9.8            | 10.3           | 10.7           | 11.2           | 11.7           | 12.2           | 12.7           | 13.1           | 13.6           | 14.1           |
| 86 FWY Rehabilitation (SHOPP)                           | 165.0          | 165.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          |
| 87 Environmental Enhancement & Mitigation (EEM)         | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 88 Gerald Desmond Bridge                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30-10 8/19/11**

|   | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2028 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
| (\$ in millions)  | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028           | 2028           | 2029 |
| 89 RIITS-Regional Integration of ITS (no project sheet)   | 1.7            | 1.7            | 1.8            | 1.8            | 1.8            | 1.9            | 1.9            | 1.9            | 2.0            | 2.0            |      |
| 90 Safe Routes to Schools Projects (no project sheet)     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 91 Rapid Bus Subsidy Projects                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 92 Highway-Railrd Crossing Safety-Prop 1B (no proj sh)    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 93 Highway Safety-SHOPP-Prop 1B (no project sheet)        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 94 Highway Safety-Signal Synch LA City-Prop 1B (no p      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 95 Port Infrastruct-Goods Mvmnt-Prop 1B TCIF (no pro      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 96 Street and Road Improvement-Cities/County-STPL         | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           |      |
| 97 Street & Road Improvement-county-Prop 1B (no pro       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 98 Street & Road Improvement-cities-Prop 1B (no proj      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 99 Street & Road Improvement-Cities/County-ARRA (r        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 100 Wilshire Bus Only Lane                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| <b>101 Subtotal Capital</b>                               | <b>774.5</b>   | <b>808.4</b>   | <b>848.5</b>   | <b>826.5</b>   | <b>909.9</b>   | <b>1,036.7</b> | <b>1,040.0</b> | <b>957.2</b>   | <b>925.6</b>   | <b>888.0</b>   |      |
| 102 Rideshare/Vanpools                                    | 14.8           | 15.4           | 16.0           | 18.5           | 17.4           | 18.1           | 18.8           | 19.6           | 22.3           | 21.3           |      |
| 103 Freeway Service Patrol                                | 26.7           | 27.2           | 27.6           | 28.1           | 28.5           | 29.0           | 29.5           | 30.0           | 30.5           | 31.0           |      |
| 104 Call Box Programs                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 105 Other SAFE programs (no project sheet)                | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            |      |
| 106 Local Streets and Roads                               | 438.6          | 442.0          | 445.5          | 448.9          | 452.2          | 455.7          | 459.4          | 463.0          | 467.0          | 471.0          |      |
| 107 Caltrans Highway Operations and Administration        | 220.1          | 225.6          | 231.3          | 237.1          | 243.0          | 249.1          | 255.3          | 261.7          | 268.2          | 274.9          |      |
| <b>108 Subtotal Operations</b>                            | <b>705.7</b>   | <b>715.7</b>   | <b>725.9</b>   | <b>738.0</b>   | <b>746.6</b>   | <b>757.4</b>   | <b>768.4</b>   | <b>779.7</b>   | <b>793.5</b>   | <b>803.7</b>   |      |
| <b>109 Subtotal Highway Uses</b>                          | <b>1,480.1</b> | <b>1,524.1</b> | <b>1,574.4</b> | <b>1,564.6</b> | <b>1,656.5</b> | <b>1,794.2</b> | <b>1,808.4</b> | <b>1,736.9</b> | <b>1,719.1</b> | <b>1,691.7</b> |      |
| 110 Transfer to Transit (Rail Cap) of Prop C 25% Direct/I | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 111 Transfer to Transit (Bus Cap) of Prop C 25% Direct/I  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| 112 Staff Support (Hwy/TDM) & Reg Admin. incl STIP Pf     | 19.9           | 20.1           | 20.4           | 20.6           | 20.9           | 21.1           | 21.4           | 21.6           | 21.9           | 22.2           |      |
| <b>113 Subtotal</b>                                       | <b>1,500.0</b> | <b>1,544.2</b> | <b>1,594.8</b> | <b>1,585.2</b> | <b>1,677.4</b> | <b>1,815.3</b> | <b>1,829.8</b> | <b>1,758.5</b> | <b>1,741.1</b> | <b>1,713.9</b> |      |
| 114 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no pro      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |      |
| <b>115 Financing Payments:</b>                            |                |                |                |                |                |                |                |                |                |                |      |
| 116 Existing Bonds (Actual/Treasury Fcst; Prop C25%       | 37.4           | 37.4           | 37.4           | 37.4           | 18.5           | 18.4           | 13.9           | 14.1           | 14.1           | 13.6           |      |
| 117 Additional Prop C25% Bonds (Model Generated)          | 125.4          | 136.5          | 146.6          | 158.4          | 171.8          | 186.5          | 204.2          | 223.5          | 244.5          | 264.4          |      |
| 118 Subtotal Prop C 25% Financing Payments                | 162.9          | 173.8          | 184.0          | 195.8          | 190.3          | 204.9          | 218.1          | 237.6          | 258.6          | 278.0          |      |
| 119 Measure R 20% Bonds (Model generated)                 | 28.8           | 31.1           | 38.7           | 45.9           | 51.8           | 64.0           | 80.7           | 90.8           | 92.4           | 92.4           |      |
| <b>120 Subtotal Financing Payments</b>                    | <b>191.6</b>   | <b>204.9</b>   | <b>222.7</b>   | <b>241.7</b>   | <b>242.1</b>   | <b>268.9</b>   | <b>298.7</b>   | <b>328.4</b>   | <b>351.0</b>   | <b>370.4</b>   |      |
| <b>121 TOTAL USES</b>                                     | <b>1,691.6</b> | <b>1,749.1</b> | <b>1,817.5</b> | <b>1,826.9</b> | <b>1,919.5</b> | <b>2,084.2</b> | <b>2,128.5</b> | <b>2,086.9</b> | <b>2,092.0</b> | <b>2,084.3</b> |      |
| <b>122 CASH BALANCE ACCOUNT</b>                           |                |                |                |                |                |                |                |                |                |                |      |
| 123 Beginning Fiscal Year Cash Balance                    | 0.0            | 0.1            | 0.0            | 0.0            | 0.1            | 0.1            | 0.1            | 0.1            | 0.0            | 0.1            |      |
| 124 Annual Net Change to Cash Balance                     | 0.1            | (0.0)          | (0.0)          | 0.1            | (0.0)          | 0.0            | 0.0            | (0.1)          | 0.1            | (0.1)          |      |
| 125 Ending Fiscal Year Cash Balance                       | 0.1            | 0.0            | 0.0            | 0.1            | 0.1            | 0.1            | 0.1            | 0.0            | 0.1            | 0.0            |      |
| 127 Net Budget Ratio (Prop C Sr. Lien Bond)               | 0.54           | 0.53           | 0.52           | 0.51           | 0.54           | 0.51           | 0.49           | 0.47           | 0.45           | 0.44           |      |
| 128 Debt service % of revenue, 65% maximum assumed        | 67.27%         | 68.33%         | 69.35%         | 70.78%         | 66.10%         | 68.30%         | 69.86%         | 73.34%         | 76.90%         | 79.82%         |      |

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30-10 8/19/11**

|  | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)                                       | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| <b>1 SOURCES OF FUNDS</b>                              |                |                |                |                |                |                |                |                |                |                |                |
| <b>2 Local</b>   |                |                |                |                |                |                |                |                |                |                |                |
| 3 Proposition C 25% (cash flow basis)                  | 360.2          | 371.0          | 381.7          | 393.2          | 405.3          | 417.5          | 429.2          | 441.8          | 454.4          | 466.4          | 478.9          |
| 4 Proposition C 10% (cash flow basis)                  | 15.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 5 Proposition C 40% (cash flow basis)                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 6 Measure R 20% (gross)                                | 288.1          | 296.8          | 305.4          | 314.5          | 324.2          | 334.0          | 343.4          | 353.4          | 363.5          | 373.1          | -              |
| 7 SAFE   | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            | 7.0            |
| 8 TDA - Article 3                                      | 14.6           | 15.1           | 15.5           | 16.0           | 16.5           | 17.0           | 17.5           | 18.0           | 18.5           | 19.0           | 19.5           |
| 9 Local Agency Contributions                           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 10 Local Agency funds for Streets & Roads (no rev she  | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            | 1.2            |
| 11 LTF General Revenues (no revenue sheet)             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 12 State repayment of capital proj loans (fund 3562)   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 13 HOV Violation Fund (no revenue sheet)               | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            | 0.5            |
| <b>14 Subtotal Local</b>                               | <b>686.6</b>   | <b>691.6</b>   | <b>711.3</b>   | <b>732.4</b>   | <b>754.7</b>   | <b>777.2</b>   | <b>798.8</b>   | <b>821.9</b>   | <b>845.1</b>   | <b>867.1</b>   | <b>507.1</b>   |
| <b>15 State (programming basis)</b>                    |                |                |                |                |                |                |                |                |                |                |                |
| 16 State Hwy Acct-Fwy Service Patrol (no revenue she   | 7.4            | 7.6            | 7.7            | 7.8            | 7.9            | 8.0            | 8.1            | 8.2            | 8.3            | 8.4            | 8.6            |
| 18 Excise tax replacement for Prop 42 (no revenue she  | 210.0          | 214.0          | 218.0          | 222.2          | 226.6          | 231.1          | 235.8          | 240.6          | 245.6          | 250.4          | 255.2          |
| 19 Prop 1B Infrastructure Bonds                        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 20 Environmental Enhancement & Mitigation              | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 21 Other State (no revenue sheet)                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 22 State Gas Tax Subventions (no revenue sheet)        | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          | 263.8          |
| 23 State Highway Acct (Caltrans Ops) (no rev sheet)    | 281.8          | 288.8          | 296.1          | 303.5          | 311.1          | 318.8          | 326.8          | 335.0          | 343.3          | 351.9          | 360.7          |
| 24 Traffic Congestion Relief Program (TCRP) Allocation | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>25 Subtotal State</b>                               | <b>764.0</b>   | <b>775.2</b>   | <b>786.5</b>   | <b>798.2</b>   | <b>810.3</b>   | <b>822.7</b>   | <b>835.4</b>   | <b>848.6</b>   | <b>862.0</b>   | <b>875.5</b>   | <b>889.3</b>   |
| <b>26 Federal (programming basis)</b>                  |                |                |                |                |                |                |                |                |                |                |                |
| 27 TE-Transportation Enhancement funds                 | 16.6           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 28 ARRA  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 29 Caltrans ARRA Funds (no rev sheet)                  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 30 Other Federal Funds (SAFETEA-LU hwy earmarks)       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 31 Railroad-Hwy Grade Crossing (sec 130) (no rev she   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 32 ITS-Bus Prefemtl Signalization System (no rev shee  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 33 Section 5309 Bus and Bus-Related Facilities (earma  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 34 Section 5309 - Small Starts & Very Small Starts     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 35 Safe Routes to Schools                              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 36 CMAQ  | 51.2           | 59.0           | 43.7           | 44.0           | 44.4           | 44.7           | 46.4           | 43.5           | 43.1           | 52.7           | -              |
| 37 RSTP  | 63.5           | 46.8           | 47.0           | 47.3           | 47.4           | 47.6           | 60.7           | 47.8           | 48.0           | 48.1           | 31.7           |
| <b>38 Subtotal Federal</b>                             | <b>131.3</b>   | <b>105.8</b>   | <b>90.7</b>    | <b>91.3</b>    | <b>91.8</b>    | <b>92.3</b>    | <b>107.1</b>   | <b>91.3</b>    | <b>91.1</b>    | <b>100.8</b>   | <b>31.7</b>    |
| <b>39 Mixed (programming basis)</b>                    |                |                |                |                |                |                |                |                |                |                |                |
| 40 Regional Improvement Prog Funds (RIP)               | 138.9          | 137.1          | 130.6          | 117.6          | 105.0          | 123.2          | 135.8          | 135.3          | 49.6           | 7.5            | 7.5            |
| 41 Interregional Improvement Prog Funds (IIP)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 43 Rehab and Safety (SHOPP)                            | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          |
| <b>44 Subtotal Mixed</b>                               | <b>308.9</b>   | <b>307.1</b>   | <b>300.6</b>   | <b>287.6</b>   | <b>275.0</b>   | <b>293.2</b>   | <b>305.8</b>   | <b>305.3</b>   | <b>219.6</b>   | <b>177.5</b>   | <b>177.5</b>   |
| <b>45 Subtotal Local, State, Federal Revenues</b>      | <b>1,890.8</b> | <b>1,879.6</b> | <b>1,889.1</b> | <b>1,909.6</b> | <b>1,931.8</b> | <b>1,985.4</b> | <b>2,047.1</b> | <b>2,067.0</b> | <b>2,017.8</b> | <b>2,020.9</b> | <b>1,605.5</b> |

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30-10 8/19/11**

|   | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)  | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| <b>46 Financing Revenues:</b>                           |                |                |                |                |                |                |                |                |                |                |                |
| 47 Sr. Lien Bonds (Actual Carry-in balance)             |                |                |                |                |                |                |                |                |                |                |                |
| 45 Measure R 20% Bonds (Model generated gross)          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 46 Issuance Expense                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 47 Bond Reserve Fund                                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 48 Net Measure R 20% Bond Proceeds                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 49 Add'l PC 25 Sr Bonds (Model generated gross)         | 287.8          | 37.4           | 60.5           | 47.0           | 66.7           | 2.0            | -              | -              | -              | -              | -              |
| 50 Issuance Expense                                     | (4.0)          | (0.5)          | (0.8)          | (0.7)          | (0.9)          | -              | -              | -              | -              | -              | -              |
| 51 Bond Reserve Fund                                    | (19.8)         | (2.6)          | (4.2)          | (3.2)          | (4.6)          | (0.1)          | -              | -              | -              | -              | -              |
| 52 Net Add'l Senior Lien Bond Proceeds                  | 264.0          | 34.3           | 55.5           | 43.1           | 61.2           | 1.9            | -              | -              | -              | -              | -              |
| 53 <b>Subtotal Net Financing Revenues</b>               | 264.0          | 34.3           | 55.5           | 43.1           | 61.2           | 1.9            | -              | -              | -              | -              | -              |
| 58 <b>TOTAL SOURCES</b>                                 | <b>2,154.8</b> | <b>1,913.9</b> | <b>1,944.6</b> | <b>1,952.7</b> | <b>1,993.0</b> | <b>1,987.3</b> | <b>2,047.1</b> | <b>2,067.0</b> | <b>2,017.8</b> | <b>2,020.9</b> | <b>1,605.5</b> |
| <b>60 USES OF FUNDS</b>                                 |                |                |                |                |                |                |                |                |                |                |                |
| 61 Freeway Interchgs, Other Major Projs, Enhancemen     | 288.8          | 169.7          | 134.7          | 108.3          | 113.6          | 59.8           | 81.5           | 75.8           | 87.0           | 94.1           | -              |
| 62 Freeway Carpool Lanes                                | 91.6           | 154.7          | 169.7          | 112.2          | 120.9          | 53.0           | 3.0            | 16.1           | 8.8            | -              | -              |
| 63 Freeway Gap Closures                                 | 73.6           | 33.5           | 33.8           | 44.0           | 44.4           | 40.8           | 21.2           | -              | -              | -              | -              |
| 64 Freeway Traffic System Management                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 65 Measure R Projects - contingency balance             | (8.6)          | (43.6)         | (2.0)          | 60.0           | 80.1           | 226.9          | 118.0          | 261.0          | 86.2           | 258.3          | -              |
| 66 Measure R funds transferred to West Santa Ana tra    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 67 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)       | -              | -              | -              | -              | 88.8           | -              | -              | -              | -              | -              | -              |
| 68 I-5, SR-134-SR-170 (\$253.5 to TBD:1/3 to A-V, 2/3   | -              | -              | -              | -              | -              | -              | -              | -              | 184.9          | 68.6           | -              |
| 69 I-5 Carmentia Interchange (\$106 to 710-South)       | -              | -              | -              | -              | -              | -              | 133.0          | -              | -              | -              | -              |
| 70 SR-138 Widening                                      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 71 SR-138 Additional Segments                           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 72 BNSF Grade Separations                               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 73 CFP - Regional Surface Transp. Improvements (RS      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 74 CFP - Park & Ride/Transit Centers                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 75 CFP - Regional Bikeways & Pedestrian Improvemen      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 76 CFP - Signal Synch. & Bus Speed Improv. (Local T     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 77 CFP - Transportation Demand Management (TDM)         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 78 CFP - Transportation Enhancements                    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 79 CFP - Regionally Significant Projects                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 80 CFP - Future Calls for Projects                      | 227.3          | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 81 Alameda Corridor East                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 82 Retrofit Soundwalls                                  | 35.0           | 134.0          | 127.0          | 130.0          | 30.0           | 85.9           | 128.3          | 120.5          | 30.7           | -              | -              |
| 83 Miscellaneous Projects (no proj sheet)               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 84 Expo Phase II Bikeway                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 85 Pedestrian and Bicycle Facilities (County & Cities-T | 14.6           | 15.1           | 15.5           | 16.0           | 16.5           | 17.0           | 17.5           | 18.0           | 18.5           | 19.0           | 19.5           |
| 86 FWY Rehabilitation (SHOPP)                           | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          | 170.0          |
| 87 Environmental Enhancement & Mitigation (EEM)         | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            | 1.0            |
| 88 Gerald Desmond Bridge                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30-10 8/19/11**

|   | 2029           | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions)  | 2030           | 2031           | 2032           | 2033           | 2034           | 2035           | 2036           | 2037           | 2038           | 2039           | 2040           |
| 89 RIITS-Regional Integration of ITS (no project sheet)   | 2.0            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 90 Safe Routes to Schools Projects (no project sheet)     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 91 Rapid Bus Subsidy Projects                             | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 92 Highway-Railrd Crossing Safety-Prop 1B (no proj sh)    | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 93 Highway Safety-SHOPP-Prop 1B (no project sheet)        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 94 Highway Safety-Signal Synch LA City-Prop 1B (no p      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 95 Port Infrastruct-Goods Mvmnt-Prop 1B TCIF (no pro      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 96 Street and Road Improvement-Cities/County-STPL         | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           | 31.7           |
| 97 Street & Road Improvement-county-Prop 1B (no pro       | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 98 Street & Road Improvement-cities-Prop 1B (no proj      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 99 Street & Road Improvement-Cities/County-ARRA (n        | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 100 Wilshire Bus Only Lane                                | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>101 Subtotal Capital</b>                               | <b>927.1</b>   | <b>666.1</b>   | <b>681.4</b>   | <b>673.1</b>   | <b>696.9</b>   | <b>686.1</b>   | <b>705.2</b>   | <b>694.1</b>   | <b>618.8</b>   | <b>642.7</b>   | <b>222.2</b>   |
| 102 Rideshare/Vanpools                                    | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           | 22.1           |
| 103 Freeway Service Patrol                                | 31.5           | 32.0           | 32.6           | 33.1           | 33.7           | 34.3           | 34.9           | 35.5           | 36.1           | 36.8           | 37.4           |
| 104 Call Box Programs                                     | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 105 Other SAFE programs (no project sheet)                | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            | 5.5            |
| 106 Local Streets and Roads                               | 475.0          | 479.0          | 483.0          | 487.2          | 491.6          | 496.1          | 500.8          | 505.6          | 510.6          | 515.4          | 520.2          |
| 107 Caltrans Highway Operations and Administration        | 281.8          | 288.8          | 296.1          | 303.5          | 311.1          | 318.8          | 326.8          | 335.0          | 343.3          | 351.9          | 360.7          |
| <b>108 Subtotal Operations</b>                            | <b>815.9</b>   | <b>827.4</b>   | <b>839.2</b>   | <b>851.4</b>   | <b>863.9</b>   | <b>876.8</b>   | <b>890.0</b>   | <b>903.7</b>   | <b>917.6</b>   | <b>931.6</b>   | <b>945.8</b>   |
| <b>109 Subtotal Highway Uses</b>                          | <b>1,743.0</b> | <b>1,493.5</b> | <b>1,520.6</b> | <b>1,524.5</b> | <b>1,560.8</b> | <b>1,562.8</b> | <b>1,595.2</b> | <b>1,597.8</b> | <b>1,536.4</b> | <b>1,574.3</b> | <b>1,168.0</b> |
| 110 Transfer to Transit (Rail Cap) of Prop C 25% Direct/  | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 111 Transfer to Transit (Bus Cap) of Prop C 25% Direct/   | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| 112 Staff Support (Hwy/TDM) & Reg Admin. incl STIP Pf     | 22.5           | 22.8           | 23.1           | 23.4           | 23.7           | 24.0           | 24.3           | 24.7           | 25.0           | 25.4           | 25.7           |
| <b>113 Subtotal</b>                                       | <b>1,765.5</b> | <b>1,516.3</b> | <b>1,543.7</b> | <b>1,547.9</b> | <b>1,584.4</b> | <b>1,586.8</b> | <b>1,619.5</b> | <b>1,622.4</b> | <b>1,561.4</b> | <b>1,599.6</b> | <b>1,193.8</b> |
| 114 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no pro      | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              |
| <b>115 Financing Payments:</b>                            |                |                |                |                |                |                |                |                |                |                |                |
| 116 Existing Bonds (Actual/Treasury Fcst; Prop C25%       | 13.5           | 10.6           | 10.6           | 10.6           | 10.6           | 0.1            | 0.1            | 0.1            | 0.1            | 0.1            | -              |
| 117 Additional Prop C25% Bonds (Model Generated)          | 283.5          | 294.6          | 298.0          | 301.7          | 305.6          | 308.0          | 308.1          | 308.1          | 308.1          | 308.1          | 308.1          |
| 118 Subtotal Prop C 25% Financing Payments                | 296.9          | 305.3          | 308.6          | 312.3          | 316.3          | 308.1          | 308.1          | 308.1          | 308.1          | 308.1          | 308.1          |
| 119 Measure R 20% Bonds (Model generated)                 | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 92.4           | 46.2           | -              |
| <b>120 Subtotal Financing Payments</b>                    | <b>389.3</b>   | <b>397.7</b>   | <b>401.0</b>   | <b>404.7</b>   | <b>408.6</b>   | <b>400.4</b>   | <b>400.5</b>   | <b>400.5</b>   | <b>400.5</b>   | <b>354.3</b>   | <b>308.1</b>   |
| <b>121 TOTAL USES</b>                                     | <b>2,154.8</b> | <b>1,913.9</b> | <b>1,944.7</b> | <b>1,952.6</b> | <b>1,993.1</b> | <b>1,987.3</b> | <b>2,020.0</b> | <b>2,023.0</b> | <b>1,961.9</b> | <b>1,954.0</b> | <b>1,501.8</b> |
| <b>122 CASH BALANCE ACCOUNT</b>                           |                |                |                |                |                |                |                |                |                |                |                |
| 123 Beginning Fiscal Year Cash Balance                    | 0.0            | 0.1            | 0.1            | 0.0            | 0.1            | 0.0            | 0.0            | 27.1           | 71.2           | 127.1          | 194.0          |
| 124 Annual Net Change to Cash Balance                     | 0.1            | 0.0            | (0.1)          | 0.1            | (0.0)          | (0.0)          | 27.1           | 44.1           | 55.9           | 67.0           | 103.7          |
| 125 Ending Fiscal Year Cash Balance                       | 0.1            | 0.1            | 0.0            | 0.1            | 0.0            | 0.0            | 27.1           | 71.2           | 127.1          | 194.0          | 297.7          |
| 127 Net Budget Ratio (Prop C Sr. Lien Bond)               | 0.43           | (1.10)         | (0.58)         | 0.54           | 0.55           | 0.58           | 0.60           | 0.61           | 0.63           | 0.69           | 0.77           |
| <b>128 Debt service % of revenue: 85% maximum assumed</b> | <b>82.44%</b>  | <b>82.28%</b>  | <b>80.86%</b>  | <b>79.44%</b>  | <b>78.03%</b>  | <b>73.79%</b>  | <b>71.79%</b>  | <b>69.75%</b>  | <b>67.81%</b>  | <b>66.07%</b>  | <b>64.33%</b>  |

LACMTA Financial Forecasting Model  
**Carpool Lanes Summary**

30-10 8/19/11

| (\$ in millions)                           | Total<br>'10-'40 | %             | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|---------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                         | 1,708.5          | -             | 0.0            | 156.0            | 822.5            | 730.0            | -            | 8.0          | 36.9         | 46.6         | 12.0         | 12.1         | 11.7         | 11.4         | 11.0         | 6.2          |
| Baseline projects programmed               | 3,434.9          | -             | 1,168.5        | 3,434.9          | -                | -                | 326.9        | 553.2        | 894.1        | 826.8        | 407.7        | 185.3        | 146.8        | 88.5         | 5.5          | -            |
| <b>Subtotal Construction Costs</b>         | <b>5,143.4</b>   | <b>-</b>      | <b>1,168.5</b> | <b>3,590.9</b>   | <b>822.5</b>     | <b>730.0</b>     | <b>326.9</b> | <b>561.3</b> | <b>931.0</b> | <b>873.4</b> | <b>419.7</b> | <b>197.4</b> | <b>158.5</b> | <b>99.9</b>  | <b>16.5</b>  | <b>6.2</b>   |
| <b>TOTAL COSTS INFLATED</b>                | <b>5,143.4</b>   | <b>100.0%</b> | <b>1,168.5</b> | <b>3,590.9</b>   | <b>822.5</b>     | <b>730.0</b>     | <b>326.9</b> | <b>561.3</b> | <b>931.0</b> | <b>873.4</b> | <b>419.7</b> | <b>197.4</b> | <b>158.5</b> | <b>99.9</b>  | <b>16.5</b>  | <b>6.2</b>   |
| <b>PROJECT REVENUES</b>                    |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 1,032.6          | 20.1%         | 165.4          | 711.4            | 190.1            | 131.1            | 59.6         | 62.3         | 26.0         | 306.5        | 138.0        | 88.3         | 26.0         | 4.7          | -            | -            |
| <b>Subtotal Prop. C</b>                    | <b>1,032.6</b>   | <b>20.1%</b>  | <b>165.4</b>   | <b>711.4</b>     | <b>190.1</b>     | <b>131.1</b>     | <b>59.6</b>  | <b>62.3</b>  | <b>26.0</b>  | <b>306.5</b> | <b>138.0</b> | <b>88.3</b>  | <b>26.0</b>  | <b>4.7</b>   | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                         |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax                        | 873.0            | 17.0%         | 0.0            | 154.0            | 379.3            | 339.7            | -            | 8.0          | 35.0         | 46.6         | 12.0         | 12.1         | 11.7         | 11.4         | 11.0         | 6.2          |
| Local Agency Funds                         | 6.0              | 0.1%          | 0.0            | 6.0              | -                | -                | -            | -            | -            | -            | 6.0          | -            | -            | -            | -            | -            |
| <b>Total Local</b>                         | <b>1,911.6</b>   | <b>37.2%</b>  | <b>165.4</b>   | <b>871.4</b>     | <b>569.4</b>     | <b>470.8</b>     | <b>59.6</b>  | <b>70.3</b>  | <b>61.0</b>  | <b>353.1</b> | <b>156.0</b> | <b>100.4</b> | <b>37.7</b>  | <b>16.1</b>  | <b>11.0</b>  | <b>6.2</b>   |
| <b>State (programming basis)</b>           |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Prop 1B State Infrastructure Bonds-CMIA    | 1,080.1          | 21.0%         | 20.0           | 1,080.1          | -                | -                | 24.3         | 99.2         | 550.8        | 281.8        | 51.0         | 23.7         | 21.9         | 21.9         | 5.5          | -            |
| Prop 1B State Infrastructure Bonds-SLPP    | 118.9            | 2.3%          | 0.0            | 118.9            | -                | -                | 25.1         | -            | 20.0         | 73.9         | -            | -            | -            | -            | -            | -            |
| Traffic Congestion Relief Program (TCRP)   | 259.6            | 5.0%          | 111.4          | 259.6            | -                | -                | 8.0          | 19.8         | 27.8         | 27.8         | 44.5         | 48.4         | 54.5         | 28.6         | -            | -            |
| <b>Subtotal State</b>                      | <b>1,458.6</b>   | <b>28.4%</b>  | <b>176.9</b>   | <b>1,458.6</b>   | <b>-</b>         | <b>-</b>         | <b>57.4</b>  | <b>119.0</b> | <b>598.6</b> | <b>383.5</b> | <b>95.5</b>  | <b>72.2</b>  | <b>76.4</b>  | <b>50.5</b>  | <b>5.5</b>   | <b>-</b>     |
| <b>Federal (programming basis)</b>         |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| ARRA                                       | 140.4            | 2.7%          | 0.0            | 140.4            | -                | -                | 15.4         | 125.0        | -            | -            | -            | -            | -            | -            | -            | -            |
| Other Federal Funds (earmarks)             | 109.2            | 2.1%          | 9.0            | 109.2            | -                | -                | 41.0         | 31.0         | 16.0         | 21.2         | -            | -            | -            | -            | -            | -            |
| CMAQ                                       | 652.0            | 12.7%         | 221.1          | 353.3            | 196.6            | 102.1            | 13.3         | 87.7         | 33.1         | 33.9         | 107.9        | -            | 44.2         | 33.3         | -            | -            |
| RSTP                                       | 155.6            | 3.0%          | 53.1           | 50.1             | -                | 105.5            | -            | 26.8         | 23.3         | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>1,057.3</b>   | <b>20.6%</b>  | <b>283.2</b>   | <b>653.0</b>     | <b>196.6</b>     | <b>207.6</b>     | <b>69.7</b>  | <b>270.5</b> | <b>72.4</b>  | <b>55.1</b>  | <b>107.9</b> | <b>-</b>     | <b>44.2</b>  | <b>33.3</b>  | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>           |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | 566.4            | 11.0%         | 471.5          | 458.3            | 56.5             | 51.6             | 23.7         | 97.5         | 194.3        | 66.1         | 54.9         | 21.6         | 0.2          | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | 41.1             | 0.8%          | 49.8           | 41.1             | -                | -                | 8.3          | 4.0          | 4.7          | 15.6         | 5.4          | 3.2          | 0.0          | -            | -            | -            |
| Caltrans ARRA Funds                        | 108.4            | 2.1%          | 21.6           | 108.4            | -                | -                | 108.4        | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| SHOPP                                      | 0.0              | 0.0%          | 0.0            | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | <b>715.9</b>     | <b>13.9%</b>  | <b>542.8</b>   | <b>607.8</b>     | <b>56.5</b>      | <b>51.6</b>      | <b>140.3</b> | <b>101.5</b> | <b>198.9</b> | <b>81.7</b>  | <b>60.3</b>  | <b>24.8</b>  | <b>0.2</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>                      | <b>5,143.4</b>   | <b>100.0%</b> | <b>1,168.5</b> | <b>3,590.9</b>   | <b>822.5</b>     | <b>730.0</b>     | <b>326.9</b> | <b>561.3</b> | <b>931.0</b> | <b>873.4</b> | <b>419.7</b> | <b>197.4</b> | <b>158.5</b> | <b>99.9</b>  | <b>16.5</b>  | <b>6.2</b>   |
| <b>Total Surplus/&lt;Shortfall&gt;</b>     | <b>-</b>         |               | <b>-</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

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| (\$ in millions)                       | Total<br>'10-'140 | % | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012   | 2012<br>2013   | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|-------------------|---|----------------|------------------|------------------|------------------|--------------|--------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Highway Strategy Project Cost          | 10,298.0          |   |                | 3,274.0          | 2,980.3          | 4,043.7          | -            | 235.0        | 235.0          | 235.0          | 235.0        | 235.0        | 522.0        | 532.0        | 522.0        | 523.0        |
| <b>Highway Strategy Revenues</b>       |                   |   |                |                  |                  |                  |              |              |                |                |              |              |              |              |              |              |
| <b>Local</b>                           |                   |   |                |                  |                  |                  |              |              |                |                |              |              |              |              |              |              |
| Tolls/PPP                              | 5,036.0           |   |                | 1,200.0          | 1,650.0          | 2,186.0          | -            | -            | -              | -              | -            | -            | 300.0        | 300.0        | 300.0        | 300.0        |
| Container Fees                         | 360.0             |   |                | 240.0            | 120.0            | -                | -            | -            | -              | -              | -            | -            | 60.0         | 60.0         | 60.0         | 60.0         |
| <b>Subtotal Local Revenues</b>         | <b>5,396.0</b>    |   |                | <b>1,440.0</b>   | <b>1,770.0</b>   | <b>2,186.0</b>   | -            | -            | -              | -              | -            | -            | 360.0        | 360.0        | 360.0        | 360.0        |
| <b>State</b>                           |                   |   |                |                  |                  |                  |              |              |                |                |              |              |              |              |              |              |
| State Programs                         | 600.0             |   |                | -                | 74.3             | 525.7            | -            | -            | -              | -              | -            | -            | -            | -            | -            | -            |
| SHOPP (Additional)                     | 25.0              |   |                | -                | -                | 25.0             | -            | -            | -              | -              | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State Revenues</b>         | <b>625.0</b>      |   |                | <b>-</b>         | <b>74.3</b>      | <b>550.7</b>     | -            | -            | -              | -              | -            | -            | -            | -            | -            | -            |
| <b>Federal</b>                         |                   |   |                |                  |                  |                  |              |              |                |                |              |              |              |              |              |              |
| Cap and Trade                          | 190.0             |   |                | 130.0            | 60.0             | -                | -            | -            | -              | -              | -            | -            | 30.0         | 40.0         | 30.0         | 30.0         |
| Federal Formula Funds (Additional)     | 997.0             |   |                | 120.0            | 346.0            | 531.0            | -            | -            | -              | -              | -            | -            | 30.0         | 30.0         | 30.0         | 30.0         |
| Federal HPP/PNS Earmarks               | 845.0             |   |                | 475.0            | 170.0            | 200.0            | -            | 75.0         | 75.0           | 75.0           | 75.0         | 75.0         | 25.0         | 25.0         | 25.0         | 25.0         |
| Metro Area                             | 820.0             |   |                | 550.0            | 44.0             | 226.0            | -            | 110.0        | 110.0          | 110.0          | 110.0        | 110.0        | -            | -            | -            | -            |
| Freight Program                        | 1,425.0           |   |                | 559.0            | 516.0            | 350.0            | -            | 50.0         | 50.0           | 50.0           | 50.0         | 50.0         | 77.0         | 77.0         | 77.0         | 78.0         |
| <b>Subtotal Federal Revenues</b>       | <b>4,277.0</b>    |   |                | <b>1,834.0</b>   | <b>1,136.0</b>   | <b>1,307.0</b>   | -            | 235.0        | 235.0          | 235.0          | 235.0        | 235.0        | 162.0        | 172.0        | 162.0        | 163.0        |
| <b>Total Highway Strategy Revenues</b> | <b>10,298.0</b>   |   |                | <b>3,274.0</b>   | <b>2,980.3</b>   | <b>4,043.7</b>   | -            | 235.0        | 235.0          | 235.0          | 235.0        | 235.0        | 522.0        | 532.0        | 522.0        | 523.0        |
| <b>GRAND TOTAL COSTS</b>               | <b>15,441.4</b>   |   | <b>1,168.5</b> | <b>6,864.9</b>   | <b>3,802.8</b>   | <b>4,773.7</b>   | <b>326.9</b> | <b>796.3</b> | <b>1,166.0</b> | <b>1,108.4</b> | <b>654.7</b> | <b>432.4</b> | <b>680.5</b> | <b>631.9</b> | <b>538.5</b> | <b>529.2</b> |

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| (\$ in millions)                           | 2019        | 2020        | 2021        | 2022        | 2023         | 2024         | 2025        | 2026         | 2027        | 2028        | 2029 |
|--|-------------|-------------|-------------|-------------|--------------|--------------|-------------|--------------|-------------|-------------|------|
|  | 2020        | 2021        | 2022        | 2023        | 2024         | 2025         | 2026        | 2027         | 2028        | 2029        |      |
| <b>PROJECT COSTS</b>                       |             |             |             |             |              |              |             |              |             |             |      |
| Not yet programmed                         | 56.0        | 70.0        | 58.6        | 66.5        | 100.0        | 111.6        | 83.1        | 102.1        | 89.6        | 85.1        |      |
| Baseline projects programmed               | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| <b>Subtotal Construction Costs</b>         | <b>56.0</b> | <b>70.0</b> | <b>58.6</b> | <b>66.5</b> | <b>100.0</b> | <b>111.6</b> | <b>83.1</b> | <b>102.1</b> | <b>89.6</b> | <b>85.1</b> |      |
| <b>TOTAL COSTS INFLATED</b>                | <b>56.0</b> | <b>70.0</b> | <b>58.6</b> | <b>66.5</b> | <b>100.0</b> | <b>111.6</b> | <b>83.1</b> | <b>102.1</b> | <b>89.6</b> | <b>85.1</b> |      |
| <b>PROJECT REVENUES</b>                    |             |             |             |             |              |              |             |              |             |             |      |
| <b>Local</b>                               |             |             |             |             |              |              |             |              |             |             |      |
| Proposition C 25% (cash flow basis)        | -           | -           | -           | -           | 15.0         | 40.0         | 35.0        | 60.0         | 34.7        | 5.4         |      |
| <b>Subtotal Prop. C</b>                    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>15.0</b>  | <b>40.0</b>  | <b>35.0</b> | <b>60.0</b>  | <b>34.7</b> | <b>5.4</b>  |      |
| <b>Other Local</b>                         |             |             |             |             |              |              |             |              |             |             |      |
| Measure R Sales Tax                        | 56.0        | 70.0        | 58.6        | 40.0        | 35.0         | 11.3         | 8.4         | 20.0         | 30.0        | 50.0        |      |
| Local Agency Funds                         | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| <b>Total Local</b>                         | <b>56.0</b> | <b>70.0</b> | <b>58.6</b> | <b>40.0</b> | <b>50.0</b>  | <b>51.3</b>  | <b>43.4</b> | <b>80.0</b>  | <b>64.7</b> | <b>55.4</b> |      |
| <b>State (programming basis)</b>           |             |             |             |             |              |              |             |              |             |             |      |
| Prop 1B State Infrastructure Bonds-CMIA    | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| Prop 1B State Infrastructure Bonds-SLPP    | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| Traffic Congestion Relief Program (TCRP)   | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| <b>Subtotal State</b>                      | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    |      |
| <b>Federal (programming basis)</b>         |             |             |             |             |              |              |             |              |             |             |      |
| ARRA                                       | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| Other Federal Funds (earmarks)             | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| CMAQ                                       | -           | -           | -           | -           | 50.0         | 50.0         | 20.0        | 22.1         | 24.9        | 29.7        |      |
| RSTP                                       | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| <b>Subtotal Federal</b>                    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>50.0</b>  | <b>50.0</b>  | <b>20.0</b> | <b>22.1</b>  | <b>24.9</b> | <b>29.7</b> |      |
| <b>Mixed (programming basis)</b>           |             |             |             |             |              |              |             |              |             |             |      |
| Regional Improvement Prog Funds (RIP)      | -           | -           | -           | 26.5        | -            | 10.3         | 19.7        | -            | -           | -           |      |
| Interregional Improvement Prog Funds (IIP) | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| Caltrans ARRA Funds                        | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| SHOPP                                      | -           | -           | -           | -           | -            | -            | -           | -            | -           | -           |      |
| <b>Subtotal Mixed</b>                      | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>26.5</b> | <b>-</b>     | <b>10.3</b>  | <b>19.7</b> | <b>-</b>     | <b>-</b>    | <b>-</b>    |      |
| <b>Total Revenues</b>                      | <b>56.0</b> | <b>70.0</b> | <b>58.6</b> | <b>66.5</b> | <b>100.0</b> | <b>111.6</b> | <b>83.1</b> | <b>102.1</b> | <b>89.6</b> | <b>85.1</b> |      |
| <b>Total Surplus/&lt;Shortfall&gt;</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>-</b>    | <b>-</b>    |      |

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| (\$ in millions)                       | 2019  | 2020  | 2021  | 2022  | 2023  | 2024  | 2025  | 2026  | 2027  | 2028  |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|  | 2020  | 2021  | 2022  | 2023  | 2024  | 2025  | 2026  | 2027  | 2028  | 2029  |
| <b>Highway Strategy Project Cost</b>   | 523.0 | 523.0 | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | 323.5 | 350.8 |
| <b>Highway Strategy Revenues</b>       |       |       |       |       |       |       |       |       |       |       |
| <b>Local</b>                           |       |       |       |       |       |       |       |       |       |       |
| Tolls/PPP                              | 300.0 | 300.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 225.0 | 225.0 |
| Container Fees                         | 60.0  | 60.0  | -     | -     | -     | -     | -     | -     | -     | -     |
| <b>Subtotal Local Revenues</b>         | 360.0 | 360.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 225.0 | 225.0 |
| <b>State</b>                           |       |       |       |       |       |       |       |       |       |       |
| State Programs                         | -     | -     | -     | -     | -     | -     | -     | -     | 23.5  | 50.8  |
| SHOPP (Additional)                     | -     | -     | -     | -     | -     | -     | -     | -     | -     | -     |
| <b>Subtotal State Revenues</b>         | -     | -     | -     | -     | -     | -     | -     | -     | 23.5  | 50.8  |
| <b>Federal</b>                         |       |       |       |       |       |       |       |       |       |       |
| Cap and Trade                          | 30.0  | 30.0  | -     | -     | -     | -     | -     | -     | -     | -     |
| Federal Formula Funds (Additional)     | 30.0  | 30.0  | 30.0  | 30.0  | 30.0  | 30.0  | 30.0  | 30.0  | 53.0  | 53.0  |
| Federal HPP/PNS Earmarks               | 25.0  | 25.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | 20.0  | -     | -     |
| Metro Area                             | -     | -     | -     | -     | -     | -     | -     | -     | 22.0  | 22.0  |
| Freight Program                        | 78.0  | 78.0  | 60.0  | 60.0  | 60.0  | 60.0  | 60.0  | 60.0  | -     | -     |
| <b>Subtotal Federal Revenues</b>       | 163.0 | 163.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 75.0  | 75.0  |
| <b>Total Highway Strategy Revenues</b> | 523.0 | 523.0 | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | 323.5 | 350.8 |
| <b>GRAND TOTAL COSTS</b>               | 579.0 | 593.0 | 268.6 | 276.5 | 310.0 | 321.6 | 293.1 | 312.1 | 413.1 | 435.9 |

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| (\$ in millions)                           | 2029 | 2030  | 2031  | 2032  | 2033  | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|------|-------|-------|-------|-------|------|------|------|------|------|------|
|  | 2030 | 2031  | 2032  | 2033  | 2034  | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| <b>PROJECT COSTS</b>                       |      |       |       |       |       |      |      |      |      |      |      |
| Not yet programmed                         | 91.6 | 154.7 | 169.7 | 112.2 | 120.9 | 53.0 | 3.0  | 16.1 | 8.8  | -    | -    |
| Baseline projects programmed               | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| <b>Subtotal Construction Costs</b>         | 91.6 | 154.7 | 169.7 | 112.2 | 120.9 | 53.0 | 3.0  | 16.1 | 8.8  | 0.0  | 0.0  |
| <b>TOTAL COSTS INFLATED</b>                | 91.6 | 154.7 | 169.7 | 112.2 | 120.9 | 53.0 | 3.0  | 16.1 | 8.8  | 0.0  | 0.0  |
| <b>PROJECT REVENUES</b>                    |      |       |       |       |       |      |      |      |      |      |      |
| <b>Local</b>                               |      |       |       |       |       |      |      |      |      |      |      |
| Proposition C 25% (cash flow basis)        | -    | 18.2  | 27.2  | 26.5  | 54.3  | 4.9  | -    | -    | -    | -    | -    |
| <b>Subtotal Prop. C</b>                    | -    | 18.2  | 27.2  | 26.5  | 54.3  | 4.9  | -    | -    | -    | -    | -    |
| <b>Other Local</b>                         |      |       |       |       |       |      |      |      |      |      |      |
| Measure R Sales Tax                        | 50.0 | 95.0  | 97.0  | 60.0  | 23.0  | 14.7 | -    | -    | -    | -    | -    |
| Local Agency Funds                         | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| <b>Total Local</b>                         | 50.0 | 113.2 | 124.2 | 86.5  | 77.3  | 19.6 | -    | -    | -    | -    | -    |
| <b>State (programming basis)</b>           |      |       |       |       |       |      |      |      |      |      |      |
| Prop 1B State Infrastructure Bonds-CMIA    | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| Prop 1B State Infrastructure Bonds-SLPP    | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| Traffic Congestion Relief Program (TCRP)   | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| <b>Subtotal State</b>                      | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| <b>Federal (programming basis)</b>         |      |       |       |       |       |      |      |      |      |      |      |
| ARRA                                       | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| Other Federal Funds (earmarks)             | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| CMAQ                                       | 41.6 | 26.4  | 30.2  | -     | -     | 3.9  | -    | -    | -    | -    | -    |
| RSTP                                       | -    | 15.1  | 15.3  | 15.6  | 15.7  | 15.9 | 3.0  | 16.1 | 8.8  | -    | -    |
| <b>Subtotal Federal</b>                    | 41.6 | 41.5  | 45.5  | 15.6  | 15.7  | 19.8 | 3.0  | 16.1 | 8.8  | -    | -    |
| <b>Mixed (programming basis)</b>           |      |       |       |       |       |      |      |      |      |      |      |
| Regional Improvement Prog Funds (RIP)      | -    | -     | -     | 10.1  | 27.9  | 13.6 | -    | -    | -    | -    | -    |
| Interregional Improvement Prog Funds (IIP) | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| Caltrans ARRA Funds                        | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| SHOPP                                      | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |
| <b>Subtotal Mixed</b>                      | -    | -     | -     | 10.1  | 27.9  | 13.6 | -    | -    | -    | -    | -    |
| <b>Total Revenues</b>                      | 91.6 | 154.7 | 169.7 | 112.2 | 120.9 | 53.0 | 3.0  | 16.1 | 8.8  | -    | -    |
| <b>Total Surplus/&lt;Shortfall&gt;</b>     | -    | -     | -     | -     | -     | -    | -    | -    | -    | -    | -    |

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| (\$ in millions)                       | 2029  | 2030  | 2031  | 2032  | 2033  | 2034  | 2035  | 2036  | 2037  | 2038  | 2039 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
|  | 2030  | 2031  | 2032  | 2033  | 2034  | 2035  | 2036  | 2037  | 2038  | 2039  | 2040 |
| Highway Strategy Project Cost          | 361.3 | 372.1 | 383.3 | 592.0 | 610.3 | 837.9 | 431.7 | 222.1 | 115.1 | 117.9 | -    |
| <b>Highway Strategy Revenues</b>       |       |       |       |       |       |       |       |       |       |       |      |
| <b>Local</b>                           |       |       |       |       |       |       |       |       |       |       |      |
| Tolls/PPP                              | 225.0 | 225.0 | 225.0 | 228.0 | 385.0 | 454.0 | 216.0 | 111.0 | 58.0  | 59.0  | -    |
| Container Fees                         | -     | -     | -     | -     | -     | -     | -     | -     | -     | -     | -    |
| <b>Subtotal Local Revenues</b>         | 225.0 | 225.0 | 225.0 | 228.0 | 385.0 | 454.0 | 216.0 | 111.0 | 58.0  | 59.0  | -    |
| <b>State</b>                           |       |       |       |       |       |       |       |       |       |       |      |
| State Programs                         | 50.3  | 50.1  | 50.3  | 75.0  | 100.0 | 109.6 | 90.4  | -     | -     | -     | -    |
| SHOPP (Additional)                     | -     | -     | -     | 25.0  | -     | -     | -     | -     | -     | -     | -    |
| <b>Subtotal State Revenues</b>         | 50.3  | 50.1  | 50.3  | 100.0 | 100.0 | 109.6 | 90.4  | -     | -     | -     | -    |
| <b>Federal</b>                         |       |       |       |       |       |       |       |       |       |       |      |
| Cap and Trade                          | -     | -     | -     | -     | -     | -     | -     | -     | -     | -     | -    |
| Federal Formula Funds (Additional)     | 53.0  | 53.0  | 53.0  | 55.0  | 52.8  | 142.6 | 52.8  | 52.8  | 7.2   | 8.8   | -    |
| Federal HPP/PNS Earmarks               | -     | -     | -     | 100.0 | 16.7  | 16.7  | 16.7  | 16.7  | 16.6  | 16.6  | -    |
| Metro Area                             | 22.0  | 22.0  | 22.0  | 25.0  | 22.5  | 81.7  | 22.5  | 8.3   | -     | -     | -    |
| Freight Program                        | 11.0  | 22.0  | 33.0  | 84.0  | 33.3  | 33.3  | 33.3  | 33.3  | 33.3  | 33.5  | -    |
| <b>Subtotal Federal Revenues</b>       | 86.0  | 97.0  | 108.0 | 264.0 | 125.3 | 274.3 | 125.3 | 111.1 | 57.1  | 58.9  | -    |
| <b>Total Highway Strategy Revenues</b> | 361.3 | 372.1 | 383.3 | 592.0 | 610.3 | 837.9 | 431.7 | 222.1 | 115.1 | 117.9 | -    |
| <b>GRAND TOTAL COSTS</b>               | 452.9 | 526.8 | 553.0 | 704.2 | 731.2 | 890.9 | 434.7 | 238.2 | 123.9 | 117.9 | -    |

**LACMTA Financial Forecasting Model**  
**Freeway Interchanges and**  
**Other Major Highway Projects Summary**  
**30-10 8/19/11**

| (\$ in millions)                           | Total '10-'14  | %             | Prior Years  | Years '10-'19  | Years '20-'29  | Years '30-'40  | 2009 2010   | 2010 2011    | 2011 2012    | 2012 2013    | 2013 2014    | 2014 2015    | 2015 2016      | 2016 2017      | 2017 2018      | 2018 2019      |
|--|----------------|---------------|--------------|----------------|----------------|----------------|-------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|----------------|----------------|
| <b>PROJECT COSTS</b>                       |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| Not yet programmed                         | 3,347.9        | -             | 0.0          | 545.8          | 1,588.9        | 1,213.2        | 0.3         | 13.0         | 11.5         | 95.4         | 78.8         | 99.2         | 75.2           | 46.4           | 55.6           | 70.5           |
| Baseline projects programmed               | 465.3          | -             | 233.0        | 465.3          | -              | -              | 64.8        | 162.7        | 106.3        | 35.0         | 4.4          | 4.5          | 20.2           | 34.0           | 33.5           | -              |
| <b>Subtotal Construction Costs</b>         | <b>3,813.3</b> | <b>-</b>      | <b>233.0</b> | <b>1,011.1</b> | <b>1,588.9</b> | <b>1,213.2</b> | <b>65.1</b> | <b>175.6</b> | <b>117.8</b> | <b>130.4</b> | <b>83.2</b>  | <b>103.7</b> | <b>95.4</b>    | <b>80.4</b>    | <b>89.1</b>    | <b>70.5</b>    |
| <b>TOTAL COSTS INFLATED</b>                | <b>3,813.3</b> | <b>100.0%</b> | <b>233.0</b> | <b>1,011.1</b> | <b>1,588.9</b> | <b>1,213.2</b> | <b>65.1</b> | <b>175.6</b> | <b>117.8</b> | <b>130.4</b> | <b>83.2</b>  | <b>103.7</b> | <b>95.4</b>    | <b>80.4</b>    | <b>89.1</b>    | <b>70.5</b>    |
| <b>PROJECT REVENUES</b>                    |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| <b>Local</b>                               |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| Proposition C 25% (cash flow basis)        | 803.6          | 21.1%         | 27.3         | 97.1           | 322.6          | 383.9          | 0.6         | 45.7         | 15.9         | 26.4         | 4.4          | 4.2          | -              | -              | -              | -              |
| <b>Subtotal Prop. C</b>                    | <b>803.6</b>   | <b>21.1%</b>  | <b>27.3</b>  | <b>97.1</b>    | <b>322.6</b>   | <b>383.9</b>   | <b>0.6</b>  | <b>45.7</b>  | <b>15.9</b>  | <b>26.4</b>  | <b>4.4</b>   | <b>4.2</b>   | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       |
| <b>Other Local</b>                         |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| Measure R Sales Tax                        | 2,095.8        | 55.0%         | 0.0          | 765.8          | 892.5          | 437.5          | 2.5         | 52.4         | 101.9        | 95.4         | 78.8         | 99.5         | 95.4           | 80.4           | 89.1           | 70.5           |
| State Repayment of Capital Proj Loans      | 0.5            | 0.0%          | 0.0          | 0.5            | -              | -              | -           | 0.5          | -            | -            | -            | -            | -              | -              | -              | -              |
| <b>Total Local</b>                         | <b>2,899.9</b> | <b>76.0%</b>  | <b>27.8</b>  | <b>863.4</b>   | <b>1,215.1</b> | <b>821.4</b>   | <b>3.1</b>  | <b>98.6</b>  | <b>117.8</b> | <b>121.8</b> | <b>83.2</b>  | <b>103.7</b> | <b>95.4</b>    | <b>80.4</b>    | <b>89.1</b>    | <b>70.5</b>    |
| <b>State (programming basis)</b>           |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| Prop 1B State Infrastructure Bonds (SLPP)  | 14.9           | 0.4%          | 0.0          | 14.9           | -              | -              | 14.9        | -            | -            | -            | -            | -            | -              | -              | -              | -              |
| Traffic Congestion Relief Program (TCRP)   | -              | 0.0%          | 71.0         | -              | -              | -              | -           | -            | -            | -            | -            | -            | -              | -              | -              | -              |
| <b>Subtotal State</b>                      | <b>14.9</b>    | <b>0.4%</b>   | <b>71.0</b>  | <b>14.9</b>    | <b>-</b>       | <b>-</b>       | <b>14.9</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       |
| <b>Federal (programming basis)</b>         |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| Other Federal Funds                        | -              | 0.0%          | 16.1         | -              | -              | -              | -           | -            | -            | -            | -            | -            | -              | -              | -              | -              |
| CMAQ                                       | 238.2          | 6.2%          | 44.4         | 40.0           | -              | 198.2          | -           | 40.0         | -            | -            | -            | -            | -              | -              | -              | -              |
| RSTP                                       | 49.9           | 1.3%          | 0.0          | -              | -              | 49.9           | -           | -            | -            | -            | -            | -            | -              | -              | -              | -              |
| <b>Subtotal Federal</b>                    | <b>288.1</b>   | <b>7.6%</b>   | <b>60.5</b>  | <b>40.0</b>    | <b>-</b>       | <b>248.1</b>   | <b>-</b>    | <b>40.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       |
| <b>Mixed (programming basis)</b>           |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| Regional Improvement Program Funds (RIP)   | 598.3          | 15.7%         | 47.1         | 80.7           | 373.8          | 143.7          | 43.7        | 37.0         | -            | -            | -            | -            | -              | -              | -              | -              |
| Interregional Improvement Prog Funds (IIP) | 12.0           | 0.3%          | 26.6         | 12.0           | -              | -              | 3.4         | -            | -            | 8.6          | -            | -            | -              | -              | -              | -              |
| <b>Subtotal Mixed</b>                      | <b>610.3</b>   | <b>16.0%</b>  | <b>73.7</b>  | <b>92.8</b>    | <b>373.8</b>   | <b>143.7</b>   | <b>47.1</b> | <b>37.0</b>  | <b>-</b>     | <b>8.6</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       |
| <b>TOTAL REVENUES</b>                      | <b>3,813.3</b> | <b>100.0%</b> | <b>233.0</b> | <b>1,011.1</b> | <b>1,588.9</b> | <b>1,213.2</b> | <b>65.1</b> | <b>175.6</b> | <b>117.8</b> | <b>130.4</b> | <b>83.2</b>  | <b>103.7</b> | <b>95.4</b>    | <b>80.4</b>    | <b>89.1</b>    | <b>70.5</b>    |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | <b>-</b>       | <b>-</b>      | <b>-</b>     | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       |
| <b>Highway Strategy Project Cost</b>       | <b>5,979.0</b> |               |              | <b>3,961.0</b> | <b>2,018.0</b> | <b>-</b>       | <b>32.2</b> | <b>69.6</b>  | <b>79.0</b>  | <b>88.4</b>  | <b>200.8</b> | <b>374.0</b> | <b>685.9</b>   | <b>803.2</b>   | <b>903.2</b>   | <b>724.7</b>   |
| <b>Highway Strategy Revenues</b>           |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| <b>Local</b>                               |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| Tolls/PPP                                  | 1,516.0        | 25.4%         | -            | 1,175.0        | 341.0          | -              | -           | -            | -            | 53.0         | 119.0        | 179.0        | 246.0          | 317.0          | 261.0          | -              |
| <b>Subtotal Local Revenues</b>             | <b>1,516.0</b> | <b>25.4%</b>  | <b>-</b>     | <b>1,175.0</b> | <b>341.0</b>   | <b>-</b>       | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>53.0</b>  | <b>119.0</b> | <b>179.0</b> | <b>246.0</b>   | <b>317.0</b>   | <b>261.0</b>   | <b>-</b>       |
| <b>State</b>                               |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| State Programs                             | 316.0          | 5.3%          | -            | 210.8          | 105.2          | -              | -           | -            | -            | -            | -            | -            | 52.7           | 52.7           | 52.7           | 52.7           |
| SHOPP (Additional)                         | 26.0           | 0.4%          | -            | -              | 26.0           | -              | -           | -            | -            | -            | -            | -            | -              | -              | -              | -              |
| <b>Subtotal State Revenues</b>             | <b>342.0</b>   | <b>5.7%</b>   | <b>-</b>     | <b>210.8</b>   | <b>131.2</b>   | <b>-</b>       | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>52.7</b>    | <b>52.7</b>    | <b>52.7</b>    | <b>52.7</b>    |
| <b>Federal</b>                             |                |               |              |                |                |                |             |              |              |              |              |              |                |                |                |                |
| Federal Formula Funds (Additional)         | 1,035.0        | 17.3%         | -            | 583.1          | 451.9          | -              | -           | -            | -            | 30.0         | 33.0         | 129.0        | 129.0          | 133.1          | 129.0          | -              |
| Federal HPP/PNS Earmarks                   | 1,285.0        | 21.5%         | -            | 863.2          | 421.8          | -              | 32.2        | 19.6         | 29.0         | 38.4         | 67.8         | 122.0        | 188.7          | 172.0          | 130.0          | 63.5           |
| Metro Area                                 | 742.0          | 12.4%         | -            | 450.0          | 292.0          | -              | -           | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0           | 50.0           | 50.0           | 50.0           |
| Freight Program                            | 1,059.0        | 17.7%         | -            | 678.9          | 380.1          | -              | -           | -            | -            | -            | -            | 50.0         | 86.5           | 153.5          | 220.4          | 168.5          |
| <b>Subtotal Federal Revenues</b>           | <b>4,121.0</b> | <b>68.9%</b>  | <b>-</b>     | <b>2,575.2</b> | <b>1,545.8</b> | <b>-</b>       | <b>32.2</b> | <b>69.6</b>  | <b>79.0</b>  | <b>88.4</b>  | <b>147.8</b> | <b>255.0</b> | <b>454.2</b>   | <b>504.5</b>   | <b>533.5</b>   | <b>411.0</b>   |
| <b>Total Highway Strategy Revenues</b>     | <b>5,979.0</b> | <b>100.0%</b> | <b>-</b>     | <b>3,961.0</b> | <b>2,018.0</b> | <b>-</b>       | <b>64.4</b> | <b>139.2</b> | <b>158.0</b> | <b>176.8</b> | <b>401.6</b> | <b>748.0</b> | <b>1,371.8</b> | <b>1,606.4</b> | <b>1,806.4</b> | <b>1,449.4</b> |
| <b>GRAND TOTAL COSTS</b>                   | <b>9,792.3</b> |               |              | <b>4,972.1</b> | <b>3,606.9</b> | <b>1,213.2</b> | <b>97.3</b> | <b>245.2</b> | <b>196.8</b> | <b>218.8</b> | <b>284.0</b> | <b>477.7</b> | <b>781.3</b>   | <b>883.6</b>   | <b>992.3</b>   | <b>795.2</b>   |

**LACMTA Financial Forecasting Model  
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| (\$ in millions)                           | Total<br>'10-'40 | 2019<br>2020   | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|------------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                |              |              |              |              |              |              |              |              |              |
| Not yet programmed                         | 3,347.9          | 69.3           | 100.1        | 102.4        | 179.3        | 162.8        | 162.3        | 177.0        | 193.8        | 237.1        | 204.8        |
| Baseline projects programmed               | 465.3            | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>         | <b>3,813.3</b>   | <b>69.3</b>    | <b>100.1</b> | <b>102.4</b> | <b>179.3</b> | <b>162.8</b> | <b>162.3</b> | <b>177.0</b> | <b>193.8</b> | <b>237.1</b> | <b>204.8</b> |
| <b>TOTAL COSTS INFLATED</b>                | <b>3,813.3</b>   | <b>69.3</b>    | <b>100.1</b> | <b>102.4</b> | <b>179.3</b> | <b>162.8</b> | <b>162.3</b> | <b>177.0</b> | <b>193.8</b> | <b>237.1</b> | <b>204.8</b> |
| <b>PROJECT REVENUES</b>                    |                  |                |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |                |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 803.6            | -              | -            | -            | 5.5          | 17.0         | 27.3         | 29.9         | 62.5         | 85.6         | 94.9         |
| <b>Subtotal Prop. C</b>                    | <b>803.6</b>     | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>5.5</b>   | <b>17.0</b>  | <b>27.3</b>  | <b>29.9</b>  | <b>62.5</b>  | <b>85.6</b>  | <b>94.9</b>  |
| <b>Other Local</b>                         |                  |                |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax                        | 2,095.8          | 69.3           | 100.1        | 102.4        | 88.3         | 95.7         | 98.0         | 94.3         | 67.5         | 88.5         | 88.5         |
| State Repayment of Capital Proj Loans      | 0.5              | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                         | <b>2,899.9</b>   | <b>69.3</b>    | <b>100.1</b> | <b>102.4</b> | <b>93.8</b>  | <b>112.7</b> | <b>125.3</b> | <b>124.2</b> | <b>130.0</b> | <b>174.1</b> | <b>183.4</b> |
| <b>State (programming basis)</b>           |                  |                |              |              |              |              |              |              |              |              |              |
| Prop 1B State Infrastructure Bonds (SLPP)  | 14.9             | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Traffic Congestion Relief Program (TCRP)   | -                | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | <b>14.9</b>      | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>         |                  |                |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                        | -                | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ                                       | 238.2            | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                       | 49.9             | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>288.1</b>     | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>           |                  |                |              |              |              |              |              |              |              |              |              |
| Regional Improvement Program Funds (RIP)   | 598.3            | -              | -            | -            | 85.5         | 50.1         | 37.1         | 52.9         | 63.8         | 63.0         | 21.4         |
| Interregional Improvement Prog Funds (IIP) | 12.0             | -              | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | <b>610.3</b>     | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>85.5</b>  | <b>50.1</b>  | <b>37.1</b>  | <b>52.9</b>  | <b>63.8</b>  | <b>63.0</b>  | <b>21.4</b>  |
| <b>TOTAL REVENUES</b>                      | <b>3,813.3</b>   | <b>69.3</b>    | <b>100.1</b> | <b>102.4</b> | <b>179.3</b> | <b>162.8</b> | <b>162.3</b> | <b>177.0</b> | <b>193.8</b> | <b>237.1</b> | <b>204.8</b> |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | <b>-</b>         | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Highway Strategy Project Cost</b>       | <b>5,979.0</b>   | <b>611.0</b>   | <b>486.0</b> | <b>161.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>0.0</b>   | <b>0.0</b>   |
| <b>Highway Strategy Revenues</b>           |                  |                |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |                |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                                  | 1,516.0          | 202.0          | 139.0        | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Local Revenues</b>             | <b>1,516.0</b>   | <b>202.0</b>   | <b>139.0</b> | <b>-</b>     |
| <b>State</b>                               |                  |                |              |              |              |              |              |              |              |              |              |
| State Programs                             | 316.0            | 52.7           | 52.5         | -            | -            | -            | -            | -            | -            | -            | -            |
| SHOPP (Additional)                         | 26.0             | 8.0            | 9.0          | 9.0          | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State Revenues</b>             | <b>342.0</b>     | <b>60.7</b>    | <b>61.5</b>  | <b>9.0</b>   | <b>-</b>     |
| <b>Federal</b>                             |                  |                |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)         | 1,035.0          | 129.4          | 124.5        | 33.0         | 33.0         | 33.0         | 33.0         | 33.0         | 33.0         | -            | -            |
| Federal HPP/PNS Earmarks                   | 1,285.0          | 60.8           | 61.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | -            | -            |
| Metro Area                                 | 742.0            | 50.0           | 50.0         | 32.0         | 32.0         | 32.0         | 32.0         | 32.0         | 32.0         | -            | -            |
| Freight Program                            | 1,059.0          | 108.1          | 50.0         | 37.0         | 37.0         | 37.0         | 37.0         | 37.0         | 37.0         | -            | -            |
| <b>Subtotal Federal Revenues</b>           | <b>4,121.0</b>   | <b>348.3</b>   | <b>285.5</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>-</b>     | <b>-</b>     |
| <b>Total Highway Strategy Revenues</b>     | <b>5,979.0</b>   | <b>1,222.0</b> | <b>972.0</b> | <b>322.0</b> | <b>304.0</b> | <b>304.0</b> | <b>304.0</b> | <b>304.0</b> | <b>304.0</b> | <b>0.0</b>   | <b>0.0</b>   |
| <b>GRAND TOTAL COSTS</b>                   | <b>9,792.3</b>   | <b>680.3</b>   | <b>586.1</b> | <b>263.4</b> | <b>331.3</b> | <b>314.8</b> | <b>314.3</b> | <b>329.0</b> | <b>345.8</b> | <b>237.1</b> | <b>204.8</b> |

**LACMTA Financial Forecasting Model**  
**Freeway Interchanges and**  
**Other Major Highway Projects Summary**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |              |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                         | 3,347.9          | 288.8        | 169.7        | 134.7        | 108.3        | 113.6        | 59.8         | 81.5         | 75.8         | 87.0         | 94.1         | -            |
| Baseline projects programmed               | 465.3            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>         | <b>3,813.3</b>   | <b>288.8</b> | <b>169.7</b> | <b>134.7</b> | <b>108.3</b> | <b>113.6</b> | <b>59.8</b>  | <b>81.5</b>  | <b>75.8</b>  | <b>87.0</b>  | <b>94.1</b>  | <b>-</b>     |
| <b>TOTAL COSTS INFLATED</b>                | <b>3,813.3</b>   | <b>288.8</b> | <b>169.7</b> | <b>134.7</b> | <b>108.3</b> | <b>113.6</b> | <b>59.8</b>  | <b>81.5</b>  | <b>75.8</b>  | <b>87.0</b>  | <b>94.1</b>  | <b>-</b>     |
| <b>PROJECT REVENUES</b>                    |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 803.6            | 102.1        | 22.0         | 40.9         | 36.1         | 34.0         | 43.6         | 30.3         | 25.0         | 25.0         | 25.0         | -            |
| <b>Subtotal Prop. C</b>                    | <b>803.6</b>     | <b>102.1</b> | <b>22.0</b>  | <b>40.9</b>  | <b>36.1</b>  | <b>34.0</b>  | <b>43.6</b>  | <b>30.3</b>  | <b>25.0</b>  | <b>25.0</b>  | <b>25.0</b>  | <b>-</b>     |
| <b>Other Local</b>                         |                  |              |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax                        | 2,095.8          | 119.3        | 118.0        | 88.0         | 72.2         | 40.0         | -            | -            | -            | -            | -            | -            |
| State Repayment of Capital Proj Loans      | 0.5              | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                         | <b>2,899.9</b>   | <b>221.4</b> | <b>140.0</b> | <b>128.9</b> | <b>108.3</b> | <b>74.0</b>  | <b>43.6</b>  | <b>30.3</b>  | <b>25.0</b>  | <b>25.0</b>  | <b>25.0</b>  | <b>-</b>     |
| <b>State (programming basis)</b>           |                  |              |              |              |              |              |              |              |              |              |              |              |
| Prop 1B State Infrastructure Bonds (SLPP)  | 14.9             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Traffic Congestion Relief Program (TCRP)   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | <b>14.9</b>      | <b>-</b>     |
| <b>Federal (programming basis)</b>         |                  |              |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                        | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ                                       | 238.2            | 9.6          | 24.2         | -            | -            | -            | -            | 25.2         | 43.5         | 43.1         | 52.7         | -            |
| RSTP                                       | 49.9             | -            | -            | -            | -            | -            | -            | 26.0         | -            | 7.5          | 16.4         | -            |
| <b>Subtotal Federal</b>                    | <b>288.1</b>     | <b>9.6</b>   | <b>24.2</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>51.2</b>  | <b>43.5</b>  | <b>50.6</b>  | <b>69.1</b>  | <b>-</b>     |
| <b>Mixed (programming basis)</b>           |                  |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Program Funds (RIP)   | 598.3            | 57.8         | 5.6          | 5.8          | -            | 39.6         | 16.2         | -            | 7.3          | 11.4         | -            | -            |
| Interregional Improvement Prog Funds (IIP) | 12.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | <b>610.3</b>     | <b>57.8</b>  | <b>5.6</b>   | <b>5.8</b>   | <b>-</b>     | <b>39.6</b>  | <b>16.2</b>  | <b>-</b>     | <b>7.3</b>   | <b>11.4</b>  | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                      | <b>3,813.3</b>   | <b>288.8</b> | <b>169.7</b> | <b>134.7</b> | <b>108.3</b> | <b>113.6</b> | <b>59.8</b>  | <b>81.5</b>  | <b>75.8</b>  | <b>87.0</b>  | <b>94.1</b>  | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost              | 5,979.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          | 0.0          |
| <b>Highway Strategy Revenues</b>           |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |              |              |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                                  | 1,516.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Local Revenues</b>             | <b>1,516.0</b>   | <b>-</b>     |
| <b>State</b>                               |                  |              |              |              |              |              |              |              |              |              |              |              |
| State Programs                             | 316.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| SHOPP (Additional)                         | 26.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State Revenues</b>             | <b>342.0</b>     | <b>-</b>     |
| <b>Federal</b>                             |                  |              |              |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)         | 1,035.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Federal HPP/PNS Earmarks                   | 1,285.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Metro Area                                 | 742.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Freight Program                            | 1,059.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal Revenues</b>           | <b>4,121.0</b>   | <b>-</b>     |
| <b>Total Highway Strategy Revenues</b>     | <b>5,979.0</b>   | <b>0.0</b>   |
| <b>GRAND TOTAL COSTS</b>                   | <b>9,792.3</b>   | <b>288.8</b> | <b>169.7</b> | <b>134.7</b> | <b>108.3</b> | <b>113.6</b> | <b>59.8</b>  | <b>81.5</b>  | <b>75.8</b>  | <b>87.0</b>  | <b>94.1</b>  | <b>-</b>     |

LACMTA Financial Forecasting Model

Gap Closures Summary

30-10 8/19/11

| (\$ in millions)                         | Total '10-'40  | %             | Prior to FY10 | Years '10-'19 | Years '20-'29  | Years '30-'40 | 2009 2010  | 2010 2011   | 2011 2012   | 2012 2013   | 2013 2014   | 2014 2015   | 2015 2016   | 2016 2017 | 2017 2018 | 2018 2019 | 2019 2020   | 2020 2021   | 2021 2022    |
|--|----------------|---------------|---------------|---------------|----------------|---------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------|-----------|-----------|-------------|-------------|--------------|
| <b>PROJECT COSTS</b>                     |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| Not yet programmed                       | 1,498.4        |               |               | 72.5          | 1,134.6        | 291.3         | -          | -           | -           | 14.6        | 29.7        | 17.3        | 10.9        | -         | -         | -         | 22.2        | 15.8        | 31.8         |
| Baseline projects programmed             | 18.3           |               | 31.5          | 18.3          | -              | -             | 1.7        | 3.1         | 13.5        | -           | -           | -           | -           | -         | -         | -         | -           | -           | -            |
| <b>Subtotal Construction Costs</b>       | <b>1,516.7</b> |               | <b>4.4</b>    | <b>90.8</b>   | <b>1,134.6</b> | <b>291.3</b>  | <b>1.7</b> | <b>3.1</b>  | <b>13.5</b> | <b>14.6</b> | <b>29.7</b> | <b>17.3</b> | <b>10.9</b> | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>22.2</b> | <b>15.8</b> | <b>31.8</b>  |
| <b>TOTAL COSTS INFLATED</b>              | <b>1,516.7</b> | <b>100.0%</b> | <b>31.5</b>   | <b>90.8</b>   | <b>1,134.6</b> | <b>291.3</b>  | <b>1.7</b> | <b>3.1</b>  | <b>13.5</b> | <b>14.6</b> | <b>29.7</b> | <b>17.3</b> | <b>10.9</b> | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>22.2</b> | <b>15.8</b> | <b>31.8</b>  |
| <b>PROJECT REVENUES</b>                  |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| <b>Local</b>                             |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| Proposition C 25% (cash flow basis)      | 206.2          | 13.6%         |               | -             | 206.2          | -             | -          | -           | -           | -           | -           | -           | -           | -         | -         | -         | -           | -           | 16.4         |
| <b>Subtotal Prop. C</b>                  | <b>206.2</b>   | <b>13.6%</b>  |               | <b>-</b>      | <b>206.2</b>   | <b>-</b>      | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>    | <b>-</b>    | <b>16.4</b>  |
| <b>Other Local</b>                       |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| Measure R Sales Tax                      | 780.0          | 51.4%         |               | 80.0          | 700.0          | -             | 0.1        | 3.1         | 13.5        | 14.6        | 20.5        | 17.3        | 10.9        | -         | -         | -         | 22.2        | 15.8        | 15.4         |
| <b>Total Local</b>                       | <b>986.2</b>   | <b>65.0%</b>  |               | <b>80.0</b>   | <b>906.2</b>   | <b>-</b>      | <b>0.1</b> | <b>3.1</b>  | <b>13.5</b> | <b>14.6</b> | <b>20.5</b> | <b>17.3</b> | <b>10.9</b> | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>22.2</b> | <b>15.8</b> | <b>31.8</b>  |
| <b>State (programming basis)</b>         |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| GARVEE Bond Proceeds                     | -              | 0.0%          | -             | -             | -              | -             | -          | -           | -           | -           | -           | -           | -           | -         | -         | -         | -           | -           | -            |
| Traffic Congestion Relief Program (TCRP) | 9.2            | 0.6%          | 4.4           | 9.2           | -              | -             | -          | -           | -           | 9.2         | -           | -           | -           | -         | -         | -         | -           | -           | -            |
| <b>Subtotal State</b>                    | <b>9.2</b>     | <b>0.6%</b>   | <b>4.4</b>    | <b>9.2</b>    | <b>-</b>       | <b>-</b>      | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>9.2</b>  | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>    | <b>-</b>    | <b>-</b>     |
| <b>Federal (programming basis)</b>       |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| CMAQ                                     | 193.1          | 12.7%         |               | -             | 20.7           | 172.4         | -          | -           | -           | -           | -           | -           | -           | -         | -         | -         | -           | -           | -            |
| <b>Subtotal Federal</b>                  | <b>193.1</b>   | <b>12.7%</b>  |               | <b>-</b>      | <b>20.7</b>    | <b>172.4</b>  | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>    | <b>-</b>    | <b>-</b>     |
| <b>Mixed (programming basis)</b>         |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| Regional Improvement Prog Funds (RIP)    | 328.2          | 21.6%         | 8.8           | 1.6           | 207.7          | 118.9         | 1.6        | -           | -           | -           | -           | -           | -           | -         | -         | -         | -           | -           | -            |
| <b>Subtotal Mixed</b>                    | <b>328.2</b>   | <b>21.6%</b>  | <b>24.7</b>   | <b>1.6</b>    | <b>207.7</b>   | <b>118.9</b>  | <b>1.6</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>    | <b>-</b>    | <b>-</b>     |
| <b>TOTAL REVENUES</b>                    | <b>1,516.7</b> | <b>100.0%</b> | <b>31.5</b>   | <b>90.8</b>   | <b>1,134.6</b> | <b>291.3</b>  | <b>1.7</b> | <b>3.1</b>  | <b>13.5</b> | <b>14.6</b> | <b>29.7</b> | <b>17.3</b> | <b>10.9</b> | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>22.2</b> | <b>15.8</b> | <b>31.8</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>   | <b>-</b>       |               |               | <b>-</b>      | <b>-</b>       | <b>-</b>      | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>    | <b>-</b>    | <b>-</b>     |
| Highway Strategy Project Cost            | 4,559.9        |               |               | 76.0          | 4,483.9        | -             | -          | 9.0         | 17.0        | 16.0        | 14.0        | 20.0        | -           | -         | -         | -         | -           | -           | 667.0        |
| <b>Highway Strategy Revenues</b>         |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| <b>Local</b>                             |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| Tolls/PPP                                | 2,818.0        |               |               | -             | 2,818.0        | -             | -          | -           | -           | -           | -           | -           | -           | -         | -         | -         | -           | -           | 446.0        |
| <b>Subtotal Local Revenues</b>           | <b>2,818.0</b> |               |               | <b>-</b>      | <b>2,818.0</b> | <b>-</b>      | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>    | <b>-</b>    | <b>446.0</b> |
| <b>State</b>                             |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| State Programs                           | 180.0          |               |               | -             | 180.0          | -             | -          | -           | -           | -           | -           | -           | -           | -         | -         | -         | -           | -           | 30.0         |
| SHOPP (Additional)                       | -              |               |               | -             | -              | -             | -          | -           | -           | -           | -           | -           | -           | -         | -         | -         | -           | -           | -            |
| <b>Subtotal State Revenues</b>           | <b>180.0</b>   |               |               | <b>-</b>      | <b>180.0</b>   | <b>-</b>      | <b>-</b>   | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>    | <b>-</b>    | <b>30.0</b>  |
| <b>Federal</b>                           |                |               |               |               |                |               |            |             |             |             |             |             |             |           |           |           |             |             |              |
| Federal Formula Funds (Additional)       | 1,301.9        |               |               | -             | 1,301.9        | -             | -          | -           | -           | -           | -           | -           | -           | -         | -         | -         | -           | -           | 160.0        |
| Federal HPP/PNS Earmarks                 | 186.0          |               |               | 2.0           | 184.0          | -             | -          | -           | -           | -           | 2.0         | -           | -           | -         | -         | -         | -           | -           | 31.0         |
| Metro Area                               | 74.0           |               |               | 74.0          | -              | -             | -          | 9.0         | 17.0        | 16.0        | 14.0        | 18.0        | -           | -         | -         | -         | -           | -           | -            |
| <b>Subtotal Federal Revenues</b>         | <b>1,561.9</b> |               |               | <b>76.0</b>   | <b>1,485.9</b> | <b>-</b>      | <b>-</b>   | <b>9.0</b>  | <b>17.0</b> | <b>16.0</b> | <b>14.0</b> | <b>20.0</b> | <b>-</b>    | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>-</b>    | <b>-</b>    | <b>191.0</b> |
| Total Highway Strategy Revenues          | 4,559.9        |               |               | 76.0          | 4,483.9        | -             | -          | -           | -           | -           | -           | -           | -           | -         | -         | -         | -           | -           | -            |
| <b>GRAND TOTAL COSTS</b>                 | <b>6,076.6</b> |               |               | <b>166.8</b>  | <b>5,618.5</b> | <b>291.3</b>  | <b>1.7</b> | <b>12.1</b> | <b>30.5</b> | <b>30.6</b> | <b>43.7</b> | <b>37.3</b> | <b>10.9</b> | <b>-</b>  | <b>-</b>  | <b>-</b>  | <b>22.2</b> | <b>15.8</b> | <b>698.8</b> |

LACMTA Financial Forecasting Model

Gap Closures Summary

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| (\$ in millions)                         | Total          | 2022         | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029        | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036     | 2037     | 2038     | 2039     |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------|----------|----------|----------|
|  | '10-'40        | 2023         | 2024         | 2025         | 2026         | 2027         | 2028         | 2029         | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037     | 2038     | 2039     | 2040     |
| <b>PROJECT COSTS</b>                     |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| Not yet programmed                       | 1,498.4        | 10.0         | 143.7        | 278.6        | 295.0        | 167.7        | 101.9        | 67.9         | 73.6        | 33.5        | 33.8        | 44.0        | 44.4        | 40.8        | 21.2        | -        | -        | -        | -        |
| Baseline projects programmed             | 18.3           | -            | -            | -            | -            | -            | -            | -            | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Subtotal Construction Costs</b>       | <b>1,516.7</b> | <b>10.0</b>  | <b>143.7</b> | <b>278.6</b> | <b>295.0</b> | <b>167.7</b> | <b>101.9</b> | <b>67.9</b>  | <b>73.6</b> | <b>33.5</b> | <b>33.8</b> | <b>44.0</b> | <b>44.4</b> | <b>40.8</b> | <b>21.2</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>TOTAL COSTS INFLATED</b>              | <b>1,516.7</b> | <b>10.0</b>  | <b>143.7</b> | <b>278.6</b> | <b>295.0</b> | <b>167.7</b> | <b>101.9</b> | <b>67.9</b>  | <b>73.6</b> | <b>33.5</b> | <b>33.8</b> | <b>44.0</b> | <b>44.4</b> | <b>40.8</b> | <b>21.2</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>PROJECT REVENUES</b>                  |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| <b>Local</b>                             |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| Proposition C 25% (cash flow basis)      | 206.2          | 10.0         | 15.0         | 15.0         | 95.0         | 47.0         | 7.8          | -            | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Subtotal Prop. C</b>                  | <b>206.2</b>   | <b>10.0</b>  | <b>15.0</b>  | <b>15.0</b>  | <b>95.0</b>  | <b>47.0</b>  | <b>7.8</b>   | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Other Local</b>                       |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| Measure R Sales Tax                      | 780.0          | -            | 100.0        | 200.0        | 200.0        | 100.0        | 46.6         | -            | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Total Local</b>                       | <b>986.2</b>   | <b>10.0</b>  | <b>115.0</b> | <b>215.0</b> | <b>295.0</b> | <b>147.0</b> | <b>54.4</b>  | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>State (programming basis)</b>         |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| GARVEE Bond Proceeds                     | -              | -            | -            | -            | -            | -            | -            | -            | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| Traffic Congestion Relief Program (TCRP) | 9.2            | -            | -            | -            | -            | -            | -            | -            | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Subtotal State</b>                    | <b>9.2</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Federal (programming basis)</b>       |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| CMAQ                                     | 193.1          | -            | -            | -            | -            | 20.7         | -            | -            | -           | 8.5         | 13.5        | 44.0        | 44.4        | 40.8        | 21.2        | -        | -        | -        | -        |
| <b>Subtotal Federal</b>                  | <b>193.1</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>20.7</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>8.5</b>  | <b>13.5</b> | <b>44.0</b> | <b>44.4</b> | <b>40.8</b> | <b>21.2</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Mixed (programming basis)</b>         |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| Regional Improvement Prog Funds (RIP)    | 328.2          | -            | 28.7         | 63.6         | -            | -            | 47.5         | 67.9         | 73.6        | 25.0        | 20.3        | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Subtotal Mixed</b>                    | <b>328.2</b>   | <b>-</b>     | <b>28.7</b>  | <b>63.6</b>  | <b>-</b>     | <b>-</b>     | <b>47.5</b>  | <b>67.9</b>  | <b>73.6</b> | <b>25.0</b> | <b>20.3</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>TOTAL REVENUES</b>                    | <b>1,516.7</b> | <b>10.0</b>  | <b>143.7</b> | <b>278.6</b> | <b>295.0</b> | <b>167.7</b> | <b>101.9</b> | <b>67.9</b>  | <b>73.6</b> | <b>33.5</b> | <b>33.8</b> | <b>44.0</b> | <b>44.4</b> | <b>40.8</b> | <b>21.2</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>TOTAL SURPLUS&lt;-SHORTFALL&gt;</b>   | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| Highway Strategy Project Cost            | 4,559.9        | 667.0        | 667.0        | 667.0        | 666.0        | 666.0        | 242.0        | 241.9        | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Highway Strategy Revenues</b>         |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| <b>Local</b>                             |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| Tolls/PPP                                | 2,818.0        | 446.0        | 446.0        | 446.0        | 446.0        | 446.0        | 71.0         | 71.0         | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Subtotal Local Revenues</b>           | <b>2,818.0</b> | <b>446.0</b> | <b>446.0</b> | <b>446.0</b> | <b>446.0</b> | <b>446.0</b> | <b>71.0</b>  | <b>71.0</b>  | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>State</b>                             |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| State Programs                           | 180.0          | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | -            | -            | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| SHOPP (Additional)                       | -              | -            | -            | -            | -            | -            | -            | -            | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Subtotal State Revenues</b>           | <b>180.0</b>   | <b>30.0</b>  | <b>30.0</b>  | <b>30.0</b>  | <b>30.0</b>  | <b>30.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Federal</b>                           |                |              |              |              |              |              |              |              |             |             |             |             |             |             |             |          |          |          |          |
| Federal Formula Funds (Additional)       | 1,301.9        | 160.0        | 160.0        | 160.0        | 160.0        | 160.0        | 171.0        | 170.9        | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| Federal HPP/PNS Earmarks                 | 186.0          | 31.0         | 31.0         | 31.0         | 30.0         | 30.0         | -            | -            | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| Metro Area                               | 74.0           | -            | -            | -            | -            | -            | -            | -            | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Subtotal Federal Revenues</b>         | <b>1,561.9</b> | <b>191.0</b> | <b>191.0</b> | <b>191.0</b> | <b>190.0</b> | <b>190.0</b> | <b>171.0</b> | <b>170.9</b> | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Total Highway Strategy Revenues</b>   | <b>4,559.9</b> | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>GRAND TOTAL COSTS</b>                 | <b>6,076.6</b> | <b>677.0</b> | <b>810.7</b> | <b>945.6</b> | <b>961.0</b> | <b>833.7</b> | <b>343.9</b> | <b>309.8</b> | <b>73.6</b> | <b>33.5</b> | <b>33.8</b> | <b>44.0</b> | <b>44.4</b> | <b>40.8</b> | <b>21.2</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |

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| ( in millions)                               | Plan<br>Total   | %             | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016   | 2016<br>2017   |
|--|-----------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|
| <b>Project Costs</b>                         |                 |               |                  |                  |                  |              |              |              |              |              |              |                |                |
| ACE Grade Separations                        | 371.0           |               | 371.0            | -                | -                | -            | 50.0         | 50.0         | 50.0         | 50.0         | 39.0         | 30.0           | 22.0           |
| BNSF Grade Separations                       | 235.0           |               | 135.0            | 100.0            | -                | -            | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0           | 15.0           |
| Soundwalls                                   | 1,197.0         |               | 132.0            | 948.0            | 117.0            | -            | -            | -            | -            | -            | -            | 33.0           | 33.0           |
| High Desert Corridor                         | 3,031.0         |               | 2,351.0          | 680.0            | -                | -            | -            | -            | -            | 113.0        | 232.0        | 358.0          | 492.0          |
| Arroyo Verdugo Operational Improvements      | -               |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -              | -              |
| Las Virgenes/Malibu Operational Improvement  | -               |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -              | -              |
| South Bay Ramp & Interchange Improvement     | -               |               | -                | -                | -                | -            | -            | -            | -            | -            | -            | -              | -              |
| I-5 North Truck Lanes                        | 4,718.0         |               | -                | 674.3            | 4,043.7          | -            | -            | -            | -            | -            | -            | -              | -              |
| I-605 Hot Spot Interchanges (Gateway Cities) | 2,388.0         |               | 1,050.0          | 1,338.0          | -                | -            | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 200.0          | 200.0          |
| SR-710 North Extension (tunnel)              | 4,559.9         |               | 76.0             | 4,483.9          | -                | -            | 9.0          | 17.0         | 16.0         | 14.0         | 20.0         | -              | -              |
| I-710 Early Action Projects                  | 560.0           |               | 560.0            | -                | -                | 32.2         | 19.6         | 29.0         | 38.4         | 37.8         | 92.0         | 127.9          | 111.2          |
| I-710 South                                  | 5,580.0         |               | 3,274.0          | 2,306.0          | -                | -            | 235.0        | 235.0        | 235.0        | 235.0        | 235.0        | 522.0          | 532.0          |
| SR-138                                       | 82.0            |               | 54.0             | 28.0             | -                | -            | -            | -            | -            | -            | -            | -              | -              |
| <b>Total Highway Strategy Project Costs</b>  | <b>22,721.9</b> |               | <b>8,003.0</b>   | <b>10,558.2</b>  | <b>4,160.7</b>   | <b>32.2</b>  | <b>378.6</b> | <b>396.0</b> | <b>404.4</b> | <b>514.8</b> | <b>683.0</b> | <b>1,285.9</b> | <b>1,405.2</b> |
| <b>Highway Strategy Revenues</b>             |                 |               |                  |                  |                  |              |              |              |              |              |              |                |                |
| <b>Local</b>                                 |                 |               |                  |                  |                  |              |              |              |              |              |              |                |                |
| Tolls/PPP                                    | 9,370.0         | 41.2%         | 2,375.0          | 4,809.0          | 2,186.0          | -            | -            | -            | -            | 53.0         | 119.0        | 479.0          | 546.0          |
| Railroads                                    | 20.0            | 0.1%          | 20.0             | -                | -                | -            | 2.0          | 5.0          | 3.0          | -            | -            | -              | -              |
| Container Fees                               | 360.0           | 1.6%          | 240.0            | 120.0            | -                | -            | -            | -            | -            | -            | -            | 60.0           | 60.0           |
| <b>Subtotal Local Revenues</b>               | <b>9,750.0</b>  | <b>42.9%</b>  | <b>2,635.0</b>   | <b>4,929.0</b>   | <b>2,186.0</b>   | <b>-</b>     | <b>2.0</b>   | <b>5.0</b>   | <b>3.0</b>   | <b>53.0</b>  | <b>119.0</b> | <b>539.0</b>   | <b>606.0</b>   |
| <b>State</b>                                 |                 |               |                  |                  |                  |              |              |              |              |              |              |                |                |
| High Speed Rail Bonds                        | 200.0           | 0.9%          | 135.0            | 65.0             | -                | -            | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0           | 15.0           |
| Public Utilities Commission                  | 5.0             | 0.0%          | 5.0              | -                | -                | -            | 3.0          | -            | -            | -            | -            | -              | -              |
| State Programs                               | 2,353.0         | 10.4%         | 376.8            | 1,333.5          | 642.7            | -            | -            | -            | -            | -            | -            | 85.7           | 85.7           |
| SHOPP (Additional)                           | 51.0            | 0.2%          | -                | 26.0             | 25.0             | -            | -            | -            | -            | -            | -            | -              | -              |
| <b>Subtotal State Revenues</b>               | <b>2,609.0</b>  | <b>11.5%</b>  | <b>516.8</b>     | <b>1,424.5</b>   | <b>667.7</b>     | <b>-</b>     | <b>18.0</b>  | <b>15.0</b>  | <b>15.0</b>  | <b>15.0</b>  | <b>15.0</b>  | <b>100.7</b>   | <b>100.7</b>   |
| <b>Federal</b>                               |                 |               |                  |                  |                  |              |              |              |              |              |              |                |                |
| Cap and Trade Funds                          | 190.0           | 0.8%          | 130.0            | 60.0             | -                | -            | -            | -            | -            | -            | -            | 30.0           | 40.0           |
| Federal Railroad Administration              | 2.0             | 0.0%          | 2.0              | -                | -                | -            | -            | -            | -            | 1.0          | -            | -              | -              |
| Federal Formula Funds (Additional)           | 3,370.9         | 14.8%         | 723.1            | 2,116.8          | 531.0            | -            | -            | -            | -            | 30.0         | 33.0         | 159.0          | 159.0          |
| Federal HPP/PNS Earmarks                     | 2,406.0         | 10.6%         | 1,410.2          | 795.8            | 200.0            | 32.2         | 100.6        | 110.0        | 119.4        | 148.8        | 205.0        | 227.0          | 210.3          |
| Metropolitan Mobility and Access Program     | 1,636.0         | 7.2%          | 1,074.0          | 336.0            | 226.0            | -            | 169.0        | 177.0        | 176.0        | 174.0        | 178.0        | 50.0           | 50.0           |
| Freight Program                              | 2,758.0         | 12.1%         | 1,511.9          | 896.1            | 350.0            | -            | 89.0         | 89.0         | 91.0         | 93.0         | 133.0        | 180.2          | 239.2          |
| <b>Subtotal Federal Revenues</b>             | <b>10,362.9</b> | <b>45.6%</b>  | <b>4,851.2</b>   | <b>4,204.7</b>   | <b>1,307.0</b>   | <b>32.2</b>  | <b>358.6</b> | <b>376.0</b> | <b>386.4</b> | <b>446.8</b> | <b>549.0</b> | <b>646.2</b>   | <b>698.5</b>   |
| <b>Total Highway Strategy Revenues</b>       | <b>22,721.9</b> | <b>100.0%</b> | <b>8,003.0</b>   | <b>10,558.2</b>  | <b>4,160.7</b>   | <b>32.2</b>  | <b>378.6</b> | <b>396.0</b> | <b>404.4</b> | <b>514.8</b> | <b>683.0</b> | <b>1,285.9</b> | <b>1,405.2</b> |

HPP = High Priority Projects  
PNS = Projects of National Significance

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| ( in millions)                               | Plan<br>Total   | 2017<br>2018   | 2018<br>2019   | 2019<br>2020   | 2020<br>2021   | 2021<br>2022   | 2022<br>2023   | 2023<br>2024   | 2024<br>2025   | 2025<br>2026   | 2026<br>2027   | 2027<br>2028 | 2028<br>2029 |
|--|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------------|
| <b>Project Costs</b>                         |                 |                |                |                |                |                |                |                |                |                |                |              |              |
| ACE Grade Separations                        | 371.0           | 80.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| BNSF Grade Separations                       | 235.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 15.0           | 10.0           | -              | -            | -            |
| Soundwalls                                   | 1,197.0         | 33.0           | 33.0           | 34.0           | 34.0           | 110.0          | 110.0          | 110.0          | 110.0          | 110.0          | 110.0          | 110.0        | 110.0        |
| High Desert Corridor                         | 3,031.0         | 634.0          | 522.0          | 403.0          | 277.0          | -              | -              | -              | -              | -              | -              | -            | -            |
| Arroyo Verdugo Operational Improvements      | -               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| Las Virgenes/Malibu Operational Improvements | -               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| South Bay Ramp & Interchange Improvement     | -               | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| I-5 North Truck Lanes                        | 4,718.0         | -              | -              | -              | -              | -              | -              | -              | -              | -              | -              | 323.5        | 350.8        |
| I-605 Hot Spot Interchanges (Gateway Cities) | 2,388.0         | 200.0          | 200.0          | 208.0          | 209.0          | 161.0          | 152.0          | 152.0          | 152.0          | 152.0          | 152.0          | -            | -            |
| SR-710 North Extension (tunnel)              | 4,559.9         | -              | -              | -              | -              | 667.0          | 667.0          | 667.0          | 667.0          | 666.0          | 666.0          | 242.0        | 241.9        |
| I-710 Early Action Projects                  | 560.0           | 69.2           | 2.7            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| I-710 South                                  | 5,580.0         | 522.0          | 523.0          | 523.0          | 523.0          | 210.0          | 210.0          | 210.0          | 210.0          | 210.0          | 210.0          | -            | -            |
| SR-138                                       | 82.0            | 27.0           | 27.0           | 28.0           | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| <b>Total Highway Strategy Project Costs</b>  | <b>22,721.9</b> | <b>1,580.2</b> | <b>1,322.7</b> | <b>1,211.0</b> | <b>1,058.0</b> | <b>1,163.0</b> | <b>1,154.0</b> | <b>1,154.0</b> | <b>1,154.0</b> | <b>1,148.0</b> | <b>1,138.0</b> | <b>675.5</b> | <b>702.7</b> |
| <b>Highway Strategy Revenues</b>             |                 |                |                |                |                |                |                |                |                |                |                |              |              |
| <b>Local</b>                                 |                 |                |                |                |                |                |                |                |                |                |                |              |              |
| Tolls/PPP                                    | 9,370.0         | 617.0          | 561.0          | 502.0          | 439.0          | 546.0          | 546.0          | 546.0          | 546.0          | 546.0          | 546.0          | 296.0        | 296.0        |
| Railroads                                    | 20.0            | 10.0           | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| Container Fees                               | 360.0           | 60.0           | 60.0           | 60.0           | 60.0           | -              | -              | -              | -              | -              | -              | -            | -            |
| <b>Subtotal Local Revenues</b>               | <b>9,750.0</b>  | <b>687.0</b>   | <b>621.0</b>   | <b>562.0</b>   | <b>499.0</b>   | <b>546.0</b>   | <b>546.0</b>   | <b>546.0</b>   | <b>546.0</b>   | <b>546.0</b>   | <b>546.0</b>   | <b>296.0</b> | <b>296.0</b> |
| <b>State</b>                                 |                 |                |                |                |                |                |                |                |                |                |                |              |              |
| High Speed Rail Bonds                        | 200.0           | 15.0           | 15.0           | 15.0           | 15.0           | 5.0            | 5.0            | 5.0            | 10.0           | 10.0           | -              | -            | -            |
| Public Utilities Commission                  | 5.0             | 2.0            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| State Programs                               | 2,353.0         | 102.7          | 102.7          | 97.7           | 86.5           | 145.0          | 145.0          | 145.0          | 140.0          | 140.0          | 140.0          | 133.5        | 160.8        |
| SHOPP (Additional)                           | 51.0            | -              | -              | 8.0            | 9.0            | 9.0            | -              | -              | -              | -              | -              | -            | -            |
| <b>Subtotal State Revenues</b>               | <b>2,609.0</b>  | <b>119.7</b>   | <b>117.7</b>   | <b>120.7</b>   | <b>110.5</b>   | <b>159.0</b>   | <b>150.0</b>   | <b>150.0</b>   | <b>150.0</b>   | <b>150.0</b>   | <b>140.0</b>   | <b>133.5</b> | <b>160.8</b> |
| <b>Federal</b>                               |                 |                |                |                |                |                |                |                |                |                |                |              |              |
| Cap and Trade Funds                          | 190.0           | 30.0           | 30.0           | 30.0           | 30.0           | -              | -              | -              | -              | -              | -              | -            | -            |
| Federal Railroad Administration              | 2.0             | 1.0            | -              | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| Federal Formula Funds (Additional)           | 3,370.9         | 173.1          | 169.0          | 176.4          | 154.5          | 223.0          | 223.0          | 223.0          | 223.0          | 223.0          | 223.0          | 224.0        | 223.9        |
| Federal HPP/PNS Earmarks                     | 2,406.0         | 168.4          | 88.5           | 85.8           | 86.0           | 106.0          | 106.0          | 106.0          | 106.0          | 100.0          | 100.0          | -            | -            |
| Metropolitan Mobility and Access Program     | 1,636.0         | 50.0           | 50.0           | 50.0           | 50.0           | 32.0           | 32.0           | 32.0           | 32.0           | 32.0           | 32.0           | 22.0         | 22.0         |
| Freight Program                              | 2,758.0         | 351.0          | 246.5          | 186.1          | 128.0          | 97.0           | 97.0           | 97.0           | 97.0           | 97.0           | 97.0           | -            | -            |
| <b>Subtotal Federal Revenues</b>             | <b>10,362.9</b> | <b>773.5</b>   | <b>584.0</b>   | <b>528.3</b>   | <b>448.5</b>   | <b>458.0</b>   | <b>458.0</b>   | <b>458.0</b>   | <b>458.0</b>   | <b>452.0</b>   | <b>452.0</b>   | <b>246.0</b> | <b>245.9</b> |
| <b>Total Highway Strategy Revenues</b>       | <b>22,721.9</b> | <b>1,580.2</b> | <b>1,322.7</b> | <b>1,211.0</b> | <b>1,058.0</b> | <b>1,163.0</b> | <b>1,154.0</b> | <b>1,154.0</b> | <b>1,154.0</b> | <b>1,148.0</b> | <b>1,138.0</b> | <b>675.5</b> | <b>702.7</b> |

HPP = High Priority Projects  
PNS = Projects of National Significance

**LACMTA Financial Forecasting Model  
Highway Funding Strategy Summary**

30-10 8/19/11

| ( in millions)                               | Plan<br>Total   | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Project Costs</b>                         |                 |              |              |              |              |              |              |              |              |              |              |              |
| ACE Grade Separations                        | 371.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| BNSF Grade Separations                       | 235.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Soundwalls                                   | 1,197.0         | 110.0        | 7.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| High Desert Corridor                         | 3,031.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Arroyo Verdugo Operational Improvements      | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Las Virgenes/Malibu Operational Improvement  | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| South Bay Ramp & Interchange Improvement     | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| I-5 North Truck Lanes                        | 4,718.0         | 361.3        | 372.1        | 383.3        | 592.0        | 610.3        | 837.9        | 431.7        | 222.1        | 115.1        | 117.9        | -            |
| I-605 Hot Spot Interchanges (Gateway Cities) | 2,388.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| SR-710 North Extension (tunnel)              | 4,559.9         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| I-710 Early Action Projects                  | 560.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| I-710 South                                  | 5,580.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| SR-138                                       | 82.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Highway Strategy Project Costs</b>  | <b>22,721.9</b> | <b>471.3</b> | <b>379.1</b> | <b>383.3</b> | <b>592.0</b> | <b>610.3</b> | <b>837.9</b> | <b>431.7</b> | <b>222.1</b> | <b>115.1</b> | <b>117.9</b> | <b>-</b>     |
| <b>Highway Strategy Revenues</b>             |                 |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                 |                 |              |              |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                                    | 9,370.0         | 225.0        | 225.0        | 225.0        | 228.0        | 385.0        | 454.0        | 216.0        | 111.0        | 58.0         | 59.0         | -            |
| Railroads                                    | 20.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Container Fees                               | 360.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Local Revenues</b>               | <b>9,750.0</b>  | <b>225.0</b> | <b>225.0</b> | <b>225.0</b> | <b>228.0</b> | <b>385.0</b> | <b>454.0</b> | <b>216.0</b> | <b>111.0</b> | <b>58.0</b>  | <b>59.0</b>  | <b>-</b>     |
| <b>State</b>                                 |                 |              |              |              |              |              |              |              |              |              |              |              |
| High Speed Rail Bonds                        | 200.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Public Utilities Commission                  | 5.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| State Programs                               | 2,353.0         | 160.3        | 57.1         | 50.3         | 75.0         | 100.0        | 109.6        | 90.4         | -            | -            | -            | -            |
| SHOPP (Additional)                           | 51.0            | -            | -            | -            | 25.0         | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State Revenues</b>               | <b>2,609.0</b>  | <b>160.3</b> | <b>57.1</b>  | <b>50.3</b>  | <b>100.0</b> | <b>100.0</b> | <b>109.6</b> | <b>90.4</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>                               |                 |              |              |              |              |              |              |              |              |              |              |              |
| Cap and Trade Funds                          | 190.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Federal Railroad Administration              | 2.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Federal Formula Funds (Additional)           | 3,370.9         | 53.0         | 53.0         | 53.0         | 55.0         | 52.8         | 142.6        | 52.8         | 52.8         | 7.2          | 8.8          | -            |
| Federal HPP/PNS Earmarks                     | 2,406.0         | -            | -            | -            | 100.0        | 16.7         | 16.7         | 16.7         | 16.7         | 16.6         | 16.6         | -            |
| Metropolitan Mobility and Access Program     | 1,636.0         | 22.0         | 22.0         | 22.0         | 25.0         | 22.5         | 81.7         | 22.5         | 8.3          | -            | -            | -            |
| Freight Program                              | 2,758.0         | 11.0         | 22.0         | 33.0         | 84.0         | 33.3         | 33.3         | 33.3         | 33.3         | 33.3         | 33.5         | -            |
| <b>Subtotal Federal Revenues</b>             | <b>10,362.9</b> | <b>86.0</b>  | <b>97.0</b>  | <b>108.0</b> | <b>264.0</b> | <b>125.3</b> | <b>274.3</b> | <b>125.3</b> | <b>111.1</b> | <b>57.1</b>  | <b>58.9</b>  | <b>-</b>     |
| <b>Total Highway Strategy Revenues</b>       | <b>22,721.9</b> | <b>471.3</b> | <b>379.1</b> | <b>383.3</b> | <b>592.0</b> | <b>610.3</b> | <b>837.9</b> | <b>431.7</b> | <b>222.1</b> | <b>115.1</b> | <b>117.9</b> | <b>-</b>     |

HPP = High Priority Projects

PNS = Projects of National Significance

**LACMTA Financial Forecasting Model**  
**Caltrans L.A. County Highway Operations**  
**30-10 8/19/11**

| (\$ in millions)                                 | Plan<br>Total | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                             |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                                | 7,910.9       | 1,926.7          | 2,466.3          | 3,517.8          | 172.0        | 176.3        | 180.7        | 185.2        | 189.8        | 194.6        | 199.4        | 204.4        | 209.5        | 214.8        |
| <b>Subtotal Construction Costs</b>               | 7,910.9       | 1,926.7          | 2,466.3          | 3,517.8          | 172.0        | 176.3        | 180.7        | 185.2        | 189.8        | 194.6        | 199.4        | 204.4        | 209.5        | 214.8        |
| <b>TOTAL COSTS INFLATED</b>                      | 7,910.9       | 1,926.7          | 2,466.3          | 3,517.8          | 172.0        | 176.3        | 180.7        | 185.2        | 189.8        | 194.6        | 199.4        | 204.4        | 209.5        | 214.8        |
| <b>PROJECT REVENUES</b>                          |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>                                     |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| State Highway Acct (Caltrans Ops) (no rev sheet) | 7,910.9       | 1,926.7          | 2,466.3          | 3,517.8          | 172.0        | 176.3        | 180.7        | 185.2        | 189.8        | 194.6        | 199.4        | 204.4        | 209.5        | 214.8        |
| <b>Subtotal State</b>                            | 7,910.9       | 1,926.7          | 2,466.3          | 3,517.8          | 172.0        | 176.3        | 180.7        | 185.2        | 189.8        | 194.6        | 199.4        | 204.4        | 209.5        | 214.8        |
| <b>TOTAL REVENUES</b>                            | 7,910.9       | 1,926.7          | 2,466.3          | 3,517.8          | 172.0        | 176.3        | 180.7        | 185.2        | 189.8        | 194.6        | 199.4        | 204.4        | 209.5        | 214.8        |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>           | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Caltrans District 7 administration, planning, operations and maintenance costs for Los Angeles County.
2. Costs based on FY 05 budget, escalated by 2.5% per STIP Fund Estimate.

**LACMTA Financial Forecasting Model**  
**Caltrans L.A. County Highway Operations**  
**30-10 8/19/11**

| (\$ in millions)                                 | Plan<br>Total | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                             |               |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                                | 7,910.9       | 220.1        | 225.6        | 231.3        | 237.1        | 243.0        | 249.1        | 255.3        | 261.7        | 268.2        | 274.9        |
| <b>Subtotal Construction Costs</b>               | 7,910.9       | 220.1        | 225.6        | 231.3        | 237.1        | 243.0        | 249.1        | 255.3        | 261.7        | 268.2        | 274.9        |
| <b>TOTAL COSTS INFLATED</b>                      | 7,910.9       | 220.1        | 225.6        | 231.3        | 237.1        | 243.0        | 249.1        | 255.3        | 261.7        | 268.2        | 274.9        |
| <b>PROJECT REVENUES</b>                          |               |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>                                     |               |              |              |              |              |              |              |              |              |              |              |
| State Highway Acct (Caltrans Ops) (no rev sheet) | 7,910.9       | 220.1        | 225.6        | 231.3        | 237.1        | 243.0        | 249.1        | 255.3        | 261.7        | 268.2        | 274.9        |
| <b>Subtotal State</b>                            | 7,910.9       | 220.1        | 225.6        | 231.3        | 237.1        | 243.0        | 249.1        | 255.3        | 261.7        | 268.2        | 274.9        |
| <b>TOTAL REVENUES</b>                            | 7,910.9       | 220.1        | 225.6        | 231.3        | 237.1        | 243.0        | 249.1        | 255.3        | 261.7        | 268.2        | 274.9        |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>           | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Caltrans District 7 administration, planning, operations and maintenance costs for Los Angeles County.
2. Costs based on FY 05 budget, escalated by 2.5% per STIP Fund Estimate.

**LACMTA Financial Forecasting Model**  
**Caltrans L.A. County Highway Operations**  
**30-10 8/19/11**

| (\$ in millions)                                 | Plan<br>Total | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                             |               |              |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                                | 7,910.9       | 281.8        | 288.8        | 296.1        | 303.5        | 311.1        | 318.8        | 326.8        | 335.0        | 343.3        | 351.9        | 360.7        |
| <b>Subtotal Construction Costs</b>               | 7,910.9       | 281.8        | 288.8        | 296.1        | 303.5        | 311.1        | 318.8        | 326.8        | 335.0        | 343.3        | 351.9        | 360.7        |
| <b>TOTAL COSTS INFLATED</b>                      | 7,910.9       | 281.8        | 288.8        | 296.1        | 303.5        | 311.1        | 318.8        | 326.8        | 335.0        | 343.3        | 351.9        | 360.7        |
| <b>PROJECT REVENUES</b>                          |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>                                     |               |              |              |              |              |              |              |              |              |              |              |              |
| State Highway Acct (Caltrans Ops) (no rev sheet) | 7,910.9       | 281.8        | 288.8        | 296.1        | 303.5        | 311.1        | 318.8        | 326.8        | 335.0        | 343.3        | 351.9        | 360.7        |
| <b>Subtotal State</b>                            | 7,910.9       | 281.8        | 288.8        | 296.1        | 303.5        | 311.1        | 318.8        | 326.8        | 335.0        | 343.3        | 351.9        | 360.7        |
| <b>TOTAL REVENUES</b>                            | 7,910.9       | 281.8        | 288.8        | 296.1        | 303.5        | 311.1        | 318.8        | 326.8        | 335.0        | 343.3        | 351.9        | 360.7        |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>           | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Caltrans District 7 administration, planning, operations and maintenance costs for Los Angeles County.
2. Costs based on FY 05 budget, escalated by 2.5% per STIP Fund Estimate.

**LACMTA Financial Forecasting Model**  
**Environmental Enhancement & Mitigation**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                      | 31.0             | 10.0             | 10.0             | 11.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| Subtotal Construction Costs            | 31.0             | 10.0             | 10.0             | 11.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>TOTAL COSTS INFLATED</b>            | 31.0             | 10.0             | 10.0             | 11.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>PROJECT REVENUES</b>                |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| State                                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| EEM Funds                              | 31.0             | 10.0             | 10.0             | 11.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>TOTAL REVENUES</b>                  | 31.0             | 10.0             | 10.0             | 11.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Environmental Enhancement & Mitigation costs are not inflated.
2. It is assumed that Prop 111 gas tax funding will be re-authorized.
3. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model**  
**Environmental Enhancement & Mitigation**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                      | 31.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>Subtotal Construction Costs</b>     | <b>31.0</b>      | <b>1.0</b>   |
| <b>TOTAL COSTS INFLATED</b>            | <b>31.0</b>      | <b>1.0</b>   |
| <b>PROJECT REVENUES</b>                |                  |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>                           |                  |              |              |              |              |              |              |              |              |              |              |
| EEM Funds                              | 31.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>TOTAL REVENUES</b>                  | <b>31.0</b>      | <b>1.0</b>   |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Environmental Enhancement & Mitigation costs are not inflated.
2. It is assumed that Prop 111 gas tax funding will be re-authorized.
3. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model**  
**Environmental Enhancement & Mitigation**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |              |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                      | 31.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>Subtotal Construction Costs</b>     | 31.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>TOTAL COSTS INFLATED</b>            | 31.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>PROJECT REVENUES</b>                |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>                           |                  |              |              |              |              |              |              |              |              |              |              |              |
| EEM Funds                              | 31.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>TOTAL REVENUES</b>                  | 31.0             | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          | 1.0          |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Environmental Enhancement & Mitigation costs are not inflated.
2. It is assumed that Prop 111 gas tax funding will be re-authorized.
3. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Mode**  
**Freeway Service Patrol**  
**30-10 8/19/11**

| (\$ in millions)                              | Total<br>'10-'140 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|-------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                          |                   |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                             | 916.6             | 250.6            | 288.1            | 377.9            | 28.3         | 24.9         | 23.2         | 23.5         | 24.0         | 24.4         | 24.9         | 25.4         | 25.8         | 26.3         |
| <b>Subtotal Construction Costs</b>            | 916.6             | 250.6            | 288.1            | 377.9            | 28.3         | 24.9         | 23.2         | 23.5         | 24.0         | 24.4         | 24.9         | 25.4         | 25.8         | 26.3         |
| <b>TOTAL COSTS</b>                            | 916.6             | 250.6            | 288.1            | 377.9            | 28.3         | 24.9         | 23.2         | 23.5         | 24.0         | 24.4         | 24.9         | 25.4         | 25.8         | 26.3         |
| Total Costs Percent Change                    |                   |                  |                  |                  |              |              | -6.86%       | 1.46%        | 1.96%        | 1.96%        | 1.97%        | 1.90%        | 1.80%        | 1.74%        |
| <b>PROJECT REVENUES</b>                       |                   |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                  |                   |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                             | 632.7             | 165.7            | 199.0            | 268.0            | 16.1         | 17.0         | 15.3         | 15.6         | 16.0         | 16.4         | 16.8         | 17.2         | 17.5         | 17.9         |
| <b>Subtotal Prop. C</b>                       | 632.7             | 165.7            | 199.0            | 268.0            | 16.1         | 17.0         | 15.3         | 15.6         | 16.0         | 16.4         | 16.8         | 17.2         | 17.5         | 17.9         |
| <b>Other Local</b>                            |                   |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| SAFE  | 46.5              | 15.0             | 15.0             | 16.5             | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          |
| HOV Violation Fines (no rev sheet)            | 15.5              | 5.0              | 5.0              | 5.5              | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          |
| <b>Total Local</b>                            | 694.7             | 185.7            | 219.0            | 290.0            | 18.1         | 19.0         | 17.3         | 17.6         | 18.0         | 18.4         | 18.8         | 19.2         | 19.5         | 19.9         |
| <b>State</b>                                  |                   |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Fwy Serv Patrol-State Hwy Acct (no rev sheet) | 221.9             | 64.9             | 69.1             | 87.9             | 10.2         | 5.9          | 5.9          | 5.9          | 6.0          | 6.0          | 6.1          | 6.2          | 6.3          | 6.4          |
| Other State (no revenue sheet)                | -                 | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                         | 221.9             | 64.9             | 69.1             | 87.9             | 10.2         | 5.9          | 5.9          | 5.9          | 6.0          | 6.0          | 6.1          | 6.2          | 6.3          | 6.4          |
| <b>Federal</b>                                |                   |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                           | -                 | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ  | -                 | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP  | -                 | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                       | -                 | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed</b>                                  |                   |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)         | -                 | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                         | -                 | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                         | 916.6             | 250.6            | 288.1            | 377.9            | 28.3         | 24.9         | 23.2         | 23.5         | 24.0         | 24.4         | 24.9         | 25.4         | 25.8         | 26.3         |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>        | -                 | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Prop C 25% funds are "off the top" of Prop C 25%.
2. Fwy Service Patrol-State Hwy Account (SHA) is a Statewide program annually appropriated out of the State Budget.
3. Includes Big Rig Patrol.
4. FIS 300070.

**LACMTA Financial Forecasting Mode**  
**Freeway Service Patrol**  
**30-10 8/19/11**

| (\$ in millions)                              | Total '10-'40 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 |
|---|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>PROJECT COSTS</b>                          |               |           |           |           |           |           |           |           |           |           |           |
| Baseline Projects                             | 916.6         | 26.7      | 27.2      | 27.6      | 28.1      | 28.5      | 29.0      | 29.5      | 30.0      | 30.5      | 31.0      |
| <b>Subtotal Construction Costs</b>            | 916.6         | 26.7      | 27.2      | 27.6      | 28.1      | 28.5      | 29.0      | 29.5      | 30.0      | 30.5      | 31.0      |
| <b>TOTAL COSTS</b>                            | 916.6         | 26.7      | 27.2      | 27.6      | 28.1      | 28.5      | 29.0      | 29.5      | 30.0      | 30.5      | 31.0      |
| Total Costs Percent Change                    |               | 1.68%     | 1.68%     | 1.70%     | 1.63%     | 1.59%     | 1.63%     | 1.66%     | 1.62%     | 1.74%     | 1.70%     |
| <b>PROJECT REVENUES</b>                       |               |           |           |           |           |           |           |           |           |           |           |
| <b>Local</b>                                  |               |           |           |           |           |           |           |           |           |           |           |
| Proposition C 25%                             | 632.7         | 18.2      | 18.6      | 19.0      | 19.3      | 19.7      | 20.1      | 20.4      | 20.8      | 21.2      | 21.7      |
| <b>Subtotal Prop. C</b>                       | 632.7         | 18.2      | 18.6      | 19.0      | 19.3      | 19.7      | 20.1      | 20.4      | 20.8      | 21.2      | 21.7      |
| <b>Other Local</b>                            |               |           |           |           |           |           |           |           |           |           |           |
| SAFE  | 46.5          | 1.5       | 1.5       | 1.5       | 1.5       | 1.5       | 1.5       | 1.5       | 1.5       | 1.5       | 1.5       |
| HOV Violation Fines (no rev sheet)            | 15.5          | 0.5       | 0.5       | 0.5       | 0.5       | 0.5       | 0.5       | 0.5       | 0.5       | 0.5       | 0.5       |
| <b>Total Local</b>                            | 694.7         | 20.2      | 20.6      | 21.0      | 21.3      | 21.7      | 22.1      | 22.4      | 22.8      | 23.2      | 23.7      |
| <b>State</b>                                  |               |           |           |           |           |           |           |           |           |           |           |
| Fwy Serv Patrol-State Hwy Acct (no rev sheet) | 221.9         | 6.5       | 6.6       | 6.7       | 6.8       | 6.9       | 6.9       | 7.0       | 7.1       | 7.2       | 7.3       |
| Other State (no revenue sheet)                | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| <b>Subtotal State</b>                         | 221.9         | 6.5       | 6.6       | 6.7       | 6.8       | 6.9       | 6.9       | 7.0       | 7.1       | 7.2       | 7.3       |
| <b>Federal</b>                                |               |           |           |           |           |           |           |           |           |           |           |
| Other Federal Funds                           | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| CMAQ  | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| RSTP  | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| <b>Subtotal Federal</b>                       | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| <b>Mixed</b>                                  |               |           |           |           |           |           |           |           |           |           |           |
| Regional Improvement Prog Funds (RIP)         | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| <b>Subtotal Mixed</b>                         | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| <b>TOTAL REVENUES</b>                         | 916.6         | 26.7      | 27.2      | 27.6      | 28.1      | 28.5      | 29.0      | 29.5      | 30.0      | 30.5      | 31.0      |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>        | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |

**NOTES:**

1. Prop C 25% funds are "off the top" of Prop C 25%.
2. Fwy Service Patrol-State Hwy Account (SHA) is a Statewide program annually appropriated out of the State Budget.
3. Includes Big Rig Patrol.
4. FIS 300070.

**LACMTA Financial Forecasting Mode  
Freeway Service Patrol  
30-10 8/19/11**

| (\$ in millions)                              | Total<br>'10-'40 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|---|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                          |                  |              |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                             | 916.6            | 31.5         | 32.0         | 32.6         | 33.1         | 33.7         | 34.3         | 34.9         | 35.5         | 36.1         | 36.8         | 37.4         |
| <b>Subtotal Construction Costs</b>            | 916.6            | 31.5         | 32.0         | 32.6         | 33.1         | 33.7         | 34.3         | 34.9         | 35.5         | 36.1         | 36.8         | 37.4         |
| <b>TOTAL COSTS</b>                            | 916.6            | 31.5         | 32.0         | 32.6         | 33.1         | 33.7         | 34.3         | 34.9         | 35.5         | 36.1         | 36.8         | 37.4         |
| Total Costs Percent Change                    |                  | 1.69%        | 1.65%        | 1.65%        | 1.69%        | 1.71%        | 1.73%        | 1.76%        | 1.78%        | 1.80%        | 1.72%        | 1.70%        |
| <b>PROJECT REVENUES</b>                       |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                             | 632.7            | 22.1         | 22.5         | 22.9         | 23.4         | 23.8         | 24.3         | 24.8         | 25.3         | 25.8         | 26.3         | 26.8         |
| <b>Subtotal Prop. C</b>                       | 632.7            | 22.1         | 22.5         | 22.9         | 23.4         | 23.8         | 24.3         | 24.8         | 25.3         | 25.8         | 26.3         | 26.8         |
| <b>Other Local</b>                            |                  |              |              |              |              |              |              |              |              |              |              |              |
| SAFE  | 46.5             | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          | 1.5          |
| HOV Violation Fines (no rev sheet)            | 15.5             | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          | 0.5          |
| <b>Total Local</b>                            | 694.7            | 24.1         | 24.5         | 24.9         | 25.4         | 25.8         | 26.3         | 26.8         | 27.3         | 27.8         | 28.3         | 28.8         |
| <b>State</b>                                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Fwy Serv Patrol-State Hwy Acct (no rev sheet) | 221.9            | 7.4          | 7.6          | 7.7          | 7.8          | 7.9          | 8.0          | 8.1          | 8.2          | 8.3          | 8.4          | 8.6          |
| Other State (no revenue sheet)                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                         | 221.9            | 7.4          | 7.6          | 7.7          | 7.8          | 7.9          | 8.0          | 8.1          | 8.2          | 8.3          | 8.4          | 8.6          |
| <b>Federal</b>                                |                  |              |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                           | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ  | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP  | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                       | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed</b>                                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)         | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                         | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                         | 916.6            | 31.5         | 32.0         | 32.6         | 33.1         | 33.7         | 34.3         | 34.9         | 35.5         | 36.1         | 36.8         | 37.4         |
| <b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>         | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Prop C 25% funds are "off the top" of Prop C 25%.
2. Fwy Service Patrol-State Hwy Account (SHA) is a Statewide program annually appropriated out of the State Budget.
3. Includes Big Rig Patrol.
4. FIS 300070.

**LACMTA Financial Forecasting Model  
Local Streets and Roads Maintenance  
30-10 8/19/11**

| (\$ in millions)                                      | Plan<br>Total | %      | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|---------------|--------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                  |               |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                                     | 14,202.0      | -      | 4,194.5          | 4,543.2          | 5,464.2          | 405.7        | 407.4        | 410.3        | 413.5        | 417.1        | 420.8        | 424.5        | 428.2        | 431.8        | 435.2        |
| <b>Subtotal Construction Costs</b>                    | 14,202.0      | -      | 4,194.5          | 4,543.2          | 5,464.2          | 405.7        | 407.4        | 410.3        | 413.5        | 417.1        | 420.8        | 424.5        | 428.2        | 431.8        | 435.2        |
| <b>TOTAL COSTS INFLATED</b>                           | 14,202.0      | 100.0% | 4,194.5          | 4,543.2          | 5,464.2          | 405.7        | 407.4        | 410.3        | 413.5        | 417.1        | 420.8        | 424.5        | 428.2        | 431.8        | 435.2        |
| <b>PROJECT REVENUES</b>                               |               |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |               |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                                     | -             | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                               | -             | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                                    |               |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Local Agency funds for streets & roads (no rev sheet) | 37.2          | 0.3%   | 12.0             | 12.0             | 13.2             | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          |
| <b>Total Local</b>                                    | 37.2          | 0.3%   | 12.0             | 12.0             | 13.2             | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          |
| <b>State</b>  |               |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Excise tax replacement for Prop 42 (no rev sheet)     | 5,987.0       | 42.2%  | 1,544.5          | 1,893.2          | 2,549.2          | 140.7        | 142.4        | 145.3        | 148.5        | 152.1        | 155.8        | 159.5        | 163.2        | 166.8        | 170.2        |
| State Gas Tax Subventions (no rev sheet)              | 8,177.8       | 57.6%  | 2,638.0          | 2,638.0          | 2,901.8          | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        |
| Other State (no revenue sheet)                        | -             | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                                 | 14,164.8      | 99.7%  | 4,182.5          | 4,531.2          | 5,451.0          | 404.5        | 406.2        | 409.1        | 412.3        | 415.9        | 419.6        | 423.3        | 427.0        | 430.6        | 434.0        |
| <b>Federal</b>  |               |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Railroad-Hwy Grade Crossing (sect 130) (no rev sheet) | -             | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                               | -             | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed</b>  |               |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Program Funds (RIP)              | -             | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                                 | -             | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                                 | 14,202.0      | 100.0% | 4,194.5          | 4,543.2          | 5,464.2          | 405.7        | 407.4        | 410.3        | 413.5        | 417.1        | 420.8        | 424.5        | 428.2        | 431.8        | 435.2        |
| <b>TOTAL SURPLUS/&lt;SHORTFALL</b>                    | -             |        | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Gas tax subventions for the County and the Cities in L.A. County based on 4.084 B gallons @ 6.46 cents per gallon share of state motor fuel tax.
2. No escalation is assumed due to fiat nature of gas tax revenues.
3. Used for local street and road repairs, maintenance, and rehab.
4. Railroad-Highway Grade Crossing funds: from 10% STP safety set-aside.
5. AB x8 9, 3/22/10, eliminated Prop 42 gasoline sales taxes and swapped it for new excise tax on gas of which 44% will be allocated for local roads.

**LACMTA Financial Forecasting Model**  
**Local Streets and Roads Maintenance**  
**30-10 8/19/11**

| (\$ in millions)                                      | Plan<br>Total | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|---|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                  |               |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                                     | 14,202.0      | 438.6        | 442.0        | 445.5        | 448.9        | 452.2        | 455.7        | 459.4        | 463.0        | 467.0        | 471.0        |
| <b>Subtotal Construction Costs</b>                    | 14,202.0      | 438.6        | 442.0        | 445.5        | 448.9        | 452.2        | 455.7        | 459.4        | 463.0        | 467.0        | 471.0        |
| <b>TOTAL COSTS INFLATED</b>                           | 14,202.0      | 438.6        | 442.0        | 445.5        | 448.9        | 452.2        | 455.7        | 459.4        | 463.0        | 467.0        | 471.0        |
| <b>PROJECT REVENUES</b>                               |               |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |               |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                                     | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                               | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                                    |               |              |              |              |              |              |              |              |              |              |              |
| Local Agency funds for streets & roads (no rev sheet) | 37.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          |
| <b>Total Local</b>                                    | 37.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          |
| <b>State</b>  |               |              |              |              |              |              |              |              |              |              |              |
| Excise tax replacement for Prop 42 (no rev sheet)     | 5,987.0       | 173.6        | 177.0        | 180.5        | 183.9        | 187.2        | 190.7        | 194.4        | 198.0        | 202.0        | 208.0        |
| State Gas Tax Subventions (no rev sheet)              | 8,177.8       | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        |
| Other State (no revenue sheet)                        | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                                 | 14,164.8      | 437.4        | 440.8        | 444.3        | 447.7        | 451.0        | 454.5        | 458.2        | 461.8        | 465.8        | 469.8        |
| <b>Federal</b>  |               |              |              |              |              |              |              |              |              |              |              |
| Railroad-Hwy Grade Crossing (sect 130) (no rev sheet) | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                               | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed</b>  |               |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Program Funds (RIP)              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                                 | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                                 | 14,202.0      | 438.6        | 442.0        | 445.5        | 448.9        | 452.2        | 455.7        | 459.4        | 463.0        | 467.0        | 471.0        |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>                | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Gas tax subventions for the County and the Cities in L.A. County based on 4.084 B gallons @ 6.46 cents per gallon share of state motor fuel tax.
2. No escalation is assumed due to flat nature of gas tax revenues.
3. Used for local street and road repairs, maintenance, and rehab.
4. Railroad-Highway Grade Crossing funds: from 10% STP safety set-aside.
5. AB x8 9, 3/22/10, eliminated Prop 42 gasoline sales taxes and swapped it for new excise tax on gas of which 44% will be allocated for local roads.

**LACMTA Financial Forecasting Model**  
**Local Streets and Roads Maintenance**  
**30-10 8/19/11**

| (\$ in millions)                                      | Plan<br>Total | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|---|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                  |               |              |              |              |              |              |              |              |              |              |              |              |
| Baseline Projects                                     | 14,202.0      | 475.0        | 479.0        | 483.0        | 487.2        | 491.6        | 496.1        | 500.8        | 505.6        | 510.6        | 515.4        | 520.2        |
| <b>Subtotal Construction Costs</b>                    | 14,202.0      | 475.0        | 479.0        | 483.0        | 487.2        | 491.6        | 496.1        | 500.8        | 505.6        | 510.6        | 515.4        | 520.2        |
| <b>TOTAL COSTS INFLATED</b>                           | 14,202.0      | 475.0        | 479.0        | 483.0        | 487.2        | 491.6        | 496.1        | 500.8        | 505.6        | 510.6        | 515.4        | 520.2        |
| <b>PROJECT REVENUES</b>                               |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |               |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                                     | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                               | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                                    |               |              |              |              |              |              |              |              |              |              |              |              |
| Local Agency funds for streets & roads (no rev sheet) | 37.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          |
| <b>Total Local</b>                                    | 37.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          |
| <b>State</b>  |               |              |              |              |              |              |              |              |              |              |              |              |
| Excise tax replacement for Prop 42 (no rev sheet)     | 5,987.0       | 210.0        | 214.0        | 218.0        | 222.2        | 226.6        | 231.1        | 235.8        | 240.6        | 245.6        | 250.4        | 255.2        |
| State Gas Tax Subventions (no rev sheet)              | 8,177.8       | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        | 263.8        |
| Other State (no revenue sheet)                        | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                                 | 14,164.8      | 473.8        | 477.8        | 481.8        | 486.0        | 490.4        | 494.9        | 499.6        | 504.4        | 509.4        | 514.2        | 519.0        |
| <b>Federal</b>  |               |              |              |              |              |              |              |              |              |              |              |              |
| Railroad-Hwy Grade Crossing (sect 130) (no rev sheet) | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                               | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed</b>  |               |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Program Funds (RIP)              | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                                 | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                                 | 14,202.0      | 475.0        | 479.0        | 483.0        | 487.2        | 491.6        | 496.1        | 500.8        | 505.6        | 510.6        | 515.4        | 520.2        |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>                | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Gas tax subventions for the County and the Cities in L.A. County based on 4.084 B gallons @ 6.46 cents per gallon share of state motor fuel tax.
2. No escalation is assumed due to flat nature of gas tax revenues.
3. Used for local street and road repairs, maintenance, and rehab.
4. Railroad-Highway Grade Crossing funds: from 10% STP safety set-aside.
5. AB x8 9, 3/22/10, eliminated Prop 42 gasoline sales taxes and swapped it for new excise tax on gas of which 44% will be allocated for local roads.

**LACMTA Financial Forecasting Model**

**Call Box Programs**

**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Baseline Costs                         | 9.7              | 9.7              | -                | -                | 1.3          | 1.3          | 1.3          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | -            | -            |
| Subtotal Costs                         | 9.7              | 9.7              | -                | -                | 1.3          | 1.3          | 1.3          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | -            | -            |
| <b>TOTAL COSTS INFLATED</b>            | 9.7              | 9.7              | -                | -                | 1.3          | 1.3          | 1.3          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | -            | -            |
| <b>PROJECT REVENUES</b>                |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other Local                            |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| SAFE                                   | 9.7              | 9.7              | -                | -                | 1.3          | 1.3          | 1.3          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | -            | -            |
| Total Local                            | 9.7              | 9.7              | -                | -                | 1.3          | 1.3          | 1.3          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | -            | -            |
| <b>TOTAL REVENUES</b>                  | 9.7              | 9.7              | -                | -                | 1.3          | 1.3          | 1.3          | 1.2          | 1.2          | 1.2          | 1.2          | 1.2          | -            | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. #399 mobile call box program.
2. Freeway call boxes.
3. \$1 per vehicle registration surcharge on each vehicle registered in the County.
4. Call Box Program FIS = 300209
5. Assume that program will be phased out.

**LACMTA Financial Forecasting Model**  
**Freeway Rehabilitation (SHOPP)**  
**30-10 8/19/11**

| (\$ in millions)                       | Plan<br>Total  | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Baseline Construction                  | 5,178.0        | 1,618.0          | 1,690.0          | 1,870.0          | 160.0        | 160.0        | 160.0        | 160.0        | 162.0        | 162.0        | 162.0        | 162.0        | 165.0        | 165.0        |
| <b>Subtotal Construction Costs</b>     | <b>5,178.0</b> | <b>1,618.0</b>   | <b>1,690.0</b>   | <b>1,870.0</b>   | <b>160.0</b> | <b>160.0</b> | <b>160.0</b> | <b>160.0</b> | <b>162.0</b> | <b>162.0</b> | <b>162.0</b> | <b>162.0</b> | <b>165.0</b> | <b>165.0</b> |
| <b>TOTAL COSTS INFLATED</b>            | <b>5,178.0</b> | <b>1,618.0</b>   | <b>1,690.0</b>   | <b>1,870.0</b>   | <b>160.0</b> | <b>160.0</b> | <b>160.0</b> | <b>160.0</b> | <b>162.0</b> | <b>162.0</b> | <b>162.0</b> | <b>162.0</b> | <b>165.0</b> | <b>165.0</b> |
| <b>PROJECT REVENUES</b>                |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Mixed                                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| SHOPP                                  | 5,178.0        | 1,618.0          | 1,690.0          | 1,870.0          | 160.0        | 160.0        | 160.0        | 160.0        | 162.0        | 162.0        | 162.0        | 162.0        | 165.0        | 165.0        |
| <b>Subtotal Mixed</b>                  | <b>5,178.0</b> | <b>1,618.0</b>   | <b>1,690.0</b>   | <b>1,870.0</b>   | <b>160.0</b> | <b>160.0</b> | <b>160.0</b> | <b>160.0</b> | <b>162.0</b> | <b>162.0</b> | <b>162.0</b> | <b>162.0</b> | <b>165.0</b> | <b>165.0</b> |
| <b>TOTAL REVENUES</b>                  | <b>5,178.0</b> | <b>1,618.0</b>   | <b>1,690.0</b>   | <b>1,870.0</b>   | <b>160.0</b> | <b>160.0</b> | <b>160.0</b> | <b>160.0</b> | <b>162.0</b> | <b>162.0</b> | <b>162.0</b> | <b>162.0</b> | <b>165.0</b> | <b>165.0</b> |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. SHOPP = State Highway Operation and Protection Program.
2. Total revenues equal total costs.

**LACMTA Financial Forecasting Model**  
**Freeway Rehabilitation (SHOPP)**  
**30-10 8/19/11**

| (\$ in millions)                       | Plan<br>Total  | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                |              |              |              |              |              |              |              |              |              |              |
| Baseline Construction                  | 5,178.0        | 165.0        | 165.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        |
| <b>Subtotal Construction Costs</b>     | <b>5,178.0</b> | <b>165.0</b> | <b>165.0</b> | <b>170.0</b> |
| <b>TOTAL COSTS INFLATED</b>            | <b>5,178.0</b> | <b>165.0</b> | <b>165.0</b> | <b>170.0</b> |
| <b>PROJECT REVENUES</b>                |                |              |              |              |              |              |              |              |              |              |              |
| <b>Mixed</b>                           |                |              |              |              |              |              |              |              |              |              |              |
| SHOPP                                  | 5,178.0        | 165.0        | 165.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        |
| <b>Subtotal Mixed</b>                  | <b>5,178.0</b> | <b>165.0</b> | <b>165.0</b> | <b>170.0</b> |
| <b>TOTAL REVENUES</b>                  | <b>5,178.0</b> | <b>165.0</b> | <b>165.0</b> | <b>170.0</b> |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. SHOPP = State Highway Operation and Protection Program.
2. Total revenues equal total costs.

**LACMTA Financial Forecasting Model  
 Freeway Rehabilitation (SHOPP)  
 30-10 8/19/11**

| (\$ in millions)                       | Plan<br>Total  | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                |              |              |              |              |              |              |              |              |              |              |              |
| Baseline Construction                  | 5,178.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        |
| <b>Subtotal Construction Costs</b>     | <b>5,178.0</b> | <b>170.0</b> |
| <b>TOTAL COSTS INFLATED</b>            | <b>5,178.0</b> | <b>170.0</b> |
| <b>PROJECT REVENUES</b>                |                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Mixed</b>                           |                |              |              |              |              |              |              |              |              |              |              |              |
| SHOPP                                  | 5,178.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        | 170.0        |
| <b>Subtotal Mixed</b>                  | <b>5,178.0</b> | <b>170.0</b> |
| <b>TOTAL REVENUES</b>                  | <b>5,178.0</b> | <b>170.0</b> |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. SHOPP = State Highway Operation and Protection Program.
2. Total revenues equal total costs.

**LACMTA Financial Forecasting Model**  
**30-10 8/19/11**  
**Freeway Project Costs (\$ in millions)**

|    |               |   | Costs |                 |                |                 |              |                |                |                |              |              |                |                |                |                |
|----|---------------|---|-------|-----------------|----------------|-----------------|--------------|----------------|----------------|----------------|--------------|--------------|----------------|----------------|----------------|----------------|
|    |               |   | Total |                 | FY 10-40       | 2009            | 2010         | 2011           | 2012           | 2013           | 2014         | 2015         | 2016           | 2017           | 2018           |                |
|    |               |   | Cost  | Prior           | All Funds      | 2010            | 2011         | 2012           | 2013           | 2014           | 2015         | 2016         | 2017           | 2018           | 2019           |                |
| 1  | I-5           | Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave + below      | HOV   | 733.9           | 149.9          | 584.0           | 18.3         | 119.2          | 160.4          | 115.5          | 65.6         | 55.7         | 21.9           | 21.9           | 5.5            | -              |
| 2  | I-5           | Carpool Lanes from SR-170 to SR-118                                     | HOV   | 256.8           | 171.8          | 85.0            | 65.0         | -              | -              | 13.9           | -            | -            | 6.1            | -              | -              | -              |
| 3  | I-5           | Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall)              | HOV   | 134.0           | 56.7           | 77.3            | 10.0         | 6.0            | 1.5            | 40.8           | 19.0         | -            | -              | -              | -              | -              |
| 4  | I-5           | Carmenita Road Interchange  | Int   | 379.7           | 159.3          | 220.4           | 62.0         | 109.8          | 15.0           | 25.0           | 4.4          | 4.2          | -              | -              | -              | -              |
| 5  | I-5           | Carpool and Mixed Flow Lanes I-605 to OCL + below                       | HOV   | 1,240.5         | 22.9           | 1,217.6         | 32.5         | 166.2          | 426.2          | 280.7          | 133.5        | 81.0         | 64.2           | 33.3           | -              | -              |
| 6  | I-5 / SR-14   | Carpool Lane Direct Connectors (N to/from S) + below                    | HOV   | 175.8           | 143.2          | 32.6            | 9.0          | 15.6           | 8.0            | -              | -            | -            | -              | -              | -              | -              |
| 7  | I-5 / I-405   | Carpool Lane Partial Connector  | HOV   | 330.0           | -              | 330.0           | -            | -              | -              | -              | -            | -            | -              | -              | -              | -              |
| 8  | I-5           | North Capacity Enhancements including Truck Lanes                       | HOV   | 5,292.8         | -              | 5,292.8         | -            | 8.0            | 35.0           | 31.7           | 12.0         | 12.1         | 11.7           | 11.4           | 11.0           | 6.2            |
| 9  | I-10          | Carpool Lanes from I-605 to Puente                                      | HOV   | 198.6           | 198.6          | -               | -            | -              | -              | -              | -            | -            | -              | -              | -              | -              |
| 10 | I-10          | Carpool Lanes from Puente to Citrus                                     | HOV   | 182.2           | 10.8           | 171.5           | 4.6          | 24.2           | 29.7           | 33.9           | 17.2         | 20.6         | 20.6           | 20.6           | -              | -              |
| 11 | I-10          | Carpool Lanes from Citrus to SR-57                                      | HOV   | 192.1           | 7.2            | 184.9           | -            | 17.4           | 26.1           | -              | 90.7         | 20.0         | 26.0           | 4.7            | -              | -              |
| 12 | SR-14         | Carpool Lane from Ave P-8 to Ave L                                      | HOV   | 120.0           | -              | 120.0           | -            | -              | -              | -              | -            | -            | -              | -              | -              | -              |
| 13 | SR-57 / SR-60 | Mixed Flow Interchange  | Int   | 475.0           | -              | 475.0           | -            | -              | -              | -              | -            | -            | -              | -              | -              | -              |
| 14 | SR-60         | Carpool Lanes from I-605 to Brea Canyon Rd. (incl \$15.2 soundwall)     | HOV   | 153.3           | 104.9          | 48.4            | 21.0         | 2.3            | 0.0            | 25.0           | -            | -            | -              | -              | -              | -              |
| 15 | SR-71         | Gap from I-10 to Mission Blvd.  | Gap   | 115.0           | -              | 115.0           | 1.6          | -              | -              | -              | 9.2          | -            | -              | -              | -              | -              |
| 16 | SR-71         | Gap from Mission Blvd. to Rio Rancho Rd.                                | Gap   | 330.0           | 4.4            | 325.6           | -            | -              | -              | -              | -            | -            | -              | -              | -              | -              |
| 17 | US-101        | Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial St) | Int   | 40.9            | 28.6           | 12.3            | -            | 12.3           | -              | -              | -            | -            | -              | -              | -              | -              |
| 18 | I-405         | Carpool Lanes from I-105 to SR-90                                       | HOV   | 50.0            | 43.5           | 6.5             | -            | 6.5            | -              | -              | -            | -            | -              | -              | -              | -              |
| 19 | I-405         | Carpool Lanes from SR-90 to I-10  | HOV   | 180.8           | 151.5          | 29.3            | 0.1          | 29.2           | 0.0            | -              | -            | -            | -              | -              | -              | -              |
| 20 | I-405         | Carpool Lanes from Waterford to I-10, SB Auxiliary Lane                 | HOV   | 50.0            | 43.8           | 6.2             | 0.5          | -              | -              | -              | 5.7          | -            | -              | -              | -              | -              |
| 21 | I-405         | Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB               | HOV   | 1,040.0         | 63.8           | 976.2           | 163.2        | 165.0          | 242.0          | 317.0          | 65.0         | 8.0          | 8.0            | 8.0            | -              | -              |
| 22 | I-605         | Corridor Hot Spot Interchanges  | Int   | 3,200.8         | -              | 3,200.8         | 0.1          | 60.6           | 54.2           | 71.1           | 66.9         | 68.1         | 217.6          | 217.9          | 217.4          | 241.0          |
| 23 | I-710         | South   | HOV   | 6,263.6         | -              | 6,263.6         | -            | 235.0          | 236.9          | 249.9          | 235.0        | 235.0        | 522.0          | 532.0          | 522.0          | 523.0          |
| 24 | I-710         | South Early Action Projects in Long Beach                               | Int   | 687.0           | -              | 687.0           | 34.2         | 28.8           | 37.0           | 44.8           | 48.3         | 106.7        | 142.1          | 115.0          | 82.7           | 7.4            |
| 25 | SR-710        | North Extension (tunnel)- I-10 to I-210                                 | Gap   | 5,663.1         | 27.1           | 5,636.0         | 0.1          | 12.1           | 30.5           | 30.6           | 34.5         | 37.3         | 10.9           | -              | -              | -              |
| 26 |               | High Desert Corridor (environmental)                                    | Int   | 33.5            | -              | 33.5            | 0.3          | 13.0           | 11.5           | 8.8            | -            | -            | -              | -              | -              | -              |
| 27 |               | High Desert Corridor (construction)                                     | Int   | 3,031.0         | -              | 3,031.0         | -            | -              | -              | -              | 113.0        | 232.0        | 358.0          | 492.0          | 634.0          | 522.0          |
| 28 |               | Hwy Operational Improvements in Arroyo Verdugo Subregion                | Int   | 259.6           | -              | 259.6           | -            | -              | 17.7           | 9.2            | 4.7          | 0.9          | 6.5            | 6.0            | 6.0            | 6.0            |
| 29 |               | Hwy Operational Improvements in Las Virgenes/Malibu Subregion           | Int   | 253.3           | -              | 253.3           | 0.1          | 18.0           | 17.7           | 14.0           | 10.8         | 13.0         | 18.2           | -              | -              | -              |
| 30 |               | South Bay Ramp and Interchange Improvements                             | Int   | 1,512.4         | -              | 1,512.4         | -            | 2.1            | 35.9           | 35.9           | 35.9         | 52.5         | 18.7           | 18.7           | 18.7           | 18.8           |
| 31 |               | <b>SUBTOTAL</b>   |       | <b>32,575.6</b> | <b>1,387.8</b> | <b>31,187.7</b> | <b>422.5</b> | <b>1,051.3</b> | <b>1,385.5</b> | <b>1,347.8</b> | <b>971.4</b> | <b>947.1</b> | <b>1,452.5</b> | <b>1,481.5</b> | <b>1,497.3</b> | <b>1,324.4</b> |
| 32 | I-5           | Carmenita Road Interchange Enhancements                                 | Int   | 5.0             | -              | 5.0             | -            | -              | 5.0            | -              | -            | -            | -              | -              | -              | -              |
| 33 | I-5 / SR-14   | Carpool Lane Direct Connectors (N to/from S) Enhancements               | Int   | 18.0            | -              | 18.0            | -            | -              | -              | -              | -            | -            | -              | 9.0            | 9.0            | -              |
| 34 | I-5           | Carpool Lanes from SR-134 to SR-170, NB & SB Enhancements               | Int   | 70.0            | -              | 70.0            | -            | -              | -              | -              | -            | 0.3          | 20.2           | 25.0           | 24.5           | -              |
| 35 | I-5           | Carpool and Mixed Flow Lanes I-605 to OCL Enhancements                  | Int   | 2.0             | -              | 2.0             | -            | -              | 2.0            | -              | -            | -            | -              | -              | -              | -              |
| 36 | SR-134        | Hollywood Way Interchange   | Int   | 43.3            | 40.6           | 2.7             | 0.6          | 0.6            | 0.1            | 1.4            | -            | -            | -              | -              | -              | -              |
| 37 | US-101        | Van Nuys Blvd. Off Ramps  | Int   | 13.9            | 4.5            | 9.4             | -            | -              | 0.8            | 8.6            | -            | -            | -              | -              | -              | -              |
| 38 |               | Miscellaneous project balances  | HOV   | 15.5            | -              | 15.5            | -2.8         | 1.7            | -              | -              | 11.0         | -            | -              | -              | -              | -              |
| 39 |               | <b>TOTAL</b>  |       | <b>32,743.2</b> | <b>1,432.9</b> | <b>31,310.3</b> | <b>425.9</b> | <b>1,053.6</b> | <b>1,393.4</b> | <b>1,357.8</b> | <b>982.4</b> | <b>947.4</b> | <b>1,472.7</b> | <b>1,515.5</b> | <b>1,530.8</b> | <b>1,324.4</b> |
| 40 | SR-138        | Corridor Widening (only 7 of 13 segments assumed in model)              | RSTI  | 217.1           | 49.3           | 167.9           | 39.6         | 9.2            | 11.7           | 8.7            | -            | 3.5          | 75.9           | 19.3           | -              | -              |
| 41 | SR-138        | Corridor Widening (additional segments)                                 | RSTI  | 282.0           | -              | 282.0           | 0.1          | 18.0           | 0.1            | 27.4           | 19.4         | 13.0         | 13.0           | 13.0           | 40.0           | 60.0           |
| 42 | I-5 / SR-126  | Interchange (Magic Mountain Parkway) Phases I and II                    | RSTI  | 72.2            | 69.8           | 2.4             | 1.2          | 1.0            | 0.1            | 0.1            | -            | -            | -              | -              | -              | -              |

**LACMTA Financial Forecasting Model**  
**30-10 8/19/11**  
**Freeway Project Costs (\$ in millions)**

|    |               |   |      | Costs           |                |                 |                |                |                |                |                |                |                |                |              |              |
|----|---------------|---|------|-----------------|----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------------|
|    |               |   |      | Total           |                | FY 10-40        | 2019           | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027         | 2028         |
|    |               |   |      | Cost            | Prior          | All Funds       | 2020           | 2021           | 2022           | 2023           | 2024           | 2025           | 2026           | 2027           | 2028         | 2029         |
| 1  | I-5           | Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave + below      | HOV  | 733.9           | 149.9          | 584.0           | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 2  | I-5           | Carpool Lanes from SR-170 to SR-118                                     | HOV  | 256.8           | 171.8          | 85.0            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 3  | I-5           | Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall)              | HOV  | 134.0           | 56.7           | 77.3            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 4  | I-5           | Carmenita Road Interchange  | Int  | 379.7           | 159.3          | 220.4           | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 5  | I-5           | Carpool and Mixed Flow Lanes I-605 to OCL + below                       | HOV  | 1,240.5         | 22.9           | 1,217.6         | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 6  | I-5 / SR-14   | Carpool Lane Direct Connectors (N to/from S) + below                    | HOV  | 175.8           | 143.2          | 32.6            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 7  | I-5 / I-405   | Carpool Lane Partial Connector  | HOV  | 330.0           | -              | 330.0           | -              | -              | -              | 26.5           | 50.0           | 60.3           | 39.7           | 52.1           | 47.2         | 14.6         |
| 8  | I-5           | North Capacity Enhancements including Truck Lanes                       | HOV  | 5,292.8         | -              | 5,292.8         | 56.0           | 70.0           | 58.6           | 40.0           | 35.0           | 11.3           | -              | -              | 335.8        | 371.3        |
| 9  | I-10          | Carpool Lanes from I-605 to Puente                                      | HOV  | 198.6           | 198.6          | -               | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 10 | I-10          | Carpool Lanes from Puente to Citrus                                     | HOV  | 182.2           | 10.8           | 171.5           | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 11 | I-10          | Carpool Lanes from Citrus to SR-57                                      | HOV  | 192.1           | 7.2            | 184.9           | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 12 | SR-14         | Carpool Lane from Ave P-8 to Ave L                                      | HOV  | 120.0           | -              | 120.0           | -              | -              | -              | 15.0           | 40.0           | 35.0           | 30.0           | 30.0           | -            | -            |
| 13 | SR-57 / SR-60 | Mixed Flow Interchange  | Int  | 475.0           | -              | 475.0           | -              | -              | -              | 85.5           | 50.1           | 37.1           | 52.9           | 110.9          | 63.0         | 21.4         |
| 14 | SR-60         | Carpool Lanes from I-605 to Brea Canyon Rd. (incl \$15.2 soundwall)     | HOV  | 153.3           | 104.9          | 48.4            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 15 | SR-71         | Gap from I-10 to Mission Blvd.  | Gap  | 115.0           | -              | 115.0           | -              | -              | 16.4           | 10.0           | 15.0           | 15.0           | 30.0           | 12.0           | 5.8          | -            |
| 16 | SR-71         | Gap from Mission Blvd. to Rio Rancho Rd.                                | Gap  | 330.0           | 4.4            | 325.6           | -              | -              | -              | 28.7           | 63.6           | 65.0           | 55.7           | 49.5           | 38.1         | -            |
| 17 | US-101        | Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial St) | Int  | 40.9            | 28.6           | 12.3            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 18 | I-405         | Carpool Lanes from I-105 to SR-90                                       | HOV  | 50.0            | 43.5           | 6.5             | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 19 | I-405         | Carpool Lanes from SR-90 to I-10  | HOV  | 180.8           | 151.5          | 29.3            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 20 | I-405         | Carpool Lanes from Waterford to I-10, SB Auxiliary Lane                 | HOV  | 50.0            | 43.8           | 6.2             | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 21 | I-405         | Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB               | HOV  | 1,040.0         | 63.8           | 976.2           | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 22 | I-605         | Corridor Hot Spot Interchanges  | Int  | 3,200.8         | -              | 3,200.8         | 253.0          | 254.0          | 206.0          | 197.0          | 197.0          | 197.0          | 192.0          | 166.0          | 68.0         | 75.0         |
| 23 | I-710         | South   | HOV  | 6,263.6         | -              | 6,263.6         | 523.0          | 523.0          | 210.0          | 210.0          | 210.0          | 210.0          | 218.4          | 230.0          | 30.0         | 50.0         |
| 24 | I-710         | South Early Action Projects in Long Beach                               | Int  | 687.0           | -              | 687.0           | 13.5           | 13.1           | 13.4           | -              | -              | -              | -              | -              | -            | -            |
| 25 | SR-710        | North Extension (tunnel)- I-10 to I-210                                 | Gap  | 5,663.1         | 27.1           | 5,636.0         | 22.2           | 15.8           | 682.4          | 667.0          | 767.0          | 867.0          | 866.0          | 766.0          | 288.6        | 271.7        |
| 26 |               | High Desert Corridor (environmental)                                    | Int  | 33.5            | -              | 33.5            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 27 |               | High Desert Corridor (construction)                                     | Int  | 3,031.0         | -              | 3,031.0         | 403.0          | 277.0          | -              | -              | -              | -              | -              | -              | -            | -            |
| 28 |               | Hwy Operational Improvements in Arroyo Verdugo Subregion                | Int  | 259.6           | -              | 259.6           | 7.0            | 7.0            | 9.0            | 8.3            | 9.0            | 9.0            | 9.8            | 9.0            | 9.0          | 9.0          |
| 29 |               | Hwy Operational Improvements in Las Virgenes/Malibu Subregion           | Int  | 253.3           | -              | 253.3           | -              | -              | -              | -              | 12.1           | 15.6           | 16.6           | 17.0           | 17.5         | 18.0         |
| 30 |               | South Bay Ramp and Interchange Improvements                             | Int  | 1,512.4         | -              | 1,512.4         | 3.8            | 35.0           | 35.0           | 40.5           | 46.6           | 55.7           | 57.8           | 42.9           | 79.6         | 81.4         |
| 31 |               | <b>SUBTOTAL</b>   |      | <b>32,575.6</b> | <b>1,387.8</b> | <b>31,187.7</b> | <b>1,281.5</b> | <b>1,194.9</b> | <b>1,230.8</b> | <b>1,284.8</b> | <b>1,435.5</b> | <b>1,581.5</b> | <b>1,583.1</b> | <b>1,491.6</b> | <b>994.1</b> | <b>950.5</b> |
| 32 | I-5           | Carmenita Road Interchange Enhancements                                 | Int  | 5.0             | -              | 5.0             | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 33 | I-5 / SR-14   | Carpool Lane Direct Connectors (N to/from S) Enhancements               | Int  | 18.0            | -              | 18.0            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 34 | I-5           | Carpool Lanes from SR-134 to SR-170, NB & SB Enhancements               | Int  | 70.0            | -              | 70.0            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 35 | I-5           | Carpool and Mixed Flow Lanes I-605 to OCL Enhancements                  | Int  | 2.0             | -              | 2.0             | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 36 | SR-134        | Hollywood Way Interchange   | Int  | 43.3            | 40.6           | 2.7             | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 37 | US-101        | Van Nuys Blvd. Off Ramps  | Int  | 13.9            | 4.5            | 9.4             | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 38 |               | Miscellaneous project balances  | HOV  | 15.5            | -              | 15.5            | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 39 |               | <b>TOTAL</b>  |      | <b>32,743.2</b> | <b>1,432.9</b> | <b>31,310.3</b> | <b>1,281.5</b> | <b>1,194.9</b> | <b>1,230.8</b> | <b>1,284.8</b> | <b>1,435.5</b> | <b>1,581.5</b> | <b>1,583.1</b> | <b>1,491.6</b> | <b>994.1</b> | <b>950.5</b> |
| 40 | SR-138        | Corridor Widening (only 7 of 13 segments assumed in model)              | RSTI | 217.1           | 49.3           | 167.9           | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 41 | SR-138        | Corridor Widening (additional segments)                                 | RSTI | 282.0           | -              | 282.0           | 78.0           | -              | -              | -              | -              | -              | -              | -              | -            | -            |
| 42 | I-5 / SR-126  | Interchange (Magic Mountain Parkway) Phases I and II                    | RSTI | 72.2            | 69.8           | 2.4             | -              | -              | -              | -              | -              | -              | -              | -              | -            | -            |

**LACMTA Financial Forecasting Model**  
**30-10 8/19/11**  
**Freeway Project Costs (\$ in millions)**

|    |               |   | Costs |                 |                |                 |              |              |              |              |              |              |              |              |              |              |            |
|----|---------------|---|-------|-----------------|----------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|
|    |               |   | Total |                 | FY 10-40       | 2029            | 2030         | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         |            |
|    |               |   | Cost  | Prior           | All Funds      | 2030            | 2031         | 2032         | 2033         | 2034         | 2035         | 2036         | 2037         | 2038         | 2039         | 2040         |            |
| 1  | I-5           | Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave + below      | HOV   | 733.9           | 149.9          | 584.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 2  | I-5           | Carpool Lanes from SR-170 to SR-118                                     | HOV   | 256.8           | 171.8          | 85.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 3  | I-5           | Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall)              | HOV   | 134.0           | 56.7           | 77.3            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 4  | I-5           | Carmenita Road Interchange  | Int   | 379.7           | 159.3          | 220.4           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 5  | I-5           | Carpool and Mixed Flow Lanes I-605 to OCL + below                       | HOV   | 1,240.5         | 22.9           | 1,217.6         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 6  | I-5 / SR-14   | Carpool Lane Direct Connectors (N to/from S) + below                    | HOV   | 175.8           | 143.2          | 32.6            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 7  | I-5 / I-405   | Carpool Lane Partial Connector  | HOV   | 330.0           | -              | 330.0           | 20.7         | 18.9         | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 8  | I-5           | North Capacity Enhancements including Truck Lanes                       | HOV   | 5,292.8         | -              | 5,292.8         | 382.2        | 390.0        | 401.4        | 607.6        | 626.0        | 853.8        | 434.7        | 238.2        | 123.9        | 117.9        |            |
| 9  | I-10          | Carpool Lanes from I-605 to Puente                                      | HOV   | 198.6           | 198.6          | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 10 | I-10          | Carpool Lanes from Puente to Citrus                                     | HOV   | 182.2           | 10.8           | 171.5           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 11 | I-10          | Carpool Lanes from Citrus to SR-57                                      | HOV   | 192.1           | 7.2            | 184.9           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 12 | SR-14         | Carpool Lane from Ave P-8 to Ave L                                      | HOV   | 120.0           | -              | 120.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 13 | SR-57 / SR-60 | Mixed Flow Interchange  | Int   | 475.0           | -              | 475.0           | 54.1         | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 14 | SR-60         | Carpool Lanes from I-605 to Brea Canyon Rd. (incl \$15.2 soundwall)     | HOV   | 153.3           | 104.9          | 48.4            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 15 | SR-71         | Gap from I-10 to Mission Blvd.  | Gap   | 115.0           | -              | 115.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 16 | SR-71         | Gap from Mission Blvd. to Rio Rancho Rd.                                | Gap   | 330.0           | 4.4            | 325.6           | 25.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 17 | US-101        | Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial St) | Int   | 40.9            | 28.6           | 12.3            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 18 | I-405         | Carpool Lanes from I-105 to SR-90                                       | HOV   | 50.0            | 43.5           | 6.5             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 19 | I-405         | Carpool Lanes from SR-90 to I-10  | HOV   | 180.8           | 151.5          | 29.3            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 20 | I-405         | Carpool Lanes from Waterford to I-10, SB Auxiliary Lane                 | HOV   | 50.0            | 43.8           | 6.2             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 21 | I-405         | Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB               | HOV   | 1,040.0         | 63.8           | 976.2           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 22 | I-605         | Corridor Hot Spot Interchanges  | Int   | 3,200.8         | -              | 3,200.8         | 130.8        | 50.0         | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 23 | I-710         | South   | HOV   | 6,263.6         | -              | 6,263.6         | 50.0         | 117.9        | 151.6        | 96.6         | 105.2        | 37.1         | -            | -            | -            | -            |            |
| 24 | I-710         | South Early Action Projects in Long Beach                               | Int   | 687.0           | -              | 687.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 25 | SR-710        | North Extension (tunnel)- I-10 to I-210                                 | Gap   | 5,663.1         | 27.1           | 5,636.0         | 48.6         | 33.5         | 33.8         | 44.0         | 44.4         | 40.8         | 21.2         | -            | -            | -            |            |
| 26 |               | High Desert Corridor (environmental)                                    | Int   | 33.5            | -              | 33.5            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 27 |               | High Desert Corridor (construction)                                     | Int   | 3,031.0         | -              | 3,031.0         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 28 |               | Hwy Operational Improvements in Arroyo Verdugo Subregion                | Int   | 259.6           | -              | 259.6           | 12.7         | 14.6         | 14.8         | -            | 39.6         | 16.2         | -            | 7.3          | 11.4         | -            |            |
| 29 |               | Hwy Operational Improvements in Las Virgenes/Malibu Subregion           | Int   | 253.3           | -              | 253.3           | 18.4         | 19.5         | 20.2         | 6.6          | -            | -            | -            | -            | -            | -            |            |
| 30 |               | South Bay Ramp and Interchange Improvements                             | Int   | 1,512.4         | -              | 1,512.4         | 72.8         | 85.6         | 99.7         | 101.7        | 74.0         | 43.6         | 81.5         | 68.5         | 75.6         | 94.1         |            |
| 31 |               | <b>SUBTOTAL</b>   |       | <b>32,575.6</b> | <b>1,387.8</b> | <b>31,187.7</b> | <b>815.3</b> | <b>730.0</b> | <b>721.5</b> | <b>856.5</b> | <b>889.1</b> | <b>991.5</b> | <b>537.4</b> | <b>314.0</b> | <b>210.9</b> | <b>212.0</b> | <b>0.0</b> |
| 32 | I-5           | Carmenita Road Interchange Enhancements                                 | Int   | 5.0             | -              | 5.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 33 | I-5 / SR-14   | Carpool Lane Direct Connectors (N to/from S) Enhancements               | Int   | 18.0            | -              | 18.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 34 | I-5           | Carpool Lanes from SR-134 to SR-170, NB & SB Enhancements               | Int   | 70.0            | -              | 70.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 35 | I-5           | Carpool and Mixed Flow Lanes I-605 to OCL Enhancements                  | Int   | 2.0             | -              | 2.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 36 | SR-134        | Hollywood Way Interchange   | Int   | 43.3            | 40.6           | 2.7             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 37 | US-101        | Van Nuys Blvd. Off Ramps  | Int   | 13.9            | 4.5            | 9.4             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 38 |               | Miscellaneous project balances  | HOV   | 15.5            | -              | 15.5            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 39 |               | <b>TOTAL</b>  |       | <b>32,743.2</b> | <b>1,432.9</b> | <b>31,310.3</b> | <b>815.3</b> | <b>730.0</b> | <b>721.5</b> | <b>856.5</b> | <b>889.1</b> | <b>991.5</b> | <b>537.4</b> | <b>314.0</b> | <b>210.9</b> | <b>212.0</b> | <b>0.0</b> |
| 40 | SR-138        | Corridor Widening (only 7 of 13 segments assumed in model)              | RSTI  | 217.1           | 49.3           | 167.9           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 41 | SR-138        | Corridor Widening (additional segments)                                 | RSTI  | 282.0           | -              | 282.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |
| 42 | I-5 / SR-126  | Interchange (Magic Mountain Parkway) Phases I and II                    | RSTI  | 72.2            | 69.8           | 2.4             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |            |

**LACMTA Financial Forecasting Model**  
**I-5 Carpool Lanes-SR-134 to SR-170,**  
**NB & SB, & Empire Ave**

**Post Mile**  
**26.7 / 36.4**  
**Empire 30.5/31.2**

**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                         | 0.0              |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Baseline Project Programmed                | 584.0            | 149.9          | 584.0            | -                | -                | 18.3         | 119.2        | 160.4        | 115.5        | 65.6         | 55.7         | 21.9         | 21.9         | 5.5          | -            |
| <b>Subtotal Construction Costs</b>         | <b>584.0</b>     | <b>149.9</b>   | <b>584.0</b>     | <b>-</b>         | <b>-</b>         | <b>18.3</b>  | <b>119.2</b> | <b>160.4</b> | <b>115.5</b> | <b>65.6</b>  | <b>55.7</b>  | <b>21.9</b>  | <b>21.9</b>  | <b>5.5</b>   | <b>-</b>     |
| <b>TOTAL COSTS INFLATED</b>                | <b>584.0</b>     | <b>149.9</b>   | <b>584.0</b>     | <b>-</b>         | <b>-</b>         | <b>18.3</b>  | <b>119.2</b> | <b>160.4</b> | <b>115.5</b> | <b>65.6</b>  | <b>55.7</b>  | <b>21.9</b>  | <b>21.9</b>  | <b>5.5</b>   | <b>-</b>     |
| <b>PROJECT REVENUES</b>                    |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 213.9            | 55.2           | 213.9            | -                | -                | 5.0          | 5.5          | 1.5          | 104.3        | 65.6         | 32.0         |              |              |              |              |
| <b>Subtotal Prop. C</b>                    | <b>213.9</b>     | <b>55.2</b>    | <b>213.9</b>     | <b>-</b>         | <b>-</b>         | <b>5.0</b>   | <b>5.5</b>   | <b>1.5</b>   | <b>104.3</b> | <b>65.6</b>  | <b>32.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                         |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R                                  | -                |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Total Local</b>                         | <b>213.9</b>     | <b>55.2</b>    | <b>213.9</b>     | <b>-</b>         | <b>-</b>         | <b>5.0</b>   | <b>5.5</b>   | <b>1.5</b>   | <b>104.3</b> | <b>65.6</b>  | <b>32.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>State (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| State Infrastructure Bonds (CMIA)          | 73.0             |                | 73.0             | -                | -                | -            |              |              | -            | -            | 23.7         | 21.9         | 21.9         | 5.5          | -            |
| Prop 1B State Infrastructure Bonds-SLPP    | 31.2             |                | 31.2             | -                | -                |              |              | 20.0         | 11.2         |              |              |              |              |              |              |
| <b>Subtotal State</b>                      | <b>104.2</b>     | <b>-</b>       | <b>104.2</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>20.0</b>  | <b>11.2</b>  | <b>-</b>     | <b>23.7</b>  | <b>21.9</b>  | <b>21.9</b>  | <b>5.5</b>   | <b>-</b>     |
| <b>Federal (programming basis)</b>         |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| ARRA                                       | 25.0             |                | 25.0             | -                | -                |              | 25.0         |              |              |              |              |              |              |              |              |
| Other Federal Funds                        | -                | 0.4            | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ                                       | 82.3             |                | 82.3             | -                | -                | 13.3         | 69.0         | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                       | 40.0             |                | 40.0             | -                | -                |              | 19.7         | 20.3         |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                    | <b>147.3</b>     | <b>0.4</b>     | <b>147.3</b>     | <b>-</b>         | <b>-</b>         | <b>13.3</b>  | <b>113.7</b> | <b>20.3</b>  | <b>-</b>     |
| <b>Mixed (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | 116.4            | 58.6           | 116.4            | -                | -                |              |              | 116.4        | -            |              |              |              |              |              |              |
| Interregional Improvement Prog Funds (IIP) | 2.2              | 14.1           | 2.2              | -                | -                |              |              | 2.2          |              |              |              |              |              |              |              |
| Caltrans ARRA Funds                        | -                | 21.6           | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                      | <b>118.6</b>     | <b>94.3</b>    | <b>118.6</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>118.6</b> | <b>-</b>     |
| <b>Total Revenues</b>                      | <b>584.0</b>     | <b>149.9</b>   | <b>584.0</b>     | <b>0.0</b>       | <b>0.0</b>       | <b>18.3</b>  | <b>119.2</b> | <b>160.4</b> | <b>115.5</b> | <b>65.6</b>  | <b>55.7</b>  | <b>21.9</b>  | <b>21.9</b>  | <b>5.5</b>   | <b>-</b>     |
| <b>Total Surplus/&lt;Shortfall&gt;</b>     | <b>-</b>         | <b>-</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

- Escalated project cost: \$733.9
- Seg 1: Buena Vista to SR-170, construction begins Mar 2011.
- Seg 2: Empire to Buena Vista, construction begins Jan 2012.
- Seg 3: Burbank to Empire, construction begins Jan 2012.
- Seg 4: SR-134 to Burbank Bv, construction begins Feb 2011.
- SAFETEA-LU High Priority Project #570: \$400,000.
- \$116 M cost increase approved by Board Dec 06 (#7)
- CFP 6375 & 8501, PPNO 0151E, EA 133501
- CFP 2199 & 8355, PPNO 0142F, EA 121801

LACMTA Financial Forecasting Model

Post Mile

I-5 Carpool Lanes - SR-170 to SR-118

36.4 / 39.4

30-10 8/19/11

| (\$ in millions)                          | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                      |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Baseline Project programmed               | 85.0             | 171.8          | 85.0             | -                | -                | 65.0         | -            | -            | 13.9         | -            | -            | 6.1          | -            | -            | -            |
| <b>Subtotal Construction Costs</b>        | 85.0             | 171.8          | 85.0             | -                | -                | 65.0         | -            | -            | 13.9         | -            | -            | 6.1          | -            | -            | -            |
| <b>TOTAL COSTS INFLATED</b>               | 85.0             | 171.8          | 85.0             | -                | -                | 65.0         | -            | -            | 13.9         | -            | -            | 6.1          | -            | -            | -            |
| <b>PROJECT REVENUES</b>                   |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                              |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)             | 19.9             | 24.6           | 19.9             | -                | -                | 6.0          | -            | -            | 13.9         | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                   | 19.9             | 24.6           | 19.9             | -                | -                | 6.0          | -            | -            | 13.9         | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                        |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R                                 | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                        | 19.9             | 24.6           | 19.9             | -                | -                | 6.0          | -            | -            | 13.9         | -            | -            | -            | -            | -            | -            |
| <b>State (programming basis)</b>          |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Prop 1B State Infrastructure Bonds (SLPP) | 25.1             | -              | 25.1             | -                | -                | 25.1         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Traffic Congestion Relief (TCRP)          | 6.1              | 34.1           | 6.1              | -                | -                | -            | -            | -            | -            | -            | -            | 6.1          | -            | -            | -            |
| <b>Subtotal State</b>                     | 31.2             | 34.1           | 31.2             | -                | -                | 25.1         | -            | -            | -            | -            | -            | 6.1          | -            | -            | -            |
| <b>Federal (programming basis)</b>        |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| ARRA                                      | 15.4             | -              | 15.4             | -                | -                | 15.4         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ                                      | -                | 38.4           | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                      | -                | 12.8           | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                   | 15.4             | 51.2           | 15.4             | -                | -                | 15.4         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>          |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)     | -                | 61.9           | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Caltrans ARRA Funds                       | 18.5             | -              | 18.5             | -                | -                | 18.5         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                     | 18.5             | 61.9           | 18.5             | -                | -                | 18.5         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Revenues</b>                     | 85.0             | 171.8          | 85.0             | -                | -                | 65.0         | -            | -            | 13.9         | -            | -            | 6.1          | -            | -            | -            |
| <b>Total Surplus/&lt;Shortfall&gt;</b>    | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Construction began Aug 2010.
2. Escalated project cost w/o SHOPP ARRA is: \$238.3
3. Escalated project cost incl SHOPP ARRA is: \$256.8
4. Projects 2197 design and 8339 construction..
5. STIP PPNO 0158K, EA 1219U1, construct 1 lane each direction and direct connector at the 5/170 Interchange.
6. TCRP project 41.2.
7. Estimated open 2015.

LACMTA Financial Forecasting Model

Post Mile

I-5 Carpool Lanes - SR-118 to SR-14

39.4 / 47.0

30-10 8/19/11

| (\$ in millions)                       | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | -                |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Baseline Project programmed            | 77.3             | 56.7           | 77.3             | -                | -                | 10.0         | 6.0          | 1.5          | 40.8         | 19.0         | -            | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>     | <b>77.3</b>      | <b>56.7</b>    | <b>77.3</b>      | <b>-</b>         | <b>-</b>         | <b>10.0</b>  | <b>6.0</b>   | <b>1.5</b>   | <b>40.8</b>  | <b>19.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL COSTS INFLATED</b>            | <b>77.3</b>      | <b>56.7</b>    | <b>77.3</b>      | <b>-</b>         | <b>-</b>         | <b>10.0</b>  | <b>6.0</b>   | <b>1.5</b>   | <b>40.8</b>  | <b>19.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)          | 77.3             | 14.2           | 77.3             | -                | -                | 10.0         | 6.0          | 1.5          | 40.8         | 19.0         | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>77.3</b>      | <b>14.2</b>    | <b>77.3</b>      | <b>-</b>         | <b>-</b>         | <b>10.0</b>  | <b>6.0</b>   | <b>1.5</b>   | <b>40.8</b>  | <b>19.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                     |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Local Agency Funds                     | -                |                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                     | <b>77.3</b>      | <b>14.2</b>    | <b>77.3</b>      | <b>-</b>         | <b>-</b>         | <b>10.0</b>  | <b>6.0</b>   | <b>1.5</b>   | <b>40.8</b>  | <b>19.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>State (programming basis)</b>       |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| GARVEE Bond Proceeds                   | -                | 23.9           | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Traffic Congestion Relief (TCRP)       | -                | 9.7            | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                  | <b>-</b>         | <b>33.6</b>    | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>     |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | -                | 4.7            | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                   | -                | 1.3            | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | <b>-</b>         | <b>6.0</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)  | -                | 2.9            | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | <b>-</b>         | <b>2.9</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>77.3</b>      | <b>56.7</b>    | <b>77.3</b>      | <b>-</b>         | <b>-</b>         | <b>10.0</b>  | <b>6.0</b>   | <b>1.5</b>   | <b>40.8</b>  | <b>19.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

NOTES:

- Escalated cost including soundwall = \$134.0
- Call for Projects 2198, PPNO 0162P EA 12200.
- TCRP project 41.1 (\$9.7 allocated, \$2.7 spent as of 1/06).
- \$23.9 RIP GARVEE in FY 04.
- Includes \$15.8 construction cost increase approved by Board in 2/05.
- Soundwall, \$39.0 cost (Bd #7 Dec06): CFP 8925 & CFP 8502, PPNO 3236.
- Construction began May 2005. Opened April 2008.
- Soundwall construction to begin Spring 2008.
- 6.2 miles in each direction.

**LACMTA Financial Forecasting Model**  
**I-5 Carmenita Rd. Interchange**  
**30-10 8/19/11**

| (\$ in millions)                                    | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                                  | -                |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Baseline Project                                    | 220.4            | 159.3          | 220.4            | -                | -                | 62.0         | 109.8        | 15.0         | 25.0         | 4.4          | 4.2          | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>                  | 220.4            | 159.3          | 220.4            | -                | -                | 62.0         | 109.8        | 15.0         | 25.0         | 4.4          | 4.2          | -            | -            | -            | -            |
| <b>TOTAL COSTS INFLATED</b>                         | 220.4            | 159.3          | 220.4            | -                | -                | 62.0         | 109.8        | 15.0         | 25.0         | 4.4          | 4.2          | -            | -            | -            | -            |
| <b>PROJECT REVENUES</b>                             |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)                 | 81.4             | 0.5            | 81.4             | -                | -                | -            | 32.8         | 15.0         | 25.0         | 4.4          | 4.2          | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                             | 81.4             | 0.5            | 81.4             | -                | -                | -            | 32.8         | 15.0         | 25.0         | 4.4          | 4.2          | -            | -            | -            | -            |
| <b>Other Local</b>                                  |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R 20% Highway                               | -                |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Local Agency Funds                                  | -                | 0.5            | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                                  | 81.4             | 0.9            | 81.4             | -                | -                | -            | 32.8         | 15.0         | 25.0         | 4.4          | 4.2          | -            | -            | -            | -            |
| <b>State (programming basis)</b>                    |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Prop 1B State Infrastructure Bonds (SLPP)           | 14.9             |                | 14.9             | -                | -                | 14.9         | 0.0          |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief Program (TCRP)            | -                | 71.0           | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                               | 14.9             | 71.0           | 14.9             | -                | -                | 14.9         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>                  |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                                 | -                | 15.1           | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ  | 40.0             | 44.4           | 40.0             | -                | -                | -            | 40.0         | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP  | -                |                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                             | 40.0             | 59.5           | 40.0             | -                | -                | -            | 40.0         | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>                    |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)               | 80.7             | 26.6           | 80.7             | -                | -                | 43.7         | 37.0         |              |              |              |              |              |              |              |              |
| Interregional Improvement Prog Funds (IIP) & IIP TE | 3.4              | 1.2            | 3.4              | -                | -                | 3.4          |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                               | 84.1             | 27.9           | 84.1             | -                | -                | 47.1         | 37.0         | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                               | 220.4            | 159.3          | 220.4            | -                | -                | 62.0         | 109.8        | 15.0         | 25.0         | 4.4          | 4.2          | -            | -            | -            | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>              | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. TCRP #43.
2. Post mile: 1.8 - 3.0. Escalated cost: \$379.7
3. Call for Projects 6376 & 7217, STIP PPNO 2808A EA 2159C.
4. Construction begins June 2011.
5. Estimated opening 2015.

LACMTA Financial Forecasting Model

Post Mile

I-5 Carpool and Mixed Flow Lanes-I-605 to OCL

0.0 / 6.3

30-10 8/19/11

| (\$ in millions)                                | Total '10-'40  | Prior Years | Years '10-'19  | Years '20-'29 | Years '30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|----------------|-------------|----------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                            |                |             |                |               |               |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                              | 0.0            |             | -              | -             | -             |              |              |              |              |              |              |              |              |              |              |
| Baseline Project programmed                     | 1,217.6        | 22.9        | 1,217.6        | -             | -             | 32.5         | 166.2        | 426.2        | 280.7        | 133.5        | 81.0         | 64.2         | 33.3         | -            | -            |
| <b>Subtotal Construction Costs</b>              | <b>1,217.6</b> | <b>22.9</b> | <b>1,217.6</b> | <b>-</b>      | <b>-</b>      | <b>32.5</b>  | <b>166.2</b> | <b>426.2</b> | <b>280.7</b> | <b>133.5</b> | <b>81.0</b>  | <b>64.2</b>  | <b>33.3</b>  | <b>-</b>     | <b>-</b>     |
| <b>TOTAL COSTS INFLATED</b>                     | <b>1,217.6</b> | <b>22.9</b> | <b>1,217.6</b> | <b>-</b>      | <b>-</b>      | <b>32.5</b>  | <b>166.2</b> | <b>426.2</b> | <b>280.7</b> | <b>133.5</b> | <b>81.0</b>  | <b>64.2</b>  | <b>33.3</b>  | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                         |                |             |                |               |               |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                    |                |             |                |               |               |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)                   | 265.68         | -           | 265.7          | -             | -             | 5.2          | 39.3         | 15.0         | 116.5        | 53.4         | 36.3         |              |              |              |              |
| <b>Subtotal Prop. C</b>                         | <b>265.7</b>   | <b>-</b>    | <b>265.7</b>   | <b>-</b>      | <b>-</b>      | <b>5.2</b>   | <b>39.3</b>  | <b>15.0</b>  | <b>116.5</b> | <b>53.4</b>  | <b>36.3</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                              |                |             |                |               |               |              |              |              |              |              |              |              |              |              |              |
| Measure R 20%                                   | -              |             | -              | -             | -             |              |              |              |              |              |              |              |              |              |              |
| <b>Total Local</b>                              | <b>265.7</b>   | <b>-</b>    | <b>265.7</b>   | <b>-</b>      | <b>-</b>      | <b>5.2</b>   | <b>39.3</b>  | <b>15.0</b>  | <b>116.5</b> | <b>53.4</b>  | <b>36.3</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>State (programming basis)</b>                |                |             |                |               |               |              |              |              |              |              |              |              |              |              |              |
| Prop 1B State Infrastructure Bonds (CMIA)       | 387.0          |             | 387.0          | -             | -             |              | 72.3         | 314.7        |              |              |              |              |              |              |              |
| Prop 1B State Infrastructure Bonds (SLPP)       | 62.7           |             | 62.7           | -             | -             |              | -            | -            | 62.7         | -            | -            |              |              |              |              |
| Traffic Congestion Relief Program (TCRP)        | 119.0          | 6.0         | 119.0          | -             | -             |              | 19.8         | 19.8         | 19.8         | 19.8         | 19.8         | 19.8         |              |              |              |
| <b>Subtotal State</b>                           | <b>568.7</b>   | <b>6.0</b>  | <b>568.7</b>   | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>92.1</b>  | <b>334.5</b> | <b>82.5</b>  | <b>19.8</b>  | <b>19.8</b>  | <b>19.8</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>              |                |             |                |               |               |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                             | -              | 0.8         | -              | -             | -             |              |              |              |              |              |              |              |              |              |              |
| CMAQ  | 77.4           |             | 77.4           | -             | -             |              |              |              |              |              |              | 44.2         | 33.3         |              |              |
| RSTP  | -              |             | -              | -             | -             |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                         | <b>77.4</b>    | <b>0.8</b>  | <b>77.4</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>44.2</b>  | <b>33.3</b>  | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>                |                |             |                |               |               |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)           | 271.5          | 15.0        | 271.5          | -             | -             | 23.7         | 30.8         | 74.2         | 66.1         | 54.9         | 21.6         | 0.2          |              |              |              |
| Interregional Improvement Prog Funds (IIP) & TE | 34.3           | 1.0         | 34.3           | -             | -             | 3.7          | 4.0          | 2.5          | 15.6         | 5.4          | 3.2          | 0.0          |              |              |              |
| <b>Subtotal Mixed</b>                           | <b>305.8</b>   | <b>16.0</b> | <b>305.8</b>   | <b>-</b>      | <b>-</b>      | <b>27.3</b>  | <b>34.8</b>  | <b>76.7</b>  | <b>81.7</b>  | <b>60.3</b>  | <b>24.8</b>  | <b>0.2</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>                           | <b>1,217.6</b> | <b>22.9</b> | <b>1,217.6</b> | <b>-</b>      | <b>-</b>      | <b>32.5</b>  | <b>166.2</b> | <b>426.2</b> | <b>280.7</b> | <b>133.5</b> | <b>81.0</b>  | <b>64.2</b>  | <b>33.3</b>  | <b>-</b>     | <b>-</b>     |
| <b>Total Surplus/&lt;Shortfall&gt;</b>          | <b>-</b>       | <b>-</b>    | <b>-</b>       | <b>-</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

NOTES:

- Unescal cost \$1,155.3 (2006\$); escalated: \$1,240.5
- Call for Projects 2195, 4292, 6138, 7215, 8337.
- STIP PPNO 2808, EA 2159A.
- Part of TCRP #42 (\$0.9 spent out of \$6.0 allocated).
- See also Carmenita Interchange page.
- SAFETEA-LU High Priority Proj #2577: \$4.16 M; #2750 \$120,000.
- Estimated opening FY 2017.

**LACMTA Financial Forecasting Model**

Post Mile

**I-5 - SR-14 Carpool Lane Connectors**

44.6/45.6

**Partial Connector, North To/From South**

**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | %      | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 |
|--|------------------|--------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |        |                |                  |                  |                  |              |              |              |              |
| Baseline Project programmed            | 32.6             | -      | 143.2          | 32.6             | -                | -                | 9.0          | 15.6         | 8.0          | -            |
| <b>Subtotal Construction Costs</b>     | 32.6             | -      | 143.2          | 32.6             | -                | -                | 9.0          | 15.6         | 8.0          | -            |
| <b>TOTAL COSTS INFLATED</b>            | 32.6             | 100.0% |                | 32.6             | -                | -                | 9.0          | 15.6         | 8.0          | -            |
| <b>PROJECT REVENUES</b>                |                  |        |                |                  |                  |                  |              |              |              |              |
| <b>Local</b>                           |                  |        |                |                  |                  |                  |              |              |              |              |
| Proposition C 25% (Cash Flow)          | 10.9             | 33.4%  | 4.7            | 10.9             | -                | -                | 9.0          | 0.9          | 1.0          | -            |
| <b>Subtotal Prop. C</b>                | 10.9             | 33.4%  | 4.7            | 10.9             | -                | -                | 9.0          | 0.9          | 1.0          | -            |
| <b>Other Local</b>                     |                  |        |                |                  |                  |                  |              |              |              |              |
| Measure R                              | -                | 0.0%   |                | -                | -                | -                |              |              |              |              |
| <b>Total Local</b>                     | 10.9             | 33.4%  | 4.7            | 10.9             | -                | -                | 9.0          | 0.9          | 1.0          | -            |
| <b>State (programming basis)</b>       |                  |        |                |                  |                  |                  |              |              |              |              |
| <b>Subtotal State</b>                  | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>     |                  |        |                |                  |                  |                  |              |              |              |              |
| CMAQ                                   | 21.7             | 66.6%  | 97.4           | 21.7             | -                | -                | -            | 14.7         | 7.0          | -            |
| <b>Subtotal Federal</b>                | 21.7             | 66.6%  | 97.4           | 21.7             | -                | -                | -            | 14.7         | 7.0          | -            |
| <b>Mixed (programming basis)</b>       |                  |        |                |                  |                  |                  |              |              |              |              |
| Regional Improvement Prog Funds (RIP)  | -                | 0.0%   | 41.1           | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | -                | 0.0%   | 41.1           | -                | -                | -                | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                  | 32.6             | 100.0% | 143.2          | 32.6             | -                | -                | 9.0          | 15.6         | 8.0          | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | -                |        |                | -                | -                | -                | -            | -            | -            | -            |

**NOTES:**

1. Est. open Fall 2012.
2. Total unescalated cost \$110.13 (2005\$); escalated: \$175.8
3. Call for Projects 6134 and 8343; STIP PPNO 0168 M,
4. EA 168000, 2-lanes elevated at 5/14 interchange near Santa Clarita. Currently in design.
5. \$30M cost increase approved by Board Dec06 (#7).
6. \$14.7M cost increase approved by Board Feb10 (#29).

**LACMTA Financial Forecasting Model**

**I-5 and I-405 Carpool Lane Connector**

**30-10 8/19/11**

| (\$ in millions)                       | Total   | Years   | Years   | Years   | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
|--|---------|---------|---------|---------|------|------|------|------|------|------|------|------|------|------|------|
|  | '10-'40 | '10-'19 | '20-'29 | '30-'40 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 |
| <b>PROJECT COSTS</b>                   |         |         |         |         |      |      |      |      |      |      |      |      |      |      |      |
| Not yet programmed<br>Baseline Project | 330.0   | -       | 290.4   | 39.6    | -    | 26.5 | 50.0 | 60.3 | 39.7 | 52.1 | 47.2 | 14.6 | 20.7 | 18.9 | -    |
| <b>Subtotal Construction Costs</b>     | 330.0   | -       | 290.4   | 39.6    | -    | 26.5 | 50.0 | 60.3 | 39.7 | 52.1 | 47.2 | 14.6 | 20.7 | 18.9 | -    |
| <b>PROJECT REVENUES</b>                |         |         |         |         |      |      |      |      |      |      |      |      |      |      |      |
| <b>Local</b>                           |         |         |         |         |      |      |      |      |      |      |      |      |      |      |      |
| Proposition C 25%                      | 70.1    | -       | 70.1    | -       |      |      |      |      |      | 30.0 | 34.7 | 5.4  |      |      |      |
| <b>Subtotal Prop. C</b>                | 70.1    | -       | 70.1    | -       | -    | -    | -    | -    | -    | 30.0 | 34.7 | 5.4  | -    | -    | -    |
| <b>Other Local</b>                     |         |         |         |         |      |      |      |      |      |      |      |      |      |      |      |
| <b>Total Local</b>                     | 70.1    | -       | 70.1    | -       | -    | -    | -    | -    | -    | 30.0 | 34.7 | 5.4  | -    | -    | -    |
| <b>Federal (programming basis)</b>     |         |         |         |         |      |      |      |      |      |      |      |      |      |      |      |
| CMAQ                                   | 203.4   | -       | 163.8   | 39.6    | -    |      | 50.0 | 50.0 | 20.0 | 22.1 | 12.5 | 9.2  | 20.7 | 18.9 |      |
| <b>Subtotal Federal</b>                | 203.4   | -       | 163.8   | 39.6    | -    | -    | 50.0 | 50.0 | 20.0 | 22.1 | 12.5 | 9.2  | 20.7 | 18.9 | -    |
| <b>Mixed (programming basis)</b>       |         |         |         |         |      |      |      |      |      |      |      |      |      |      |      |
| Regional Improvement Funds (RIP)       | 56.5    | -       | 56.5    | -       | -    | 26.5 | -    | 10.3 | 19.7 |      |      |      |      |      |      |
| <b>Subtotal Mixed</b>                  | 56.5    | -       | 56.5    | -       | -    | 26.5 | -    | 10.3 | 19.7 | -    | -    | -    | -    | -    | -    |
| <b>TOTAL REVENUES</b>                  | 330.0   | -       | 290.4   | 39.6    | -    | 26.5 | 50.0 | 60.3 | 39.7 | 52.1 | 47.2 | 14.6 | 20.7 | 18.9 | -    |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | -       | -       | -       | -       | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |

**NOTES:**

1. Partial connector from south to north.
2. \$155 unescalated (2005\$), escalated: \$330.0
3. Estimated opening FY 2029.

**LACMTA Financial Forecasting Model**

**I-5 North Capacity Enhancements**

**Including Truck and HOV Lanes**

**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | %             | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 574.8            |               | 139.1            | 303.7            | 131.9            | -            | 8.0          | 35.0         | 31.7         | 12.0         | 12.1         | 11.7         | 11.4         | 11.0         | 6.2          |
| <b>Subtotal Construction Costs</b>     | <b>574.8</b>     |               | <b>139.1</b>     | <b>303.7</b>     | <b>131.9</b>     | <b>-</b>     | <b>8.0</b>   | <b>35.0</b>  | <b>31.7</b>  | <b>12.0</b>  | <b>12.1</b>  | <b>11.7</b>  | <b>11.4</b>  | <b>11.0</b>  | <b>6.2</b>   |
| <b>PROJECT REVENUES</b>                |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>-</b>         | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                     |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R (460313) (\$410)             | 410.0            | 71.3%         | 139.1            | 270.9            | -                | -            | 8.0          | 35.0         | 31.7         | 12.0         | 12.1         | 11.7         | 11.4         | 11.0         | 6.2          |
| <b>Total Local</b>                     | <b>410.0</b>     | <b>71.3%</b>  | <b>139.1</b>     | <b>270.9</b>     | <b>-</b>         | <b>-</b>     | <b>8.0</b>   | <b>35.0</b>  | <b>31.7</b>  | <b>12.0</b>  | <b>12.1</b>  | <b>11.7</b>  | <b>11.4</b>  | <b>11.0</b>  | <b>6.2</b>   |
| <b>Federal (programming basis)</b>     |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | 59.3             | 10.3%         | -                | 32.8             | 26.4             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                   | 105.5            | 18.4%         | -                | -                | 105.5            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | <b>164.8</b>     | <b>28.7%</b>  | <b>-</b>         | <b>32.8</b>      | <b>131.9</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds (RIP)       | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | <b>-</b>         | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>574.8</b>     | <b>100.0%</b> | <b>139.1</b>     | <b>303.7</b>     | <b>131.9</b>     | <b>-</b>     | <b>8.0</b>   | <b>35.0</b>  | <b>31.7</b>  | <b>12.0</b>  | <b>12.1</b>  | <b>11.7</b>  | <b>11.4</b>  | <b>11.0</b>  | <b>6.2</b>   |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         |               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost          | 4,718.0          |               | -                | 674.3            | 4,043.7          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Highway Strategy Revenues</b>       |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                              | 2,636.0          | 55.9%         | -                | 450.0            | 2,186.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Local Revenues</b>         | <b>2,636.0</b>   |               | <b>-</b>         | <b>450.0</b>     | <b>2,186.0</b>   | <b>-</b>     |
| <b>State</b>                           |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| State Programs                         | 600.0            | 12.7%         | -                | 74.3             | 525.7            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| SHOPP (Additional)                     | 25.0             | 0.5%          | -                | -                | 25.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State Revenues</b>         | <b>625.0</b>     |               | <b>-</b>         | <b>74.3</b>      | <b>550.7</b>     | <b>-</b>     |
| <b>Federal</b>                         |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)     | 637.0            | 13.5%         | -                | 106.0            | 531.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Federal HPP/PNS Earmarks               | 200.0            | 4.2%          | -                | -                | 200.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Metropolitan Mobility                  | 270.0            | 5.7%          | -                | 44.0             | 226.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Freight Program                        | 350.0            | 7.4%          | -                | -                | 350.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal Revenues</b>       | <b>1,457.0</b>   |               | <b>-</b>         | <b>150.0</b>     | <b>1,307.0</b>   | <b>-</b>     |
| <b>Total Highway Strategy Revenues</b> | <b>4,718.0</b>   | <b>100.0%</b> | <b>-</b>         | <b>674.3</b>     | <b>4,043.7</b>   | <b>-</b>     |
| <b>GRAND TOTAL</b>                     | <b>5,292.8</b>   |               | <b>139.1</b>     | <b>978.0</b>     | <b>4,175.6</b>   | <b>-</b>     | <b>8.0</b>   | <b>35.0</b>  | <b>31.7</b>  | <b>12.0</b>  | <b>12.1</b>  | <b>11.7</b>  | <b>11.4</b>  | <b>11.0</b>  | <b>6.2</b>   |

1. SR-14 to Pico Cyn, Pico Cyn to Parker Rd, Parker Rd to Kern County Line.
2. Estimated openings FY 2014, 2025, 2039.
3. Receive & File P&P Comm. Rept #9, Jan 2010, on the potential for allocating \$1 B unalloc funds beginning 2031.

LACMTA Financial Forecasting Model

I-5 North Capacity Enhancements

Including Truck and HOV Lanes

30-10 8/19/11

| (\$ in millions)                       | Total '10-'14  | %             | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                |               |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 574.8          |               | 56.0         | 70.0         | 58.6         | 40.0         | 35.0         | 11.3         | -            | -            | 12.3         | 20.5         |
| <b>Subtotal Construction Costs</b>     | <b>574.8</b>   |               | <b>56.0</b>  | <b>70.0</b>  | <b>58.6</b>  | <b>40.0</b>  | <b>35.0</b>  | <b>11.3</b>  | <b>-</b>     | <b>-</b>     | <b>12.3</b>  | <b>20.5</b>  |
| <b>PROJECT REVENUES</b>                |                |               |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                |               |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | -              | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>-</b>       | <b>0.0%</b>   | <b>-</b>     |
| <b>Other Local</b>                     |                |               |              |              |              |              |              |              |              |              |              |              |
| Measure R (460313) (\$410)             | 410.0          | 71.3%         | 56.0         | 70.0         | 58.6         | 40.0         | 35.0         | 11.3         | -            | -            | -            | -            |
| <b>Total Local</b>                     | <b>410.0</b>   | <b>71.3%</b>  | <b>56.0</b>  | <b>70.0</b>  | <b>58.6</b>  | <b>40.0</b>  | <b>35.0</b>  | <b>11.3</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>     |                |               |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | 59.3           | 10.3%         | -            | -            | -            | -            | -            | -            | -            | -            | 12.3         | 20.5         |
| RSTP                                   | 105.5          | 18.4%         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | <b>164.8</b>   | <b>28.7%</b>  | <b>-</b>     | <b>12.3</b>  | <b>20.5</b>  |
| <b>Mixed (programming basis)</b>       |                |               |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds (RIP)       | -              | 0.0%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | <b>-</b>       | <b>0.0%</b>   | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>574.8</b>   | <b>100.0%</b> | <b>56.0</b>  | <b>70.0</b>  | <b>58.6</b>  | <b>40.0</b>  | <b>35.0</b>  | <b>11.3</b>  | <b>-</b>     | <b>-</b>     | <b>12.3</b>  | <b>20.5</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>       |               | <b>-</b>     |
| Highway Strategy Project Cost          | 4,718.0        |               | -            | -            | -            | -            | -            | -            | -            | -            | 323.5        | 350.8        |
| <b>Highway Strategy Revenues</b>       |                |               |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                |               |              |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                              | 2,636.0        | 55.9%         | -            | -            | -            | -            | -            | -            | -            | -            | 225.0        | 225.0        |
| <b>Subtotal Local Revenues</b>         | <b>2,636.0</b> |               | <b>-</b>     | <b>225.0</b> | <b>225.0</b> |
| <b>State</b>                           |                |               |              |              |              |              |              |              |              |              |              |              |
| State Programs                         | 600.0          | 12.7%         | -            | -            | -            | -            | -            | -            | -            | -            | 23.5         | 50.8         |
| SHOPP (Additional)                     | 25.0           | 0.5%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State Revenues</b>         | <b>625.0</b>   |               | <b>-</b>     | <b>23.5</b>  | <b>50.8</b>  |
| <b>Federal</b>                         |                |               |              |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)     | 637.0          | 13.5%         | -            | -            | -            | -            | -            | -            | -            | -            | 53.0         | 53.0         |
| Federal HPP/PNS Earmarks               | 200.0          | 4.2%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Metropolitan Mobility                  | 270.0          | 5.7%          | -            | -            | -            | -            | -            | -            | -            | -            | 22.0         | 22.0         |
| Freight Program                        | 350.0          | 7.4%          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal Revenues</b>       | <b>1,457.0</b> |               | <b>-</b>     | <b>75.0</b>  | <b>75.0</b>  |
| <b>Total Highway Strategy Revenues</b> | <b>4,718.0</b> | <b>100.0%</b> | <b>-</b>     | <b>323.5</b> | <b>350.8</b> |
| <b>GRAND TOTAL</b>                     | <b>5,292.8</b> |               | <b>56.0</b>  | <b>70.0</b>  | <b>58.6</b>  | <b>40.0</b>  | <b>35.0</b>  | <b>11.3</b>  | <b>-</b>     | <b>-</b>     | <b>335.8</b> | <b>371.3</b> |

1. SR-14 to Pico Cyn, Pico Cyn to Parker Rd, Parker Rd to Kern County Line.
2. Estimated openings FY 2014, 2025, 2039.
3. Receive & File P&P Comm. Rept #9, Jan 2010, on the potential for allocating \$1 B unalloc funds beginning 2031.

**LACMTA Financial Forecasting Model**

**I-5 North Capacity Enhancements**

**Including Truck and HOV Lanes**

**30-10 8/19/11**

| (\$ in millions)                       | Total '10-'40  | %             | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                |               |              |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 574.8          |               | 20.9         | 17.9         | 18.1         | 15.6         | 15.7         | 15.9         | 3.0          | 16.1         | 8.8          | -            | -            |
| <b>Subtotal Construction Costs</b>     | <b>574.8</b>   |               | <b>20.9</b>  | <b>17.9</b>  | <b>18.1</b>  | <b>15.6</b>  | <b>15.7</b>  | <b>15.9</b>  | <b>3.0</b>   | <b>16.1</b>  | <b>8.8</b>   | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                |                |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                |               |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | -              | 0.0%          |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Prop. C</b>                | <b>-</b>       | <b>0.0%</b>   | <b>-</b>     |
| <b>Other Local</b>                     |                |               |              |              |              |              |              |              |              |              |              |              |              |
| Measure R (460313) (\$410)             | 410.0          | 71.3%         |              |              |              |              |              |              |              |              |              |              |              |
| <b>Total Local</b>                     | <b>410.0</b>   | <b>71.3%</b>  | <b>-</b>     |
| <b>Federal (programming basis)</b>     |                |               |              |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | 59.3           | 10.3%         | 20.9         | 2.8          | 2.8          |              |              |              |              |              |              |              |              |
| RSTP                                   | 105.5          | 18.4%         |              | 15.1         | 15.3         | 15.6         | 15.7         | 15.9         | 3.0          | 16.1         | 8.8          |              |              |
| <b>Subtotal Federal</b>                | <b>164.8</b>   | <b>28.7%</b>  | <b>20.9</b>  | <b>17.9</b>  | <b>18.1</b>  | <b>15.6</b>  | <b>15.7</b>  | <b>15.9</b>  | <b>3.0</b>   | <b>16.1</b>  | <b>8.8</b>   | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                |               |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds (RIP)       | -              | 0.0%          |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                  | <b>-</b>       | <b>0.0%</b>   | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>574.8</b>   | <b>100.0%</b> | <b>20.9</b>  | <b>17.9</b>  | <b>18.1</b>  | <b>15.6</b>  | <b>15.7</b>  | <b>15.9</b>  | <b>3.0</b>   | <b>16.1</b>  | <b>8.8</b>   | <b>-</b>     | <b>-</b>     |
| <b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>  | <b>-</b>       |               | <b>-</b>     |
| Highway Strategy Project Cost          | 4,718.0        |               | 361.3        | 372.1        | 383.3        | 592.0        | 610.3        | 837.9        | 431.7        | 222.1        | 115.1        | 117.9        | -            |
| <b>Highway Strategy Revenues</b>       |                |               |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                |               |              |              |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                              | 2,636.0        | 55.9%         | 225.0        | 225.0        | 225.0        | 228.0        | 385.0        | 454.0        | 216.0        | 111.0        | 58.0         | 59.0         |              |
| <b>Subtotal Local Revenues</b>         | <b>2,636.0</b> |               | <b>225.0</b> | <b>225.0</b> | <b>225.0</b> | <b>228.0</b> | <b>385.0</b> | <b>454.0</b> | <b>216.0</b> | <b>111.0</b> | <b>58.0</b>  | <b>59.0</b>  | <b>-</b>     |
| <b>State</b>                           |                |               |              |              |              |              |              |              |              |              |              |              |              |
| State Programs                         | 600.0          | 12.7%         | 50.3         | 50.1         | 50.3         | 75.0         | 100.0        | 109.6        | 90.4         |              |              |              |              |
| SHOPP (Additional)                     | 25.0           | 0.5%          |              |              |              | 25.0         |              |              |              |              |              |              |              |
| <b>Subtotal State Revenues</b>         | <b>625.0</b>   |               | <b>50.3</b>  | <b>50.1</b>  | <b>50.3</b>  | <b>100.0</b> | <b>100.0</b> | <b>109.6</b> | <b>90.4</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>                         |                |               |              |              |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)     | 637.0          | 13.5%         | 53.0         | 53.0         | 53.0         | 55.0         | 52.8         | 142.6        | 52.8         | 52.8         | 7.2          | 8.8          |              |
| Federal HPP/PNS Earmarks               | 200.0          | 4.2%          |              |              |              | 100.0        | 16.7         | 16.7         | 16.7         | 16.7         | 16.6         | 16.6         |              |
| Metropolitan Mobility                  | 270.0          | 5.7%          | 22.0         | 22.0         | 22.0         | 25.0         | 22.5         | 81.7         | 22.5         | 8.3          |              |              |              |
| Freight Program                        | 350.0          | 7.4%          | 11.0         | 22.0         | 33.0         | 84.0         | 33.3         | 33.3         | 33.3         | 33.3         | 33.3         | 33.5         |              |
| <b>Subtotal Federal Revenues</b>       | <b>1,457.0</b> |               | <b>86.0</b>  | <b>97.0</b>  | <b>108.0</b> | <b>264.0</b> | <b>125.3</b> | <b>274.3</b> | <b>125.3</b> | <b>111.1</b> | <b>57.1</b>  | <b>58.9</b>  | <b>-</b>     |
| <b>Total Highway Strategy Revenues</b> | <b>4,718.0</b> | <b>100.0%</b> | <b>361.3</b> | <b>372.1</b> | <b>383.3</b> | <b>592.0</b> | <b>610.3</b> | <b>837.9</b> | <b>431.7</b> | <b>222.1</b> | <b>115.1</b> | <b>117.9</b> | <b>-</b>     |
| <b>GRAND TOTAL</b>                     | <b>5,292.8</b> |               | <b>382.2</b> | <b>390.0</b> | <b>401.4</b> | <b>607.6</b> | <b>626.0</b> | <b>853.8</b> | <b>434.7</b> | <b>238.2</b> | <b>123.9</b> | <b>117.9</b> | <b>-</b>     |

1. SR-14 to Pico Cyn, Pico Cyn to Parker Rd, Parker Rd to Kern County Line.
2. Estimated openings FY 2014, 2025, 2039.
3. Receive & File P&P Comm. Rept #9, Jan 2010, on the potential for allocating \$1 B unalloc funds beginning 2031.

**LACMTA Financial Forecasting Model**

**I-10 Carpool Lanes - I-605 to Puente**

**30-10 8/19/11**

**Post Mile**

**31.2/33.4**

| (\$ in millions)                           | Total<br>'10-'40 | %           | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|-------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |             |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                         | -                |             |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Baseline Project Programmed                | 0.0              | -           | 198.6          | -                | -                | -                | -            | -            |              |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>         | <b>0.0</b>       | <b>-</b>    | <b>198.6</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     |              |              |              |              |              |              |              |              |
| <b>TOTAL COSTS INFLATED</b>                | <b>0.0</b>       | <b>N/A</b>  |                | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     |              |              |              |              |              |              |              |              |
| <b>PROJECT REVENUES</b>                    |                  |             |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |             |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 0.0              | N/A         | 2.1            | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Prop. C</b>                    | <b>0.0</b>       | <b>N/A</b>  | <b>2.1</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     |              |              |              |              |              |              |              |              |
| <b>Total Local</b>                         | <b>0.0</b>       | <b>0.0%</b> | <b>2.1</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     |              |              |              |              |              |              |              |              |
| <b>State (programming basis)</b>           |                  |             |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief (TCRP)           | 0.0              | N/A         | 27.3           | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                      | <b>0.0</b>       | <b>0.0%</b> | <b>27.3</b>    | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     |              |              |              |              |              |              |              |              |
| <b>Federal (programming basis)</b>         |                  |             |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                       | 0.0              | N/A         | 59.8           | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| RSTP                                       | 0.0              | N/A         |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                    | <b>0.0</b>       | <b>0.0%</b> | <b>59.8</b>    | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     |              |              |              |              |              |              |              |              |
| <b>Mixed (programming basis)</b>           |                  |             |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | 0.0              | N/A         | 109.4          | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Interregional Improvement Prog Funds (IIP) | 0.0              | N/A         |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                      | <b>0.0</b>       | <b>0.0%</b> | <b>109.4</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     |              |              |              |              |              |              |              |              |
| <b>Total Revenues</b>                      | <b>0.0</b>       | <b>0.0%</b> | <b>198.6</b>   | <b>0.0</b>       | <b>0.0</b>       | <b>0.0</b>       | <b>-</b>     | <b>-</b>     |              |              |              |              |              |              |              |              |
| <b>Total Surplus/&lt;Shortfall&gt;</b>     | <b>-</b>         | <b>-</b>    |                | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     |              |              |              |              |              |              |              |              |

**NOTES:**

1. Project cost \$144.9 unescal (2005\$); escalated incl in \$198.6
2. Call for Projects 342. STIP PPNO 306H, EA 11707.
3. Part of TCRP project 40
4. Construction start summer 2009.
5. Estimated opening FY 2012.

LACMTA Financial Forecasting Model

Post Mile

I-10 Carpool Lane - Puente to Citrus

33.4 - 37.5

30-10 8/19/11

| (\$ in millions)                       | Total '10-'40 | Prior Years | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 2016 | 2016 2017 | 2017 2018 | 2018 2019 |
|--|---------------|-------------|---------------|---------------|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>PROJECT COSTS</b>                   |               |             |               |               |               |           |           |           |           |           |           |           |           |           |           |
| Baseline Project Programmed            | 171.5         | 10.8        | 171.5         | -             | -             | 4.6       | 24.2      | 29.7      | 33.9      | 17.2      | 20.6      | 20.6      | 20.6      | -         | -         |
| <b>TOTAL COSTS INFLATED</b>            | 171.5         | 10.8        | 171.5         | -             | -             | 4.6       | 24.2      | 29.7      | 33.9      | 17.2      | 20.6      | 20.6      | 20.6      | -         | -         |
| <b>PROJECT REVENUES</b>                |               |             |               |               |               |           |           |           |           |           |           |           |           |           |           |
| <b>Local</b>                           |               |             |               |               |               |           |           |           |           |           |           |           |           |           |           |
| Proposition C 25% (cash flow basis)    | 0.0           | -           | -             | -             | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| <b>Subtotal Prop. C</b>                | 0.0           | -           | -             | -             | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| <b>Total Local</b>                     | 0.0           | -           | -             | -             | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| <b>State (programming basis)</b>       |               |             |               |               |               |           |           |           |           |           |           |           |           |           |           |
| State Infrastructure Bonds (CMIA)      | 26.1          | -           | 26.1          | -             | -             | -         | -         | 26.1      | -         | -         | -         | -         | -         | -         | -         |
| Traffic Congestion Relief (TCRP)       | 61.8          | 0.2         | 61.8          | -             | -             | -         | -         | -         | -         | -         | 20.6      | 20.6      | 20.6      | -         | -         |
| <b>Subtotal State</b>                  | 87.9          | 0.2         | 87.9          | -             | -             | -         | -         | 26.1      | -         | -         | 20.6      | 20.6      | 20.6      | -         | -         |
| <b>Federal (programming basis)</b>     |               |             |               |               |               |           |           |           |           |           |           |           |           |           |           |
| CMAQ                                   | 51.1          | -           | 51.1          | -             | -             | -         | -         | -         | 33.9      | 17.2      | -         | -         | -         | -         | -         |
| <b>Subtotal Federal</b>                | 51.1          | -           | 51.1          | -             | -             | -         | -         | -         | 33.9      | 17.2      | -         | -         | -         | -         | -         |
| <b>Mixed (programming basis)</b>       |               |             |               |               |               |           |           |           |           |           |           |           |           |           |           |
| Regional Improvement Funds (RIP)       | 27.8          | 10.3        | 27.8          | -             | -             | -         | 24.2      | 3.6       | -         | -         | -         | -         | -         | -         | -         |
| Interregional Improvement Funds        | 4.6           | 0.3         | 4.6           | -             | -             | 4.6       | -         | -         | -         | -         | -         | -         | -         | -         | -         |
| <b>Subtotal Mixed</b>                  | 32.5          | 10.6        | 32.5          | -             | -             | 4.6       | 24.2      | 3.6       | -         | -         | -         | -         | -         | -         | -         |
| <b>Total Revenues</b>                  | 171.5         | 10.8        | 171.5         | 0.0           | 0.0           | 4.6       | 24.2      | 29.7      | 33.9      | 17.2      | 20.6      | 20.6      | 20.6      | -         | -         |
| <b>Total Surplus/&lt;Shortfall&gt;</b> | -             | -           | -             | -             | -             | -         | -         | -         | -         | -         | -         | -         | -         | -         | -         |

**NOTES:**

1. Unescal \$140.0 (2006\$), escal = \$173.5+SW: \$182.3
2. Call for Projects 340 and 340B, PPNO 309N, EA 11708.
3. \$8.6 Soundwall est. = STIP PPNO 0309S, EA 111720.
4. Part of TCRP project 40.
5. Construction begins Feb 2013, Estimated opening May 2015.

**LACMTA Financial Forecasting Model**  
**I-10 Carpool Lanes-Citrus to SR-57**

Post Mile  
 42.4 / 48.3

30-10 8/19/11

| (\$ in millions)                       | Total<br>'10-'40 | Prior<br>to Plan | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | -                |                  | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Baseline Project Programmed            | 184.9            | 7.2              | 184.9            | -                | -                | -            | 17.4         | 26.1         | -            | 90.7         | 20.0         | 26.0         | 4.7          | -            | -            |
| <b>Subtotal Construction Costs</b>     | 184.9            | 7.2              | 184.9            | -                | -                | -            | 17.4         | 26.1         | -            | 90.7         | 20.0         | 26.0         | 4.7          | -            | -            |
| <b>TOTAL COSTS INFLATED</b>            | 184.9            | 7.2              | 184.9            | -                | -                | -            | 17.4         | 26.1         | -            | 90.7         | 20.0         | 26.0         | 4.7          | -            | -            |
| <b>PROJECT REVENUES</b>                |                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)    | 50.7             | -                | 50.7             | -                | -                | -            | -            | -            | -            | -            | 20.0         | 26.0         | 4.7          | -            | -            |
| <b>Subtotal Prop. C</b>                | 50.7             | -                | 50.7             | -                | -                | -            | -            | -            | -            | -            | 20.0         | 26.0         | 4.7          | -            | -            |
| <b>Total Local</b>                     | 50.7             | -                | 50.7             | -                | -                | -            | -            | -            | -            | -            | 20.0         | 26.0         | 4.7          | -            | -            |
| <b>State (programming basis)</b>       |                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| State Infrastructure Bonds (CMIA)      | -                |                  | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief (TCRP)       | -                | 0.1              | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                  | -                | 0.1              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>     |                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | 116.8            | 0.5              | 116.8            | -                | -                | -            | -            | 26.1         |              | 90.7         | -            | -            |              |              |              |
| RSTP                                   | -                |                  | -                | -                | -                | -            | -            | -            |              | -            | -            | -            |              |              |              |
| <b>Subtotal Federal</b>                | 116.8            | 0.5              | 116.8            | -                | -                | -            | -            | 26.1         |              | 90.7         | -            | -            |              |              |              |
| <b>Mixed (programming basis)</b>       |                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds (RIP)       | 17.4             | 6.6              | 17.4             | -                | -                | -            | 17.4         | -            | -            | -            | -            | -            | -            | -            | -            |
| Interregional Improvement Funds        | -                |                  | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                  | 17.4             | 6.6              | 17.4             | -                | -                | -            | 17.4         | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Revenues</b>                  | 184.9            | 7.2              | 184.9            | 0.0              | 0.0              | -            | 17.4         | 26.1         | -            | 90.7         | 20.0         | 26.0         | 4.7          | -            | -            |
| <b>Total Surplus/&lt;Shortfall&gt;</b> | -                | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Cost \$150.0 unescalated (2006\$), escalated: \$192.1
2. Currently in design phase.
3. Construction begins Feb 2013, Estimated opening May 2015.
4. STIP PPNO 0310B, CFP 399, 77719, 77719B.

**LACMTA Financial Forecasting Model**

**SR-14 Carpool Lane Ave P-8 to Ave L**

| (\$ in millions)                           | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| Not yet programmed                         | 120.0            | -                | 120.0            | -                | -            | -            | -            | -            | 15.0         | 40.0         | 35.0         | 30.0         | -            |
| Baseline Project                           | 0.0              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>         | 120.0            | -                | 120.0            | -                | -            | -            | -            | -            | 15.0         | 40.0         | 35.0         | 30.0         | -            |
| <b>TOTAL COSTS INFLATED</b>                | 120.0            | -                | 120.0            | -                | -            | -            | -            | -            | 15.0         | 40.0         | 35.0         | 30.0         | -            |
| <b>PROJECT REVENUES</b>                    |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)              | 120.0            | -                | 120.0            | -                | -            | -            | -            | -            | 15.0         | 40.0         | 35.0         | 30.0         | -            |
| <b>Total Local</b>                         | 120.0            | -                | 120.0            | -                | -            | -            | -            | -            | 15.0         | 40.0         | 35.0         | 30.0         | -            |
| <b>State (programming basis)</b>           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| GARVEE Bond Proceeds                       | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Traffic Congestion Relief (TCRP)           | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| CMAQ                                       | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                       | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Revenues</b>                      | 120.0            | -                | 120.0            | -                | -            | -            | -            | -            | 15.0         | 40.0         | 35.0         | 30.0         | -            |
| <b>Total Surplus/&lt;Shortfall&gt;</b>     | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Unescalated cost \$37.0 (2002\$), escal: \$120.0
2. Estimated opening FY 2027.

**LACMTA Financial Forecasting Model**  
**SR-57 and SR-60 Mixed Flow Interchange**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | %             | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 | 2029<br>2030 | 2030<br>2031 |
|--|------------------|---------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| Not yet programmed                         | 475.0            |               |                | -                | 420.9            | 54.1             | 85.5         | 50.1         | 37.1         | 52.9         | 110.9        | 63.0         | 21.4         | 54.1         | -            |
| Baseline project programmed                | -                |               |                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>         | <b>475.0</b>     |               | -              | -                | 420.9            | 54.1             | 85.5         | 50.1         | 37.1         | 52.9         | 110.9        | 63.0         | 21.4         | 54.1         | -            |
| <b>TOTAL COSTS INFLATED</b>                | <b>475.0</b>     |               | -              | -                | 420.9            | 54.1             | 85.5         | 50.1         | 37.1         | 52.9         | 110.9        | 63.0         | 21.4         | 54.1         | -            |
| <b>PROJECT REVENUES</b>                    |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 47.1             | 9.9%          |                | -                | 47.1             | -                |              |              |              |              | 47.1         |              |              |              |              |
| <b>Total Local</b>                         | <b>47.1</b>      |               | -              | -                | 47.1             | -                | -            | -            | -            | -            | 47.1         | -            | -            | -            | -            |
| <b>State (programming basis)</b>           |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| GARVEE Bond Proceeds                       | -                |               |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief Program (TCRP)   | -                |               |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                      | <b>-</b>         |               | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                        | -                |               |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |
| CMAQ                                       | -                |               |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |
| RSTP                                       | -                |               |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                    | <b>-</b>         |               | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | 427.9            | 90.1%         |                | -                | 373.8            | 54.1             | 85.5         | 50.1         | 37.1         | 52.9         | 63.8         | 63.0         | 21.4         | 54.1         |              |
| Interregional Improvement Prog Funds (IIP) | -                |               |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                      | <b>427.9</b>     |               | -              | -                | 373.8            | 54.1             | 85.5         | 50.1         | 37.1         | 52.9         | 63.8         | 63.0         | 21.4         | 54.1         | -            |
| <b>TOTAL REVENUES</b>                      | <b>475.0</b>     | <b>100.0%</b> | -              | -                | 420.9            | 54.1             | 85.5         | 50.1         | 37.1         | 52.9         | 110.9        | 63.0         | 21.4         | 54.1         | -            |
| <b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>      | <b>-</b>         |               | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Future project cost estimate: \$475.0
2. Estimated opening FY 2029.

**LACMTA Financial Forecasting Model**

Post Mile

**SR-60 Carpool Lanes - I-605 to Brea Canyon Rd.**

11.7 / 18.0

**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                |                  |                  |                  |              |              |              |              |              |
| Not yet programmed                         | 0.0              |                | -                | -                | -                |              |              |              |              |              |
| Baseline Project Programmed                | 48.4             | 104.9          | 48.4             | -                | -                | 21.0         | 2.3          | 0.0          | 25.0         | -            |
| <b>Subtotal Construction Costs</b>         | <b>48.4</b>      | <b>104.9</b>   | <b>48.4</b>      | <b>-</b>         | <b>-</b>         | <b>21.0</b>  | <b>2.3</b>   | <b>0.0</b>   | <b>25.0</b>  | <b>-</b>     |
| <b>TOTAL COSTS INFLATED</b>                | <b>48.4</b>      | <b>104.9</b>   | <b>48.4</b>      | <b>-</b>         | <b>-</b>         | <b>21.0</b>  | <b>2.3</b>   | <b>0.0</b>   | <b>25.0</b>  | <b>-</b>     |
| <b>PROJECT REVENUES</b>                    |                  |                |                  |                  |                  |              |              |              |              |              |
| <b>Local</b>                               |                  |                |                  |                  |                  |              |              |              |              |              |
| Proposition C 25% (Cash Flow)              | 48.4             | 24.4           | 48.4             | -                | -                | 21.0         | 2.3          | 0.04         | 25.0         | -            |
| <b>Subtotal Prop. C</b>                    | <b>48.4</b>      | <b>24.4</b>    | <b>48.4</b>      | <b>-</b>         | <b>-</b>         | <b>21.0</b>  | <b>2.3</b>   | <b>0.0</b>   | <b>25.0</b>  | <b>-</b>     |
| <b>Federal (programming basis)</b>         |                  |                |                  |                  |                  |              |              |              |              |              |
| CMAQ                                       | -                | 5.4            | -                | -                | -                | -            | -            | -            | -            | -            |
| RSTP                                       | -                | 17.9           | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>-</b>         | <b>23.3</b>    | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 35.9           | -                | -                | -                | -            | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | 21.3           | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | <b>-</b>         | <b>57.2</b>    | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                      | <b>48.4</b>      | <b>104.9</b>   | <b>48.4</b>      | <b>-</b>         | <b>-</b>         | <b>21.0</b>  | <b>2.3</b>   | <b>0.0</b>   | <b>25.0</b>  | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | <b>-</b>         | <b>-</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

- 2003 Short Range Plan priority 7.
- Unescalated cost is \$116.7 (2005\$); escalated cost is: \$153.3
- Call for Projects 358, 4262, and 6137LK.
- STIP PPNO 0482R, EA 129410.
- One lane in each direction; includes \$15.2 for soundwall.
- Construction began June 2007; estimated open 2010.
- Includes \$20.0 cost increase approved by Board in March 2006.

**LACMTA Financial Forecasting Model**

**SR-71 Gap: I-10 to Mission Blvd.**

**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | %             | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                         | 113.4            |               | 9.2              | 104.2            | -                |              |              |              | -            | 9.2          | -            | -            | -            | -            | -            |
| Baseline Project                           | 1.6              |               | 1.6              | -                | -                | 1.6          | -            | -            |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>         | <b>115.0</b>     |               | <b>10.8</b>      | <b>104.2</b>     | <b>-</b>         | <b>1.6</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>9.2</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL COSTS INFLATED</b>                | <b>115.0</b>     | <b>100.0%</b> | <b>10.8</b>      | <b>104.2</b>     | <b>-</b>         | <b>1.6</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>9.2</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                    |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 104.2            | 90.6%         | -                | 104.2            | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                    | <b>104.2</b>     | <b>90.6%</b>  | <b>-</b>         | <b>104.2</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Local</b>                         | <b>104.2</b>     | <b>90.6%</b>  | <b>-</b>         | <b>104.2</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>State (programming basis)</b>           |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief (TCRP)           | 9.2              | 8.0%          | 9.2              | -                | -                |              |              |              |              | 9.2          |              |              |              |              |              |
| <b>Subtotal State</b>                      | <b>9.2</b>       | <b>8.0%</b>   | <b>9.2</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>9.2</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>         |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                       | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                       | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>-</b>         | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>           |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | 1.6              | 1.4%          | 1.6              | -                | -                | 1.6          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | <b>1.6</b>       | <b>1.4%</b>   | <b>1.6</b>       | <b>-</b>         | <b>-</b>         | <b>1.6</b>   | <b>-</b>     |
| <b>TOTAL REVENUES</b>                      | <b>115.0</b>     | <b>100.0%</b> | <b>10.8</b>      | <b>104.2</b>     | <b>-</b>         | <b>1.6</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>9.2</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | <b>-</b>         | <b>-</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Total cost unescalated (2005\$) \$58.53, escalated: \$115.0
2. Part of 2003 Short Range Plan priority 24.
3. One carpool lane and one mixed flow lane in each direction.
4. Call for Projects 8349 (\$1.6 RIP); STIP PPNO 2741, EA 21062.
5. Currently in design phase. (estimated opening FY 2027)
6. See separate RSTI page for Mission Blvd/SR-71 Interchange.
7. TCRP #50.

**LACMTA Financial Forecasting Model**

**SR-71 Gap: I-10 to Mission Blvd.**

**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                         | 113.4            | -            | -            | 16.4         | 10.0         | 15.0         | 15.0         | 30.0         | 12.0         | 5.8          | -            |
| Baseline Project                           | 1.6              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>         | <b>115.0</b>     | <b>-</b>     | <b>-</b>     | <b>16.4</b>  | <b>10.0</b>  | <b>15.0</b>  | <b>15.0</b>  | <b>30.0</b>  | <b>12.0</b>  | <b>5.8</b>   | <b>-</b>     |
| <b>TOTAL COSTS INFLATED</b>                | <b>115.0</b>     | <b>-</b>     | <b>-</b>     | <b>16.4</b>  | <b>10.0</b>  | <b>15.0</b>  | <b>15.0</b>  | <b>30.0</b>  | <b>12.0</b>  | <b>5.8</b>   | <b>-</b>     |
| <b>PROJECT REVENUES</b>                    |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 104.2            |              |              | 16.4         | 10.0         | 15.0         | 15.0         | 30.0         | 12.0         | 5.8          |              |
| <b>Subtotal Prop. C</b>                    | <b>104.2</b>     | <b>-</b>     | <b>-</b>     | <b>16.4</b>  | <b>10.0</b>  | <b>15.0</b>  | <b>15.0</b>  | <b>30.0</b>  | <b>12.0</b>  | <b>5.8</b>   | <b>-</b>     |
| <b>Total Local</b>                         | <b>104.2</b>     | <b>-</b>     | <b>-</b>     | <b>16.4</b>  | <b>10.0</b>  | <b>15.0</b>  | <b>15.0</b>  | <b>30.0</b>  | <b>12.0</b>  | <b>5.8</b>   | <b>-</b>     |
| <b>State (programming basis)</b>           |                  |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief (TCRP)           | 9.2              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                      | <b>9.2</b>       | <b>-</b>     |
| <b>Federal (programming basis)</b>         |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                       | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                       | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>           |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | 1.6              |              |              |              |              |              |              |              |              |              |              |
| Interregional Improvement Prog Funds (IIP) | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                      | <b>1.6</b>       | <b>-</b>     |
| <b>TOTAL REVENUES</b>                      | <b>115.0</b>     | <b>-</b>     | <b>-</b>     | <b>16.4</b>  | <b>10.0</b>  | <b>15.0</b>  | <b>15.0</b>  | <b>30.0</b>  | <b>12.0</b>  | <b>5.8</b>   | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Total cost unescalated (2005\$) \$58.53, escalated: \$115.0
2. Part of 2003 Short Range Plan priority 24.
3. One carpool lane and one mixed flow lane in each direction.
4. Call for Projects 8349 (\$1.6 RIP); STIP PPNO 2741, EA 21062.
5. Currently in design phase. (estimated opening FY 2027)
6. See separate RSTI page for Mission Blvd/SR-71 Interchange.
7. TCRP #50.

**LACMTA Financial Forecasting Model**  
**SR-71 Gap-Mission Blvd. to Rio Rancho Rd.**

Post Mile

0.5/4.5

30-10 8/19/11

| (\$ in millions)                       | Total<br>'10-'40 | %      | Prior<br>to FY10 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 | 2029<br>2030 |
|--|------------------|--------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |        |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 325.6            |        |                  | -                | 300.6            | 25.0             | -            | -            | -            | 28.7         | 63.6         | 65.0         | 55.7         | 49.5         | 38.1         | 25.0         |
| Baseline Project Programmed            | -                |        | 4.4              | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>     | 325.6            |        | 4.4              | -                | 300.6            | 25.0             | -            | -            | -            | 28.7         | 63.6         | 65.0         | 55.7         | 49.5         | 38.1         | 25.0         |
| <b>TOTAL COSTS INFLATED</b>            | 325.6            | 100.0% | 4.4              | -                | 300.6            | 25.0             | -            | -            | -            | 28.7         | 63.6         | 65.0         | 55.7         | 49.5         | 38.1         | 25.0         |
| <b>PROJECT REVENUES</b>                |                  |        |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |        |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)    | 102.0            | 31.3%  |                  | -                | 102.0            | -                | -            | -            |              |              |              | 65.0         | 35.0         | 2.0          |              |              |
| <b>Subtotal Prop. C</b>                | 102.0            |        | 0.0              | -                | 102.0            | -                | -            | -            | -            | -            | -            | 65.0         | 35.0         | 2.0          | -            | -            |
| <b>Total Local</b>                     | 102.0            | 31.3%  |                  | -                | 102.0            | -                | -            | -            | -            | -            | -            | 65.0         | 35.0         | 2.0          | -            | -            |
| <b>State (programming basis)</b>       |                  |        |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief (TCRP)       | -                |        | 4.4              | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                  | -                |        | 4.4              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>     |                  |        |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | 20.7             | 6.4%   |                  | -                | 20.7             | -                | -            | -            |              |              |              |              | 20.7         | -            | -            | -            |
| RSTP                                   | -                |        |                  | -                | -                | -                | -            | -            |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                | 20.7             | 6.4%   |                  | -                | 20.7             | -                | -            | -            | -            | -            | -            | -            | 20.7         | -            | -            | -            |
| <b>Mixed (programming basis)</b>       |                  |        |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds (RIP)       | 202.9            | 62.3%  |                  | -                | 177.9            | 25.0             |              | -            | -            | 28.7         | 63.6         |              |              | 47.5         | 38.1         | 25.0         |
| Interregional Improvement Funds        | -                |        |                  | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                  | 202.9            | 62.3%  |                  | -                | 177.9            | 25.0             | -            | -            | -            | 28.7         | 63.6         | -            | -            | 47.5         | 38.1         | 25.0         |
| <b>TOTAL REVENUES</b>                  | 325.6            | 100.0% | 4.4              | -                | 300.6            | 25.0             | -            | -            | -            | 28.7         | 63.6         | 65.0         | 55.7         | 49.5         | 38.1         | 25.0         |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | -                |        | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Part of 2003 Short Range Plan priority 24.
2. Total cost \$152.75 unescalated (2005\$), escalated: \$330.0
3. One mixed flow lane & one Carpool Lane each direction.
4. See separate RSTI page for Mission Blvd/SR-71 Interchange:  
CFP 6340, 8400; PPNO 2232A.
5. Estimated opening FY 2029.

**LACMTA Financial Forecasting Model**

**US-101 S.B. from L.A. St. to Center St. - Improve**

**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                |                  |                  |                  |              |              |              |              |
| Baseline Project Programmed                | 12.3             | 28.6           | 12.3             | -                | -                | -            | 12.3         | -            | -            |
| <b>Subtotal Construction Costs</b>         | 12.3             | 28.6           | 12.3             | -                | -                | -            | 12.3         | -            | -            |
| <b>TOTAL COSTS INFLATED</b>                | 12.3             | 28.6           | 12.3             | -                | -                | -            | 12.3         | -            | -            |
| <b>PROJECT REVENUES</b>                    |                  |                |                  |                  |                  |              |              |              |              |
| <b>Local</b>                               |                  |                |                  |                  |                  |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 12.3             | 25.8           | 12.3             | -                | -                | -            | 12.3         | -            | -            |
| <b>Subtotal Prop. C</b>                    | 12.3             | 25.8           | 12.3             | -                | -                | -            | 12.3         | -            | -            |
| <b>Total Local</b>                         | 12.3             | 25.8           | 12.3             | -                | -                | -            | 12.3         | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 2.8            | -                | -                | -                | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | -              | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | -                | 2.8            | -                | -                | -                | -            | -            | -            | -            |
| <b>Total Revenues</b>                      | 12.3             | 28.6           | 12.3             | -                | -                | -            | 12.3         | -            | -            |
| <b>Total Surplus/&lt;Shortfall&gt;</b>     | -                | -              | -                | -                | -                | -            | -            | -            | -            |

**NOTES:**

- 2003 SRTP priority 2: cost \$30.6 plus \$9.1 for Eastside LRT overpass plus \$1.2 for Commercial Street = total \$40.9
- Call for Projects 4257LK and 8353.
- STIP PPNO 0567P, EA 1199U, realign SB fwy & ramp.
- RSTI CFP 8043, PPNO 3096, Commercial St widening.
- Construction began Sep 2004, opened 2007.
- Freeway ramp realignment at Center Street.

**LACMTA Financial Forecasting Model  
US-101 Van Nuys Blvd. Off Ramps**

**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | %      | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 |
|--|------------------|--------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |        |                |                  |                  |                  |              |              |              |              |              |
| Not yet programmed                         | -                |        |                | -                | -                | -                | -            | -            | -            | -            | -            |
| Programmed                                 | 9.4              | -      | 4.5            | 9.4              | -                | -                | -            | -            | 0.8          | 8.6          | -            |
| <b>Subtotal Construction Costs</b>         | 9.4              | -      | 4.5            | 9.4              | -                | -                | -            | -            | 0.8          | 8.6          | -            |
| <b>TOTAL COSTS INFLATED</b>                | 9.4              | 100.0% |                | 9.4              | -                | -                | -            | -            | 0.8          | 8.6          | -            |
| <b>PROJECT REVENUES</b>                    |                  |        |                |                  |                  |                  |              |              |              |              |              |
| <b>Local</b>                               |                  |        |                |                  |                  |                  |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 0.8              | 8.0%   |                | 0.8              | -                | -                | -            | -            | 0.8          | -            | -            |
| <b>Total Local</b>                         | 0.8              | 8.0%   |                | 0.8              | -                | -                | -            | -            | 0.8          | -            | -            |
| <b>State (programming basis)</b>           |                  |        |                |                  |                  |                  |              |              |              |              |              |
| State Infrastructure Bonds                 | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            | -            |
| Traffic Congestion Relief Program          | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |        |                |                  |                  |                  |              |              |              |              |              |
| Other Federal Funds                        | -                | 0.0%   | 1.0            | -                | -                | -                | -            | -            | -            | -            | -            |
| CMAQ                                       | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            | -            |
| RSTP                                       | -                |        |                | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | -                | 0.0%   | 1.0            | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |        |                |                  |                  |                  |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 0.0%   | 1.0            | -                | -                | -                | -            | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | 8.6              | 92.0%  | 2.5            | 8.6              | -                | -                | -            | -            | -            | 8.6          | -            |
| <b>Subtotal Mixed</b>                      | 8.6              | 92.0%  | 3.5            | 8.6              | -                | -                | -            | -            | -            | 8.6          | -            |
| <b>Total Revenues</b>                      | 9.4              | 100.0% | 4.5            | 9.4              | -                | -                | -            | -            | 0.8          | 8.6          | -            |
| <b>Total Surplus/&lt;Shortfall&gt;</b>     | -                | -      |                | -                | -                | -                | -            | -            | -            | -            | -            |

**NOTES:**

1. Call for Projects 8503.
2. STIP PPNO 2789, EA 199630.
3. One additional lane for both NB and SB off-ramps at Van Nuys Blvd.

**LACMTA Financial Forecasting Model**  
**SR-134 - Hollywood Way Interchange**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | %      | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 |
|--|------------------|--------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |        |                |                  |                  |                  |              |              |              |              |
| Programmed                                 | 2.7              | -      | 40.6           | 2.7              | -                | -                | 0.6          | 0.6          | 0.1          | 1.4          |
| <b>Subtotal Construction Costs</b>         | 2.7              | -      | 40.6           | 2.7              | -                | -                | 0.6          | 0.6          | 0.1          | 1.4          |
| <b>TOTAL COSTS INFLATED</b>                | 2.7              | 100.0% |                | 2.7              | -                | -                | 0.6          | 0.6          | 0.1          | 1.4          |
| <b>PROJECT REVENUES</b>                    |                  |        |                |                  |                  |                  |              |              |              |              |
| <b>Local</b>                               |                  |        |                |                  |                  |                  |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 2.7              | 100.0% | 1.1            | 2.7              | -                | -                | 0.6          | 0.6          | 0.1          | 1.4          |
| <b>Total Local</b>                         | 2.7              | 100.0% | 1.1            | 2.7              | -                | -                | 0.6          | 0.6          | 0.1          | 1.4          |
| <b>State (programming basis)</b>           |                  |        |                |                  |                  |                  |              |              |              |              |
| State Bonds                                | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            |
| Traffic Congestion Relief Program          | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |        |                |                  |                  |                  |              |              |              |              |
| Other Federal Funds                        | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            |
| CMAQ                                       | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            |
| RSTP                                       | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |        |                |                  |                  |                  |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 0.0%   | 16.7           | -                | -                | -                | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | 0.0%   | 22.8           | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | -                | 0.0%   | 39.6           | -                | -                | -                | -            | -            | -            | -            |
| <b>Total Revenues</b>                      | 2.7              | 100.0% | 40.6           | 2.7              | -                | -                | 0.6          | 0.6          | 0.1          | 1.4          |
| <b>Total Surplus/&lt;Shortfall&gt;</b>     | -                | -      |                | -                | -                | -                | -            | -            | -            | -            |

**NOTES:**

- Total cost is: \$43.3
- Call for Projects Freeway 8415.
- STIP PPNO 2223, EA 18850.
- On-ramp in Burbank between Hollywood Way & Alameda Ave.
- Construction April 2007 to Summer 2010.

**LACMTA Financial Forecasting Model**

Post Mile

**I-405 Carpool Lanes - I-105 to SR-90**

22.2/25.6

**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                |                  |                  |                  |              |              |              |
| Not yet programmed                     | -                |                | -                | -                | -                | -            | -            | -            |
| Baseline project programmed            | 6.5              | 43.5           | 6.5              | -                | -                | -            | 6.5          | -            |
| <b>Subtotal Construction Costs</b>     | 6.5              | 43.5           | 6.5              | -                | -                | -            | 6.5          | -            |
| <b>TOTAL COSTS INFLATED</b>            | 6.5              | 43.5           | 6.5              | -                | -                | -            | 6.5          | -            |
| <b>PROJECT REVENUES</b>                |                  |                |                  |                  |                  |              |              |              |
| <b>Local</b>                           |                  |                |                  |                  |                  |              |              |              |
| Proposition C 25% (Cash Flow)          | 6.5              | 28.5           | 6.5              | -                | -                | -            | 6.5          | -            |
| <b>Subtotal Prop. C</b>                | 6.5              | 28.5           | 6.5              | -                | -                | -            | 6.5          | -            |
| <b>Total Local</b>                     | 6.5              | 28.5           | 6.5              | -                | -                | -            | 6.5          | -            |
| <b>Federal (programming basis)</b>     |                  |                |                  |                  |                  |              |              |              |
| CMAQ                                   | -                | 0.2            | -                | -                | -                | -            | -            | -            |
| RSTP                                   | -                | 8.6            | -                | -                | -                | -            | -            | -            |
| <b>Subtotal Federal</b>                | -                | 8.8            | -                | -                | -                | -            | -            | -            |
| <b>Mixed (programming basis)</b>       |                  |                |                  |                  |                  |              |              |              |
| Regional Improvement Prog Funds (RIP)  | -                | 6.2            | -                | -                | -                | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | -                | 6.2            | -                | -                | -                | -            | -            | -            |
| <b>Total Revenues</b>                  | 6.5              | 43.5           | 6.5              | -                | -                | -            | 6.5          | -            |
| <b>Total Surplus/&lt;Shortfall&gt;</b> | -                | -              | -                | -                | -                | -            | -            | -            |

**NOTES:**

1. Outstanding balance from CFP 2196LK, 2196B, and 6139.
2. STIP PPNO 0824B, EA 1198U, Lennox Blvd to SR-90.
3. Construction began Jan 2003, completed May 2006.
4. Total cost including prior years is: \$50.0
5. Includes \$4.2 cost increase approved by Board in March 2006.
6. Includes \$9.7 cost increase approved by Board in Dec 2006.

LACMTA Financial Forecasting Model

Post Mile

I-405 Carpool Lanes - SR-90 to I-10, NB & SB

25.9/29.5

30-10 8/19/11

| (\$ in millions)                       | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                |                  |                  |                  |              |              |              |              |              |
| Baseline project programmed            | 29.3             | 151.5          | 29.3             | -                | -                | 0.1          | 29.2         | 0.0          | -            | -            |
| <b>Subtotal Construction Costs</b>     | <b>29.3</b>      | <b>151.5</b>   | <b>29.3</b>      | <b>-</b>         | <b>-</b>         | <b>0.1</b>   | <b>29.2</b>  | <b>0.0</b>   | <b>-</b>     | <b>-</b>     |
| <b>TOTAL COSTS INFLATED</b>            | <b>29.3</b>      | <b>151.5</b>   | <b>29.3</b>      | <b>-</b>         | <b>-</b>         | <b>0.1</b>   | <b>29.2</b>  | <b>0.0</b>   | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                |                  |                |                  |                  |                  |              |              |              |              |              |
| <b>Local</b>                           |                  |                |                  |                  |                  |              |              |              |              |              |
| Proposition C 25% (Cash Flow)          | 0.2              | 0.6            | 0.2              | -                | -                | 0.05         | 0.1          | 0.04         | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>0.2</b>       | <b>0.6</b>     | <b>0.2</b>       | <b>-</b>         | <b>-</b>         | <b>0.1</b>   | <b>0.1</b>   | <b>0.0</b>   | <b>-</b>     | <b>-</b>     |
| <b>Total Local</b>                     | <b>0.2</b>       | <b>0.6</b>     | <b>0.2</b>       | <b>-</b>         | <b>-</b>         | <b>0.1</b>   | <b>0.1</b>   | <b>0.0</b>   | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>     |                  |                |                  |                  |                  |              |              |              |              |              |
| CMAQ                                   | 4.0              | 14.8           | 4.0              | -                | -                | -            | 4.0          | -            | -            | -            |
| RSTP                                   | -                | 12.5           | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | <b>4.0</b>       | <b>27.3</b>    | <b>4.0</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>4.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                  |                |                  |                  |                  |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)  | 25.1             | 123.6          | 25.1             | -                | -                | -            | 25.1         | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | <b>25.1</b>      | <b>123.6</b>   | <b>25.1</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>25.1</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>                  | <b>29.3</b>      | <b>151.5</b>   | <b>29.3</b>      | <b>-</b>         | <b>-</b>         | <b>0.1</b>   | <b>29.2</b>  | <b>0.0</b>   | <b>-</b>     | <b>-</b>     |
| <b>Total Surplus/&lt;Shortfall&gt;</b> | <b>-</b>         | <b>-</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

- Escalated project cost including prior years: \$180.8
- Outstanding balance from Call for Projects 2206LK, 4270, 6140, 6141.
- STIP PPNOs 0837A, EA 1178A0; and 0837C, EA 1178C0.
- Construction began Oct 2004.
- Opened November 2009.

**LACMTA Financial Forecasting Model**

Post Mile

I-405 SB Carpool Lanes & Aux Lane-Waterford to I-10

29.2/32.1

**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                |                  |                  |                  |              |              |              |              |              |              |
| Not yet programmed                         | -                |                | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| Baseline Project                           | 6.2              | 43.8           | 6.2              | -                | -                | 0.5          | -            | -            | -            | 5.7          | -            |
| <b>Subtotal Construction Costs</b>         | <b>6.2</b>       | <b>43.8</b>    | <b>6.2</b>       | <b>-</b>         | <b>-</b>         | <b>0.5</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>5.7</b>   | <b>-</b>     |
| <b>TOTAL COSTS INFLATED</b>                | <b>6.2</b>       | <b>43.8</b>    | <b>6.2</b>       | <b>-</b>         | <b>-</b>         | <b>0.5</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>5.7</b>   | <b>-</b>     |
| <b>PROJECT REVENUES</b>                    |                  |                |                  |                  |                  |              |              |              |              |              |              |
| <b>Local</b>                               |                  |                |                  |                  |                  |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)              | 0.5              | 9.1            | 0.5              | -                | -                | 0.5          | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                    | <b>0.5</b>       | <b>9.1</b>     | <b>0.5</b>       | <b>-</b>         | <b>-</b>         | <b>0.5</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                         |                  |                |                  |                  |                  |              |              |              |              |              |              |
| <b>State (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |              |              |
| GARVEE Bond Proceeds                       | -                | 21.6           | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| Traffic Congestion Relief (TCRP)           | 5.7              |                | 5.7              | -                | -                | -            | -            | -            | -            | 5.7          | -            |
| <b>Subtotal State</b>                      | <b>5.7</b>       | <b>21.6</b>    | <b>5.7</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>5.7</b>   | <b>-</b>     |
| <b>Federal (programming basis)</b>         |                  |                |                  |                  |                  |              |              |              |              |              |              |
| CMAQ                                       | -                |                | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>-</b>         | <b>-</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | 13.1           | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | <b>-</b>         | <b>13.1</b>    | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>                      | <b>6.2</b>       | <b>43.8</b>    | <b>6.2</b>       | <b>-</b>         | <b>-</b>         | <b>0.5</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>5.7</b>   | <b>-</b>     |
| <b>Total Surplus/&lt;Shortfall&gt;</b>     | <b>-</b>         | <b>-</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. 2003 Short Range Plan priority 3.
2. Total project cost including prior years is: \$50.0
3. Call for Projects 8354.
4. STIP PPNO 2333, EA 195900, GARVEE project.
5. TCRP #52.
6. Construction began April 2005, to be completed Fall 2008.
7. TCRP LONP of \$9.648 allocated by CTC 7/09.
8. Open 2009.

LACMTA Financial Forecasting Model  
I-405 Carpool Lanes - I-10 to US-101  
over Sepulveda Pass, NB  
30-10 8/19/11

Post Mile  
32.5/39.4

| (\$ in millions)                            | Total<br>'10-'40 | %      | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|--------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                        |                  |        |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Baseline project programmed                 | 976.2            | -      | 63.8           | 976.2            | -                | -                | 163.2        | 165.0        | 242.0        | 317.0        | 65.0         | 8.0          | 8.0          | 8.0          | -            | -            |
| <b>Subtotal Construction Costs</b>          | 976.2            | -      | 63.8           | 976.2            | -                | -                | 163.2        | 165.0        | 242.0        | 317.0        | 65.0         | 8.0          | 8.0          | 8.0          | -            | -            |
| <b>TOTAL COSTS INFLATED</b>                 | 976.2            | 100.0% | 63.8           | 976.2            | -                | -                | 163.2        | 165.0        | 242.0        | 317.0        | 65.0         | 8.0          | 8.0          | 8.0          | -            | -            |
| <b>PROJECT REVENUES</b>                     |                  |        |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                |                  |        |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow) (FIS 405523)  | 11.0             | 1.1%   | 2.0            | 11.0             | -                | -                | -            | -            | 5.0          | 6.0          |              |              |              |              |              |              |
| <b>Subtotal Prop. C</b>                     | 11.0             | 1.1%   | 2.0            | 11.0             | -                | -                | -            | -            | 5.0          | 6.0          | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                          |                  |        |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Local Agency Funds (City of LA)             | 6.0              | 0.6%   |                | 6.0              | -                | -                | -            | -            |              | 6.0          | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                          | 17.0             | 1.7%   | 2.0            | 17.0             | -                | -                | -            | -            | 5.0          | 6.0          | 6.0          | -            | -            | -            | -            | -            |
| <b>State (programming basis)</b>            |                  |        |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| State Infrastructure Bonds (CMIA)           | 594.0            | 60.8%  | 20.0           | 594.0            | -                | -                | 24.3         | 26.9         | 210.0        | 281.8        | 51.0         |              |              |              |              |              |
| Traffic Congestion Relief Prog Alloc (TCRP) | 56.0             | 5.7%   | 34.0           | 56.0             | -                | -                | 8.0          |              | 8.0          | 8.0          | 8.0          | 8.0          | 8.0          | 8.0          |              |              |
| <b>Subtotal State</b>                       | 650.0            | 66.6%  | 54.0           | 650.0            | -                | -                | 32.3         | 26.9         | 218.0        | 289.8        | 59.0         | 8.0          | 8.0          | 8.0          | -            | -            |
| <b>Federal (programming basis)</b>          |                  |        |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| ARRA  | 100.0            | 10.2%  |                | 100.0            | -                | -                | -            | 100.0        |              |              |              |              |              |              |              |              |
| Other Federal Funds-Earmarks (cash flow)    | 109.2            | 11.2%  | 7.8            | 109.2            | -                | -                | 41.0         | 31.0         | 16.0         | 21.2         | -            | -            | -            | -            | -            | -            |
| RSTP  | 10.1             | 1.0%   |                | 10.1             | -                | -                | -            | 7.1          | 3.0          | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                     | 219.3            | 22.5%  | 7.8            | 219.3            | -                | -                | 41.0         | 138.1        | 19.0         | 21.2         | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>            |                  |        |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Caltrans ARRA Funds                         | 89.9             | 9.2%   |                | 89.9             | -                | -                | 89.9         |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                       | 89.9             | 9.2%   |                | 89.9             | -                | -                | 89.9         | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Revenues</b>                       | 976.2            | 100.0% | 63.8           | 976.2            | -                | -                | 163.2        | 165.0        | 242.0        | 317.0        | 65.0         | 8.0          | 8.0          | 8.0          | -            | -            |
| <b>Total Surplus/&lt;Shortfall&gt;</b>      | -                |        |                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Total cost unescalated \$770 (2006\$), escalated: \$1,040
2. TCRP Project 39 (\$5.9 spent as of 1/06).
3. SAFETEA-LU Nat'l Corridor Infrastructure Improvement  
Progr proj #18: \$100 M.
4. SAFETEA-LU Transp Improvement Prog #20: \$30 M.
5. SAFETEA-LU amount programmed at 90% of total = \$117 M.
6. Board approved \$6 LOP budget increase in Feb. 2011.
7. PPNO 851G, EA 12030.
8. FIS 405523.
9. Estimated opening 2013; 10 miles.

**LACMTA Financial Forecasting Model**  
**I-605 Corridor "Hot Spot" Interchanges**  
**30-10 8/19/11**

| (\$ in millions)                         | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                     |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                       | 797.8            | 150.0            | 467.0            | 180.8            |              |              |              | 21.1         | 16.9         | 18.1         | 17.6         | 17.9         | 17.4         | 41.0         |
| Programmed                               | 15.0             | 15.0             | -                | -                | 0.1          | 10.6         | 4.2          |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>       | <b>812.8</b>     | <b>165.0</b>     | <b>467.0</b>     | <b>180.8</b>     | <b>0.1</b>   | <b>10.6</b>  | <b>4.2</b>   | <b>21.1</b>  | <b>16.9</b>  | <b>18.1</b>  | <b>17.6</b>  | <b>17.9</b>  | <b>17.4</b>  | <b>41.0</b>  |
| <b>Subtotal Costs</b>                    | <b>812.8</b>     | <b>165.0</b>     | <b>467.0</b>     | <b>180.8</b>     | <b>0.1</b>   | <b>10.6</b>  | <b>4.2</b>   | <b>21.1</b>  | <b>16.9</b>  | <b>18.1</b>  | <b>17.6</b>  | <b>17.9</b>  | <b>17.4</b>  | <b>41.0</b>  |
| <b>PROJECT REVENUES</b>                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                             |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                        | 222.8            | -                | 143.0            | 79.8             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                  | <b>222.8</b>     | <b>-</b>         | <b>143.0</b>     | <b>79.8</b>      | <b>-</b>     |
| <b>Other Local</b>                       |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R (FIS 460314) (\$590)           | 590.0            | 165.0            | 324.0            | 101.0            | 0.1          | 10.6         | 4.2          | 21.1         | 16.9         | 18.1         | 17.6         | 17.9         | 17.4         | 41.0         |
| <b>Total Local</b>                       | <b>812.8</b>     | <b>165.0</b>     | <b>467.0</b>     | <b>180.8</b>     | <b>0.1</b>   | <b>10.6</b>  | <b>4.2</b>   | <b>21.1</b>  | <b>16.9</b>  | <b>18.1</b>  | <b>17.6</b>  | <b>17.9</b>  | <b>17.4</b>  | <b>41.0</b>  |
| <b>Federal (programming basis)</b>       |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                     | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                  | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                    | <b>812.8</b>     | <b>165.0</b>     | <b>467.0</b>     | <b>180.8</b>     | <b>0.1</b>   | <b>10.6</b>  | <b>4.2</b>   | <b>21.1</b>  | <b>16.9</b>  | <b>18.1</b>  | <b>17.6</b>  | <b>17.9</b>  | <b>17.4</b>  | <b>41.0</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost            | 2,388.0          | 1,050.0          | 1,338.0          | -                | -            | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 200.0        | 200.0        | 200.0        | 200.0        |
| <b>Highway Strategy Revenues</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>State</b>                             |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| SHOPP (Additional)                       | 26.0             | -                | 26.0             | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State Revenues</b>           | <b>26.0</b>      | <b>-</b>         | <b>26.0</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>                           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)       | 498.0            | 200.0            | 298.0            | -                | -            | -            | -            | -            | -            | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         |
| Federal HPP/PNS Earmarks                 | 600.0            | 200.0            | 400.0            | -                | -            | -            | -            | -            | -            | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         |
| Metropolitan Mobility and Access Program | 742.0            | 450.0            | 292.0            | -                | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         |
| Freight Program                          | 522.0            | 200.0            | 322.0            | -                | -            | -            | -            | -            | -            | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         |
| <b>Subtotal Federal Revenues</b>         | <b>2,362.0</b>   | <b>1,050.0</b>   | <b>1,312.0</b>   | <b>-</b>         | <b>-</b>     | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>200.0</b> | <b>200.0</b> | <b>200.0</b> | <b>200.0</b> |
| <b>Total Highway Strategy Revenues</b>   | <b>2,388.0</b>   | <b>1,050.0</b>   | <b>1,338.0</b>   | <b>-</b>         | <b>-</b>     | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>200.0</b> | <b>200.0</b> | <b>200.0</b> | <b>200.0</b> |
| <b>GRAND TOTAL</b>                       | <b>3,200.8</b>   | <b>1,215.0</b>   | <b>1,805.0</b>   | <b>180.8</b>     | <b>0.1</b>   | <b>60.6</b>  | <b>54.2</b>  | <b>71.1</b>  | <b>66.9</b>  | <b>68.1</b>  | <b>217.6</b> | <b>217.9</b> | <b>217.4</b> | <b>241.0</b> |

**Notes:**

1. \$590 M from Measure R.
2. FIS 460314.

**LACMTA Financial Forecasting Model**  
**I-605 Corridor "Hot Spot" Interchanges**  
**30-10 8/19/11**

| (\$ in millions)                         | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                     |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                       | 797.8            | 45.0         | 45.0         | 45.0         | 45.0         | 45.0         | 45.0         | 40.0         | 14.0         | 68.0         | 75.0         | 130.8        | 50.0         | -            |
| Programmed                               | 15.0             |              |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>       | <b>812.8</b>     | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>40.0</b>  | <b>14.0</b>  | <b>68.0</b>  | <b>75.0</b>  | <b>130.8</b> | <b>50.0</b>  | <b>-</b>     |
| <b>Subtotal Costs</b>                    | <b>812.8</b>     | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>40.0</b>  | <b>14.0</b>  | <b>68.0</b>  | <b>75.0</b>  | <b>130.8</b> | <b>50.0</b>  | <b>-</b>     |
| <b>PROJECT REVENUES</b>                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                             |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                        | 222.8            | -            | -            | -            | -            | -            | -            | -            | -            | 68.0         | 75.0         | 79.8         | -            | -            |
| <b>Subtotal Prop. C</b>                  | <b>222.8</b>     | <b>-</b>     | <b>68.0</b>  | <b>75.0</b>  | <b>79.8</b>  | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                       |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Measure R (FIS 460314) (\$590)           | 590.0            | 45.0         | 45.0         | 45.0         | 45.0         | 45.0         | 45.0         | 40.0         | 14.0         |              |              | 51.0         | 50.0         | -            |
| <b>Total Local</b>                       | <b>812.8</b>     | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>40.0</b>  | <b>14.0</b>  | <b>68.0</b>  | <b>75.0</b>  | <b>130.8</b> | <b>50.0</b>  | <b>-</b>     |
| <b>Federal (programming basis)</b>       |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                     | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                  | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                    | <b>812.8</b>     | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>45.0</b>  | <b>40.0</b>  | <b>14.0</b>  | <b>68.0</b>  | <b>75.0</b>  | <b>130.8</b> | <b>50.0</b>  | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>   | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost            | 2,388.0          | 208.0        | 209.0        | 161.0        | 152.0        | 152.0        | 152.0        | 152.0        | 152.0        | -            | -            | -            | -            | -            |
| <b>Highway Strategy Revenues</b>         |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>                             |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| SHOPP (Additional)                       | 26.0             | 8.0          | 9.0          | 9.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State Revenues</b>           | <b>26.0</b>      | <b>8.0</b>   | <b>9.0</b>   | <b>9.0</b>   | <b>-</b>     |
| <b>Federal</b>                           |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)       | 498.0            | 50.0         | 50.0         | 33.0         | 33.0         | 33.0         | 33.0         | 33.0         | 33.0         |              |              |              |              |              |
| Federal HPP/PNS Earmarks                 | 600.0            | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         |              |              |              |              |              |
| Metropolitan Mobility and Access Program | 742.0            | 50.0         | 50.0         | 32.0         | 32.0         | 32.0         | 32.0         | 32.0         | 32.0         |              |              |              |              |              |
| Freight Program                          | 522.0            | 50.0         | 50.0         | 37.0         | 37.0         | 37.0         | 37.0         | 37.0         | 37.0         |              |              |              |              |              |
| <b>Subtotal Federal Revenues</b>         | <b>2,362.0</b>   | <b>200.0</b> | <b>200.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Highway Strategy Revenues</b>   | <b>2,388.0</b>   | <b>208.0</b> | <b>209.0</b> | <b>161.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>152.0</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>GRAND TOTAL</b>                       | <b>3,200.8</b>   | <b>253.0</b> | <b>254.0</b> | <b>206.0</b> | <b>197.0</b> | <b>197.0</b> | <b>197.0</b> | <b>192.0</b> | <b>166.0</b> | <b>68.0</b>  | <b>75.0</b>  | <b>130.8</b> | <b>50.0</b>  | <b>-</b>     |

**Notes:**

1. \$590 M from Measure R.
2. FIS 460314.

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| (\$ in millions)                              | Total<br>'10-'40 | %             | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|---------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                          |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                            | 683.6            |               |                | 16.8             | 108.4            | 558.4            |              |              | 1.9          | 14.9         | -            | -            | -            | -            | -            | -            |
| Baseline Project Programmed                   | -                | -             |                | -                | -                | -                | -            | -            |              |              |              |              |              |              |              |              |
| <b>Subtotal Costs</b>                         | <b>683.6</b>     | <b>100.0%</b> |                | <b>16.8</b>      | <b>108.4</b>     | <b>558.4</b>     | <b>-</b>     | <b>-</b>     | <b>1.9</b>   | <b>14.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                       |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                  |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)           | 133.0            | 19.5%         |                | 1.9              | -                | 131.1            |              |              | 1.9          |              | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                       | <b>133.0</b>     | <b>19.5%</b>  |                | <b>1.9</b>       | <b>-</b>         | <b>131.1</b>     | <b>-</b>     | <b>-</b>     | <b>1.9</b>   | <b>-</b>     |
| <b>Other Local</b>                            |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Meas R 20% (405520) \$\$463 (\$590 incl early | 463.0            | 67.7%         |                | 14.9             | 108.4            | 339.7            |              |              |              | 14.9         |              |              |              |              |              |              |
| Local Agency Funds                            | -                | 0.0%          |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Total Local</b>                            | <b>596.0</b>     | <b>87.2%</b>  |                | <b>16.8</b>      | <b>108.4</b>     | <b>470.8</b>     | <b>-</b>     | <b>-</b>     | <b>1.9</b>   | <b>14.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>            |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ  | 36.0             | 5.3%          |                | -                | -                | 36.0             |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                       | <b>36.0</b>      | <b>5.3%</b>   |                | <b>-</b>         | <b>-</b>         | <b>36.0</b>      | <b>-</b>     |
| <b>Mixed (programming basis)</b>              |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)         | 51.6             | 7.5%          |                | -                | -                | 51.6             |              |              |              |              |              |              |              |              |              |              |
| Interregional Improvement Prog Funds (IIP)    | -                | 0.0%          |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                         | <b>51.6</b>      | <b>7.5%</b>   |                | <b>-</b>         | <b>-</b>         | <b>51.6</b>      | <b>-</b>     |
| <b>Total Revenues</b>                         | <b>683.6</b>     | <b>100.0%</b> |                | <b>16.8</b>      | <b>108.4</b>     | <b>558.4</b>     | <b>-</b>     | <b>-</b>     | <b>1.9</b>   | <b>14.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Surplus/&lt;Shortfall&gt;</b>        | <b>-</b>         | <b>-</b>      |                | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Highway Strategy Project Cost</b>          | <b>5,580.0</b>   |               |                | <b>3,274.0</b>   | <b>2,306.0</b>   | <b>-</b>         | <b>-</b>     | <b>235.0</b> | <b>235.0</b> | <b>235.0</b> | <b>235.0</b> | <b>235.0</b> | <b>235.0</b> | <b>522.0</b> | <b>532.0</b> | <b>523.0</b> |
| <b>Highway Strategy Revenues</b>              |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                  |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                                     | 2,400.0          |               |                | 1,200.0          | 1,200.0          | -                |              |              |              |              |              |              | 300.0        | 300.0        | 300.0        | 300.0        |
| Container Fees                                | 360.0            |               |                | 240.0            | 120.0            | -                |              |              |              |              |              |              | 60.0         | 60.0         | 60.0         | 60.0         |
| <b>Subtotal Local Revenues</b>                | <b>2,760.0</b>   |               |                | <b>1,440.0</b>   | <b>1,320.0</b>   | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>360.0</b> | <b>360.0</b> | <b>360.0</b> | <b>360.0</b> |
| <b>Federal</b>                                |                  |               |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Cap and Trade                                 | 190.0            |               |                | 130.0            | 60.0             | -                |              |              |              |              |              |              | 30.0         | 40.0         | 30.0         | 30.0         |
| Federal Formula Funds (Additional)            | 360.0            |               |                | 120.0            | 240.0            | -                |              |              |              |              |              |              | 30.0         | 30.0         | 30.0         | 30.0         |
| Federal HPP/PNS Earmarks                      | 645.0            |               |                | 475.0            | 170.0            | -                |              | 75.0         | 75.0         | 75.0         | 75.0         | 75.0         | 25.0         | 25.0         | 25.0         | 25.0         |
| Metro Area                                    | 550.0            |               |                | 550.0            | -                | -                |              | 110.0        | 110.0        | 110.0        | 110.0        | 110.0        |              |              |              |              |
| Freight Program                               | 1,075.0          |               |                | 559.0            | 516.0            | -                |              | 50.0         | 50.0         | 50.0         | 50.0         | 50.0         | 77.0         | 77.0         | 77.0         | 78.0         |
| <b>Subtotal Federal Revenues</b>              | <b>2,820.0</b>   |               |                | <b>1,834.0</b>   | <b>986.0</b>     | <b>-</b>         | <b>-</b>     | <b>235.0</b> | <b>235.0</b> | <b>235.0</b> | <b>235.0</b> | <b>235.0</b> | <b>162.0</b> | <b>172.0</b> | <b>162.0</b> | <b>163.0</b> |
| <b>Total Highway Strategy Revenues</b>        | <b>5,580.0</b>   |               |                | <b>3,274.0</b>   | <b>2,306.0</b>   | <b>-</b>         | <b>-</b>     | <b>235.0</b> | <b>235.0</b> | <b>235.0</b> | <b>235.0</b> | <b>235.0</b> | <b>522.0</b> | <b>532.0</b> | <b>522.0</b> | <b>523.0</b> |
| <b>GRAND TOTAL</b>                            | <b>6,263.6</b>   |               |                | <b>3,290.8</b>   | <b>2,414.4</b>   | <b>558.4</b>     | <b>-</b>     | <b>235.0</b> | <b>236.9</b> | <b>249.9</b> | <b>235.0</b> | <b>235.0</b> | <b>522.0</b> | <b>532.0</b> | <b>522.0</b> | <b>523.0</b> |

Notes:

1. EIR/EIS initiated in Feb 2008; parallel utility studies.
2. FIS 405520.

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| (\$ in millions)                            | Total '10-'40  | 2019 2020    | 2020 2021    | 2021 2022    | 2022 2023    | 2023 2024    | 2024 2025    | 2025 2026    | 2026 2027    | 2027 2028    | 2028 2029   |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|
| <b>PROJECT COSTS</b>                        |                |              |              |              |              |              |              |              |              |              |             |
| Not yet programmed                          | 683.6          | -            | -            | -            | -            | -            | -            | 8.4          | 20.0         | 30.0         | 50.0        |
| Baseline Project Programmed                 | -              |              |              |              |              |              |              |              |              |              |             |
| <b>Subtotal Costs</b>                       | <b>683.6</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>8.4</b>   | <b>20.0</b>  | <b>30.0</b>  | <b>50.0</b> |
| <b>PROJECT REVENUES</b>                     |                |              |              |              |              |              |              |              |              |              |             |
| <b>Local</b>                                |                |              |              |              |              |              |              |              |              |              |             |
| Proposition C 25% (cash flow basis)         | 133.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -           |
| <b>Subtotal Prop. C</b>                     | <b>133.0</b>   | <b>-</b>     | <b>-</b>    |
| <b>Other Local</b>                          |                |              |              |              |              |              |              |              |              |              |             |
| Meas R 20% (405520) \$463 (\$590 incl early | 463.0          |              |              |              |              |              |              | 8.4          | 20.0         | 30.0         | 50.0        |
| Local Agency Funds                          | -              |              |              |              |              |              |              |              |              |              |             |
| <b>Total Local</b>                          | <b>596.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>8.4</b>   | <b>20.0</b>  | <b>30.0</b>  | <b>50.0</b> |
| <b>Federal (programming basis)</b>          |                |              |              |              |              |              |              |              |              |              |             |
| <b>CMAQ</b>                                 |                |              |              |              |              |              |              |              |              |              |             |
|   | 36.0           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -           |
| <b>Subtotal Federal</b>                     | <b>36.0</b>    | <b>-</b>     | <b>-</b>    |
| <b>Mixed (programming basis)</b>            |                |              |              |              |              |              |              |              |              |              |             |
| Regional Improvement Prog Funds (RIP)       | 51.6           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -           |
| Interregional Improvement Prog Funds (IIP)  | -              |              |              |              |              |              |              |              |              |              |             |
| <b>Subtotal Mixed</b>                       | <b>51.6</b>    | <b>-</b>     | <b>-</b>    |
| <b>Total Revenues</b>                       | <b>683.6</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>8.4</b>   | <b>20.0</b>  | <b>30.0</b>  | <b>50.0</b> |
| <b>Total Surplus/&lt;Shortfall&gt;</b>      | <b>-</b>       | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    |
| <b>Highway Strategy Project Cost</b>        | <b>5,580.0</b> | <b>523.0</b> | <b>523.0</b> | <b>210.0</b> | <b>-</b>    |
| <b>Highway Strategy Revenues</b>            |                |              |              |              |              |              |              |              |              |              |             |
| <b>Local</b>                                |                |              |              |              |              |              |              |              |              |              |             |
| Tolls/PPP                                   | 2,400.0        | 300.0        | 300.0        | 100.0        | 100.0        | 100.0        | 100.0        | 100.0        | 100.0        | 100.0        |             |
| Container Fees                              | 360.0          | 60.0         | 60.0         |              |              |              |              |              |              |              |             |
| <b>Subtotal Local Revenues</b>              | <b>2,760.0</b> | <b>360.0</b> | <b>360.0</b> | <b>100.0</b> | <b>-</b>    |
| <b>Federal</b>                              |                |              |              |              |              |              |              |              |              |              |             |
| Cap and Trade                               | 190.0          | 30.0         | 30.0         |              |              |              |              |              |              |              |             |
| Federal Formula Funds (Additional)          | 360.0          | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         |             |
| Federal HPP/PNS Earmarks                    | 645.0          | 25.0         | 25.0         | 20.0         | 20.0         | 20.0         | 20.0         | 20.0         | 20.0         | 20.0         |             |
| Metro Area                                  | 550.0          |              |              |              |              |              |              |              |              |              |             |
| Freight Program                             | 1,075.0        | 78.0         | 78.0         | 60.0         | 60.0         | 60.0         | 60.0         | 60.0         | 60.0         | 60.0         |             |
| <b>Subtotal Federal Revenues</b>            | <b>2,820.0</b> | <b>163.0</b> | <b>163.0</b> | <b>110.0</b> | <b>-</b>    |
| <b>Total Highway Strategy Revenues</b>      | <b>5,580.0</b> | <b>523.0</b> | <b>523.0</b> | <b>210.0</b> | <b>-</b>    |
| <b>GRAND TOTAL</b>                          | <b>6,263.6</b> | <b>523.0</b> | <b>523.0</b> | <b>210.0</b> | <b>210.0</b> | <b>210.0</b> | <b>210.0</b> | <b>218.4</b> | <b>230.0</b> | <b>30.0</b>  | <b>50.0</b> |

**Notes:**

1. EIR/EIS initiated in Feb 2008; parallel utility studies.
2. FIS 405520.

**LACMTA Financial Forecasting Model**

**I-710 South**

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| (\$ in millions)                            | Total<br>'10-'40 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|---|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                        |                  |              |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                          | 683.6            | 50.0         | 117.9        | 151.6        | 96.6         | 105.2        | 37.1         | -            | -            | -            | -            | -            |
| Baseline Project Programmed                 | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Costs</b>                       | <b>683.6</b>     | <b>50.0</b>  | <b>117.9</b> | <b>151.6</b> | <b>96.6</b>  | <b>105.2</b> | <b>37.1</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                     |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                |                  |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)         | 133.0            | -            | 18.2         | 27.2         | 26.5         | 54.3         | 4.9          | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                     | <b>133.0</b>     | <b>-</b>     | <b>18.2</b>  | <b>27.2</b>  | <b>26.5</b>  | <b>54.3</b>  | <b>4.9</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                          |                  |              |              |              |              |              |              |              |              |              |              |              |
| Meas R 20% (405520) \$463 (\$590 incl early | 463.0            | 50.0         | 95.0         | 97.0         | 60.0         | 23.0         | 14.7         | -            | -            | -            | -            | -            |
| Local Agency Funds                          | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                          | <b>596.0</b>     | <b>50.0</b>  | <b>113.2</b> | <b>124.2</b> | <b>86.5</b>  | <b>77.3</b>  | <b>19.6</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>          |                  |              |              |              |              |              |              |              |              |              |              |              |
| CMAQ  | 36.0             | -            | 4.7          | 27.4         | -            | -            | 3.9          | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                     | <b>36.0</b>      | <b>-</b>     | <b>4.7</b>   | <b>27.4</b>  | <b>-</b>     | <b>-</b>     | <b>3.9</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>            |                  |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)       | 51.6             | -            | -            | -            | 10.1         | 27.9         | 13.6         | -            | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP)  | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                       | <b>51.6</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>10.1</b>  | <b>27.9</b>  | <b>13.6</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Revenues</b>                       | <b>683.6</b>     | <b>50.0</b>  | <b>117.9</b> | <b>151.6</b> | <b>96.6</b>  | <b>105.2</b> | <b>37.1</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Surplus/&lt;Shortfall&gt;</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Highway Strategy Project Cost</b>        | <b>5,580.0</b>   | <b>-</b>     |
| <b>Highway Strategy Revenues</b>            |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                |                  |              |              |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                                   | 2,400.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Container Fees                              | 360.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Local Revenues</b>              | <b>2,760.0</b>   | <b>-</b>     |
| <b>Federal</b>                              |                  |              |              |              |              |              |              |              |              |              |              |              |
| Cap and Trade                               | 190.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Federal Formula Funds (Additional)          | 360.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Federal HPP/PNS Earmarks                    | 645.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Metro Area                                  | 550.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Freight Program                             | 1,075.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal Revenues</b>            | <b>2,820.0</b>   | <b>-</b>     |
| <b>Total Highway Strategy Revenues</b>      | <b>5,580.0</b>   | <b>-</b>     |
| <b>GRAND TOTAL</b>                          | <b>6,263.6</b>   | <b>50.0</b>  | <b>117.9</b> | <b>151.6</b> | <b>96.6</b>  | <b>105.2</b> | <b>37.1</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**Notes:**

1. EIR/EIS initiated in Feb 2008; parallel utility studies.
2. FIS 405520.

**LACMTA Financial Forecasting Model**  
**I-710 Early Action Projects in Long Beach**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 107.8            | 67.8             | 40.0             | -                |              |              |              | 6.4          | 10.5         | 14.7         | 14.2         | 3.8          | 13.5         | 4.7          |
| Programmed                             | 19.2             | 19.2             | -                | -                | 2.0          | 9.2          | 8.0          |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>     | <b>127.0</b>     | <b>87.0</b>      | <b>40.0</b>      | <b>-</b>         | <b>2.0</b>   | <b>9.2</b>   | <b>8.0</b>   | <b>6.4</b>   | <b>10.5</b>  | <b>14.7</b>  | <b>14.2</b>  | <b>3.8</b>   | <b>13.5</b>  | <b>4.7</b>   |
| <b>Subtotal Costs</b>                  | <b>127.0</b>     | <b>87.0</b>      | <b>40.0</b>      | <b>-</b>         | <b>2.0</b>   | <b>9.2</b>   | <b>8.0</b>   | <b>6.4</b>   | <b>10.5</b>  | <b>14.7</b>  | <b>14.2</b>  | <b>3.8</b>   | <b>13.5</b>  | <b>4.7</b>   |
| <b>PROJECT REVENUES</b>                |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                     |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| MeasR 20% (\$127) (\$590 incl I-710 S) | 127.0            | 87.0             | 40.0             | -                | 2.0          | 9.2          | 8.0          | 6.4          | 10.5         | 14.7         | 14.2         | 3.8          | 13.5         | 4.7          |
| <b>Total Local</b>                     | <b>127.0</b>     | <b>87.0</b>      | <b>40.0</b>      | <b>-</b>         | <b>2.0</b>   | <b>9.2</b>   | <b>8.0</b>   | <b>6.4</b>   | <b>10.5</b>  | <b>14.7</b>  | <b>14.2</b>  | <b>3.8</b>   | <b>13.5</b>  | <b>4.7</b>   |
| <b>TOTAL REVENUES</b>                  | <b>127.0</b>     | <b>87.0</b>      | <b>40.0</b>      | <b>-</b>         | <b>2.0</b>   | <b>9.2</b>   | <b>8.0</b>   | <b>6.4</b>   | <b>10.5</b>  | <b>14.7</b>  | <b>14.2</b>  | <b>3.8</b>   | <b>13.5</b>  | <b>4.7</b>   |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost          | 560.0            | 560.0            | -                | -                | 32.2         | 19.6         | 29.0         | 38.4         | 37.8         | 92.0         | 127.9        | 111.2        | 69.2         | 2.7          |
| <b>Highway Strategy Revenues</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>                         |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Federal HPP/PNS Earmarks               | 560.0            | 560.0            | -                | -                | 32.2         | 19.6         | 29.0         | 38.4         | 37.8         | 92.0         | 127.9        | 111.2        | 69.2         | 2.7          |
| <b>Subtotal Federal Revenues</b>       | <b>560.0</b>     | <b>560.0</b>     | <b>-</b>         | <b>-</b>         | <b>32.2</b>  | <b>19.6</b>  | <b>29.0</b>  | <b>38.4</b>  | <b>37.8</b>  | <b>92.0</b>  | <b>127.9</b> | <b>111.2</b> | <b>69.2</b>  | <b>2.7</b>   |
| <b>Total Highway Strategy Revenues</b> | <b>560.0</b>     | <b>560.0</b>     | <b>-</b>         | <b>-</b>         | <b>32.2</b>  | <b>19.6</b>  | <b>29.0</b>  | <b>38.4</b>  | <b>37.8</b>  | <b>92.0</b>  | <b>127.9</b> | <b>111.2</b> | <b>69.2</b>  | <b>2.7</b>   |
| <b>GRAND TOTAL</b>                     | <b>687.0</b>     | <b>647.0</b>     | <b>40.0</b>      | <b>-</b>         | <b>34.2</b>  | <b>28.8</b>  | <b>37.0</b>  | <b>44.8</b>  | <b>48.3</b>  | <b>106.7</b> | <b>142.1</b> | <b>115.0</b> | <b>82.7</b>  | <b>7.4</b>   |

**NOTES:**

1. FIS 460316.

**LACMTA Financial Forecasting Model**  
**I-710 Early Action Projects in Long Beach**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 107.8            | 13.5         | 13.1         | 13.4         | -            | -            | -            | -            | -            | -            | -            |
| Programmed                             | 19.2             |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>     | <b>127.0</b>     | <b>13.5</b>  | <b>13.1</b>  | <b>13.4</b>  | <b>-</b>     |
| <b>Subtotal Costs</b>                  | <b>127.0</b>     | <b>13.5</b>  | <b>13.1</b>  | <b>13.4</b>  | <b>-</b>     |
| <b>PROJECT REVENUES</b>                |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                     |                  |              |              |              |              |              |              |              |              |              |              |
| MeasR 20% (\$127) (\$590 incl I-710 S) | 127.0            | 13.5         | 13.1         | 13.4         | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                     | <b>127.0</b>     | <b>13.5</b>  | <b>13.1</b>  | <b>13.4</b>  | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>127.0</b>     | <b>13.5</b>  | <b>13.1</b>  | <b>13.4</b>  | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost          | 560.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Highway Strategy Revenues</b>       | <b>-</b>         |              |              |              |              |              |              |              |              |              |              |
| <b>Federal</b>                         |                  |              |              |              |              |              |              |              |              |              |              |
| Federal HPP/PNS Earmarks               | 560.0            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal Revenues</b>       | <b>560.0</b>     | <b>-</b>     |
| <b>Total Highway Strategy Revenues</b> | <b>560.0</b>     | <b>-</b>     |
| <b>GRAND TOTAL</b>                     | <b>687.0</b>     | <b>13.5</b>  | <b>13.1</b>  | <b>13.4</b>  | <b>-</b>     |

**NOTES:**

1. FIS 460316.

**LACMTA Financial Forecasting Model**

**SR-710 North Extension (tunnel)**

30-10 8/19/11

| (\$ in millions)                       | Total<br>'10-'40 | %             | Prior<br>to FY10 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 1,059.4          |               |                  | 63.3             | 729.8            | 266.3            |              |              |              | 14.6         | 20.5         | 17.3         | 10.9         | -            | -            | -            |
| Baseline project programmed            | 16.7             |               | 27.1             | 16.7             | -                | -                | 0.1          | 3.1          | 13.5         |              |              |              |              |              |              |              |
| <b>Subtotal Costs</b>                  | <b>1,076.1</b>   | <b>100.0%</b> | <b>27.1</b>      | <b>80.0</b>      | <b>729.8</b>     | <b>266.3</b>     | <b>0.1</b>   | <b>3.1</b>   | <b>13.5</b>  | <b>14.6</b>  | <b>20.5</b>  | <b>17.3</b>  | <b>10.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                |                  |               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Other Local</b>                     |                  |               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R (FIS 460315) \$780           | 780.0            | 72.5%         |                  | 80.0             | 700.0            | -                | 0.1          | 3.1          | 13.5         | 14.6         | 20.5         | 17.3         | 10.9         | -            | -            | -            |
| <b>Total Local</b>                     | <b>780.0</b>     | <b>72.5%</b>  |                  | <b>80.0</b>      | <b>700.0</b>     | <b>-</b>         | <b>0.1</b>   | <b>3.1</b>   | <b>13.5</b>  | <b>14.6</b>  | <b>20.5</b>  | <b>17.3</b>  | <b>10.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>     |                  |               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds (earmarks)         | -                | 0.0%          | 2.4              | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | 172.4            | 16.0%         |                  | -                | -                | 172.4            |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                | <b>172.4</b>     | <b>16.0%</b>  | <b>2.4</b>       | <b>-</b>         | <b>-</b>         | <b>172.4</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                  |               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds (RIP)       | 123.7            | 11.5%         | 8.8              | -                | 29.8             | 93.9             |              |              |              |              |              |              |              |              |              |              |
| Interregional Improvement Funds        | -                | 0.0%          | 15.9             | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                  | <b>123.7</b>     | <b>11.5%</b>  | <b>24.7</b>      | <b>-</b>         | <b>29.8</b>      | <b>93.9</b>      | <b>-</b>     |
| <b>Total Revenues</b>                  | <b>1,076.1</b>   | <b>100.0%</b> | <b>27.1</b>      | <b>80.0</b>      | <b>729.8</b>     | <b>266.3</b>     | <b>0.1</b>   | <b>3.1</b>   | <b>13.5</b>  | <b>14.6</b>  | <b>20.5</b>  | <b>17.3</b>  | <b>10.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Surplus/&lt;Shortfall&gt;</b> | <b>-</b>         |               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost          | 4,559.9          |               |                  | 76.0             | 4,483.9          | -                | -            | 9.0          | 17.0         | 16.0         | 14.0         | 20.0         | -            | -            | -            | -            |
| <b>Highway Strategy Revenues</b>       |                  |               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                              | 2,818.0          | 61.8%         |                  | -                | 2,818.0          | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Local Revenues</b>         | <b>2,818.0</b>   |               |                  | <b>-</b>         | <b>2,818.0</b>   | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>State</b>                           |                  |               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| State Programs                         | 180.0            | 3.9%          |                  | -                | 180.0            | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State Revenues</b>         | <b>180.0</b>     |               |                  | <b>-</b>         | <b>180.0</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>                         |                  |               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)     | 1,301.9          | 28.6%         |                  | -                | 1,301.9          | -                |              |              |              |              |              |              |              |              |              |              |
| Federal HPP/PNS Earmarks               | 186.0            | 4.1%          |                  | 2.0              | 184.0            | -                |              |              |              |              |              | 2.0          |              |              |              |              |
| Metropolitan Mobility and Access       | 74.0             | 1.6%          |                  | 74.0             | -                | -                | 9.0          | 17.0         | 16.0         | 14.0         | 18.0         |              |              |              |              |              |
| <b>Subtotal Federal Revenues</b>       | <b>1,561.9</b>   |               |                  | <b>76.0</b>      | <b>1,485.9</b>   | <b>-</b>         | <b>-</b>     | <b>9.0</b>   | <b>17.0</b>  | <b>16.0</b>  | <b>14.0</b>  | <b>20.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Highway Strategy Revenues</b> | <b>4,559.9</b>   | <b>100.0%</b> |                  | <b>76.0</b>      | <b>4,483.9</b>   | <b>-</b>         | <b>-</b>     | <b>9.0</b>   | <b>17.0</b>  | <b>16.0</b>  | <b>14.0</b>  | <b>20.0</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>GRAND TOTAL</b>                     | <b>5,636.0</b>   |               |                  | <b>156.0</b>     | <b>5,213.7</b>   | <b>266.3</b>     | <b>0.1</b>   | <b>12.1</b>  | <b>30.5</b>  | <b>30.6</b>  | <b>34.5</b>  | <b>37.3</b>  | <b>10.9</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

- \$3.803 STIP PPNO 219M=right-of-way for new 6-lane fwy.
- \$3.9 PPNO 219N=repair, preserve historic bldgs, ROW.
- \$15.352 STIP PPNO 2215=community involvement.
- SAFETEA-LU High Priority Project #2193 study:\$2.4 M.

**LACMTA Financial Forecasting Model**

**SR-710 North Extension (tunnel)**

**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 1,059.4          | 22.2         | 15.8         | 15.4         | -            | 100.0        | 200.0        | 200.0        | 100.0        | 46.6         | 29.8         |
| Baseline project programmed            | 16.7             |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Costs</b>                  | <b>1,076.1</b>   | <b>22.2</b>  | <b>15.8</b>  | <b>15.4</b>  | <b>-</b>     | <b>100.0</b> | <b>200.0</b> | <b>200.0</b> | <b>100.0</b> | <b>46.6</b>  | <b>29.8</b>  |
| <b>PROJECT REVENUES</b>                |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Other Local</b>                     |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R (FIS 460315) \$780           | 780.0            | 22.2         | 15.8         | 15.4         | -            | 100.0        | 200.0        | 200.0        | 100.0        | 46.6         |              |
| <b>Total Local</b>                     | <b>780.0</b>     | <b>22.2</b>  | <b>15.8</b>  | <b>15.4</b>  | <b>-</b>     | <b>100.0</b> | <b>200.0</b> | <b>200.0</b> | <b>100.0</b> | <b>46.6</b>  | <b>-</b>     |
| <b>Federal (programming basis)</b>     |                  |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds (earmarks)         | -                |              |              |              | -            | -            | -            | -            | -            | -            | -            |
| CMAQ                                   | 172.4            |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                | <b>172.4</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds (RIP)       | 123.7            |              |              |              | -            | -            | -            | -            | -            | -            | 29.8         |
| Interregional Improvement Funds        | -                |              |              |              | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | <b>123.7</b>     | <b>-</b>     | <b>29.8</b>  |
| <b>Total Revenues</b>                  | <b>1,076.1</b>   | <b>22.2</b>  | <b>15.8</b>  | <b>15.4</b>  | <b>-</b>     | <b>100.0</b> | <b>200.0</b> | <b>200.0</b> | <b>100.0</b> | <b>46.6</b>  | <b>29.8</b>  |
| <b>Total Surplus/&lt;Shortfall&gt;</b> | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost          | 4,559.9          | -            | -            | 667.0        | 667.0        | 667.0        | 667.0        | 666.0        | 666.0        | 242.0        | 241.9        |
| <b>Highway Strategy Revenues</b>       |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |              |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                              | 2,818.0          |              |              | 446.0        | 446.0        | 446.0        | 446.0        | 446.0        | 446.0        | 71.0         | 71.0         |
| <b>Subtotal Local Revenues</b>         | <b>2,818.0</b>   | <b>-</b>     | <b>-</b>     | <b>446.0</b> | <b>446.0</b> | <b>446.0</b> | <b>446.0</b> | <b>446.0</b> | <b>446.0</b> | <b>71.0</b>  | <b>71.0</b>  |
| <b>State</b>                           |                  |              |              |              |              |              |              |              |              |              |              |
| State Programs                         | 180.0            |              |              | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         |              |              |
| <b>Subtotal State Revenues</b>         | <b>180.0</b>     | <b>-</b>     | <b>-</b>     | <b>30.0</b>  | <b>30.0</b>  | <b>30.0</b>  | <b>30.0</b>  | <b>30.0</b>  | <b>30.0</b>  | <b>-</b>     | <b>-</b>     |
| <b>Federal</b>                         |                  |              |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)     | 1,301.9          |              |              | 160.0        | 160.0        | 160.0        | 160.0        | 160.0        | 160.0        | 171.0        | 170.9        |
| Federal HPP/PNS Earmarks               | 186.0            |              |              | 31.0         | 31.0         | 31.0         | 31.0         | 30.0         | 30.0         |              |              |
| Metropolitan Mobility and Access       | 74.0             |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal Revenues</b>       | <b>1,561.9</b>   | <b>-</b>     | <b>-</b>     | <b>191.0</b> | <b>191.0</b> | <b>191.0</b> | <b>191.0</b> | <b>190.0</b> | <b>190.0</b> | <b>171.0</b> | <b>170.9</b> |
| <b>Total Highway Strategy Revenues</b> | <b>4,559.9</b>   | <b>-</b>     | <b>-</b>     | <b>667.0</b> | <b>667.0</b> | <b>667.0</b> | <b>667.0</b> | <b>666.0</b> | <b>666.0</b> | <b>242.0</b> | <b>241.9</b> |
| <b>GRAND TOTAL</b>                     | <b>5,636.0</b>   | <b>22.2</b>  | <b>15.8</b>  | <b>682.4</b> | <b>667.0</b> | <b>767.0</b> | <b>867.0</b> | <b>866.0</b> | <b>766.0</b> | <b>288.6</b> | <b>271.7</b> |

**NOTES:**

- \$3.803 STIP PPNO 219M=right-of-way for new 6-lane fwy.
- \$3.9 PPNO 219N=repair, preserve historic bldgs, ROW.
- \$15.352 STIP PPNO 2215=community involvement.
- SAFETEA-LU High Priority Project #2193 study:\$2.4 M.

**LACMTA Financial Forecasting Model**

**SR-710 North Extension (tunnel)**

**30-10 8/19/11**

| (\$ in millions)                       | Total          | 2029        | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036     | 2037     | 2038     | 2039     |
|--|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|----------|----------|----------|----------|
|  | '10-'40        | 2030        | 2031        | 2032        | 2033        | 2034        | 2035        | 2036        | 2037     | 2038     | 2039     | 2040     |
| <b>PROJECT COSTS</b>                   |                |             |             |             |             |             |             |             |          |          |          |          |
| Not yet programmed                     | 1,059.4        | 48.6        | 33.5        | 33.8        | 44.0        | 44.4        | 40.8        | 21.2        | -        | -        | -        | -        |
| Baseline project programmed            | 16.7           |             |             |             |             |             |             |             |          |          |          |          |
| <b>Subtotal Costs</b>                  | <b>1,076.1</b> | <b>48.6</b> | <b>33.5</b> | <b>33.8</b> | <b>44.0</b> | <b>44.4</b> | <b>40.8</b> | <b>21.2</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>PROJECT REVENUES</b>                |                |             |             |             |             |             |             |             |          |          |          |          |
| <b>Other Local</b>                     |                |             |             |             |             |             |             |             |          |          |          |          |
| Measure R (FIS 460315) \$780           | 780.0          |             |             |             |             |             |             |             |          |          |          |          |
| <b>Total Local</b>                     | <b>780.0</b>   | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Federal (programming basis)</b>     |                |             |             |             |             |             |             |             |          |          |          |          |
| Other Federal Funds (earmarks)         | -              | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| CMAQ                                   | 172.4          | -           | 8.5         | 13.5        | 44.0        | 44.4        | 40.8        | 21.2        |          |          |          |          |
| <b>Subtotal Federal</b>                | <b>172.4</b>   | <b>-</b>    | <b>8.5</b>  | <b>13.5</b> | <b>44.0</b> | <b>44.4</b> | <b>40.8</b> | <b>21.2</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Mixed (programming basis)</b>       |                |             |             |             |             |             |             |             |          |          |          |          |
| Regional Improvement Funds (RIP)       | 123.7          | 48.6        | 25.0        | 20.3        |             |             |             |             |          |          |          |          |
| Interregional Improvement Funds        | -              | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Subtotal Mixed</b>                  | <b>123.7</b>   | <b>48.6</b> | <b>25.0</b> | <b>20.3</b> | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Total Revenues</b>                  | <b>1,076.1</b> | <b>48.6</b> | <b>33.5</b> | <b>33.8</b> | <b>44.0</b> | <b>44.4</b> | <b>40.8</b> | <b>21.2</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Total Surplus/&lt;Shortfall&gt;</b> | <b>-</b>       | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| Highway Strategy Project Cost          | 4,559.9        | -           | -           | -           | -           | -           | -           | -           | -        | -        | -        | -        |
| <b>Highway Strategy Revenues</b>       | <b>-</b>       | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Local</b>                           |                |             |             |             |             |             |             |             |          |          |          |          |
| Tolls/PPP                              | 2,818.0        |             |             |             |             |             |             |             |          |          |          |          |
| <b>Subtotal Local Revenues</b>         | <b>2,818.0</b> | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>State</b>                           |                |             |             |             |             |             |             |             |          |          |          |          |
| State Programs                         | 180.0          |             |             |             |             |             |             |             |          |          |          |          |
| <b>Subtotal State Revenues</b>         | <b>180.0</b>   | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Federal</b>                         |                |             |             |             |             |             |             |             |          |          |          |          |
| Federal Formula Funds (Additional)     | 1,301.9        |             |             |             |             |             |             |             |          |          |          |          |
| Federal HPP/PNS Earmarks               | 186.0          |             |             |             |             |             |             |             |          |          |          |          |
| Metropolitan Mobility and Access       | 74.0           |             |             |             |             |             |             |             |          |          |          |          |
| <b>Subtotal Federal Revenues</b>       | <b>1,561.9</b> | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>Total Highway Strategy Revenues</b> | <b>4,559.9</b> | <b>-</b>    | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |
| <b>GRAND TOTAL</b>                     | <b>5,636.0</b> | <b>48.6</b> | <b>33.5</b> | <b>33.8</b> | <b>44.0</b> | <b>44.4</b> | <b>40.8</b> | <b>21.2</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> |

**NOTES:**

1. \$3.803 STIP PPNO 219M=right-of-way for new 6-lane fwy.
2. \$3.9 PPNO 219N=repair, preserve historic bldgs, ROW.
3. \$15.352 STIP PPNO 2215=community involvement.
4. SAFETEA-LU High Priority Project #2193 study:\$2.4 M.

**LACMTA Financial Forecasting Model  
Enhancements (Highway Projects)  
30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| I-5/SR-14 Enhancements                     | 2.0              |                | 2.0              | -                | -                |              |              | 2.0          |              |              |              |              |              |              |              |
| I-5 S. from I-605 to OCL Enhancements      | 70.0             |                | 70.0             | -                | -                |              |              |              |              |              | 0.3          | 20.2         | 25.0         | 24.5         |              |
| I-5, SR-134-SR-170 Enhancements            | 18.0             |                | 18.0             | -                | -                |              |              |              |              |              |              |              | 9.0          | 9.0          |              |
| I-5 Carmenita Interchange Enhancements     | 5.0              | -              | 5.0              | -                | -                |              |              | 5.0          |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>         | 95.0             | -              | 95.0             | -                | -                | -            | -            | 7.0          | -            | -            | 0.3          | 20.2         | 34.0         | 33.5         | -            |
| <b>Total Programmed Projects</b>           | 95.0             |                | 95.0             | -                | -                | -            | -            | 7.0          | -            | -            | 0.3          | 20.2         | 34.0         | 33.5         | -            |
| <b>TOTAL COSTS INFLATED</b>                | 95.0             | -              | 95.0             | -                | -                | -            | -            | 7.0          | -            | -            | 0.3          | 20.2         | 34.0         | 33.5         | -            |
| <b>PROJECT REVENUES</b>                    |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | -                |                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                    | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                         |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R 20%                              | 95.0             |                | 95.0             | -                | -                | -            | -            | 7.0          | -            | -            | 0.3          | 20.2         | 34.0         | 33.5         | -            |
| <b>Total Local</b>                         | 95.0             | -              | 95.0             | -                | -                | -            | -            | 7.0          | -            | -            | 0.3          | 20.2         | 34.0         | 33.5         | -            |
| <b>Federal (programming basis)</b>         |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                       | -                |                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                |                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                |                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                      | 95.0             | -              | 95.0             | -                | -                | -            | -            | 7.0          | -            | -            | 0.3          | 20.2         | 34.0         | 33.5         | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | -                |                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Measure R Highway funds used for enhancements for fully funded Measure R highway projects.

**LACMTA Financial Forecasting Model**  
**High Desert Corridor**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | %             | Years<br>'10-'19 | Years<br>'20-'29 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 | 2019<br>2020 | 2020<br>2021 |
|--|------------------|---------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |               |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Environmental                          | 33.5             | -             | 33.5             | -                | 0.3          | 13.0         | 11.5         | 8.8          | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>     | <b>33.5</b>      | <b>-</b>      | <b>33.5</b>      | <b>-</b>         | <b>0.3</b>   | <b>13.0</b>  | <b>11.5</b>  | <b>8.8</b>   | <b>-</b>     |
| <b>Subtotal Costs</b>                  | <b>33.5</b>      | <b>100.0%</b> | <b>33.5</b>      | <b>-</b>         | <b>0.3</b>   | <b>13.0</b>  | <b>11.5</b>  | <b>8.8</b>   | <b>-</b>     |
| <b>PROJECT REVENUES</b>                |                  |               |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Other Local</b>                     |                  |               |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Measure R-\$33 M environmental         | 33.0             | 98.5%         | 33.0             | -                | 0.3          | 12.5         | 11.5         | 8.8          | -            | -            | -            | -            | -            | -            | -            | -            |
| Local Agency                           | -                | 0.0%          | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| State Repayment of Capital Proj Loans  | 0.5              | 1.5%          | 0.5              | -                | -            | 0.5          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                     | <b>33.5</b>      | <b>100.0%</b> | <b>33.5</b>      | <b>-</b>         | <b>0.3</b>   | <b>13.0</b>  | <b>11.5</b>  | <b>8.8</b>   | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>33.5</b>      | <b>100.0%</b> | <b>33.5</b>      | <b>-</b>         | <b>0.3</b>   | <b>13.0</b>  | <b>11.5</b>  | <b>8.8</b>   | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         |               | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Construction Cost     | 3,031.0          |               | 2,351.0          | 680.0            |              |              |              |              | 113.0        | 232.0        | 358.0        | 492.0        | 634.0        | 522.0        | 403.0        | 277.0        |
| <b>Highway Strategy Revenues</b>       |                  |               |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |               |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Tolls/PPP                              | 1,516.0          | 50.0%         | 1,175.0          | 341.0            | -            | -            | -            | -            | 53.0         | 119.0        | 179.0        | 246.0        | 317.0        | 261.0        | 202.0        | 139.0        |
| <b>Subtotal Local Revenues</b>         | <b>1,516.0</b>   |               | <b>1,175.0</b>   | <b>341.0</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>53.0</b>  | <b>119.0</b> | <b>179.0</b> | <b>246.0</b> | <b>317.0</b> | <b>261.0</b> | <b>202.0</b> | <b>139.0</b> |
| <b>State</b>                           |                  |               |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| State Programs                         | 316.0            | 10.4%         | 210.8            | 105.2            | -            | -            | -            | -            | -            | -            | 52.7         | 52.7         | 52.7         | 52.7         | 52.7         | 52.5         |
| <b>Subtotal State Revenues</b>         | <b>316.0</b>     |               | <b>210.8</b>     | <b>105.2</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>52.7</b>  | <b>52.7</b>  | <b>52.7</b>  | <b>52.7</b>  | <b>52.7</b>  | <b>52.5</b>  |
| <b>Federal</b>                         |                  |               |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)     | 537.0            | 17.7%         | 383.1            | 153.9            | -            | -            | -            | -            | 30.0         | 33.0         | 79.0         | 79.0         | 83.1         | 79.0         | 79.4         | 74.5         |
| Federal HPP/PNS Earmarks               | 125.0            | 4.1%          | 103.2            | 21.8             | -            | -            | -            | -            | 30.0         | 30.0         | 10.8         | 10.8         | 10.8         | 10.8         | 10.8         | 11.0         |
| Freight Program                        | 537.0            | 17.7%         | 478.9            | 58.1             | -            | -            | -            | -            | -            | 50.0         | 36.5         | 103.5        | 170.4        | 118.5        | 58.1         | -            |
| <b>Subtotal Federal Revenues</b>       | <b>1,199.0</b>   |               | <b>965.2</b>     | <b>233.8</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>60.0</b>  | <b>113.0</b> | <b>126.3</b> | <b>193.3</b> | <b>264.3</b> | <b>208.3</b> | <b>148.3</b> | <b>85.5</b>  |
| <b>Total Highway Strategy Revenues</b> | <b>3,031.0</b>   | <b>100.0%</b> | <b>2,351.0</b>   | <b>680.0</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>113.0</b> | <b>232.0</b> | <b>358.0</b> | <b>492.0</b> | <b>634.0</b> | <b>522.0</b> | <b>403.0</b> | <b>277.0</b> |

**NOTES:**

1. FIS 465550.
2. \$33 M total for Environmental from Measure R; upon Board approval of schedule

**LACMTA Financial Forecasting Model  
Highway Operational Improvements  
in Arroyo Verdugo Subregion  
30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 241.9            | 39.3             | 86.1             | 116.6            |              |              |              | 9.2          | 4.7          | 0.9          | 6.5          | 6.0          | 6.0          | 6.0          |
| Programmed                             | 17.7             | 17.7             | -                | -                | -            | -            | 17.7         |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>     | <b>259.6</b>     | <b>57.0</b>      | <b>86.1</b>      | <b>116.6</b>     | <b>-</b>     | <b>-</b>     | <b>17.7</b>  | <b>9.2</b>   | <b>4.7</b>   | <b>0.9</b>   | <b>6.5</b>   | <b>6.0</b>   | <b>6.0</b>   | <b>6.0</b>   |
| <b>PROJECT REVENUES</b>                |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                     |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax (\$170)            | 170.0            | 57.0             | 86.1             | 27.0             | -            | -            | 17.7         | 9.2          | 4.7          | 0.9          | 6.5          | 6.0          | 6.0          | 6.0          |
| Local Agency Funds                     | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                     | <b>170.0</b>     | <b>57.0</b>      | <b>86.1</b>      | <b>27.0</b>      | <b>-</b>     | <b>-</b>     | <b>17.7</b>  | <b>9.2</b>   | <b>4.7</b>   | <b>0.9</b>   | <b>6.5</b>   | <b>6.0</b>   | <b>6.0</b>   | <b>6.0</b>   |
| <b>Federal (programming basis)</b>     |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                   | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds (RIP)       | 89.6             | -                | -                | 89.6             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | <b>89.6</b>      | <b>-</b>         | <b>-</b>         | <b>89.6</b>      | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>259.6</b>     | <b>57.0</b>      | <b>86.1</b>      | <b>116.6</b>     | <b>-</b>     | <b>-</b>     | <b>17.7</b>  | <b>9.2</b>   | <b>4.7</b>   | <b>0.9</b>   | <b>6.5</b>   | <b>6.0</b>   | <b>6.0</b>   | <b>6.0</b>   |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

- Notes:**  
1. \$170 M from Measure R.  
2. FIS 460310.

**LACMTA Financial Forecasting Model  
Highway Operational Improvements  
in Arroyo Verdugo Subregion  
30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 241.9            | 7.0          | 7.0          | 9.0          | 8.3          | 9.0          | 9.0          | 9.8          | 9.0          | 9.0          | 9.0          |
| Programmed                             | 17.7             |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>     | <b>259.6</b>     | <b>7.0</b>   | <b>7.0</b>   | <b>9.0</b>   | <b>8.3</b>   | <b>9.0</b>   | <b>9.0</b>   | <b>9.8</b>   | <b>9.0</b>   | <b>9.0</b>   | <b>9.0</b>   |
| <b>PROJECT REVENUES</b>                |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                     |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax (\$170)            | 170.0            | 7.0          | 7.0          | 9.0          | 8.3          | 9.0          | 9.0          | 9.8          | 9.0          | 9.0          | 9.0          |
| Local Agency Funds                     | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                     | <b>170.0</b>     | <b>7.0</b>   | <b>7.0</b>   | <b>9.0</b>   | <b>8.3</b>   | <b>9.0</b>   | <b>9.0</b>   | <b>9.8</b>   | <b>9.0</b>   | <b>9.0</b>   | <b>9.0</b>   |
| <b>Federal (programming basis)</b>     |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds (RIP)       | 89.6             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | <b>89.6</b>      | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>259.6</b>     | <b>7.0</b>   | <b>7.0</b>   | <b>9.0</b>   | <b>8.3</b>   | <b>9.0</b>   | <b>9.0</b>   | <b>9.8</b>   | <b>9.0</b>   | <b>9.0</b>   | <b>9.0</b>   |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**Notes:**

1. \$170 M from Measure R.
2. FIS 460310.

**LACMTA Financial Forecasting Model  
Highway Operational Improvements  
in Arroyo Verdugo Subregion  
30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |              |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 241.9            | 12.7         | 14.6         | 14.8         | -            | 39.6         | 16.2         | -            | 7.3          | 11.4         | -            | -            |
| Programmed                             | 17.7             |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>     | <b>259.6</b>     | <b>12.7</b>  | <b>14.6</b>  | <b>14.8</b>  | <b>-</b>     | <b>39.6</b>  | <b>16.2</b>  | <b>-</b>     | <b>7.3</b>   | <b>11.4</b>  | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | -                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Prop. C</b>                | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                     |                  |              |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax (\$170)            | 170.0            | 9.0          | 9.0          | 9.0          | -            |              |              |              |              |              |              |              |
| Local Agency Funds                     | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                     | <b>170.0</b>     | <b>9.0</b>   | <b>9.0</b>   | <b>9.0</b>   | <b>-</b>     |
| <b>Federal (programming basis)</b>     |                  |              |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | -                |              |              |              |              |              |              |              |              |              |              |              |
| RSTP                                   | -                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                  |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds (RIP)       | 89.6             | 3.7          | 5.6          | 5.8          | -            | 39.6         | 16.2         |              | 7.3          | 11.4         |              |              |
| <b>Subtotal Mixed</b>                  | <b>89.6</b>      | <b>3.7</b>   | <b>5.6</b>   | <b>5.8</b>   | <b>-</b>     | <b>39.6</b>  | <b>16.2</b>  | <b>-</b>     | <b>7.3</b>   | <b>11.4</b>  | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>259.6</b>     | <b>12.7</b>  | <b>14.6</b>  | <b>14.8</b>  | <b>-</b>     | <b>39.6</b>  | <b>16.2</b>  | <b>-</b>     | <b>7.3</b>   | <b>11.4</b>  | <b>-</b>     | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**Notes:**

1. \$170 M from Measure R.
2. FIS 460310.

**LACMTA Financial Forecasting Model  
Highway Operational Improvements  
in Las Virgenes/Malibu Subregion  
30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | %             | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 217.5            | -             | 56.0             | 96.8             | 64.7             |              |              |              | 14.0         | 10.8         | 13.0         | 18.2         | -            | -            | -            |
| Programmed                             | 35.8             | -             | 35.8             | -                | -                | 0.1          | 18.0         | 17.7         |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>     | <b>253.3</b>     | <b>-</b>      | <b>91.8</b>      | <b>96.8</b>      | <b>64.7</b>      | <b>0.1</b>   | <b>18.0</b>  | <b>17.7</b>  | <b>14.0</b>  | <b>10.8</b>  | <b>13.0</b>  | <b>18.2</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | 78.3             | 30.9%         | -                | 43.1             | 35.2             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>78.3</b>      | <b>30.9%</b>  | <b>-</b>         | <b>43.1</b>      | <b>35.2</b>      | <b>-</b>     |
| <b>Other Local</b>                     |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R (FIS 460311) (\$175)         | 175.0            | 69.1%         | 91.8             | 53.7             | 29.5             | 0.1          | 18.0         | 17.7         | 14.0         | 10.8         | 13.0         | 18.2         |              |              |              |
| <b>Total Local</b>                     | <b>253.3</b>     | <b>100.0%</b> | <b>91.8</b>      | <b>96.8</b>      | <b>64.7</b>      | <b>0.1</b>   | <b>18.0</b>  | <b>17.7</b>  | <b>14.0</b>  | <b>10.8</b>  | <b>13.0</b>  | <b>18.2</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>253.3</b>     | <b>100.0%</b> | <b>91.8</b>      | <b>96.8</b>      | <b>64.7</b>      | <b>0.1</b>   | <b>18.0</b>  | <b>17.7</b>  | <b>14.0</b>  | <b>10.8</b>  | <b>13.0</b>  | <b>18.2</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         |               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**Notes:**

1. \$175 M from Measure R.
2. FIS 460311.

**LACMTA Financial Forecasting Model  
Highway Operational Improvements  
in Las Virgenes/Malibu Subregion  
30-10 8/19/11**

| (\$ in millions)                      | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 |
|---------------------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                    | 217.5            | -            | -            | -            | -            | 12.1         | 15.6         | 16.6         | 17.0         | 17.5         | 18.0         | 18.4         | 19.5         | 20.2         | 6.6          | -            |
| Programmed                            | 35.8             |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>    | <b>253.3</b>     | -            | -            | -            | -            | 12.1         | 15.6         | 16.6         | 17.0         | 17.5         | 18.0         | 18.4         | 19.5         | 20.2         | 6.6          | -            |
| <b>PROJECT REVENUES</b>               |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                          |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                     | 78.3             | -            | -            | -            | -            | 5.4          | 6.6          | 7.1          | 7.5          | 8.0          | 8.5          | 9.1          | 10.5         | 11.2         | 4.4          | -            |
| <b>Subtotal Prop. C</b>               | <b>78.3</b>      | -            | -            | -            | -            | 5.4          | 6.6          | 7.1          | 7.5          | 8.0          | 8.5          | 9.1          | 10.5         | 11.2         | 4.4          | -            |
| <b>Other Local</b>                    |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Measure R (FIS 460311) (\$175)        | 175.0            |              |              |              |              | 6.7          | 9.0          | 9.5          | 9.5          | 9.5          | 9.5          | 9.3          | 9.0          | 9.0          | 2.2          | -            |
| <b>Total Local</b>                    | <b>253.3</b>     | -            | -            | -            | -            | 12.1         | 15.6         | 16.6         | 17.0         | 17.5         | 18.0         | 18.4         | 19.5         | 20.2         | 6.6          | -            |
| <b>TOTAL REVENUES</b>                 | <b>253.3</b>     | -            | -            | -            | -            | 12.1         | 15.6         | 16.6         | 17.0         | 17.5         | 18.0         | 18.4         | 19.5         | 20.2         | 6.6          | -            |
| <b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b> | <b>-</b>         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**Notes:**

1. \$175 M from Measure R.
2. FIS 460311.

**LACMTA Financial Forecasting Model**  
**South Bay Ramp and Interchange**  
**Improvements: I-405, I-110, I-105, SR-91**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 1,474.4          | 199.2            | 478.2            | 797.0            |              |              |              | 35.9         | 35.9         | 52.5         | 18.7         | 18.7         | 18.7         | 18.8         |
| Programmed                             | 38.0             | 38.0             | -                | -                | -            | 2.1          | 35.9         |              |              |              |              |              |              |              |
| <b>TOTAL COSTS INFLATED</b>            | <b>1,512.4</b>   | <b>237.2</b>     | <b>478.2</b>     | <b>797.0</b>     | <b>-</b>     | <b>2.1</b>   | <b>35.9</b>  | <b>35.9</b>  | <b>35.9</b>  | <b>52.5</b>  | <b>18.7</b>  | <b>18.7</b>  | <b>18.7</b>  | <b>18.8</b>  |
| <b>PROJECT REVENUES</b>                |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | 358.3            | -                | 89.4             | 268.9            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>358.3</b>     | <b>-</b>         | <b>89.4</b>      | <b>268.9</b>     | <b>-</b>     |
| <b>Other Local</b>                     |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax (\$906) (460312)   | 906.0            | 237.2            | 388.8            | 280.0            | -            | 2.1          | 35.9         | 35.9         | 35.9         | 52.5         | 18.7         | 18.7         | 18.7         | 18.8         |
| Local Agency Funds                     | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                     | <b>1,264.3</b>   | <b>237.2</b>     | <b>478.2</b>     | <b>548.9</b>     | <b>-</b>     | <b>2.1</b>   | <b>35.9</b>  | <b>35.9</b>  | <b>35.9</b>  | <b>52.5</b>  | <b>18.7</b>  | <b>18.7</b>  | <b>18.7</b>  | <b>18.8</b>  |
| <b>Federal (programming basis)</b>     |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | 198.2            | -                | -                | 198.2            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                   | 49.9             | -                | -                | 49.9             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | <b>248.1</b>     | <b>-</b>         | <b>-</b>         | <b>248.1</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>1,512.4</b>   | <b>237.2</b>     | <b>478.2</b>     | <b>797.0</b>     | <b>-</b>     | <b>2.1</b>   | <b>35.9</b>  | <b>35.9</b>  | <b>35.9</b>  | <b>52.5</b>  | <b>18.7</b>  | <b>18.7</b>  | <b>18.7</b>  | <b>18.8</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**Notes:**

1. \$906 M from Measure R.
2. FIS 460312.

**LACMTA Financial Forecasting Model**  
**South Bay Ramp and Interchange**  
**Improvements: I-405, I-110, I-105, SR-91**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 1,474.4          | 3.8          | 35.0         | 35.0         | 40.5         | 46.6         | 55.7         | 57.8         | 42.9         | 79.6         | 81.4         |
| Programmed                             | 38.0             |              |              |              |              |              |              |              |              |              |              |
| <b>TOTAL COSTS INFLATED</b>            | <b>1,512.4</b>   | <b>3.8</b>   | <b>35.0</b>  | <b>35.0</b>  | <b>40.5</b>  | <b>46.6</b>  | <b>55.7</b>  | <b>57.8</b>  | <b>42.9</b>  | <b>79.6</b>  | <b>81.4</b>  |
| <b>PROJECT REVENUES</b>                |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | 358.3            | -            |              |              | 5.5          | 11.6         | 20.7         | 22.8         | 7.9          | 9.6          | 11.4         |
| <b>Subtotal Prop. C</b>                | <b>358.3</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>5.5</b>   | <b>11.6</b>  | <b>20.7</b>  | <b>22.8</b>  | <b>7.9</b>   | <b>9.6</b>   | <b>11.4</b>  |
| <b>Other Local</b>                     |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax (\$906) (460312)   | 906.0            | 3.8          | 35.0         | 35.0         | 35.0         | 35.0         | 35.0         | 35.0         | 35.0         | 70.0         | 70.0         |
| Local Agency Funds                     | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                     | <b>1,264.3</b>   | <b>3.8</b>   | <b>35.0</b>  | <b>35.0</b>  | <b>40.5</b>  | <b>46.6</b>  | <b>55.7</b>  | <b>57.8</b>  | <b>42.9</b>  | <b>79.6</b>  | <b>81.4</b>  |
| <b>Federal (programming basis)</b>     |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | 198.2            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                   | 49.9             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | <b>248.1</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>1,512.4</b>   | <b>3.8</b>   | <b>35.0</b>  | <b>35.0</b>  | <b>40.5</b>  | <b>46.6</b>  | <b>55.7</b>  | <b>57.8</b>  | <b>42.9</b>  | <b>79.6</b>  | <b>81.4</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**Notes:**

1. \$906 M from Measure R.
2. FIS 460312.

**LACMTA Financial Forecasting Model**  
**South Bay Ramp and Interchange**  
**Improvements: I-405, I-110, I-105, SR-91**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                     | 1,474.4          | 72.8         | 85.6         | 99.7         | 101.7        | 74.0         | 43.6         | 81.5         | 68.5         | 75.6         | 94.1         |
| Programmed                             | 38.0             |              |              |              |              |              |              |              |              |              |              |
| <b>TOTAL COSTS INFLATED</b>            | <b>1,512.4</b>   | <b>72.8</b>  | <b>85.6</b>  | <b>99.7</b>  | <b>101.7</b> | <b>74.0</b>  | <b>43.6</b>  | <b>81.5</b>  | <b>68.5</b>  | <b>75.6</b>  | <b>94.1</b>  |
| <b>PROJECT REVENUES</b>                |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                      | 358.3            | 13.2         | 11.5         | 29.7         | 31.7         | 34.0         | 43.6         | 30.3         | 25.0         | 25.0         | 25.0         |
| <b>Subtotal Prop. C</b>                | <b>358.3</b>     | <b>13.2</b>  | <b>11.5</b>  | <b>29.7</b>  | <b>31.7</b>  | <b>34.0</b>  | <b>43.6</b>  | <b>30.3</b>  | <b>25.0</b>  | <b>25.0</b>  | <b>25.0</b>  |
| <b>Other Local</b>                     |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax (\$906) (460312)   | 906.0            | 50.0         | 50.0         | 70.0         | 70.0         | 40.0         |              |              |              |              |              |
| Local Agency Funds                     | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                     | <b>1,264.3</b>   | <b>63.2</b>  | <b>61.5</b>  | <b>99.7</b>  | <b>101.7</b> | <b>74.0</b>  | <b>43.6</b>  | <b>30.3</b>  | <b>25.0</b>  | <b>25.0</b>  | <b>25.0</b>  |
| <b>Federal (programming basis)</b>     |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | 198.2            | 9.6          | 24.2         |              |              |              |              | 25.2         | 43.5         | 43.1         | 52.7         |
| RSTP                                   | 49.9             |              |              |              |              |              |              | 26.0         |              | 7.5          | 16.4         |
| <b>Subtotal Federal</b>                | <b>248.1</b>     | <b>9.6</b>   | <b>24.2</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>51.2</b>  | <b>43.5</b>  | <b>50.6</b>  | <b>69.1</b>  |
| <b>TOTAL REVENUES</b>                  | <b>1,512.4</b>   | <b>72.8</b>  | <b>85.6</b>  | <b>99.7</b>  | <b>101.7</b> | <b>74.0</b>  | <b>43.6</b>  | <b>81.5</b>  | <b>68.5</b>  | <b>75.6</b>  | <b>94.1</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**Notes:**

1. \$906 M from Measure R.
2. FIS 460312.

**LACMTA Financial Forecasting Model**

**Misc. Freeway Project Balances**

**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | %      | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|--------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Baseline projects programmed           | 15.5             | -      | 15.5             | -                | -                | 2.8          | 1.7          | -            | -            | 11.0         | -            | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>     | 15.5             | -      | 15.5             | -                | -                | 2.8          | 1.7          | -            | -            | 11.0         | -            | -            | -            | -            | -            |
| <b>TOTAL COSTS INFLATED</b>            | 15.5             | 100.0% | 15.5             | -                | -                | 2.8          | 1.7          | -            | -            | 11.0         | -            | -            | -            | -            | -            |
| <b>PROJECT REVENUES</b>                |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)          | 4.5              | N/A    | 4.5              | -                | -                | 2.8          | 1.7          | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | 4.5              | N/A    | 4.5              | -                | -                | 2.8          | 1.7          | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                     |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Total Local</b>                     | 4.5              | 0.0%   | 4.5              | -                | -                | 2.8          | 1.7          | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>State (programming basis)</b>       |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief (TCRP)       | 11.0             | N/A    | 11.0             | -                | -                | -            | -            | -            | -            | 11.0         | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                  | 11.0             | 0.0%   | 11.0             | -                | -                | -            | -            | -            | -            | 11.0         | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>     |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | -                | N/A    | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>       |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)  | -                | N/A    | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                  | 15.5             | 0.0%   | 15.5             | -                | -                | 2.8          | 1.7          | -            | -            | 11.0         | -            | -            | -            | -            | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | -                |        | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. This sheet represents outstanding balances for Carpool Lane projects 349, 352, 359, 359B, 363, 0799B, 2183, 2184, 2201, 4290, 77743, the Rte 101 Study, and the current year's budget if any for claims, and the following projects:
2. I-10 from SR-57 to SBCL: outstanding Prop C 25% balance from Projects 350, 350B, 4289, and 6142,
3. I-10 Baldwin to I-605: outstanding balances from Projects 2193, 2193B, 2193C, and 7255,
4. I-405 from 101 to Waterford SB: outstanding balance for Project 2200,
5. I-5 South, PPNO 2808C and 2808D.
6. 210 Gap, CFP 2209.
7. SR-90 Extension, CFP 2012GF.
8. I-710 Improvement from PCH to Downtown Long Beach, CFP 6143.
9. SR-14 from Pearblossom to Ave P-8, CFP 8348.

**LACMTA Financial Forecasting Model**  
**Freeway Traffic Systems Management**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                  |                  |                  |              |              |
| Programmed                             | 1.7              | 1.7              | -                | -                | 1.7          | -            |
| <b>Subtotal Construction Costs</b>     | 1.7              | 1.7              | -                | -                | 1.7          | -            |
| <b>TOTAL COSTS INFLATED</b>            | 1.7              | 1.7              | -                | -                | 1.7          | -            |
| <b>PROJECT REVENUES</b>                |                  |                  |                  |                  |              |              |
| <b>Local</b>                           |                  |                  |                  |                  |              |              |
| Proposition C 25% (Cash Flow)          | 1.7              | 1.7              | -                | -                | 1.7          | -            |
| <b>Subtotal Prop. C</b>                | 1.7              | 1.7              | -                | -                | 1.7          | -            |
| <b>Total Local</b>                     | 1.7              | 1.7              | -                | -                | 1.7          | -            |
| <b>State</b>                           |                  |                  |                  |                  |              |              |
| Traffic Congestion Relief Program      |                  |                  |                  |                  |              |              |
| Other State (No revenue sheet)         | -                | -                | -                | -                | -            | -            |
| <b>Subtotal State</b>                  | -                | -                | -                | -                | -            | -            |
| <b>Federal</b>                         |                  |                  |                  |                  |              |              |
| Other Federal Funds                    | -                | -                | -                | -                | -            | -            |
| TE                                     | -                | -                | -                | -                | -            | -            |
| CMAQ                                   | -                | -                | -                | -                | -            | -            |
| RSTP                                   | -                | -                | -                | -                | -            | -            |
| <b>Subtotal Federal</b>                | -                | -                | -                | -                | -            | -            |
| <b>Mixed</b>                           |                  |                  |                  |                  |              |              |
| Regional Improvement Prog Funds (RIP)  | -                | -                | -                | -                | -            | -            |
| Interregional Improvement Prog         | -                | -                | -                | -                | -            | -            |
| <b>Subtotal Mixed</b>                  | -                | -                | -                | -                | -            | -            |
| <b>TOTAL REVENUES</b>                  | 1.7              | 1.7              | -                | -                | 1.7          | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | -                | -                | -                | -                | -            | -            |

**NOTES:**

1. Outstanding balances from Traffic Operations System (TOS)  
Call for Projects 407, 409, 410, 413, 2190, & 4256.

**MTA Financial Forecasting Model**  
**Alameda Corridor East**  
**30-10 8/19/11**

| (\$ in millions)                         | Total '10-'14 | %             | Prior Years  | Years '10-'19 | Years '20-'29 | 2009 2010   | 2010 2011    | 2011 2012    | 2012 2013    | 2013 2014    | 2014 2015    | 2015 2016   | 2016 2017   | 2017 2018   | 2018 2019 |
|--|---------------|---------------|--------------|---------------|---------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-----------|
| <b>PROJECT COSTS</b>                     |               |               |              |               |               |             |              |              |              |              |              |             |             |             |           |
| Phase I (MTA funds)                      | 63.5          |               | 74.7         | 63.5          | -             | 28.5        | 3.0          | 3.0          | 29.0         | -            | -            |             |             |             |           |
| Phase II - Measure R                     | 400.0         |               |              | 400.0         | -             | 34.0        | 40.1         | 22.1         | 60.0         | 54.9         | 79.1         | 59.8        | 50.0        | -           | -         |
| Phase II - MTA 17% commitment            | 105.9         |               |              | 105.9         | -             |             | 23.0         | 25.0         | 25.0         | 25.1         | 7.8          |             |             |             |           |
| Phase II - non-MTA funds                 | 29.1          |               | 322.9        | 29.1          | -             | 15.5        | 13.6         |              |              |              |              |             |             |             |           |
| <b>Subtotal Construction Costs</b>       | <b>598.5</b>  |               | <b>322.9</b> | <b>598.5</b>  | <b>-</b>      | <b>78.0</b> | <b>79.7</b>  | <b>50.1</b>  | <b>114.0</b> | <b>80.0</b>  | <b>86.9</b>  | <b>59.8</b> | <b>50.0</b> | <b>-</b>    | <b>-</b>  |
| <b>Subtotal Costs</b>                    | <b>598.5</b>  | <b>100.0%</b> |              | <b>598.5</b>  | <b>-</b>      | <b>78.0</b> | <b>79.7</b>  | <b>50.1</b>  | <b>114.0</b> | <b>80.0</b>  | <b>86.9</b>  | <b>59.8</b> | <b>50.0</b> | <b>-</b>    | <b>-</b>  |
| <b>PROJECT REVENUES</b>                  |               |               |              |               |               |             |              |              |              |              |              |             |             |             |           |
| <b>Local</b>                             |               |               |              |               |               |             |              |              |              |              |              |             |             |             |           |
| Proposition C 25% (cash flow basis)      | 169.4         | 28.3%         | 72.8         | 169.4         | -             | 28.5        | 26.0         | 28.0         | 54.0         | 25.1         | 7.8          |             |             |             |           |
| Proposition C 10% (cash flow basis)      | -             | 0.0%          | 1.9          | -             | -             |             |              |              |              |              |              |             |             |             |           |
| <b>Subtotal Prop. C</b>                  | <b>169.4</b>  | <b>28.3%</b>  | <b>74.7</b>  | <b>169.4</b>  | <b>-</b>      | <b>28.5</b> | <b>26.0</b>  | <b>28.0</b>  | <b>54.0</b>  | <b>25.1</b>  | <b>7.8</b>   |             |             |             |           |
| <b>Other Local</b>                       |               |               |              |               |               |             |              |              |              |              |              |             |             |             |           |
| Measure R Sales Tax (\$400) (FIS 460307) | 400.0         | 66.8%         |              | 400.0         | -             | 34.0        | 40.1         | 22.1         | 60.0         | 54.9         | 79.1         | 59.8        | 50.0        |             |           |
| <b>Total Local</b>                       | <b>569.4</b>  | <b>95.1%</b>  | <b>74.7</b>  | <b>569.4</b>  | <b>-</b>      | <b>62.5</b> | <b>66.1</b>  | <b>50.1</b>  | <b>114.0</b> | <b>80.0</b>  | <b>86.9</b>  | <b>59.8</b> | <b>50.0</b> | <b>-</b>    | <b>-</b>  |
| <b>State (programming basis)</b>         |               |               |              |               |               |             |              |              |              |              |              |             |             |             |           |
| Prop 1B Hwy-Railroad Crossing Safety     | 25.6          | 4.3%          |              | 25.6          | -             | 12.0        | 13.6         |              |              |              |              |             |             |             |           |
| Traffic Congestion Relief Program        | 3.5           | 0.6%          | 68.7         | 3.5           | -             | 3.5         |              |              |              |              |              |             |             |             |           |
| Other State (No revenue sheet)           | -             | 0.0%          | 86.6         | -             | -             |             |              |              |              |              |              |             |             |             |           |
| <b>Subtotal State</b>                    | <b>29.1</b>   | <b>4.9%</b>   | <b>155.3</b> | <b>29.1</b>   | <b>-</b>      | <b>15.5</b> | <b>13.6</b>  | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>  |
| <b>Federal (programming basis)</b>       |               |               |              |               |               |             |              |              |              |              |              |             |             |             |           |
| Other Federal Funds (earmarks)           | -             | 0.0%          | 167.6        | -             | -             |             |              |              |              |              |              |             |             |             |           |
| <b>Subtotal Federal</b>                  | <b>-</b>      | <b>0.0%</b>   | <b>167.6</b> | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>  |
| <b>TOTAL REVENUES</b>                    | <b>598.5</b>  | <b>100.0%</b> | <b>397.6</b> | <b>598.5</b>  | <b>-</b>      | <b>78.0</b> | <b>79.7</b>  | <b>50.1</b>  | <b>114.0</b> | <b>80.0</b>  | <b>86.9</b>  | <b>59.8</b> | <b>50.0</b> | <b>-</b>    | <b>-</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>   | <b>-</b>      |               |              | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>-</b>    | <b>-</b>  |
| Highway Strategy Phase II Proj Cost      | 371.0         |               |              | 371.0         | -             |             | 50.0         | 50.0         | 50.0         | 50.0         | 39.0         | 30.0        | 22.0        | 80.0        |           |
| <b>Highway Strategy Revenues</b>         |               |               |              |               |               |             |              |              |              |              |              |             |             |             |           |
| <b>Local</b>                             |               |               |              |               |               |             |              |              |              |              |              |             |             |             |           |
| Railroads                                | 20.0          |               |              | 20.0          | -             |             | 2.0          | 5.0          | 3.0          |              |              |             |             | 10.0        |           |
| <b>Subtotal Local Revenues</b>           | <b>20.0</b>   |               |              | <b>20.0</b>   | <b>-</b>      | <b>-</b>    | <b>2.0</b>   | <b>5.0</b>   | <b>3.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>10.0</b> | <b>-</b>  |
| <b>State</b>                             |               |               |              |               |               |             |              |              |              |              |              |             |             |             |           |
| Public Utilities Commission              | 5.0           |               |              | 5.0           | -             |             | 3.0          |              |              |              |              |             |             | 2.0         |           |
| <b>Subtotal State Revenues</b>           | <b>5.0</b>    |               |              | <b>5.0</b>    | <b>-</b>      | <b>-</b>    | <b>3.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b>    | <b>2.0</b>  | <b>-</b>  |
| <b>Federal</b>                           |               |               |              |               |               |             |              |              |              |              |              |             |             |             |           |
| Federal Railroad Administration          | 2.0           |               |              | 2.0           | -             |             |              |              |              | 1.0          |              |             |             | 1.0         |           |
| Federal HPP/PNS Earmarks                 | 70.0          |               |              | 70.0          | -             |             | 6.0          | 6.0          | 6.0          | 6.0          | 6.0          | 13.3        | 13.3        | 13.4        |           |
| Freight Program                          | 274.0         |               |              | 274.0         | -             |             | 39.0         | 39.0         | 41.0         | 43.0         | 33.0         | 16.7        | 8.7         | 53.6        |           |
| <b>Subtotal Federal Revenues</b>         | <b>346.0</b>  |               |              | <b>346.0</b>  | <b>-</b>      | <b>-</b>    | <b>45.0</b>  | <b>45.0</b>  | <b>47.0</b>  | <b>50.0</b>  | <b>39.0</b>  | <b>30.0</b> | <b>22.0</b> | <b>68.0</b> | <b>-</b>  |
| <b>Total Highway Strategy Revenues</b>   | <b>371.0</b>  |               |              | <b>371.0</b>  | <b>-</b>      | <b>-</b>    | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>50.0</b>  | <b>39.0</b>  | <b>30.0</b> | <b>22.0</b> | <b>80.0</b> | <b>-</b>  |
| <b>GRAND TOTAL COSTS</b>                 | <b>969.5</b>  |               | <b>397.6</b> | <b>969.5</b>  | <b>-</b>      | <b>78.0</b> | <b>129.7</b> | <b>100.1</b> | <b>164.0</b> | <b>130.0</b> | <b>125.9</b> | <b>89.8</b> | <b>72.0</b> | <b>80.0</b> | <b>-</b>  |

**NOTES:**

- \$85.0 Phase II advance to Phase I included in Prop C 25%.
- \$912M Phase I total including prior years (MTA 17%=\$155 M).
- RSTI projs 4333, 4367LK, 6427, 8002.
- Proj 8092, Santa Fe Spr, not part of \$155M MTA commitment.
- TCRP Proj #54 (assume \$88.4 suspended in 2003).
- STIP PPNO 2318. - \$5.5 million.
- SAFETEA-LU Proj of Nat'l & Reg'l Signif #9: \$125 M.
- SAFETEA-LU Transportation Improvements Progr #21: \$30 M.
- SAFETEA-LU High Priority Project #2178: \$12.4 M.
- SAFETEA-LU High Priority Project #1436: \$240,000.
- Total Measure R is \$400 upon Board schedule approval.
- Phase II total cost is \$1,123 B including \$400 M from Measure R.

**LACMTA Financial Forecasting Model**  
**BNSF Grade Separations in**  
**Gateway Cities**  
**30-10 8/19/11**

| (\$ in millions)                        | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                    |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                      | 31.0             | 31.0             | -                | -                |              |              |              | 3.0          | 3.0          | 8.0          | 8.0          | 9.0          | -            | -            |
| Baseline Project                        | 4.0              | 4.0              | -                | -                | 0.1          | -            | 3.9          |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>      | <b>35.0</b>      | <b>35.0</b>      | <b>-</b>         | <b>-</b>         | <b>0.1</b>   | <b>-</b>     | <b>3.9</b>   | <b>3.0</b>   | <b>3.0</b>   | <b>8.0</b>   | <b>8.0</b>   | <b>9.0</b>   | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>                 |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                            |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                       | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                 | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                      |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax (FIS 460308) (\$35) | 35.0             | 35.0             | -                | -                | 0.1          | -            | 3.9          | 3.0          | 3.0          | 8.0          | 8.0          | 9.0          |              |              |
| <b>Total Local</b>                      | <b>35.0</b>      | <b>35.0</b>      | <b>-</b>         | <b>-</b>         | <b>0.1</b>   | <b>-</b>     | <b>3.9</b>   | <b>3.0</b>   | <b>3.0</b>   | <b>8.0</b>   | <b>8.0</b>   | <b>9.0</b>   | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                   | <b>35.0</b>      | <b>35.0</b>      | <b>-</b>         | <b>-</b>         | <b>0.1</b>   | <b>-</b>     | <b>3.9</b>   | <b>3.0</b>   | <b>3.0</b>   | <b>8.0</b>   | <b>8.0</b>   | <b>9.0</b>   | <b>-</b>     | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>  | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost           | 235.0            | 135.0            | 100.0            | -                |              | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         |
| <b>Highway Strategy Revenues</b>        |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>                            |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| High Speed Rail Bonds                   | 200.0            | 135.0            | 65.0             | -                |              | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         |
| State Programs                          | 15.0             | -                | 15.0             | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State Revenues</b>          | <b>215.0</b>     | <b>135.0</b>     | <b>80.0</b>      | <b>-</b>         | <b>-</b>     | <b>15.0</b>  |
| <b>Federal</b>                          |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Federal HPP/PNS Earmarks                | 20.0             | -                | 20.0             | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal Revenues</b>        | <b>20.0</b>      | <b>-</b>         | <b>20.0</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Highway Strategy Revenues</b>  | <b>235.0</b>     | <b>135.0</b>     | <b>100.0</b>     | <b>-</b>         | <b>-</b>     | <b>15.0</b>  |
| <b>GRAND TOTAL COSTS</b>                | <b>235.0</b>     | <b>135.0</b>     | <b>100.0</b>     | <b>-</b>         | <b>-</b>     | <b>15.0</b>  |

**LACMTA Financial Forecasting Model**  
**BNSF Grade Separations in**  
**Gateway Cities**  
**30-10 8/19/11**

| (\$ in millions)                        | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|---|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                    |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                      | 31.0             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Baseline Project                        | 4.0              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>      | <b>35.0</b>      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>PROJECT REVENUES</b>                 |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                            |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                       | -                | -            |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Prop. C</b>                 | <b>-</b>         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                      |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax (FIS 460308) (\$35) | 35.0             |              |              |              |              |              |              |              |              |              |              |
| <b>Total Local</b>                      | <b>35.0</b>      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                   | <b>35.0</b>      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>  | <b>-</b>         | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Highway Strategy Project Cost</b>    | <b>235.0</b>     | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 10.0         | -            | -            | -            |
| <b>Highway Strategy Revenues</b>        |                  |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>                            |                  |              |              |              |              |              |              |              |              |              |              |
| High Speed Rail Bonds                   | 200.0            | 15.0         | 15.0         | 5.0          | 5.0          | 5.0          | 10.0         | 10.0         |              |              |              |
| State Programs                          | 15.0             |              |              | 5.0          | 5.0          | 5.0          |              |              |              |              |              |
| <b>Subtotal State Revenues</b>          | <b>215.0</b>     | 15.0         | 15.0         | 10.0         | 10.0         | 10.0         | 10.0         | 10.0         | -            | -            | -            |
| <b>Federal</b>                          |                  |              |              |              |              |              |              |              |              |              |              |
| Federal HPP/PNS Earmarks                | 20.0             |              |              | 5.0          | 5.0          | 5.0          | 5.0          |              |              |              |              |
| <b>Subtotal Federal Revenues</b>        | <b>20.0</b>      | -            | -            | 5.0          | 5.0          | 5.0          | 5.0          | -            | -            | -            | -            |
| <b>Total Highway Strategy Revenues</b>  | <b>235.0</b>     | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 10.0         | -            | -            | -            |
| <b>GRAND TOTAL COSTS</b>                | <b>235.0</b>     | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 15.0         | 10.0         | -            | -            | -            |

**LACMTA Financial Forecasting Model**  
**Exposition Phase II Bikeway**  
**30-10 8/19/11**

| (\$ in millions)                                   | Total<br>'10-'40 | %      | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 |
|--|------------------|--------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                               |                  |        |                |                  |                  |                  |              |              |              |              |              |              |
| Call for Projs 6239, 8164, F3514 (LA & Sta Monica) | 14.3             | -      | 0.4            | 14.3             | -                | -                | 0.1          | -            | 0.8          | 0.4          | 9.5          | 3.5          |
| Call for Projects F3513 (City of LA)               | 2.7              | -      | -              | 2.7              | -                | -                | -            | -            | 2.7          | -            | -            | -            |
| <b>TOTAL COSTS</b>                                 | 17.0             | 100.0% | 0.4            | 17.0             | -                | -                | 0.1          | -            | 3.5          | 0.4          | 9.5          | 3.5          |
| <b>PROJECT REVENUES</b>                            |                  |        |                |                  |                  |                  |              |              |              |              |              |              |
| <b>Local</b>                                       |                  |        |                |                  |                  |                  |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)                      | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| Proposition C 10%                                  | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                            | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                                 |                  |        |                |                  |                  |                  |              |              |              |              |              |              |
| TDA - Article 3 (see separate sheet)               | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| Local Agency Funds                                 | 3.0              | 18.0%  | -              | 3.0              | -                | -                | 0.1          | -            | 0.2          | 0.1          | 1.8          | 0.9          |
| <b>Total Local</b>                                 | 3.0              | 18.0%  | -              | 3.0              | -                | -                | 0.1          | -            | 0.2          | 0.1          | 1.8          | 0.9          |
| <b>State (programming basis)</b>                   |                  |        |                |                  |                  |                  |              |              |              |              |              |              |
| Traffic Congestion Relief Program                  | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| Other State (no revenue sheet)                     | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                              | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>                 |                  |        |                |                  |                  |                  |              |              |              |              |              |              |
| Other Federal Funds (earmarks)                     | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| Transportation Enhancements (TE)                   | 11.2             | 66.1%  | 0.4            | 11.2             | -                | -                | -            | -            | 0.6          | 0.3          | 7.7          | 2.6          |
| CMAQ   | 2.7              | 15.9%  | -              | 2.7              | -                | -                | -            | -            | 2.7          | -            | -            | -            |
| RSTP   | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                            | 13.9             | 82.0%  | 0.4            | 13.9             | -                | -                | -            | -            | 3.3          | 0.3          | 7.7          | 2.6          |
| <b>Mixed (programming basis)</b>                   |                  |        |                |                  |                  |                  |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)              | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                              | -                | 0.0%   | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                              | 17.0             | 100.0% | 0.4            | 17.0             | -                | -                | 0.1          | -            | 3.5          | 0.4          | 9.5          | 3.5          |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>             | -                | -      | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            |

**NOTES:**

LACMTA Financial Forecasting Model  
 Gerald Desmond Bridge  
 30-10 8/19/11

| (\$ in millions)                       | Total<br>'10-'40 | %      | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 |
|--|------------------|--------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |        |                  |                  |                  |              |              |              |              |              |              |
| Programmed                             | 303.6            | -      | 303.6            | -                | -                | -            | 50.0         | 158.5        | 83.8         | 11.3         | -            |
| <b>Subtotal Construction Costs</b>     | 303.6            | -      | 303.6            | -                | -                | -            | 50.0         | 158.5        | 83.8         | 11.3         | -            |
| <b>TOTAL COSTS INFLATED</b>            | 303.6            | 100.0% | 303.6            | -                | -                | -            | 50.0         | 158.5        | 83.8         | 11.3         | -            |
| <b>PROJECT REVENUES</b>                |                  |        |                  |                  |                  |              |              |              |              |              |              |
| <b>Local</b>                           |                  |        |                  |                  |                  |              |              |              |              |              |              |
| Proposition C 25%                      | 17.3             | 5.7%   | 17.3             | -                | -                | -            | -            | 8.5          | 8.8          | -            | -            |
| <b>Subtotal Prop. C</b>                | 17.3             | 5.7%   | 17.3             | -                | -                | -            | -            | 8.5          | 8.8          | -            | -            |
| <b>Total Local</b>                     | 17.3             | 5.7%   | 17.3             | -                | -                | -            | -            | 8.5          | 8.8          | -            | -            |
| <b>State</b>                           |                  |        |                  |                  |                  |              |              |              |              |              |              |
| State Infrastructure Bonds - TCIF      | 275.0            | 90.6%  | 275.0            | -                | -                | -            | 50.0         | 150.0        | 75.0         | -            | -            |
| <b>Subtotal State</b>                  | 275.0            | 90.6%  | 275.0            | -                | -                | -            | 50.0         | 150.0        | 75.0         | -            | -            |
| <b>Federal</b>                         |                  |        |                  |                  |                  |              |              |              |              |              |              |
| Other Federal Funds                    | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| TE                                     | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| CMAQ                                   | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| RSTP                                   | 11.3             | 3.7%   | 11.3             | -                | -                | -            | -            | -            | -            | 11.3         | -            |
| <b>Subtotal Federal</b>                | 11.3             | 3.7%   | 11.3             | -                | -                | -            | -            | -            | -            | 11.3         | -            |
| <b>Mixed</b>                           |                  |        |                  |                  |                  |              |              |              |              |              |              |
| Regional Improvement Funds             | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                  | 303.6            | 100.0% | 303.6            | -                | -                | -            | 50.0         | 158.5        | 83.8         | 11.3         | -            |
| <b>TOTAL SURPLUS&lt;-SHORTFALL&gt;</b> | -                |        | -                | -                | -                | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. SAFETEA-LU: Projects of National and Regional Significance Program earmark #14.
2. Federal share is 80%. Match is assumed covered by other state funding for this bridge.
3. CFP F1165.

**LACMTA Financial Forecasting Model**  
**Local Agency Pedestrian and Bicycle Facilities**  
**30-10 8/19/11**

| (\$ in millions)                      | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---------------------------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Programmed                            | 380.0            | 73.5             | 119.5            | 187.0            | 5.6          | 5.9          | 6.3          | 6.7          | 7.1          | 7.5          | 7.9          | 8.4          | 8.8          | 9.3          |
| <b>Subtotal Construction Costs</b>    | 380.0            | 73.5             | 119.5            | 187.0            | 5.6          | 5.9          | 6.3          | 6.7          | 7.1          | 7.5          | 7.9          | 8.4          | 8.8          | 9.3          |
| <b>TOTAL COSTS INFLATED</b>           | 380.0            | 73.5             | 119.5            | 187.0            | 5.6          | 5.9          | 6.3          | 6.7          | 7.1          | 7.5          | 7.9          | 8.4          | 8.8          | 9.3          |
| <b>PROJECT REVENUES</b>               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                          |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)         | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Prop. C</b>               | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                    |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| TDA - Article 3                       | 380.0            | 73.5             | 119.5            | 187.0            | 5.6          | 5.9          | 6.3          | 6.7          | 7.1          | 7.5          | 7.9          | 8.4          | 8.8          | 9.3          |
| <b>Total Local</b>                    | 380.0            | 73.5             | 119.5            | 187.0            | 5.6          | 5.9          | 6.3          | 6.7          | 7.1          | 7.5          | 7.9          | 8.4          | 8.8          | 9.3          |
| <b>State (programming basis)</b>      |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other State (no revenue sheet)        | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                 | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>    |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                  | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| RSTP                                  | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>               | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>      |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP) | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                 | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                 | 380.0            | 73.5             | 119.5            | 187.0            | 5.6          | 5.9          | 6.3          | 6.7          | 7.1          | 7.5          | 7.9          | 8.4          | 8.8          | 9.3          |
| <b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b> | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. 2% of TDA funds are allocated by population to LA County and the cities in the County for facilities provided for the exclusive use of pedestrians and bicycles.

**LACMTA Financial Forecasting Model**  
**Local Agency Pedestrian and Bicycle Facilities**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |              |              |              |              |              |              |              |              |              |              |
| Programmed                             | 380.0            | 9.8          | 10.3         | 10.7         | 11.2         | 11.7         | 12.2         | 12.7         | 13.1         | 13.6         | 14.1         |
| <b>Subtotal Construction Costs</b>     | <b>380.0</b>     | <b>9.8</b>   | <b>10.3</b>  | <b>10.7</b>  | <b>11.2</b>  | <b>11.7</b>  | <b>12.2</b>  | <b>12.7</b>  | <b>13.1</b>  | <b>13.6</b>  | <b>14.1</b>  |
| <b>TOTAL COSTS INFLATED</b>            | <b>380.0</b>     | <b>9.8</b>   | <b>10.3</b>  | <b>10.7</b>  | <b>11.2</b>  | <b>11.7</b>  | <b>12.2</b>  | <b>12.7</b>  | <b>13.1</b>  | <b>13.6</b>  | <b>14.1</b>  |
| <b>PROJECT REVENUES</b>                |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)          | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                     |                  |              |              |              |              |              |              |              |              |              |              |
| TDA - Article 3                        | 380.0            | 9.8          | 10.3         | 10.7         | 11.2         | 11.7         | 12.2         | 12.7         | 13.1         | 13.6         | 14.1         |
| <b>Total Local</b>                     | <b>380.0</b>     | <b>9.8</b>   | <b>10.3</b>  | <b>10.7</b>  | <b>11.2</b>  | <b>11.7</b>  | <b>12.2</b>  | <b>12.7</b>  | <b>13.1</b>  | <b>13.6</b>  | <b>14.1</b>  |
| <b>State (programming basis)</b>       |                  |              |              |              |              |              |              |              |              |              |              |
| Other State (no revenue sheet)         | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                  | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>     |                  |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)  | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>380.0</b>     | <b>9.8</b>   | <b>10.3</b>  | <b>10.7</b>  | <b>11.2</b>  | <b>11.7</b>  | <b>12.2</b>  | <b>12.7</b>  | <b>13.1</b>  | <b>13.6</b>  | <b>14.1</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

- 2% of TDA funds are allocated by population to LA County and the cities in the County for facilities provided for the exclusive use of pedestrians and bicycles.

**LACMTA Financial Forecasting Model**  
**Local Agency Pedestrian and Bicycle Facilities**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |              |              |              |              |              |              |              |              |              |              |              |
| Programmed                             | 380.0            | 14.6         | 15.1         | 15.5         | 16.0         | 16.5         | 17.0         | 17.5         | 18.0         | 18.5         | 19.0         | 19.5         |
| <b>Subtotal Construction Costs</b>     | <b>380.0</b>     | <b>14.6</b>  | <b>15.1</b>  | <b>15.5</b>  | <b>16.0</b>  | <b>16.5</b>  | <b>17.0</b>  | <b>17.5</b>  | <b>18.0</b>  | <b>18.5</b>  | <b>19.0</b>  | <b>19.5</b>  |
| <b>TOTAL COSTS INFLATED</b>            | <b>380.0</b>     | <b>14.6</b>  | <b>15.1</b>  | <b>15.5</b>  | <b>16.0</b>  | <b>16.5</b>  | <b>17.0</b>  | <b>17.5</b>  | <b>18.0</b>  | <b>18.5</b>  | <b>19.0</b>  | <b>19.5</b>  |
| <b>PROJECT REVENUES</b>                |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)          | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                     |                  |              |              |              |              |              |              |              |              |              |              |              |
| TDA - Article 3                        | 380.0            | 14.6         | 15.1         | 15.5         | 16.0         | 16.5         | 17.0         | 17.5         | 18.0         | 18.5         | 19.0         | 19.5         |
| <b>Total Local</b>                     | <b>380.0</b>     | <b>14.6</b>  | <b>15.1</b>  | <b>15.5</b>  | <b>16.0</b>  | <b>16.5</b>  | <b>17.0</b>  | <b>17.5</b>  | <b>18.0</b>  | <b>18.5</b>  | <b>19.0</b>  | <b>19.5</b>  |
| <b>State (programming basis)</b>       |                  |              |              |              |              |              |              |              |              |              |              |              |
| Other State (no revenue sheet)         | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                  | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>     |                  |              |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>       |                  |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)  | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                  | <b>380.0</b>     | <b>14.6</b>  | <b>15.1</b>  | <b>15.5</b>  | <b>16.0</b>  | <b>16.5</b>  | <b>17.0</b>  | <b>17.5</b>  | <b>18.0</b>  | <b>18.5</b>  | <b>19.0</b>  | <b>19.5</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

- 2% of TDA funds are allocated by population to LA County and the cities in the County for facilities provided for the exclusive use of pedestrians and bicycles.

**LACMTA Financial Forecasting Model**  
**Rapid Bus Phase II Subsidy Projects**  
**Including City of LA Stations**  
**30-10 8/19/11**

| (\$ in millions)                      | Total<br>'10-'40 | %             | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---------------------------------------|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                  |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Programmed City of LA Stations        | 38.3             |               | 38.3             | -                | -                |              |              |              |              | 18.0         | 13.3         | 7.0          |              |              |              |
| Programmed Rapid Bus Phase II         | 56.5             |               | 56.5             | -                | -                | 16.2         | 14.7         | 25.6         |              |              |              |              |              |              |              |
| <b>Subtotal Construction Costs</b>    | <b>94.7</b>      |               | <b>94.7</b>      | <b>-</b>         | <b>-</b>         | <b>16.2</b>  | <b>14.7</b>  | <b>25.6</b>  | <b>-</b>     | <b>18.0</b>  | <b>13.3</b>  | <b>7.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL COSTS INFLATED</b>           | <b>94.7</b>      |               | <b>94.7</b>      | <b>-</b>         | <b>-</b>         | <b>16.2</b>  | <b>14.7</b>  | <b>25.6</b>  | <b>-</b>     | <b>18.0</b>  | <b>13.3</b>  | <b>7.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>PROJECT REVENUES</b>               |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local (cash flow basis)</b>        |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                     | 23.5             | 24.8%         | 23.5             | -                | -                | 2.0          | 1.4          | 14.1         | -            | -            | 6.0          | -            |              |              |              |
| Proposition C 40%                     | 24.5             | 25.9%         | 24.5             | -                | -                | 14.2         |              | 3.3          |              |              |              | 7.0          |              |              |              |
| <b>Subtotal Prop. C</b>               | <b>48.0</b>      | <b>50.6%</b>  | <b>48.0</b>      | <b>-</b>         | <b>-</b>         | <b>16.2</b>  | <b>1.4</b>   | <b>17.5</b>  | <b>-</b>     | <b>-</b>     | <b>6.0</b>   | <b>7.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Total Local</b>                    | <b>48.0</b>      | <b>50.6%</b>  | <b>48.0</b>      | <b>-</b>         | <b>-</b>         | <b>16.2</b>  | <b>1.4</b>   | <b>17.5</b>  | <b>-</b>     | <b>-</b>     | <b>6.0</b>   | <b>7.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>State (programming basis)</b>      |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief Program     | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Other State (No revenue sheet)        | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                 | <b>-</b>         | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>    |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                   | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Small Starts                          | 20.0             | 21.1%         | 20.0             | -                | -                | -            | 8.4          | 8.2          |              | 3.4          | -            |              |              |              |              |
| TE                                    | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ                                  | 26.8             | 28.3%         | 26.8             | -                | -                | -            | 5.0          | -            | -            | 14.6         | 7.3          |              |              |              |              |
| RSTP                                  | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>               | <b>46.8</b>      | <b>49.4%</b>  | <b>46.8</b>      | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>13.3</b>  | <b>8.2</b>   | <b>-</b>     | <b>18.0</b>  | <b>7.3</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>      |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Funds            | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                 | <b>-</b>         | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                 | <b>94.7</b>      | <b>100.0%</b> | <b>94.7</b>      | <b>-</b>         | <b>-</b>         | <b>16.2</b>  | <b>14.7</b>  | <b>25.6</b>  | <b>-</b>     | <b>18.0</b>  | <b>13.3</b>  | <b>7.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b> | <b>-</b>         |               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Rapid Bus Phase II Signal and Station projects.
2. City of Los Angeles, County of Los Angeles, other cities.
3. FIS #405598 and 405599.
4. Also Countywide Signal Priority Expansion.

**LACMTA Financial Forecasting Model**  
**Retrofit Soundwalls**  
**30-10 8/19/11**

| (\$ in millions)  | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|---|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                    |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Metro regional list & Monterey Park/SR-80-Measure R     | 250.0            | 17.0             | 103.0            | 130.0            | 10.0         | 7.0          | -            | -            | -            | -            | -            | -            | -            | -            |
| Not yet programmed                                      | 691.4            | -                | -                | 691.4            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Phase 1   | 233.8            | 144.9            | 88.9             | -                | 9.6          | 3.0          | 33.9         | 51.5         | 46.9         | -            | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>                      | <b>1,175.1</b>   | <b>161.9</b>     | <b>191.9</b>     | <b>821.4</b>     | <b>19.5</b>  | <b>10.0</b>  | <b>33.9</b>  | <b>51.5</b>  | <b>46.9</b>  | -            | -            | -            | -            | -            |
| <b>Subtotal</b>   | <b>1,175.1</b>   | <b>161.9</b>     | <b>191.9</b>     | <b>821.4</b>     | <b>19.5</b>  | <b>10.0</b>  | <b>33.9</b>  | <b>51.5</b>  | <b>46.9</b>  | -            | -            | -            | -            | -            |
| <b>PROJECT REVENUES</b>                                 |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Prop C 25% (FIS 410040) (cash flow) (Ph 2 not eligible) | 233.8            | 144.9            | 88.9             | -                | 9.6          | 3.0          | 33.9         | 51.5         | 46.9         | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                                 | <b>233.8</b>     | <b>144.9</b>     | <b>88.9</b>      | <b>-</b>         | <b>9.6</b>   | <b>3.0</b>   | <b>33.9</b>  | <b>51.5</b>  | <b>46.9</b>  | -            | -            | -            | -            | -            |
| <b>Other Local</b>                                      |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Measure R (\$250) (FIS 460309)                          | 250.0            | 17.0             | 103.0            | 130.0            | 10.0         | 7.0          | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                                      | <b>483.8</b>     | <b>161.9</b>     | <b>191.9</b>     | <b>130.0</b>     | <b>19.5</b>  | <b>10.0</b>  | <b>33.9</b>  | <b>51.5</b>  | <b>46.9</b>  | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>                        |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)                   | 691.4            | -                | -                | 691.4            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                                   | <b>691.4</b>     | <b>-</b>         | <b>-</b>         | <b>691.4</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                                   | <b>1,175.1</b>   | <b>161.9</b>     | <b>191.9</b>     | <b>821.4</b>     | <b>19.5</b>  | <b>10.0</b>  | <b>33.9</b>  | <b>51.5</b>  | <b>46.9</b>  | -            | -            | -            | -            | -            |
| <b>TOTAL SURPLUS/SHORTFALL</b>                          | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost                           | 1,197.0          | 132.0            | 948.0            | 117.0            | -            | -            | -            | -            | -            | -            | 33.0         | 33.0         | 33.0         | 33.0         |
| <b>Highway Strategy Revenues</b>                        |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| State Programs  | 1,197.0          | 132.0            | 948.0            | 117.0            | -            | -            | -            | -            | -            | -            | 33.0         | 33.0         | 33.0         | 33.0         |
| <b>Subtotal State Revenues</b>                          | <b>1,197.0</b>   | <b>132.0</b>     | <b>948.0</b>     | <b>117.0</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>33.0</b>  | <b>33.0</b>  | <b>33.0</b>  | <b>33.0</b>  |
| <b>Total Highway Strategy Revenues</b>                  | <b>1,197.0</b>   | <b>132.0</b>     | <b>948.0</b>     | <b>117.0</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>33.0</b>  | <b>33.0</b>  | <b>33.0</b>  | <b>33.0</b>  |
| <b>GRAND TOTAL COSTS</b>                                | <b>2,372.1</b>   | <b>293.9</b>     | <b>1,139.9</b>   | <b>938.4</b>     | <b>19.5</b>  | <b>10.0</b>  | <b>33.9</b>  | <b>51.5</b>  | <b>46.9</b>  | <b>-</b>     | <b>33.0</b>  | <b>33.0</b>  | <b>33.0</b>  | <b>33.0</b>  |

1. Post 1989 Soundwall List, Metro-managed (FIS 410040).
2. Programmed includes I-10 in Santa Monica, I-210 in Azusa, SR-134 in Glendale, SR-134 design-build, I-210 in Duarte.
3. SR-134 Soundwalls is FIS 405516.

|  |       |      |      |      |      |      |     |   |   |   |   |   |   |   |
|--|-------|------|------|------|------|------|-----|---|---|---|---|---|---|---|
| Construction package 4                           | 22.2  | 0.0  | 7.6  | 7.9  | 6.6  | -    | -   | - | - | - | - | - | - | - |
| Package 10 Construction deferred \$29.7          | 10.4  | 29.7 | 0.4  | 1.3  | 0.5  | 8.1  | -   | - | - | - | - | - | - | - |
| Package 11 Construction deferred \$31.8          | 8.6   | 31.8 |      | 8.6  |      |      |     |   |   |   |   |   |   |   |
| Packages 12, 13, 14 Construction deferred \$27.4 | 8.7   | 27.4 |      |      | 2.6  | 2.0  | 4.1 |   |   |   |   |   |   |   |
| Final design package 11                          | 4.6   | 0.0  | 4.6  |      |      |      |     |   |   |   |   |   |   |   |
| Construction Duarte companion soundwall          | 4.0   | 0.0  | 4.0  |      |      |      |     |   |   |   |   |   |   |   |
| Construction packages 6 and 8                    | 32.8  | 0.0  |      | 0.1  | 13.6 | 18.2 | 0.8 |   |   |   |   |   |   |   |
| Construction packages 5 and 7                    | 43.0  | 0.0  |      | 0.1  | 16.1 | 23.3 | 3.6 |   |   |   |   |   |   |   |
|  | 134.2 | 88.9 | 16.7 | 18.1 | 39.4 | 51.5 | 8.5 | - | - | - | - | - | - | - |

**LACMTA Financial Forecasting Model**  
**Retrofit Soundwalls**  
**30-10 8/19/11**

| (\$ in millions)   | Total '10-'140          | 2019 2020    | 2020 2021   | 2021 2022    | 2022 2023    | 2023 2024    | 2024 2025    | 2025 2026    | 2026 2027    | 2027 2028    | 2028 2029    |
|--|-------------------------|--------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>   |                         |              |             |              |              |              |              |              |              |              |              |
| Metro regional list & Monterey Park/SR-60-Measure R Not yet programmed Phase 1 | 250.0<br>691.4<br>233.8 | 23.0         | 20.0        | 20.0         | 20.0         | 20.0         | -            | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>   | <b>1,175.1</b>          | <b>70.7</b>  | <b>58.0</b> | <b>23.2</b>  | <b>20.0</b>  | <b>20.0</b>  | -            | -            | -            | -            | -            |
| <b>Subtotal</b>  | <b>1,175.1</b>          | <b>70.7</b>  | <b>58.0</b> | <b>23.2</b>  | <b>20.0</b>  | <b>20.0</b>  | -            | -            | -            | -            | -            |
| <b>PROJECT REVENUES</b>  |                         |              |             |              |              |              |              |              |              |              |              |
| <b>Local</b>   |                         |              |             |              |              |              |              |              |              |              |              |
| Prop C 25% (FIS 410040) (cash flow) (Ph 2 not eligible)                        | 233.8                   | 47.7         | 38.0        | 3.2          | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>  | <b>233.8</b>            | <b>47.7</b>  | <b>38.0</b> | <b>3.2</b>   | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>   |                         |              |             |              |              |              |              |              |              |              |              |
| Measure R (\$250) (FIS 460309)   | 250.0                   | 23.0         | 20.0        | 20.0         | 20.0         | 20.0         | -            | -            | -            | -            | -            |
| <b>Total Local</b>   | <b>483.8</b>            | <b>70.7</b>  | <b>58.0</b> | <b>23.2</b>  | <b>20.0</b>  | <b>20.0</b>  | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>   |                         |              |             |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)  | 691.4                   | -            | -           | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>  | <b>691.4</b>            | -            | -           | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>  | <b>1,175.1</b>          | <b>70.7</b>  | <b>58.0</b> | <b>23.2</b>  | <b>20.0</b>  | <b>20.0</b>  | -            | -            | -            | -            | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>   | <b>-</b>                | <b>-</b>     | <b>-</b>    | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost  | 1,197.0                 | 34.0         | 34.0        | 110.0        | 110.0        | 110.0        | 110.0        | 110.0        | 110.0        | 110.0        | 110.0        |
| <b>Highway Strategy Revenues</b>   |                         |              |             |              |              |              |              |              |              |              |              |
| <b>State</b>   |                         |              |             |              |              |              |              |              |              |              |              |
| State Programs   | 1,197.0                 | 34.0         | 34.0        | 110.0        | 110.0        | 110.0        | 110.0        | 110.0        | 110.0        | 110.0        | 110.0        |
| <b>Subtotal State Revenues</b>   | <b>1,197.0</b>          | <b>34.0</b>  | <b>34.0</b> | <b>110.0</b> |
| <b>Total Highway Strategy Revenues</b>   | <b>1,197.0</b>          | <b>34.0</b>  | <b>34.0</b> | <b>110.0</b> |
| <b>GRAND TOTAL COSTS</b>   | <b>2,372.1</b>          | <b>104.7</b> | <b>92.0</b> | <b>133.2</b> | <b>130.0</b> | <b>130.0</b> | <b>110.0</b> | <b>110.0</b> | <b>110.0</b> | <b>110.0</b> | <b>110.0</b> |

1. Post 1989 Soundwall List, Metro-managed (FIS 410040).
2. Programmed includes I-10 in Santa Monica, I-210 in Azusa, SR-134 in Glendale, SR-134 design-build, I-210 in Duarte.
3. SR-134 Soundwalls is FIS 405516.

|  |      |      |     |  |
|--|------|------|-----|--|
| Construction package 4                           |      |      |     |  |
| Package 10 Construction deferred \$29.7          | 15.7 | 13.6 | 0.4 |  |
| Package 11 Construction deferred \$31.8          | 21.0 | 10.8 |     |  |
| Packages 12, 13, 14 Construction deferred \$27.4 | 11.0 | 13.6 | 2.8 |  |
| Final design package 11                          |      |      |     |  |
| Construction Duarte companion soundwall          |      |      |     |  |
| Construction packages 6 and 8                    |      |      |     |  |
| Construction packages 5 and 7                    |      |      |     |  |
|  | 47.7 | 38.0 | 3.2 |  |

**LACMTA Financial Forecasting Model**  
**Retrofit Soundwalls**  
**30-10 8/19/11**

| (\$ in millions)  | Total<br>'10-'40 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|---|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                    |                  |              |              |              |              |              |              |              |              |              |              |              |
| Metro regional list & Monterey Park/SR-60-Measure R     | 250.0            | 35.0         | 35.0         | 30.0         | 30.0         | -            | -            | -            | -            | -            | -            | -            |
| Not yet programmed                                      | 691.4            | -            | 99.0         | 97.0         | 100.0        | 30.0         | 85.9         | 128.3        | 120.5        | 30.7         | -            | -            |
| Phase 1   | 233.8            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>                      | <b>1,175.1</b>   | <b>35.0</b>  | <b>134.0</b> | <b>127.0</b> | <b>130.0</b> | <b>30.0</b>  | <b>85.9</b>  | <b>128.3</b> | <b>120.5</b> | <b>30.7</b>  | -            | -            |
| <b>Subtotal</b>   | <b>1,175.1</b>   | <b>35.0</b>  | <b>134.0</b> | <b>127.0</b> | <b>130.0</b> | <b>30.0</b>  | <b>85.9</b>  | <b>128.3</b> | <b>120.5</b> | <b>30.7</b>  | -            | -            |
| <b>PROJECT REVENUES</b>                                 |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Prop C 25% (FIS 410040) (cash flow) (Ph 2 not eligible) | 233.8            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                                 | <b>233.8</b>     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                                      |                  |              |              |              |              |              |              |              |              |              |              |              |
| Measure R (\$250) (FIS 460309)                          | 250.0            | 35.0         | 35.0         | 30.0         | 30.0         | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                                      | <b>483.8</b>     | <b>35.0</b>  | <b>35.0</b>  | <b>30.0</b>  | <b>30.0</b>  | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>                        |                  |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)                   | 691.4            | -            | 99.0         | 97.0         | 100.0        | 30.0         | 85.9         | 128.3        | 120.5        | 30.7         | -            | -            |
| <b>Subtotal Mixed</b>                                   | <b>691.4</b>     | -            | <b>99.0</b>  | <b>97.0</b>  | <b>100.0</b> | <b>30.0</b>  | <b>85.9</b>  | <b>128.3</b> | <b>120.5</b> | <b>30.7</b>  | -            | -            |
| <b>TOTAL REVENUES</b>                                   | <b>1,175.1</b>   | <b>35.0</b>  | <b>134.0</b> | <b>127.0</b> | <b>130.0</b> | <b>30.0</b>  | <b>85.9</b>  | <b>128.3</b> | <b>120.5</b> | <b>30.7</b>  | -            | -            |
| <b>TOTAL SURPLUS&lt;-SHORTFALL&gt;</b>                  | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| Highway Strategy Project Cost                           | 1,197.0          | 110.0        | 7.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Highway Strategy Revenues</b>                        |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>State</b>  |                  |              |              |              |              |              |              |              |              |              |              |              |
| State Programs  | 1,197.0          | 110.0        | 7.0          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State Revenues</b>                          | <b>1,197.0</b>   | <b>110.0</b> | <b>7.0</b>   | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Highway Strategy Revenues</b>                  | <b>1,197.0</b>   | <b>110.0</b> | <b>7.0</b>   | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>GRAND TOTAL COSTS</b>                                | <b>2,372.1</b>   | <b>145.0</b> | <b>141.0</b> | <b>127.0</b> | <b>130.0</b> | <b>30.0</b>  | <b>85.9</b>  | <b>128.3</b> | <b>120.5</b> | <b>30.7</b>  | -            | -            |

1. Post 1989 Soundwall List, Metro-managed (FIS 410040).
2. Programmed includes I-10 in Santa Monica, I-210 in Azusa, SR-134 in Glendale, SR-134 design-build, I-210 in Duarte.
3. SR-134 Soundwalls is FIS 405516.

Construction package 4  
 Package 10 Construction deferred \$29.7  
 Package 11 Construction deferred \$31.8  
 Packages 12, 13, 14 Construction deferred \$27.4  
 Final design package 11  
 Construction Duarte companion soundwall  
 Construction packages 6 and 8  
 Construction packages 5 and 7

**LACMTA Financial Forecasting Model**  
**Rideshare/Vanpools**  
**30-10 8/19/11**

| (\$ in millions)                               | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                             | 506.2            | 81.2             | 182.1            | 242.8            |              |              |              | 8.7          | 8.9          | 8.9          | 12.4         | 13.0         | 15.1         | 14.2         |
| Programmed                                     | 21.3             | 21.3             | -                | -                | 6.7          | 6.7          | 7.9          | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Costs</b>                          | <b>527.5</b>     | <b>102.6</b>     | <b>182.1</b>     | <b>242.8</b>     | <b>6.7</b>   | <b>6.7</b>   | <b>7.9</b>   | <b>8.7</b>   | <b>8.9</b>   | <b>8.9</b>   | <b>12.4</b>  | <b>13.0</b>  | <b>15.1</b>  | <b>14.2</b>  |
| <b>TOTAL COSTS INFLATED</b>                    | <b>527.5</b>     | <b>102.6</b>     | <b>182.1</b>     | <b>242.8</b>     | <b>6.7</b>   | <b>6.7</b>   | <b>7.9</b>   | <b>8.7</b>   | <b>8.9</b>   | <b>8.9</b>   | <b>12.4</b>  | <b>13.0</b>  | <b>15.1</b>  | <b>14.2</b>  |
| <b>PROJECT REVENUES</b>                        |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                              | 527.5            | 102.6            | 182.1            | 242.8            | 6.7          | 6.7          | 7.9          | 8.7          | 8.9          | 8.9          | 12.4         | 13.0         | 15.1         | 14.2         |
| <b>Subtotal Prop. C</b>                        | <b>527.5</b>     | <b>102.6</b>     | <b>182.1</b>     | <b>242.8</b>     | <b>6.7</b>   | <b>6.7</b>   | <b>7.9</b>   | <b>8.7</b>   | <b>8.9</b>   | <b>8.9</b>   | <b>12.4</b>  | <b>13.0</b>  | <b>15.1</b>  | <b>14.2</b>  |
| <b>Other Local</b>                             |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| LTF General Revenues                           | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Total Local</b>                             | <b>527.5</b>     | <b>102.6</b>     | <b>182.1</b>     | <b>242.8</b>     | <b>6.7</b>   | <b>6.7</b>   | <b>7.9</b>   | <b>8.7</b>   | <b>8.9</b>   | <b>8.9</b>   | <b>12.4</b>  | <b>13.0</b>  | <b>15.1</b>  | <b>14.2</b>  |
| <b>State (programming basis)</b>               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other State (No revenue sheet)                 | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                          | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>             |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| JARC   | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| CMAQ   | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                        | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog (RIP) (not eligible) | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                          | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                          | <b>527.5</b>     | <b>102.6</b>     | <b>182.1</b>     | <b>242.8</b>     | <b>6.7</b>   | <b>6.7</b>   | <b>7.9</b>   | <b>8.7</b>   | <b>8.9</b>   | <b>8.9</b>   | <b>12.4</b>  | <b>13.0</b>  | <b>15.1</b>  | <b>14.2</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Call for Projects 6504 and 8114 thru FY 06.
2. STIP PPNO 9003.
3. FIS #405547.

**LACMTA Financial Forecasting Model**  
**Rideshare/Vanpools**  
**30-10 8/19/11**

| (\$ in millions)                               | Total<br>'10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                           |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                             | 506.2            | 14.8         | 15.4         | 16.0         | 18.5         | 17.4         | 18.1         | 18.8         | 19.6         | 22.3         | 21.3         |
| Programmed                                     | 21.3             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Costs</b>                          | <b>527.5</b>     | <b>14.8</b>  | <b>15.4</b>  | <b>16.0</b>  | <b>18.5</b>  | <b>17.4</b>  | <b>18.1</b>  | <b>18.8</b>  | <b>19.6</b>  | <b>22.3</b>  | <b>21.3</b>  |
| <b>TOTAL COSTS INFLATED</b>                    | <b>527.5</b>     | <b>14.8</b>  | <b>15.4</b>  | <b>16.0</b>  | <b>18.5</b>  | <b>17.4</b>  | <b>18.1</b>  | <b>18.8</b>  | <b>19.6</b>  | <b>22.3</b>  | <b>21.3</b>  |
| <b>PROJECT REVENUES</b>                        |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                   |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                              | 527.5            | 14.8         | 15.4         | 16.0         | 18.5         | 17.4         | 18.1         | 18.8         | 19.6         | 22.3         | 21.3         |
| <b>Subtotal Prop. C</b>                        | <b>527.5</b>     | <b>14.8</b>  | <b>15.4</b>  | <b>16.0</b>  | <b>18.5</b>  | <b>17.4</b>  | <b>18.1</b>  | <b>18.8</b>  | <b>19.6</b>  | <b>22.3</b>  | <b>21.3</b>  |
| <b>Other Local</b>                             |                  |              |              |              |              |              |              |              |              |              |              |
| LTF General Revenues                           | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                             | <b>527.5</b>     | <b>14.8</b>  | <b>15.4</b>  | <b>16.0</b>  | <b>18.5</b>  | <b>17.4</b>  | <b>18.1</b>  | <b>18.8</b>  | <b>19.6</b>  | <b>22.3</b>  | <b>21.3</b>  |
| <b>State (programming basis)</b>               |                  |              |              |              |              |              |              |              |              |              |              |
| Other State (No revenue sheet)                 | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                          | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>             |                  |              |              |              |              |              |              |              |              |              |              |
| JARC   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                        | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>               |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog (RIP) (not eligible) | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                          | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                          | <b>527.5</b>     | <b>14.8</b>  | <b>15.4</b>  | <b>16.0</b>  | <b>18.5</b>  | <b>17.4</b>  | <b>18.1</b>  | <b>18.8</b>  | <b>19.6</b>  | <b>22.3</b>  | <b>21.3</b>  |
| <b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>          | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>0.0</b>   | <b>(0.0)</b> | <b>-</b>     | <b>0.0</b>   | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Call for Projects 6504 and 8114 thru FY 06.
2. STIP PPNO 9003.
3. FIS #405547.

**LACMTA Financial Forecasting Model**  
**Rideshare/Vanpools**  
**30-10 8/19/11**

| (\$ in millions)                               | Total<br>'10-'40 | 2029<br>2030 | 2030<br>2031 | 2031<br>2032 | 2032<br>2033 | 2033<br>2034 | 2034<br>2035 | 2035<br>2036 | 2036<br>2037 | 2037<br>2038 | 2038<br>2039 | 2039<br>2040 |
|--|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                           |                  |              |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                             | 506.2            | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         |
| Programmed                                     | 21.3             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Costs</b>                          | <b>527.5</b>     | <b>22.1</b>  |
| <b>TOTAL COSTS INFLATED</b>                    | <b>527.5</b>     | <b>22.1</b>  |
| <b>PROJECT REVENUES</b>                        |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                                   |                  |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                              | 527.5            | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         | 22.1         |
| <b>Subtotal Prop. C</b>                        | <b>527.5</b>     | <b>22.1</b>  |
| <b>Other Local</b>                             |                  |              |              |              |              |              |              |              |              |              |              |              |
| LTF General Revenues                           | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                             | <b>527.5</b>     | <b>22.1</b>  |
| <b>State (programming basis)</b>               |                  |              |              |              |              |              |              |              |              |              |              |              |
| Other State (No revenue sheet)                 | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                          | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>             |                  |              |              |              |              |              |              |              |              |              |              |              |
| JARC   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ   | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                        | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>               |                  |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog (RIP) (not eligible) | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                          | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                          | <b>527.5</b>     | <b>22.1</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. Call for Projects 6504 and 8114 thru FY 06.
2. STIP PPNO 9003.
3. FIS #405547.

**LACMTA Financial Forecasting Model  
 Wilshire BRT (Bus Only Lane) Phase I  
 30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                  |                  |                  |              |              |              |              |
| Programmed                             | 30.1             | 30.1             | -                | -                | 1.2          | 12.5         | 16.5         | -            |
| Subtotal Construction Costs            | 30.1             | 30.1             | -                | -                | 1.2          | 12.5         | 16.5         | -            |
| <b>TOTAL COSTS INFLATED</b>            | 30.1             | 30.1             | -                | -                | 1.2          | 12.5         | 16.5         | -            |
| <b>PROJECT REVENUES</b>                |                  |                  |                  |                  |              |              |              |              |
| <b>Local</b>                           |                  |                  |                  |                  |              |              |              |              |
| Proposition C 25% (Cash Flow)          | 4.5              | 4.5              | -                | -                | 0.2          | 2.0          | 2.3          | -            |
| Subtotal Prop. C                       | 4.5              | 4.5              | -                | -                | 0.2          | 2.0          | 2.3          | -            |
| <b>Other Local</b>                     |                  |                  |                  |                  |              |              |              |              |
| Local Agency Funds (match)             | 3.3              | 3.3              | -                | -                | 0.1          | 1.2          | 2.0          | -            |
| Total Local                            | 7.8              | 7.8              | -                | -                | 0.3          | 3.2          | 4.3          | -            |
| <b>State (programming basis)</b>       |                  |                  |                  |                  |              |              |              |              |
| Subtotal State                         | -                | -                | -                | -                | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>     |                  |                  |                  |                  |              |              |              |              |
| Small Starts                           | 22.3             | 22.3             | -                | -                | 0.9          | 9.2          | 12.2         | -            |
| Subtotal Federal                       | 22.3             | 22.3             | -                | -                | 0.9          | 9.2          | 12.2         | -            |
| <b>Mixed (programming basis)</b>       |                  |                  |                  |                  |              |              |              |              |
| Subtotal Mixed                         | -                | -                | -                | -                | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                  | 30.1             | 30.1             | -                | -                | 1.2          | 12.5         | 16.5         | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | -                | -                | -                | -                | -            | -            | -            | -            |

**NOTES:**

1. FIS 405514 and CFP 8050
2. Board Report #15, Nov 2010.

**LACMTA Financial Forecasting Model**  
**Regional Bikeways**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | %      | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|--------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Programmed                                 | 78.7             | -      | 78.7             | -                | -                | 13.3         | 6.8          | 10.0         | 10.0         | 10.0         | 10.0         | 10.0         | 8.6          | -            | -            |
| <b>Subtotal Construction Costs</b>         | 78.7             | -      | 78.7             | -                | -                | 13.3         | 6.8          | 10.0         | 10.0         | 10.0         | 10.0         | 10.0         | 8.6          | -            | -            |
| <b>TOTAL COSTS INFLATED</b>                | 78.7             | 100.0% | 78.7             | -                | -                | 13.3         | 6.8          | 10.0         | 10.0         | 10.0         | 10.0         | 10.0         | 8.6          | -            | -            |
| <b>PROJECT REVENUES</b>                    |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)              | 0.1              | 0.1%   | 0.1              | -                | -                | 0.1          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Proposition C 10%                          | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                    | 0.1              | 0.1%   | 0.1              | -                | -                | 0.1          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                         |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| TDA - Article 3 (see separate sheet)       | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Local Agency Funds (match) (see sep sheet) | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                         | 0.1              | 0.1%   | 0.1              | -                | -                | 0.1          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>State (programming basis)</b>           |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief Program          | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Other State (no revenue sheet)             | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds (earmarks)             | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Transportation Enhancements (TE)           | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ                                       | 78.6             | 99.9%  | 78.6             | -                | -                | 13.2         | 6.8          | 10.0         | 10.0         | 10.0         | 10.0         | 10.0         | 8.6          | -            | -            |
| RSTP                                       | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | 78.6             | 99.9%  | 78.6             | -                | -                | 13.2         | 6.8          | 10.0         | 10.0         | 10.0         | 10.0         | 10.0         | 8.6          | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                      | 78.7             | 100.0% | 78.7             | -                | -                | 13.3         | 6.8          | 10.0         | 10.0         | 10.0         | 10.0         | 10.0         | 8.6          | -            | -            |
| <b>TOTAL SURPLUS/SHORTFALL</b>             | -                |        | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Includes awarded Call for Projects Pedestrian projects (410008).
2. Includes the Orange Line Bikeway (800114) for \$10.6 M.
3. See separate page for Expo II Bikeway.

**LACMTA Financial Forecasting Model**  
**RSTI - I-5/SR-126 (Magic Mountain Parkway)**  
**Interchange Reconstruction Phases I and II**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                |                  |                  |                  |              |              |              |              |
| Programmed                                 | 2.4              | 69.8           | 2.4              | -                | -                | 1.2          | 1.0          | 0.1          | 0.1          |
| <b>Subtotal Construction Costs</b>         | 2.4              | 69.8           | 2.4              | -                | -                | 1.2          | 1.0          | 0.1          | 0.1          |
| <b>TOTAL COSTS INFLATED</b>                | 2.4              | 69.8           | 2.4              | -                | -                | 1.2          | 1.0          | 0.1          | 0.1          |
| <b>PROJECT REVENUES</b>                    |                  |                |                  |                  |                  |              |              |              |              |
| <b>Local</b>                               |                  |                |                  |                  |                  |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 2.4              | 12.2           | 2.4              | -                | -                | 1.2          | 1.0          | 0.1          | 0.1          |
| <b>Subtotal Prop. C</b>                    | 2.4              | 12.2           | 2.4              | -                | -                | 1.2          | 1.0          | 0.1          | 0.1          |
| <b>Other Local</b>                         |                  |                |                  |                  |                  |              |              |              |              |
| Local Agency Funds/Other (match)           | -                | 43.8           | -                | -                | -                | -            | -            | -            | -            |
| <b>Total Local</b>                         | 2.4              | 56.0           | 2.4              | -                | -                | 1.2          | 1.0          | 0.1          | 0.1          |
| <b>State (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |
| Traffic Congestion Relief Program          | -                | -              | -                | -                | -                | -            | -            | -            | -            |
| Other State (No revenue sheet)             | -                | -              | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |                |                  |                  |                  |              |              |              |              |
| CMAQ                                       | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| RSTP                                       | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 7.9            | -                | -                | -                | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | 5.9            | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | -                | 13.8           | -                | -                | -                | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                      | 2.4              | 69.8           | 2.4              | -                | -                | 1.2          | 1.0          | 0.1          | 0.1          |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |

**NOTES:**

1. Total cost including prior years: \$72.2
2. Fwy proj 6377, Caltrans, PPNO 2209, EA 187200, \$24.5, PPNO 2364, \$7.5 RIP in FY 2000, 01, and 02.
3. RSTI proj 6363, Santa Clarita, \$47.7 including cost increase.
4. Estimated opening 2010.

**LACMTA Financial Forecasting Model**

**RSTI - SR-1 Widen in Marina del Rey (Playa Vista)**

**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                |                  |                  |                  |              |              |              |              |
| Programmed                                 | 1.5              | 13.0           | 1.5              | -                | -                | 0.6          | 0.2          | 0.7          | -            |
| <b>Subtotal Construction Costs</b>         | 1.5              | 13.0           | 1.5              | -                | -                | 0.6          | 0.2          | 0.7          | -            |
| <b>TOTAL COSTS INFLATED</b>                | 1.5              | 13.0           | 1.5              | -                | -                | 0.6          | 0.2          | 0.7          | -            |
| <b>PROJECT REVENUES</b>                    |                  |                |                  |                  |                  |              |              |              |              |
| <b>Local</b>                               |                  |                |                  |                  |                  |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 1.5              | 8.8            | 1.5              | -                | -                | 0.6          | 0.2          | 0.7          | -            |
| <b>Subtotal Prop. C</b>                    | 1.5              | 8.8            | 1.5              | -                | -                | 0.6          | 0.2          | 0.7          | -            |
| <b>Total Local</b>                         | 1.5              | 8.8            | 1.5              | -                | -                | 0.6          | 0.2          | 0.7          | -            |
| <b>State (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |
| Traffic Congestion Relief Program          | -                | -              | -                | -                | -                | -            | -            | -            | -            |
| Other State (No revenue sheet)             | -                | -              | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |                |                  |                  |                  |              |              |              |              |
| Other Federal Funds                        | -                | -              | -                | -                | -                | -            | -            | -            | -            |
| TE   | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| CMAQ                                       | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| RSTP                                       | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 4.2            | -                | -                | -                | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | -              | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | -                | 4.2            | -                | -                | -                | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                      | 1.5              | 13.0           | 1.5              | -                | -                | 0.6          | 0.2          | 0.7          | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |

**NOTES:**

1. Total cost including prior years: \$14.5
2. PPNO 0027J: \$9.547, widen from LMU drive to Fiji Way.
3. PPNO 0027P: \$4.024, widen from 6 to 7 lanes between LMU Drive and La Tijera Blvd.
4. See also SR-90 page for related improvements.
5. FIS 410002, 027JGF and 3341GF.
6. Construction began Summer 2005, completion 2009.

LACMTA Financial Forecasting Model

RSTI - SR-138 Widening (remaining 7 segments)

30-10 8/19/11

| (\$ in millions)  | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 | 2019<br>2020 | 2020<br>2021 |
|---|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                      |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Not Yet Programmed  | 0.0              |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |              |
| Programmed  | 167.9            | 49.3           | 167.9            | -                | -                | 39.6         | 9.2          | 11.7         | 8.7          | -            | 3.5          | 75.9         | 19.3         | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>                        | 167.9            | 49.3           | 167.9            | -                | -                | 39.6         | 9.2          | 11.7         | 8.7          | -            | 3.5          | 75.9         | 19.3         | -            | -            | -            | -            |
| <b>TOTAL COSTS INFLATED</b>                               | 167.9            | 49.3           | 167.9            | -                | -                | 39.6         | 9.2          | 11.7         | 8.7          | -            | 3.5          | 75.9         | 19.3         | -            | -            | -            | -            |
| <b>PROJECT REVENUES</b>                                   |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis) (future not eligible) | 1.1              | 4.9            | 1.1              | -                | -                | 1.1          |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Prop. C</b>                                   | 1.1              | 4.9            | 1.1              | -                | -                | 1.1          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>  |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax                                       | -                |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Total Local</b>  | 1.1              | 4.9            | 1.1              | -                | -                | 1.1          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>State (programming basis)</b>                          |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| State Infrastructure Bonds (CMIA)                         | -                |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |              |
| Other State (No revenue sheet)                            | -                | 5.6            | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                                     | -                | 5.6            | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Federal (programming basis)</b>                        |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| CMAQ (not eligible)                                       | -                |                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |              |
| RSTP  | 42.7             |                | 42.7             | -                | -                |              |              | 11.7         | 8.7          | -            | 3.5          | -            | 18.8         |              |              |              |              |
| <b>Subtotal Federal</b>                                   | 42.7             | -              | 42.7             | -                | -                |              |              | 11.7         | 8.7          | -            | 3.5          | -            | 18.8         |              |              |              |              |
| <b>Mixed (programming basis)</b>                          |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)                     | 101.0            | 20.1           | 101.0            | -                | -                | 15.3         | 9.2          |              |              |              |              | 75.9         | 0.5          |              |              |              |              |
| Interregional Improvement Prog Funds (IIP)                | 23.2             | 18.6           | 23.2             | -                | -                | 23.2         | -            |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                                     | 124.1            | 38.7           | 124.1            | -                | -                | 38.5         | 9.2          |              |              |              |              | 75.9         | 0.5          |              |              |              |              |
| <b>TOTAL REVENUES</b>                                     | 167.9            | 49.3           | 167.9            | -                | -                | 39.6         | 9.2          | 11.7         | 8.7          | -            | 3.5          | 75.9         | 19.3         | -            | -            | -            | -            |
| <b>TOTAL SURPLUS/SHORTFALL</b>                            | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

Notes:

- Total project cost is \$177.5 (2005\$), escalated: \$217.1
- CFP 4287, 8380, 8417.
- PPNO 694Q, EA 127271, PM 64.0-67.3, 175th St E to Largo Vista Rd. (design)
- PPNO 3325, EA 127211, PM 51.9-52.5, 60th St to 0.5 km E of Ave T-8. (const 4/08)
- PPNO 3326, EA 127221, PM 54.3-55.5, 77th St E to 89th St E. (design)
- PPNO 3327, EA 127231, PM 56.2-57.2, 96th St E to 106th St E. (construc 2/08)
- PPNO 3328, EA 127241, PM 59.7-60.2, 126th St to Longview Rd.
- PPNO 3329, EA 127251, 0.2 km west of Longview to 146th St E. (complete)
- PPNO 3330, EA 127261, Twin Bridges. (complete)
- PPNO 3331, EA 127281, PM 51.4-69.4, Ave T to Rte 18.

**LACMTA Financial Forecasting Model**  
**RSTI - SR-138 Widening Additional Segments**

**30-10 8/19/11**

| (\$ in millions)                                    | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 | 2019<br>2020 |
|---|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Not Yet Programmed                                  | 181.8            | 131.8            | 50.0             | -                |              |              |              | 27.4         | 19.4         | 13.0         | 13.0         | 13.0         | 13.0         | 33.0         | 50.0         |
| Programmed  | 18.2             | 18.2             | -                | -                | 0.1          | 18.0         | 0.1          |              |              |              |              |              |              |              |              |
| <b>Subtotal Costs</b>                               | <b>200.0</b>     | <b>150.0</b>     | <b>50.0</b>      | <b>-</b>         | <b>0.1</b>   | <b>18.0</b>  | <b>0.1</b>   | <b>27.4</b>  | <b>19.4</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>33.0</b>  | <b>50.0</b>  |
| <b>PROJECT REVENUES</b>                             |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow) (future not eligible) | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Prop. C</b>                             | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Other Local</b>                                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Measure R Sales Tax (\$200) (FIS 460317)            | 200.0            | 150.0            | 50.0             | -                | 0.1          | 18.0         | 0.1          | 27.4         | 19.4         | 13.0         | 13.0         | 13.0         | 13.0         | 33.0         | 50.0         |
| <b>Total Local</b>                                  | <b>200.0</b>     | <b>150.0</b>     | <b>50.0</b>      | <b>-</b>         | <b>0.1</b>   | <b>18.0</b>  | <b>0.1</b>   | <b>27.4</b>  | <b>19.4</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>33.0</b>  | <b>50.0</b>  |
| <b>Federal (programming basis)</b>                  |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| CMAQ (not eligible)                                 | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |
| RSTP  | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                             | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>                    |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)               | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |
| Interregional Improvement Prog Funds (IIP)          | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                               | <b>200.0</b>     | <b>150.0</b>     | <b>50.0</b>      | <b>-</b>         | <b>0.1</b>   | <b>18.0</b>  | <b>0.1</b>   | <b>27.4</b>  | <b>19.4</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>33.0</b>  | <b>50.0</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>              | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Highway Strategy Project Cost</b>                | <b>82.0</b>      | <b>54.0</b>      | <b>28.0</b>      | <b>-</b>         |              |              |              |              |              |              |              |              | <b>27.0</b>  | <b>27.0</b>  | <b>28.0</b>  |
| <b>Highway Strategy Revenues</b>                    |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| State Programs                                      | 45.0             | 34.0             | 11.0             | -                |              |              |              |              |              |              |              |              | 17.0         | 17.0         | 11.0         |
| <b>Subtotal State Revenues</b>                      | <b>45.0</b>      | <b>34.0</b>      | <b>11.0</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>17.0</b>  | <b>17.0</b>  | <b>11.0</b>  |
| <b>Federal</b>                                      |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |
| Federal Formula Funds (Additional)                  | 37.0             | 20.0             | 17.0             | -                |              |              |              |              |              |              |              |              | 10.0         | 10.0         | 17.0         |
| <b>Subtotal Federal Revenues</b>                    | <b>37.0</b>      | <b>20.0</b>      | <b>17.0</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>10.0</b>  | <b>10.0</b>  | <b>17.0</b>  |
| <b>Total Highway Strategy Revenues</b>              | <b>82.0</b>      | <b>54.0</b>      | <b>28.0</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>27.0</b>  | <b>27.0</b>  | <b>28.0</b>  |
| <b>GRAND TOTAL COSTS</b>                            | <b>282.0</b>     | <b>204.0</b>     | <b>78.0</b>      | <b>-</b>         | <b>0.1</b>   | <b>18.0</b>  | <b>0.1</b>   | <b>27.4</b>  | <b>19.4</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>13.0</b>  | <b>40.0</b>  | <b>60.0</b>  | <b>78.0</b>  |

**LACMTA Financial Forecasting Model**  
**RSTI - I-405/Arbor Vitae Interchg (South Half)**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Programmed                                 | 64.8             | 16.5           | 1.4              | 63.4             | -                | 1.4          | -            | -            | -            | -            | -            | -            | -            | -            | -            | 4.1          | 28.0         | 31.3         |
| <b>Subtotal Construction Costs</b>         | <b>64.8</b>      | <b>16.5</b>    | <b>1.4</b>       | <b>63.4</b>      | <b>-</b>         | <b>1.4</b>   | <b>-</b>     | <b>4.1</b>   | <b>28.0</b>  | <b>31.3</b>  |
| <b>TOTAL COSTS INFLATED</b>                | <b>64.8</b>      | <b>16.5</b>    | <b>1.4</b>       | <b>63.4</b>      | <b>-</b>         | <b>1.4</b>   | <b>-</b>     | <b>4.1</b>   | <b>28.0</b>  | <b>31.3</b>  |
| <b>PROJECT REVENUES</b>                    |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 63.4             | -              | -                | 63.4             | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 4.1          | 28.0         | 31.3         |
| <b>Subtotal Prop. C</b>                    | <b>63.4</b>      | <b>0.0</b>     | <b>-</b>         | <b>63.4</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>4.1</b>   | <b>28.0</b>  | <b>31.3</b>  |
| <b>Other Local</b>                         |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Local Agency Funds/Other (match)           | -                | 2.0            | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                         | <b>63.4</b>      | <b>2.0</b>     | <b>-</b>         | <b>63.4</b>      | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>4.1</b>   | <b>28.0</b>  | <b>31.3</b>  |
| <b>State (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief Program          | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Other State (No revenue sheet)             | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | <b>-</b>         | <b>0.0</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>         |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                        | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| TE   | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ                                       | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                       | -                | -              | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>-</b>         | <b>0.0</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 8.6            | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | 1.4              | 5.9            | 1.4              | -                | -                | 1.4          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | <b>1.4</b>       | <b>14.5</b>    | <b>1.4</b>       | <b>-</b>         | <b>-</b>         | <b>1.4</b>   | <b>-</b>     |
| <b>TOTAL REVENUES</b>                      | <b>64.8</b>      | <b>16.5</b>    | <b>1.4</b>       | <b>63.4</b>      | <b>-</b>         | <b>1.4</b>   | <b>-</b>     | <b>4.1</b>   | <b>28.0</b>  | <b>31.3</b>  |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | <b>-</b>         | <b>0.0</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. CFP 4311 and 7218.
2. STIP PPNO 0831, EA 491801, PM 22.2-23.4, \$52.1 total.
3. Project Sponsor is City of Los Angeles.

**LACMTA Financial Forecasting Model**  
**RSTI - Mission Blvd/SR-71 Interchange**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | %      | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 |
|--|------------------|--------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |        |                |                  |                  |                  |              |              |              |              |              |
| Programmed                                 | 29.8             | -      | 8.6            | 29.8             | -                | -                | 8.0          | 5.4          | 13.3         | 3.1          | -            |
| <b>Subtotal Construction Costs</b>         | 29.8             | -      | 8.6            | 29.8             | -                | -                | 8.0          | 5.4          | 13.3         | 3.1          | -            |
| <b>TOTAL COSTS INFLATED</b>                | 29.8             | 100.0% | 8.6            | 29.8             | -                | -                | 8.0          | 5.4          | 13.3         | 3.1          | -            |
| <b>PROJECT REVENUES</b>                    |                  |        |                |                  |                  |                  |              |              |              |              |              |
| <b>Local</b>                               |                  |        |                |                  |                  |                  |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 16.4             | 55.0%  |                | 16.4             | -                | -                | -            | -            | 13.3         | 3.1          | -            |
| <b>Subtotal Prop. C</b>                    | 16.4             | 55.0%  | 0.0            | 16.4             | -                | -                | -            | -            | 13.3         | 3.1          | -            |
| <b>Other Local</b>                         |                  |        |                |                  |                  |                  |              |              |              |              |              |
| Local Agency Funds/Other (match)           | -                | 0.0%   | 0.1            | -                | -                | -                |              |              |              |              |              |
| <b>Total Local</b>                         | 16.4             | 55.0%  | 0.1            | 16.4             | -                | -                | -            | -            | 13.3         | 3.1          | -            |
| <b>State (programming basis)</b>           |                  |        |                |                  |                  |                  |              |              |              |              |              |
| Traffic Congestion Relief Program          | 13.4             | 45.0%  | 3.0            | 13.4             | -                | -                | 8.0          | 5.4          | -            | -            | -            |
| Other State (No revenue sheet)             | -                | 0.0%   |                | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | 13.4             | 45.0%  | 3.0            | 13.4             | -                | -                | 8.0          | 5.4          | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |        |                |                  |                  |                  |              |              |              |              |              |
| Other Federal Funds (earmarks)             | -                | 0.0%   | 3.0            | -                | -                | -                | -            | -            | -            | -            | -            |
| TE   | -                | 0.0%   | 0.0            | -                | -                | -                | -            | -            | -            | -            | -            |
| CMAQ                                       | -                | 0.0%   | 0.0            | -                | -                | -                | -            | -            | -            | -            | -            |
| RSTP                                       | -                | 0.0%   | 0.0            | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | -                | 0.0%   | 3.0            | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |        |                |                  |                  |                  |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 0.0%   | 2.5            | -                | -                | -                | -            | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | 0.0%   | 0.0            | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | -                | 0.0%   | 2.5            | -                | -                | -                | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                      | 29.8             | 100.0% | 8.6            | 29.8             | -                | -                | 8.0          | 5.4          | 13.3         | 3.1          | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | -                |        | -              | -                | -                | -                | -            | -            | -            | -            | -            |

**NOTES:**

1. CFP 6340, 8400, F1185-City of Pomona.
2. STIP PPNO 2232A, EA 189400.
3. SAFETEA-LU High Priority Project #3771: \$3 M.

**LACMTA Financial Forecasting Model**  
**RSTI - I-105 NB Sepulveda Blvd Off-Ramp**  
**30-10 8/19/11**

Post Mile  
.7 / .9

| (\$ in millions)                           | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                  |                  |                  |              |              |              |              |
| Programmed                                 | 1.6              | 1.6              | -                | -                | 1.0          | 0.4          | 0.3          | -            |
| <b>Subtotal Construction Costs</b>         | <b>1.6</b>       | <b>1.6</b>       | <b>-</b>         | <b>-</b>         | <b>1.0</b>   | <b>0.4</b>   | <b>0.3</b>   | <b>-</b>     |
| <b>TOTAL COSTS</b>                         | <b>1.6</b>       | <b>1.6</b>       | <b>-</b>         | <b>-</b>         | <b>1.0</b>   | <b>0.4</b>   | <b>0.3</b>   | <b>-</b>     |
| <b>PROJECT REVENUES</b>                    |                  |                  |                  |                  |              |              |              |              |
| <b>Local</b>                               |                  |                  |                  |                  |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 1.4              | 1.4              | -                | -                | 0.8          | 0.4          | 0.3          | -            |
| <b>Subtotal Prop. C</b>                    | <b>1.4</b>       | <b>1.4</b>       | <b>-</b>         | <b>-</b>         | <b>0.8</b>   | <b>0.4</b>   | <b>0.3</b>   | <b>-</b>     |
| <b>Other Local</b>                         |                  |                  |                  |                  |              |              |              |              |
| Local Agency Funds (City of LA)            | 0.2              | 0.2              | -                | -                | 0.2          |              |              |              |
| <b>Total Local</b>                         | <b>1.6</b>       | <b>1.6</b>       | <b>-</b>         | <b>-</b>         | <b>1.0</b>   | <b>0.4</b>   | <b>0.3</b>   | <b>-</b>     |
| <b>State (programming basis)</b>           |                  |                  |                  |                  |              |              |              |              |
| Traffic Congestion Relief Program          | -                | -                | -                | -                | -            | -            | -            | -            |
| Other State (No revenue sheet)             | -                | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>         |                  |                  |                  |                  |              |              |              |              |
| CMAQ                                       | -                | -                | -                | -                | -            | -            | -            | -            |
| RSTP                                       | -                | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Mixed (programming basis)</b>           |                  |                  |                  |                  |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | -                | -                | -                | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>TOTAL REVENUES</b>                      | <b>1.6</b>       | <b>1.6</b>       | <b>-</b>         | <b>-</b>         | <b>1.0</b>   | <b>0.4</b>   | <b>0.3</b>   | <b>-</b>     |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |

**NOTES:**

1. STIP PPNO 2119.
2. CFP 4313, L.A. City.
3. Widen NB off-ramp: WB I-105 at Sepulveda Blvd to Nash St.
4. Includes \$1.5 cost increase per Board action of Dec 2005.

**LACMTA Financial Forecasting Model**  
**RSTI - I-5/Western Avenue Access**  
**30-10 8/19/11**

Post Mile  
 27.4/28.1

| (\$ in millions)                           | Total<br>'10-'40 | Prior<br>Years | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 |
|--|------------------|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                |                  |                  |                  |              |              |              |              |
| Programmed                                 | 2.2              | 55.0           | 2.2              | -                | -                | -            | 0.5          | 1.7          | -            |
| <b>Subtotal Construction Costs</b>         | 2.2              | 55.0           | 2.2              | -                | -                | -            | 0.5          | 1.7          | -            |
| <b>TOTAL COSTS INFLATED</b>                | 2.2              | 55.0           | 2.2              | -                | -                | -            | 0.5          | 1.7          | -            |
| <b>PROJECT REVENUES</b>                    |                  |                |                  |                  |                  |              |              |              |              |
| <b>Local</b>                               |                  |                |                  |                  |                  |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 2.2              | 0.2            | 2.2              | -                | -                | -            | 0.5          | 1.7          | -            |
| <b>Subtotal Prop. C</b>                    | 2.2              | 0.2            | 2.2              | -                | -                | -            | 0.5          | 1.7          | -            |
| <b>Other Local</b>                         |                  |                |                  |                  |                  |              |              |              |              |
| Local Agency Funds/Other (match)           | -                | 2.2            | -                | -                | -                | -            | -            | -            | -            |
| <b>Total Local</b>                         | 2.2              | 2.4            | 2.2              | -                | -                | -            | 0.5          | 1.7          | -            |
| <b>State (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |
| Traffic Congestion Relief Program          | -                | -              | -                | -                | -                | -            | -            | -            | -            |
| Other State (No revenue sheet)             | -                | -              | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |                |                  |                  |                  |              |              |              |              |
| Other Federal Funds                        | -                | -              | -                | -                | -                | -            | -            | -            | -            |
| TE   | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| CMAQ                                       | -                | 3.0            | -                | -                | -                | -            | -            | -            | -            |
| RSTP                                       | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | -                | 3.0            | -                | -                | -                | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |                |                  |                  |                  |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 15.5           | -                | -                | -                | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | -                | 34.1           | -                | -                | -                | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | -                | 49.6           | -                | -                | -                | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                      | 2.2              | 55.0           | 2.2              | -                | -                | -            | 0.5          | 1.7          | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | -                | 0.0            | -                | -                | -                | -            | -            | -            | -            |

**NOTES:**

1. Interchange modification.
2. Call for Projects 7221, STIP PPNO 2120A.
3. Call for Projects 8012, STIP PPNO 2120, EA 1786A0.
4. Project Sponsor is City of Glendale.
5. Realign NB I-5 on-ramps and off-ramps at Western Ave.

**LACMTA Financial Forecasting Model**  
**Other RSTI Projects**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | %      | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 | 2019<br>2020 | 2020<br>2021 |
|--|------------------|--------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Programmed                                 | 493.3            | -      | 463.3            | 30.0             | -                | 32.1         | 57.9         | 49.5         | 95.9         | 40.6         | 37.8         | 30.0         | 32.2         | 42.9         | 44.4         | 30.0         | -            |
| <b>Subtotal Construction Costs</b>         | 493.3            | -      | 463.3            | 30.0             | -                | 32.1         | 57.9         | 49.5         | 95.9         | 40.6         | 37.8         | 30.0         | 32.2         | 42.9         | 44.4         | 30.0         | -            |
| <b>TOTAL COSTS INFLATED</b>                | 493.3            | 100.0% | 463.3            | 30.0             | -                | 32.1         | 57.9         | 49.5         | 95.9         | 40.6         | 37.8         | 30.0         | 32.2         | 42.9         | 44.4         | 30.0         | -            |
| <b>PROJECT REVENUES</b>                    |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)        | 356.7            | 72.3%  | 326.7            | 30.0             | -                | 27.0         | 49.2         | 40.0         | 30.5         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | -            |
| Proposition C 10% (cash flow basis)        | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                    | 356.7            | 72.3%  | 326.7            | 30.0             | -                | 27.0         | 49.2         | 40.0         | 30.5         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | -            |
| <b>Other Local</b>                         |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Local Agency Funds (match)                 | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                         | 356.7            | 72.3%  | 326.7            | 30.0             | -                | 27.0         | 49.2         | 40.0         | 30.5         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | 30.0         | -            |
| <b>State (programming basis)</b>           |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief Program          | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Other State (no revenue sheet)             | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                        | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ                                       | 14.4             | 2.9%   | 14.4             | -                | -                | 0.9          | 3.1          | 1.5          | 2.5          | 6.4          | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                       | 58.7             | 11.9%  | 58.7             | -                | -                | 4.2          | 5.6          | -            | 7.4          | 4.2          | 7.8          | -            | 2.2          | 12.9         | 14.4         | -            | -            |
| <b>Subtotal Federal</b>                    | 73.1             | 14.8%  | 73.1             | -                | -                | 5.1          | 8.6          | 1.5          | 9.9          | 10.6         | 7.8          | -            | 2.2          | 12.9         | 14.4         | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Interregional Improvement Prog Funds (IIP) | 63.5             | 12.9%  | 63.5             | -                | -                | -            | -            | 8.0          | 55.5         | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | 63.5             | 12.9%  | 63.5             | -                | -                | -            | -            | 8.0          | 55.5         | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                      | 493.3            | 100.0% | 463.3            | 30.0             | -                | 32.1         | 57.9         | 49.5         | 95.9         | 40.6         | 37.8         | 30.0         | 32.2         | 42.9         | 44.4         | 30.0         | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | -                | -      | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. RSTI = Regional Surface Transportation Improvements.
2. This sheet summarizes RSTI projects without individual sheets.
3. TCRP projects 44 (Rte 47) and 46 (Rte 1).
4. SAFETEA-LU High Priority Project (HPP) #266, \$2.4, reconstruct I-710 southern terminus off-ramps.

**LACMTA Financial Forecasting Model**  
**Regionally Significant Projects**  
**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Programmed                             | 12.6             | 12.6             | -                | -                | 3.4          | 3.5          | 5.7          | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Costs</b>                  | 12.6             | 12.6             | -                | -                | 3.4          | 3.5          | 5.7          | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL COSTS INFLATED</b>            | 12.6             | 12.6             | -                | -                | 3.4          | 3.5          | 5.7          | -            | -            | -            | -            | -            | -            | -            |
| <b>PROJECT REVENUES</b>                |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)          | 12.6             | 12.6             | -                | -                | 3.4          | 3.5          | 5.7          | -            | -            | -            | -            | -            | -            | -            |
| Proposition C 10%                      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                | 12.6             | 12.6             | -                | -                | 3.4          | 3.5          | 5.7          | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                     | 12.6             | 12.6             | -                | -                | 3.4          | 3.5          | 5.7          | -            | -            | -            | -            | -            | -            | -            |
| <b>State (programming basis)</b>       |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief Program      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Other State (No revenue sheet)         | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                  | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>     |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                    | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ                                   | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>       |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)  | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                  | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                  | 12.6             | 12.6             | -                | -                | 3.4          | 3.5          | 5.7          | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. LACMTA Projects awarded funding in the Call for Projects (Tital 8115, 8116, Signal Synchronization 8111, 8112, 8113, and TDM 8109, 8118).
2. Rideshare projects are on a separate page (CFP 8114).
3. Planning, Programming & Monitoring (CFP 8401) is reflected on regional Improvement Fund page.
4. CFP 6205, Lankershim Depot restoration
5. CFP 4094, El Pueblo Pedestrian Improvements/Angel's Walk
6. FIS 420002 and 420004.

**LACMTA Financial Forecasting Model**  
**Signal Synchronization/Bus Speed Improvements**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | %      | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 |
|--|------------------|--------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Programmed                                 | 232.2            | -      | 175.1            | 57.1             | -                | 28.6         | 9.1          | 27.9         | 19.5         | 32.0         | -            | -            | -            | 25.1         | 33.0         | 20.0         | 15.0         | 22.1         |
| <b>Subtotal Construction Costs</b>         | 232.2            | -      | 175.1            | 57.1             | -                | 28.6         | 9.1          | 27.9         | 19.5         | 32.0         | -            | -            | -            | 25.1         | 33.0         | 20.0         | 15.0         | 22.1         |
| <b>TOTAL COSTS INFLATED</b>                | 232.2            | 100.0% | 175.1            | 57.1             | -                | 28.6         | 9.1          | 27.9         | 19.5         | 32.0         | -            | -            | -            | 25.1         | 33.0         | 20.0         | 15.0         | 22.1         |
| <b>PROJECT REVENUES</b>                    |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)              | 224.1            | 96.5%  | 167.0            | 57.1             | -                | 28.6         | 9.1          | 23.8         | 17.4         | 30.0         | -            | -            | -            | 25.1         | 33.0         | 20.0         | 15.0         | 22.1         |
| <b>Subtotal Prop. C</b>                    | 224.1            | 96.5%  | 167.0            | 57.1             | -                | 28.6         | 9.1          | 23.8         | 17.4         | 30.0         | -            | -            | -            | 25.1         | 33.0         | 20.0         | 15.0         | 22.1         |
| <b>Other Local</b>                         |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Local Agency Funds (match) (see sep sheet) | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                         | 224.1            | 96.5%  | 167.0            | 57.1             | -                | 28.6         | 9.1          | 23.8         | 17.4         | 30.0         | -            | -            | -            | 25.1         | 33.0         | 20.0         | 15.0         | 22.1         |
| <b>State (programming basis)</b>           |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief Program          | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Other State (No revenue sheet)             | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                       | 8.1              | 3.5%   | 8.1              | -                | -                | -            | -            | 4.0          | 2.1          | 2.0          | -            | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                       | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | 8.1              | 3.5%   | 8.1              | -                | -                | -            | -            | 4.0          | 2.1          | 2.0          | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |        |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | -                | 0.0%   | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                      | 232.2            | 100.0% | 175.1            | 57.1             | -                | 28.6         | 9.1          | 27.9         | 19.5         | 32.0         | -            | -            | -            | 25.1         | 33.0         | 20.0         | 15.0         | 22.1         |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | -                |        | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Signal Synchronization & Bus Speed Improvement Mode (Local TSM).
2. FIS project 410007.
3. FY 18-22 represents deferral of prior projects, per Board item #11, April 2011

**LACMTA Financial Forecasting Model**  
**Transit Capital (Park&Ride, Transit Centers, Other)**  
**30-10 8/19/11**

| (\$ in millions)                                     | Total<br>'10-'10 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                 |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Programmed   | 127.8            | 127.8            | -                | -                | 18.4         | 17.8         | 9.9          | 8.2          | 17.7         | 17.8         | 12.0         | 14.0         | 12.0         | -            |
| <b>Subtotal Construction Costs</b>                   | 127.8            | 127.8            | -                | -                | 18.4         | 17.8         | 9.9          | 8.2          | 17.7         | 17.8         | 12.0         | 14.0         | 12.0         | -            |
| <b>TOTAL COSTS INFLATED</b>                          | 127.8            | 127.8            | -                | -                | 18.4         | 17.8         | 9.9          | 8.2          | 17.7         | 17.8         | 12.0         | 14.0         | 12.0         | -            |
|  | 0.0              |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>PROJECT REVENUES</b>                              |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (cash flow basis)                  | 6.7              | 6.7              | -                | -                | -            | 6.7          |              |              |              |              |              |              |              |              |
| Proposition C 10% (cash flow basis)                  | 38.6             | 38.6             | -                | -                | 11.0         | 4.0          | 3.9          | 2.2          | 7.7          | 7.8          | 2.0          | -            | -            | -            |
| <b>Subtotal Prop. C</b>                              | 45.3             | 45.3             | -                | -                | 11.0         | 10.7         | 3.9          | 2.2          | 7.7          | 7.8          | 2.0          | -            | -            | -            |
| <b>Other Local</b>                                   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Local Agency Funds (match) (see separate sheet)      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                                   | 45.3             | 45.3             | -                | -                | 11.0         | 10.7         | 3.9          | 2.2          | 7.7          | 7.8          | 2.0          | -            | -            | -            |
| <b>State (programming basis)</b>                     |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Traffic Congestion Relief Program                    | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                                | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>                   |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other Federal Funds                                  | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Section 5309 Bus & Bus-Related Facilities (earmarks) | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Transportation Enhancements (TE)                     | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| CMAQ   | 81.5             | 81.5             | -                | -                | 7.5          | 6.0          | 6.0          | 6.0          | 10.0         | 10.0         | 10.0         | 14.0         | 12.0         | -            |
| RSTP   | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                              | 81.5             | 81.5             | -                | -                | 7.5          | 6.0          | 6.0          | 6.0          | 10.0         | 10.0         | 10.0         | 14.0         | 12.0         | -            |
| <b>Mixed (programming basis)</b>                     |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Program Funds (RIP)             | 1.0              | 1.0              | -                | -                | -            | 1.0          | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                                | 1.0              | 1.0              | -                | -                | -            | 1.0          | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                                | 127.8            | 127.8            | -                | -                | 18.4         | 17.8         | 9.9          | 8.2          | 17.7         | 17.8         | 12.0         | 14.0         | 12.0         | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>               | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Represents Call for Projects Transit Capital mode.
2. Incl Metrolink CFP 8231 & 8369/PPNO 3201,3202,& 3224.
3. Includes Metrolink CFP 6036 and 8232.
4. Section 5309 Bus SAFETEA-LU Transit earmarks.
5. FIS projects 410010 and 410033.

**LACMTA Financial Forecasting Model**  
**Transportation Demand Management (TDM)**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Not yet programmed                         | 0.0              | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| Programmed                                 | 13.2             | 13.2             | -                | -                | 5.8          | 4.4          | 3.0          | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Costs</b>                      | 13.2             | 13.2             | -                | -                | 5.8          | 4.4          | 3.0          | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL COSTS INFLATED</b>                | 13.2             | 13.2             | -                | -                | 5.8          | 4.4          | 3.0          | -            | -            | -            | -            | -            | -            | -            |
| <b>PROJECT REVENUES</b>                    |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)              | 5.9              | 5.9              | -                | -                | 0.1          | 3.0          | 2.8          | -            | -            | -            | -            | -            | -            | -            |
| Proposition C 10%                          | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                    | 5.9              | 5.9              | -                | -                | 0.1          | 3.0          | 2.8          | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                         |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Local Agency Funds (match) (see sep sheet) | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| LTF General Revenues (no rev sheet)        | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Total Local</b>                         | 5.9              | 5.9              | -                | -                | 0.1          | 3.0          | 2.8          | -            | -            | -            | -            | -            | -            | -            |
| <b>State (programming basis)</b>           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other State (No revenue sheet)             | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal State</b>                      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Transportation Enhancements (TE)           | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| CMAQ                                       | 7.3              | 7.3              | -                | -                | 5.7          | 1.4          | 0.2          | -            | -            | -            | -            | -            | -            | -            |
| RSTP                                       | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Federal</b>                    | 7.3              | 7.3              | -                | -                | 5.7          | 1.4          | 0.2          | -            | -            | -            | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | -                | -                | -                |              |              |              |              |              |              |              |              |              |              |
| <b>Subtotal Mixed</b>                      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                      | 13.2             | 13.2             | -                | -                | 5.8          | 4.4          | 3.0          | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Call for Projects TDM mode (FIS 410009 and 410029).

**LACMTA Financial Forecasting Model**  
**Transportation Enhancement Projects**  
**30-10 8/19/11**

| (\$ in millions)                           | Total<br>'10-'40 | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |
|--|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                       |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Programmed                                 | 77.6             | 77.6             | -                | -                | 19.1         | 5.1          | 19.0         | 11.5         | 6.7          | 16.1         | -            | -            | -            | -            |
| <b>Subtotal Construction Costs</b>         | 77.6             | 77.6             | -                | -                | 19.1         | 5.1          | 19.0         | 11.5         | 6.7          | 16.1         | -            | -            | -            | -            |
| <b>TOTAL COSTS INFLATED</b>                | 77.6             | 77.6             | -                | -                | 19.1         | 5.1          | 19.0         | 11.5         | 6.7          | 16.1         | -            | -            | -            | -            |
| <b>PROJECT REVENUES</b>                    |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>                               |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25% (Cash Flow)              | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Proposition C 10%                          | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Prop. C</b>                    | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Other Local</b>                         |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Local Agency Funds (match) (see sep sheet) | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                         | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>State (programming basis)</b>           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Other State (no revenue sheet)             | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Federal (programming basis)</b>         |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Transportation Enhancements (TE)           | 71.2             | 71.2             | -                | -                | 15.7         | 3.5          | 18.2         | 10.9         | 6.7          | 16.1         |              |              |              |              |
| CMAQ                                       | 4.0              | 4.0              | -                | -                | 1.1          | 1.6          | 0.8          | 0.6          | -            | -            | -            | -            | -            | -            |
| RSTP                                       | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Federal</b>                    | 75.2             | 75.2             | -                | -                | 16.8         | 5.1          | 19.0         | 11.5         | 6.7          | 16.1         | -            | -            | -            | -            |
| <b>Mixed (programming basis)</b>           |                  |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)      | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Interregional Improvement Program (IIP) TE | 2.4              | 2.4              | -                | -                | 2.4          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Mixed</b>                      | 2.4              | 2.4              | -                | -                | 2.4          | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>TOTAL REVENUES</b>                      | 77.6             | 77.6             | -                | -                | 19.1         | 5.1          | 19.0         | 11.5         | 6.7          | 16.1         | -            | -            | -            | -            |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>     | -                | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |

**NOTES:**

1. Call for Projects Transportation Enhancements mode.
2. FIS #410005.
3. See separate page for Expo bikeway TE funding.

**LACMTA Financial Forecasting Model  
Future Calls for Projects**

**30-10 8/19/11**

| (\$ in millions)                       | Total<br>'10-'10 | %             | Years<br>'10-'19 | Years<br>'20-'29 | Years<br>'30-'40 | 2011 Call    |              |              |              |              |              |              |              |              |              |             |          |
|--|------------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|----------|
|  |                  |               |                  |                  |                  | 2009<br>2010 | 2010<br>2011 | 2011<br>2012 | 2012<br>2013 | 2013<br>2014 | 2014<br>2015 | 2015<br>2016 | 2016<br>2017 | 2017<br>2018 | 2018<br>2019 |             |          |
| <b>PROJECT COSTS</b>                   |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |             |          |
| Not yet Programmed                     | 3,260.0          | -             | 281.5            | 2,751.1          | 227.3            | -            | -            | -            | -            | -            | -            | -            | 45.1         | 56.9         | 81.8         | 97.7        |          |
| Programmed                             | -                | -             | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -           | -        |
| <b>Subtotal Costs</b>                  | <b>3,260.0</b>   | <b>-</b>      | <b>281.5</b>     | <b>2,751.1</b>   | <b>227.3</b>     | <b>-</b>     | <b>45.1</b>  | <b>56.9</b>  | <b>81.8</b>  | <b>97.7</b> |          |
| <b>TOTAL COSTS</b>                     | <b>3,260.0</b>   | <b>100.0%</b> | <b>281.5</b>     | <b>2,751.1</b>   | <b>227.3</b>     | <b>-</b>     | <b>45.1</b>  | <b>56.9</b>  | <b>81.8</b>  | <b>97.7</b> |          |
| <b>PROJECT REVENUES</b>                |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |             |          |
| <b>Local</b>                           |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |             |          |
| Proposition C 25%                      | 1,630.2          | 50.0%         | 64.0             | 1,402.3          | 163.9            | -            | -            | -            | -            | -            | -            | -            | 9.3          | 18.9         | 25.9         | 9.9         |          |
| Proposition C 10%                      | 187.1            | 5.7%          | 34.5             | 137.6            | 15.0             | -            | -            | -            | -            | -            | -            | -            | 7.0          | 7.5          | 10.0         | 10.0        |          |
| <b>Subtotal Prop. C</b>                | <b>1,817.3</b>   | <b>55.7%</b>  | <b>98.5</b>      | <b>1,539.9</b>   | <b>178.9</b>     | <b>-</b>     | <b>16.3</b>  | <b>26.4</b>  | <b>35.9</b>  | <b>19.9</b> |          |
| <b>Other Local</b>                     |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |             |          |
| LONP Reimburse (fund 3562)             | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -           | -        |
| <b>Total Local</b>                     | <b>1,817.3</b>   | <b>55.7%</b>  | <b>98.5</b>      | <b>1,539.9</b>   | <b>178.9</b>     | <b>-</b>     | <b>16.3</b>  | <b>26.4</b>  | <b>35.9</b>  | <b>19.9</b> |          |
| <b>State (programming basis)</b>       |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |             |          |
| State Infrastructure Bonds - SLPP      | -                | 0.0%          | -                | -                | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -           | -        |
| <b>Subtotal State</b>                  | <b>-</b>         | <b>0.0%</b>   | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b> |
| <b>Federal (programming basis)</b>     |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |             |          |
| Transportation Enhancements (TE)       | 228.0            | 7.0%          | 56.4             | 155.0            | 16.6             | -            | -            | -            | -            | -            | -            | -            | 13.8         | 14.0         | 14.2         | 14.4        |          |
| CMAQ                                   | 179.4            | 5.5%          | 50.3             | 129.1            | -                | -            | -            | -            | -            | -            | -            | -            | 10.0         | 11.5         | 11.8         | 17.0        |          |
| RSTP                                   | 359.8            | 11.0%         | 35.7             | 292.3            | 31.8             | -            | -            | -            | -            | -            | -            | -            | 5.0          | 5.0          | 13.4         | 12.3        |          |
| <b>Subtotal Federal</b>                | <b>767.2</b>     | <b>23.5%</b>  | <b>142.4</b>     | <b>576.4</b>     | <b>48.4</b>      | <b>-</b>     | <b>28.8</b>  | <b>30.5</b>  | <b>39.4</b>  | <b>43.7</b> |          |
| <b>Mixed (programming basis)</b>       |                  |               |                  |                  |                  |              |              |              |              |              |              |              |              |              |              |             |          |
| Regional Improvement Prog Funds (RIP)  | 675.5            | 20.7%         | 40.6             | 634.9            | -                | -            | -            | -            | -            | -            | -            | -            | -            | -            | 6.5          | 34.1        |          |
| <b>Subtotal Mixed</b>                  | <b>675.5</b>     | <b>20.7%</b>  | <b>40.6</b>      | <b>634.9</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>6.5</b>   | <b>34.1</b> |          |
| <b>TOTAL REVENUES</b>                  | <b>3,260.0</b>   | <b>100.0%</b> | <b>281.5</b>     | <b>2,751.1</b>   | <b>227.3</b>     | <b>-</b>     | <b>45.1</b>  | <b>56.9</b>  | <b>81.8</b>  | <b>97.7</b> |          |
| <b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b> | <b>-</b>         |               | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>    | <b>-</b> |

**NOTES:**

1. Estimate by mode:

|   |       |      |      |       |      |   |   |   |   |   |   |   |      |      |      |      |  |
|---|-------|------|------|-------|------|---|---|---|---|---|---|---|------|------|------|------|--|
| RSTI (\$29.2 M annual unescalated)              | 684.6 | 21%  | 59.1 | 577.7 | 47.7 | - | - | - | - | - | - | - | 9.5  | 11.9 | 17.2 | 20.5 |  |
| Goods Movement (\$26.2 M annual unescal)        | 619.4 | 19%  | 53.5 | 522.7 | 43.2 | - | - | - | - | - | - | - | 8.6  | 10.8 | 15.5 | 18.6 |  |
| Signal Synch (\$33.9 M annual unescalated)      | 782.4 | 24%  | 67.6 | 660.3 | 54.6 | - | - | - | - | - | - | - | 10.8 | 13.7 | 19.6 | 23.5 |  |
| Transit Capital (\$15.7 M annual unescalated)   | 358.6 | 11%  | 31.0 | 302.6 | 25.0 | - | - | - | - | - | - | - | 5.0  | 6.3  | 9.0  | 10.8 |  |
| TDM (\$6.0 M annual unescalated)                | 143.4 | 4.4% | 12.4 | 121.1 | 10.0 | - | - | - | - | - | - | - | 2.0  | 2.5  | 3.6  | 4.3  |  |
| Bikeways (\$11.7 M annual unescalated)          | 260.8 | 8%   | 22.5 | 220.1 | 18.2 | - | - | - | - | - | - | - | 3.6  | 4.6  | 6.5  | 7.8  |  |
| Pedestrian (\$11.7 M annual unescalated)        | 260.8 | 8%   | 22.5 | 220.1 | 18.2 | - | - | - | - | - | - | - | 3.6  | 4.6  | 6.5  | 7.8  |  |
| Transportation Enhancements (\$2.3 M an'l unes) | 65.2  | 2%   | 5.6  | 55.0  | 4.5  | - | - | - | - | - | - | - | 0.9  | 1.1  | 1.6  | 2.0  |  |
| Reserve for appeals                             | 84.8  | 2.6% | 7.3  | 71.5  | 5.9  | - | - | - | - | - | - | - | 1.2  | 1.5  | 2.1  | 2.5  |  |

2. Match assumed covered by cities' Local Return funds. 3,260.0 281.5 2,751.1 227.3

**LACMTA Financial Forecasting Model**  
**Future Calls for Projects**  
**30-10 8/19/11**

| (\$ in millions)  | Total<br>10-'40 | 2019<br>2020 | 2020<br>2021 | 2021<br>2022 | 2022<br>2023 | 2023<br>2024 | 2024<br>2025 | 2025<br>2026 | 2026<br>2027 | 2027<br>2028 | 2028<br>2029 | 2029<br>2030 |
|---|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>PROJECT COSTS</b>                                    |                 |              |              |              |              |              |              |              |              |              |              |              |
| Not yet Programmed                                      | 3,260.0         | 298.6        | 298.8        | 282.4        | 274.3        | 266.4        | 264.8        | 263.3        | 271.8        | 267.2        | 263.7        | 227.3        |
| Programmed  | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal Costs</b>                                   | <b>3,260.0</b>  | <b>298.6</b> | <b>298.8</b> | <b>282.4</b> | <b>274.3</b> | <b>266.4</b> | <b>264.8</b> | <b>263.3</b> | <b>271.8</b> | <b>267.2</b> | <b>263.7</b> | <b>227.3</b> |
| <b>TOTAL COSTS</b>                                      | <b>3,260.0</b>  | <b>298.6</b> | <b>298.8</b> | <b>282.4</b> | <b>274.3</b> | <b>266.4</b> | <b>264.8</b> | <b>263.3</b> | <b>271.8</b> | <b>267.2</b> | <b>263.7</b> | <b>227.3</b> |
| <b>PROJECT REVENUES</b>                                 |                 |              |              |              |              |              |              |              |              |              |              |              |
| <b>Local</b>  |                 |              |              |              |              |              |              |              |              |              |              |              |
| Proposition C 25%                                       | 1,630.2         | 77.3         | 107.0        | 73.0         | 212.0        | 158.0        | 190.0        | 120.0        | 135.0        | 175.0        | 155.0        | 163.9        |
| Proposition C 10%                                       | 187.1           | 13.4         | 12.9         | 12.8         | 14.2         | 14.1         | 12.6         | 13.9         | 13.8         | 15.0         | 15.0         | 15.0         |
| <b>Subtotal Prop. C</b>                                 | <b>1,817.3</b>  | <b>90.7</b>  | <b>119.9</b> | <b>85.8</b>  | <b>226.2</b> | <b>172.1</b> | <b>202.6</b> | <b>133.9</b> | <b>148.8</b> | <b>190.0</b> | <b>170.0</b> | <b>178.9</b> |
| <b>Other Local</b>                                      |                 |              |              |              |              |              |              |              |              |              |              |              |
| LONP Reimburse (fund 3562)                              | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Total Local</b>                                      | <b>1,817.3</b>  | <b>90.7</b>  | <b>119.9</b> | <b>85.8</b>  | <b>226.2</b> | <b>172.1</b> | <b>202.6</b> | <b>133.9</b> | <b>148.8</b> | <b>190.0</b> | <b>170.0</b> | <b>178.9</b> |
| <b>State (programming basis)</b>                        |                 |              |              |              |              |              |              |              |              |              |              |              |
| State Infrastructure Bonds - SLPP                       | -               | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>Subtotal State</b>                                   | <b>-</b>        | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>Federal (programming basis)</b>                      |                 |              |              |              |              |              |              |              |              |              |              |              |
| Transportation Enhancements (TE)                        | 228.0           | 14.6         | 14.8         | 15.0         | 15.2         | 15.4         | 15.6         | 15.8         | 16.0         | 16.2         | 16.4         | 16.6         |
| CMAQ  | 179.4           | 37.8         |              | 17.2         |              | 12.3         | 11.9         | 40.0         | 4.6          | 5.2          |              |              |
| RSTP  | 359.8           | 27.1         | 27.6         | 28.0         | 28.5         | 29.0         | 29.5         | 30.0         | 30.5         | 30.8         | 31.3         | 31.8         |
| <b>Subtotal Federal</b>                                 | <b>767.2</b>    | <b>79.5</b>  | <b>42.4</b>  | <b>60.2</b>  | <b>43.7</b>  | <b>56.7</b>  | <b>57.0</b>  | <b>85.8</b>  | <b>51.1</b>  | <b>52.2</b>  | <b>47.7</b>  | <b>48.4</b>  |
| <b>Mixed (programming basis)</b>                        |                 |              |              |              |              |              |              |              |              |              |              |              |
| Regional Improvement Prog Funds (RIP)                   | 675.5           | 128.4        | 136.5        | 136.4        | 4.4          | 37.5         | 5.2          | 43.6         | 71.9         | 25.0         | 46.0         | -            |
| <b>Subtotal Mixed</b>                                   | <b>675.5</b>    | <b>128.4</b> | <b>136.5</b> | <b>136.4</b> | <b>4.4</b>   | <b>37.5</b>  | <b>5.2</b>   | <b>43.6</b>  | <b>71.9</b>  | <b>25.0</b>  | <b>46.0</b>  | <b>-</b>     |
| <b>TOTAL REVENUES</b>                                   | <b>3,260.0</b>  | <b>298.6</b> | <b>298.8</b> | <b>282.4</b> | <b>274.3</b> | <b>266.4</b> | <b>264.8</b> | <b>263.3</b> | <b>271.8</b> | <b>267.2</b> | <b>263.7</b> | <b>227.3</b> |
| <b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>                   | <b>-</b>        | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     |
| <b>NOTES:</b>   |                 |              |              |              |              |              |              |              |              |              |              |              |
| 1. Estimate by mode:                                    |                 |              |              |              |              |              |              |              |              |              |              |              |
| RSTI (\$29.2 M annual unescalated)                      | 684.6           | 62.7         | 62.7         | 59.3         | 57.6         | 55.9         | 55.6         | 55.3         | 57.1         | 56.1         | 55.4         | 47.7         |
| Goods Movement (\$26.2 M annual unescal)                | 619.4           | 56.7         | 56.8         | 53.7         | 52.1         | 50.6         | 50.3         | 50.0         | 51.7         | 50.8         | 50.1         | 43.2         |
| Signal Synch (\$33.9 M annual unescalated)              | 782.4           | 71.7         | 71.7         | 67.8         | 65.8         | 63.9         | 63.5         | 63.2         | 65.2         | 64.1         | 63.3         | 54.6         |
| Transit Capital (\$15.7 M annual unescalated)           | 358.6           | 32.8         | 32.9         | 31.1         | 30.2         | 29.3         | 29.1         | 29.0         | 29.9         | 29.4         | 29.0         | 25.0         |
| TDM (\$6.0 M annual unescalated)                        | 143.4           | 13.1         | 13.1         | 12.4         | 12.1         | 11.7         | 11.6         | 11.6         | 12.0         | 11.8         | 11.6         | 10.0         |
| Bikeways (\$11.7 M annual unescalated)                  | 260.8           | 23.9         | 23.9         | 22.6         | 21.9         | 21.3         | 21.2         | 21.1         | 21.7         | 21.4         | 21.1         | 18.2         |
| Pedestrian (\$11.7 M annual unescalated)                | 260.8           | 23.9         | 23.9         | 22.6         | 21.9         | 21.3         | 21.2         | 21.1         | 21.7         | 21.4         | 21.1         | 18.2         |
| Transportation Enhancements (\$2.3 M an'l unes)         | 65.2            | 6.0          | 6.0          | 5.6          | 5.5          | 5.3          | 5.3          | 5.3          | 5.4          | 5.3          | 5.3          | 4.5          |
| Reserve for appeals                                     | 84.8            | 7.8          | 7.8          | 7.3          | 7.1          | 6.9          | 6.9          | 6.8          | 7.1          | 6.9          | 6.9          | 5.9          |
| 2. Match assumed covered by cities' Local Return funds. | 3,260.0         |              |              |              |              |              |              |              |              |              |              |              |